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

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(A Government of India Undertaking)

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Type of fruit Tree

Potential Yield/Season (kg)

Actual Yield/Season (kg)

Mango 77
Coconut 77
Banana 77
Paw-paw 77
Others (Specify) 77

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

<table>
<thead>
<tr>
<th>#</th>
<th>Variables</th>
<th>Data</th>
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<tr>
<td></td>
<td><strong>A. General</strong></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Region</td>
<td>Banjul</td>
</tr>
<tr>
<td>2</td>
<td>Municipality</td>
<td>Banjul City Council</td>
</tr>
<tr>
<td>3</td>
<td>Village</td>
<td>Banjul</td>
</tr>
<tr>
<td>4</td>
<td>Activity(ies) that trigger resettlement</td>
<td>Relocation of ferry terminal and widening of Bund Road access</td>
</tr>
<tr>
<td>5</td>
<td>Project overall cost</td>
<td>US $114.6 million</td>
</tr>
<tr>
<td>6</td>
<td>Overall resettlement cost</td>
<td>D5,100,646.40 (US $102,012,928.00)</td>
</tr>
<tr>
<td>7</td>
<td>Applied cut-off date (s)</td>
<td>23rd – 30th June 2022</td>
</tr>
<tr>
<td>8</td>
<td>Dates of consultation with the people affected</td>
<td>Started 18th May to 14th July 2022</td>
</tr>
<tr>
<td></td>
<td>by the project (PAP)</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Dates of the negotiations of the compensation</td>
<td>Started 18th May to 14th July 2022</td>
</tr>
<tr>
<td></td>
<td>rates / prices</td>
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<td><strong>B. Specific information</strong></td>
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<tr>
<td>10</td>
<td>Number of people affected by the project (PAP)</td>
<td>185</td>
</tr>
<tr>
<td>11</td>
<td>Number of Physically displaced</td>
<td>None</td>
</tr>
<tr>
<td>12</td>
<td>Number of economically displaced</td>
<td>185</td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td>Value</td>
</tr>
<tr>
<td>---</td>
<td>-----------------------------------------------------------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>13</td>
<td>Number of affected households</td>
<td>185</td>
</tr>
<tr>
<td>14</td>
<td>Number of females affected</td>
<td>76</td>
</tr>
<tr>
<td>15</td>
<td>Number of vulnerable affected</td>
<td>28</td>
</tr>
<tr>
<td>16</td>
<td>Number of major PAP</td>
<td>185</td>
</tr>
<tr>
<td>17</td>
<td>Number of minor PAP</td>
<td>None</td>
</tr>
<tr>
<td>17A</td>
<td>Number of PAPs and other household members</td>
<td>1,241</td>
</tr>
<tr>
<td>18</td>
<td>Number of total right-owners and beneficiaries</td>
<td>N/A</td>
</tr>
<tr>
<td>19</td>
<td>Number of households losing their shelters</td>
<td>N/A</td>
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<tr>
<td>20</td>
<td>Total area of lost arable/productive lands (ha)</td>
<td>N/A</td>
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<tr>
<td>21</td>
<td>Number of households losing their crops and/or revenues</td>
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<tr>
<td>22</td>
<td>Total areas lost (ha)</td>
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<td>23</td>
<td>Estimation of revenue lost (USD)</td>
<td>US $ 4138.04 (D206,902)</td>
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<tr>
<td>24</td>
<td>Number of building to demolish totally (Container terminal at 100%)</td>
<td>N/A</td>
</tr>
<tr>
<td>24A</td>
<td>Number of building to demolish Relocation of Office at 100%</td>
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</tr>
<tr>
<td>25</td>
<td>Number of building to demolish totally at 50% 100</td>
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<td>26</td>
<td>Number of building to demolish totally at 25% 250</td>
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<tr>
<td>27</td>
<td>Number of tree-crops lost</td>
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<td>28</td>
<td>Number of commercial kiosks to demolish</td>
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<td>29</td>
<td>Number of ambulant/street sailors affected</td>
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<tr>
<td>30</td>
<td>Number of community-level service infrastructures disrupted or dismantled</td>
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<tr>
<td>31</td>
<td>Number of households whose livelihood restoration is at risk</td>
<td>185</td>
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</table>
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 are predominantly famers, 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.

(ii) **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 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 men 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 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 the RAP.

- **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**

<table>
<thead>
<tr>
<th>Institution</th>
<th>Responsibilities</th>
<th>Level</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Gambia Ports Authority

Resettlement Action Plan
for Port of Banjul 4th Expansion Project

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

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**

<table>
<thead>
<tr>
<th>Sub project location</th>
<th>PAP ID</th>
<th>PAP name</th>
<th>Rates used to compute assistance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PAPs at the Ferry terminal</strong></td>
<td></td>
<td></td>
<td>Daily earning (D) x 3 days, 20% of daily earning x 3 days, Total assistance (D)</td>
</tr>
<tr>
<td><strong>PAPs at the Bund Road</strong></td>
<td></td>
<td></td>
<td>Daily earnings (D) x 15 days, 20% of daily earning x 15 days, Total assistance (D)</td>
</tr>
</tbody>
</table>

**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 reinstallation, including sustainable livelihood restoration plan, if any

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

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

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

### 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
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

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

f. Cost of monitoring and evaluation

Monitoring Budget

<table>
<thead>
<tr>
<th>No</th>
<th>Activity</th>
<th>Time Frame</th>
<th>Budget (US$)</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Field visits to project sites, meetings, report writing, etc.</td>
<td>Three times a week</td>
<td>5,000</td>
<td>SSS/ESS</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>5,000</td>
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</table>

Budget for the implementation of the RAP

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

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>6</td>
<td>Secretarial costs (for editing complaint forms and reports)</td>
<td>300,000</td>
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</table>

## Communication costs of the Chairmen of the two GRCs (Site level and PIU level)

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>7</td>
<td>Communication costs of the Chairmen of the two GRCs (Site level and PIU level)</td>
<td>100,000</td>
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## Travel, verification and investigation costs

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>8</td>
<td>Travel, verification and investigation costs</td>
<td>600,000</td>
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### Sub total

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub total</td>
<td>1,750,000</td>
<td>35,000</td>
</tr>
</tbody>
</table>

## Monitoring and evaluation of RAP implementation

### Monitoring and evaluation of RAP implementation (including filed visits, meetings, report writings, etc)

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Monitoring and evaluation of RAP implementation (including filed visits, meetings, report writings, etc)</td>
<td>250,000</td>
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### Completion Audit of the implementation of the RAP

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<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Completion Audit of the implementation of the RAP</td>
<td>500,000</td>
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### Sub total

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub total</td>
<td>750,000</td>
<td>15,000</td>
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## Total – A + B + C

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<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Total – A + B + C</td>
<td>2,500,000</td>
<td>50,000</td>
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</table>

## Contingency (10% of resettlement support cost)

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Contingency (10% of resettlement support cost)</td>
<td>236,422.40</td>
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</table>

### Grand total

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Grand total</td>
<td>5,100,466.40</td>
<td>102,012,928</td>
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## Planning of the implementation of the RAP

<table>
<thead>
<tr>
<th>Activities/Tasks</th>
<th>Weeks</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>June 2022</td>
<td>July 2022</td>
</tr>
<tr>
<td>Cut-off-date</td>
<td>30th June 2022</td>
<td></td>
</tr>
<tr>
<td>Preparation of RAP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review and Final RAP approval</td>
<td></td>
<td></td>
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<tr>
<td>Disclosure of RAP</td>
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<td></td>
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</tbody>
</table>

### Execution of the RAP implementation process

<table>
<thead>
<tr>
<th>Activities/Tasks</th>
<th>Weeks</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>PIT</td>
</tr>
<tr>
<td>Appointment of a person in charge of the management and the internal monitoring of the complaints</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### GRM implementation

<table>
<thead>
<tr>
<th>Activities/Tasks</th>
<th>Weeks</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>PIT/GPA</td>
</tr>
</tbody>
</table>

### Compensation and assistance of PAPs

<table>
<thead>
<tr>
<th>Activities/Tasks</th>
<th>Weeks</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approval and transfer of funds</td>
<td></td>
<td>PIT/GPA/Banks</td>
</tr>
<tr>
<td>Presentation of assistance and</td>
<td></td>
<td>Consultant/PIT</td>
</tr>
<tr>
<td>Activities/Tasks</td>
<td>Weeks</td>
<td>Responsibility</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>-------------</td>
<td>----------------</td>
</tr>
<tr>
<td></td>
<td>June 2022</td>
<td></td>
</tr>
<tr>
<td></td>
<td>July 2022</td>
<td></td>
</tr>
<tr>
<td></td>
<td>August 2022</td>
<td></td>
</tr>
<tr>
<td>support PAPs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compensation of PAPs</td>
<td></td>
<td>Consultant/PIT</td>
</tr>
</tbody>
</table>

**RAP implementation monitoring and evaluation**

<table>
<thead>
<tr>
<th>Activities/Tasks</th>
<th>Weeks</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monitoring of the compensation procedure</td>
<td></td>
<td>PIT</td>
</tr>
<tr>
<td>Monitoring and resolution of complaints and submission of periodic activity reports</td>
<td></td>
<td>PIT</td>
</tr>
<tr>
<td>Completion Audit of the implementation of RAP</td>
<td></td>
<td>Consultant</td>
</tr>
</tbody>
</table>
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.
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
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 polices, 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 resettlement

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

Resettlement Action Plan for Port of Banjul 4th Expansion Project

- 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 temporarily. 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; 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:


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’ polices 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

<table>
<thead>
<tr>
<th>Provision</th>
<th>LACA 1991</th>
<th>ESS 6</th>
<th>AfDB ISS-OS-2</th>
<th>GAPs as addressed in this Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2. Compensation to be assessed as replacement value</td>
<td>2. Compensation to be assessed as replacement value</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notification</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td></td>
</tr>
<tr>
<td>Redress</td>
<td>Redress provided through the legal system</td>
<td>An independent and free grievance mechanism shall be set up and maintained.</td>
<td>Project managed grievance redress mechanism shall be set up and maintained throughout the project implementation.</td>
<td>A Grievance Redress Committee (GRC) will be created and located at the GPA to address complaints in the course of implementing this ARAP</td>
</tr>
<tr>
<td>Consultation and information disclosure</td>
<td>Provides for limited consultation procedures</td>
<td>Public consultation and involvement including disclosure and information on</td>
<td>Public consultation and involvement including disclosure and information on</td>
<td>Consultations were held with economic operators within the vicinity of the ferry terminal</td>
</tr>
<tr>
<td>Provision</td>
<td>LACA 1991</td>
<td>ESS 6</td>
<td>AfDB ISS-OS-2</td>
<td>GAPs as addressed in this Project</td>
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<tr>
<td>-----------</td>
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</tr>
<tr>
<td>Objective of Resettlement</td>
<td>Merely provides for compulsory acquisition of land for public purpose and subsequent payment of compensation</td>
<td>Minimizes severe long-term hardship, impoverishment, and environmental damage</td>
<td>Minimizes severe long-term hardship, impoverishment, and environmental damage</td>
<td>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 carried out</td>
</tr>
<tr>
<td>Coverage</td>
<td>Does not provide for additional measures to aid livelihood recovery or for increased assistance to vulnerable groups</td>
<td>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</td>
<td>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</td>
<td>Impacted business owners will be provided with resettlement assistance for the days that their business operations will be disrupted as they requested financial reimbursement</td>
</tr>
</tbody>
</table>
| 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-
<table>
<thead>
<tr>
<th>Provision</th>
<th>LACA 1991</th>
<th>ESS 6</th>
<th>AfDB ISS-OS-2</th>
<th>GAPs as addressed in this Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eligibility</td>
<td>Recognizes only those who have legal title</td>
<td>In addition to those who have legal title the Policy also recognizes squatters and vulnerable groups</td>
<td>In addition to those who have legal title the Policy also recognizes squatters and vulnerable groups</td>
<td>Recognizes not only those with legal title, but also the vulnerable groups such as children, women, the physically and mentally disabled, the elderly, etc.</td>
</tr>
<tr>
<td>Cut-off Date</td>
<td>The date that the Minister responsible Lands notifies potential PAPs of his approval for the acquisition of his property for public purposes</td>
<td>The date when PAPs’ assets and infrastructure are recorded during the census survey</td>
<td>The date when the census and socio-economic survey is completed</td>
<td>The date when the socio-economic survey and census was completed.</td>
</tr>
<tr>
<td>Preparation of ARAP</td>
<td>No legal requirement to prepare ARAP</td>
<td>ARAP required</td>
<td>ARAP required</td>
<td>ARAP has been prepared in this project</td>
</tr>
<tr>
<td>Monitoring of Resettlement Process</td>
<td>Monitoring of resettlement process not provided</td>
<td>Monitoring of resettlement process required</td>
<td>Monitoring of resettlement process required</td>
<td>Monitoring and evaluation of ARAP implementation will be carried out as indicated in Chapter 7</td>
</tr>
<tr>
<td>Vulnerable Groups</td>
<td>No legal requirement to assist and support vulnerable groups</td>
<td>Vulnerable groups need to be supported</td>
<td>Vulnerable groups need to be supported</td>
<td>Vulnerable groups will be supported</td>
</tr>
</tbody>
</table>
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**

<table>
<thead>
<tr>
<th>No.</th>
<th>Institution</th>
<th>Role/Responsibility Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AfDB</td>
<td>• Maintains an oversight role to ensure compliance with the</td>
</tr>
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<td></td>
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</tr>
<tr>
<td><strong>Gambia Ports Authority</strong></td>
<td><strong>Resettlement Action Plan</strong>&lt;br&gt;<strong>for Port of Banjul 4th Expansion Project</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Bank’s safeguards policies, review and provide clearance and approval for the RAPs.</strong>&lt;br&gt;• Will carry out external supervision for satisfactory RAP implementation and provide support role throughout project implementation and monitor progress of project implementation.&lt;br&gt;• Will recommend additional measures for strengthening institutional capacity building measures as appropriate and implementation performance.</td>
<td><strong>PIU</strong>&lt;br&gt;• Responsible for the successful implementation of the project by engaging appropriate contractors and consultants for the execution of the project.&lt;br&gt;• Has the oversight responsibility for the implementation of the RAP.&lt;br&gt;• Responsible for providing funds for direct compensation payments to eligible PAPs who will be economically/physically displaced.&lt;br&gt;• Responsible for compensation disbursement.&lt;br&gt;• Have a representation in the RAP Management Teams including the Grievance Committee and the Monitoring and Evaluation Committee.&lt;br&gt;• Responsible for ensuring that environmental and social safeguard issues and documentations are taken care of under all the Project.</td>
<td></td>
</tr>
<tr>
<td><strong>Resettlement Action Plan</strong>&lt;br&gt;<strong>for Port of Banjul 4th Expansion Project</strong></td>
<td><strong>RAP Consultant</strong>&lt;br&gt;• Responsible for the preparation of the RAP and Communication and Outreach Plan.&lt;br&gt;• Responsible for ensuring that impacts are properly assessed and all PAPs are identified and their affected assets recorded and valued for adequate compensation.&lt;br&gt;• Responsible for ensuring that stakeholders including PAPs have been identified and engaged to ensure issues of concern to them are adequately addressed.&lt;br&gt;• 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.</td>
<td></td>
</tr>
<tr>
<td><strong>Ministry of Transport Works and Infrastructure</strong></td>
<td><strong>The Ministry will provide policy oversight to the GPA in the implementation of the Project as a whole, and in particular the RAP</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Government Valuation institution</strong></td>
<td><strong>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</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Redress Committee may invite the ………</td>
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<td></td>
</tr>
<tr>
<td>6</td>
<td><strong>PAPs</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 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.</td>
<td></td>
</tr>
</tbody>
</table>
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 energy 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 Buniaodu 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
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

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**
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

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**

![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**
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

<table>
<thead>
<tr>
<th>Age</th>
<th>Total</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 – 4</td>
<td>153</td>
<td>63</td>
<td>90</td>
</tr>
<tr>
<td>5 – 9</td>
<td>164</td>
<td>84</td>
<td>80</td>
</tr>
</tbody>
</table>
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 PAPs 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>
<thead>
<tr>
<th>Gambia Ports Authority</th>
<th>Resettlement Action Plan for Port of Banjul 4th Expansion Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 – 14</td>
<td>161</td>
</tr>
<tr>
<td>15 – 19</td>
<td>150</td>
</tr>
<tr>
<td>20 – 24</td>
<td>154</td>
</tr>
<tr>
<td>25 – 29</td>
<td>90</td>
</tr>
<tr>
<td>30 – 34</td>
<td>75</td>
</tr>
<tr>
<td>35 – 39</td>
<td>83</td>
</tr>
<tr>
<td>40 – 44</td>
<td>53</td>
</tr>
<tr>
<td>45 – 49</td>
<td>47</td>
</tr>
<tr>
<td>50 – 54</td>
<td>43</td>
</tr>
<tr>
<td>55 - 59</td>
<td>25</td>
</tr>
<tr>
<td>60 – 64</td>
<td>23</td>
</tr>
<tr>
<td>65 – above</td>
<td>19</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1241</td>
</tr>
</tbody>
</table>

Source: S D F Ltd, 2022
### Table 3.2: Education and literacy level for ferry and Bund Road PAPs’ Households

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

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

<table>
<thead>
<tr>
<th>Categories</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malaria</td>
<td>72</td>
<td>109</td>
<td>181</td>
</tr>
<tr>
<td>Diarrhoea</td>
<td>40</td>
<td>34</td>
<td>74</td>
</tr>
<tr>
<td>HIV/AIDS</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Diabetes</td>
<td>7</td>
<td>6</td>
<td>13</td>
</tr>
<tr>
<td>Hypertension</td>
<td>11</td>
<td>15</td>
<td>26</td>
</tr>
<tr>
<td>Cancer</td>
<td>9</td>
<td>7</td>
<td>16</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Age</th>
<th>Total</th>
<th>Frequency</th>
<th>Male</th>
<th>Percent %</th>
<th>Female</th>
<th>Percent %</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 – 4</td>
<td>68</td>
<td></td>
<td>32</td>
<td>47</td>
<td>36</td>
<td>53</td>
</tr>
<tr>
<td>5 – 9</td>
<td>94</td>
<td></td>
<td>53</td>
<td>56</td>
<td>41</td>
<td>44</td>
</tr>
<tr>
<td>10 – 14</td>
<td>97</td>
<td></td>
<td>47</td>
<td>48</td>
<td>50</td>
<td>52</td>
</tr>
<tr>
<td>15 – 19</td>
<td>96</td>
<td></td>
<td>48</td>
<td>50</td>
<td>48</td>
<td>50</td>
</tr>
<tr>
<td>20 – 24</td>
<td>103</td>
<td></td>
<td>61</td>
<td>59</td>
<td>42</td>
<td>41</td>
</tr>
<tr>
<td>25 – 29</td>
<td>63</td>
<td></td>
<td>43</td>
<td>68</td>
<td>20</td>
<td>32</td>
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<tr>
<td>30 – 34</td>
<td>52</td>
<td></td>
<td>19</td>
<td>37</td>
<td>33</td>
<td>63</td>
</tr>
<tr>
<td>35 – 39</td>
<td>65</td>
<td></td>
<td>26</td>
<td>40</td>
<td>39</td>
<td>60</td>
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<td>40 – 44</td>
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<td>15</td>
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<td>45 – 49</td>
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<td>50 – 54</td>
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<td>55 - 59</td>
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<td>12</td>
<td>67</td>
<td>6</td>
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<td>60 – 64</td>
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<td>43</td>
<td>8</td>
<td>57</td>
</tr>
<tr>
<td>65 – above</td>
<td>14</td>
<td></td>
<td>5</td>
<td>36</td>
<td>9</td>
<td>67</td>
</tr>
</tbody>
</table>
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>
<thead>
<tr>
<th>Categories</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No education</td>
<td>54</td>
<td>35</td>
<td>89</td>
</tr>
<tr>
<td>Lower Basic (Attending)</td>
<td>29</td>
<td>38</td>
<td>67</td>
</tr>
<tr>
<td>Lower Basic (Completed)</td>
<td>6</td>
<td>7</td>
<td>13</td>
</tr>
<tr>
<td>Upper Basic (Attending)</td>
<td>13</td>
<td>23</td>
<td>36</td>
</tr>
<tr>
<td>Upper Basic (Completed)</td>
<td>11</td>
<td>21</td>
<td>32</td>
</tr>
<tr>
<td>Senior Secondary (Attending)</td>
<td>15</td>
<td>17</td>
<td>32</td>
</tr>
<tr>
<td>Senior Secondary (Completed)</td>
<td>16</td>
<td>10</td>
<td>26</td>
</tr>
<tr>
<td>Vocational education (Attending)</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Vocational education (Completed)</td>
<td>1</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Tertiary</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Adult literacy</td>
<td>20</td>
<td>0</td>
<td>20</td>
</tr>
<tr>
<td>Total</td>
<td>167</td>
<td>158</td>
<td>325</td>
</tr>
</tbody>
</table>

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

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

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

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

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, “ataty”, 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

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

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

<table>
<thead>
<tr>
<th>Categories</th>
<th>Activity/Occupation</th>
<th>Main</th>
<th>Secondary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td></td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Fishing</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Hunting</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Craft making</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Trading</td>
<td></td>
<td>95</td>
<td>6</td>
</tr>
<tr>
<td>Public service</td>
<td></td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Private company employment</td>
<td></td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Self-employment</td>
<td></td>
<td>6</td>
<td>0</td>
</tr>
<tr>
<td>Housewife</td>
<td></td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Other (Specify)</td>
<td></td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>108</strong></td>
<td><strong>11</strong></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Categories</th>
<th>Total</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Male</td>
</tr>
<tr>
<td>0 – 4</td>
<td>86</td>
<td>31</td>
</tr>
<tr>
<td>5 – 9</td>
<td>70</td>
<td>31</td>
</tr>
<tr>
<td>10 – 14</td>
<td>64</td>
<td>34</td>
</tr>
<tr>
<td>15 – 19</td>
<td>54</td>
<td>31</td>
</tr>
<tr>
<td>20 – 24</td>
<td>51</td>
<td>28</td>
</tr>
<tr>
<td>25 – 29</td>
<td>27</td>
<td>21</td>
</tr>
<tr>
<td>30 – 34</td>
<td>23</td>
<td>8</td>
</tr>
<tr>
<td>35 – 39</td>
<td>18</td>
<td>9</td>
</tr>
<tr>
<td>40 – 44</td>
<td>18</td>
<td>8</td>
</tr>
<tr>
<td>45 – 49</td>
<td>16</td>
<td>6</td>
</tr>
<tr>
<td>50 – 54</td>
<td>17</td>
<td>12</td>
</tr>
<tr>
<td>55 – 59</td>
<td>7</td>
<td>4</td>
</tr>
<tr>
<td>60 – 64</td>
<td>9</td>
<td>6</td>
</tr>
<tr>
<td>65 – above</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>465</strong></td>
<td><strong>234</strong></td>
</tr>
</tbody>
</table>
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

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

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 numerated 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

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

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

<table>
<thead>
<tr>
<th>Categories</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malaria</td>
<td>5</td>
<td>30</td>
<td>35</td>
</tr>
<tr>
<td>Diarrhoea</td>
<td>6</td>
<td>5</td>
<td>11</td>
</tr>
<tr>
<td>HIV/AIDS</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Diabetes</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Hypertension</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Cancer</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Respiratory Disease</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Other (specify)</td>
<td>3</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>17</strong></td>
<td><strong>41</strong></td>
<td><strong>58</strong></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Sex</th>
<th>Single</th>
<th>Married</th>
<th>Divorced</th>
<th>Widow</th>
<th>Widower</th>
<th><strong>TOTAL</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>28</td>
<td>67</td>
<td>3</td>
<td>0</td>
<td>4</td>
<td>102</td>
</tr>
<tr>
<td>Female</td>
<td>5</td>
<td>67</td>
<td>6</td>
<td>7</td>
<td>0</td>
<td>85</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>33</strong></td>
<td><strong>134</strong></td>
<td><strong>9</strong></td>
<td><strong>7</strong></td>
<td><strong>4</strong></td>
<td><strong>187</strong></td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Stakeholders Met</th>
<th>Number of persons met</th>
<th>Number of women</th>
<th>Location of the meeting</th>
<th>Date met</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fishermen and ancillary workers</td>
<td>5</td>
<td>0</td>
<td>Fish landing site</td>
<td>21.5.22</td>
</tr>
<tr>
<td>Women fish smokers</td>
<td>4</td>
<td>4</td>
<td>Fish smoking site</td>
<td>21.5.22</td>
</tr>
<tr>
<td>Operators of passenger/goods canoes</td>
<td>8</td>
<td>0</td>
<td>Landing site</td>
<td>19.5.22</td>
</tr>
<tr>
<td>Food vendors</td>
<td>20</td>
<td>20</td>
<td>Ferry terminal</td>
<td>18.5.22</td>
</tr>
<tr>
<td>Taxi drivers</td>
<td>17</td>
<td>0</td>
<td>Ferry terminal</td>
<td>18.5.22</td>
</tr>
<tr>
<td>Colanut vendors</td>
<td>3</td>
<td>3</td>
<td>Ferry terminal</td>
<td>18.5.22</td>
</tr>
<tr>
<td>Fruit sellers</td>
<td>5</td>
<td>5</td>
<td>Ferry terminal</td>
<td>18.5.22</td>
</tr>
<tr>
<td>Sellers of clothes/shop keepers</td>
<td>14</td>
<td>1</td>
<td>Ferry terminal</td>
<td>18.5.22</td>
</tr>
<tr>
<td>Fishermen at Bund Road</td>
<td>54</td>
<td>16</td>
<td>Bund Road</td>
<td>14.7.22</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>117</strong></td>
<td><strong>49</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Environment Agency</td>
<td>4</td>
<td>0</td>
<td>NEA</td>
<td>13.5.22</td>
</tr>
<tr>
<td>Gambia Ports Authority</td>
<td>5</td>
<td>1</td>
<td>GPA</td>
<td>???</td>
</tr>
<tr>
<td>Department of Fisheries</td>
<td>6</td>
<td>1</td>
<td></td>
<td>8.6.22</td>
</tr>
<tr>
<td>Gambia Maritime Administration</td>
<td>2</td>
<td>0</td>
<td>GMA</td>
<td>31.5.22</td>
</tr>
<tr>
<td>Department of Parks and Wildlife Management</td>
<td>3</td>
<td>1</td>
<td>DPWM</td>
<td>31.5.22</td>
</tr>
<tr>
<td>Department of Water Resources</td>
<td>3</td>
<td>0</td>
<td>DWR</td>
<td>5.5.22</td>
</tr>
<tr>
<td>Banjul City Council</td>
<td>5</td>
<td>0</td>
<td>BCC</td>
<td>18.5.22</td>
</tr>
<tr>
<td>National Roads Authority</td>
<td>1</td>
<td>0</td>
<td>NRA</td>
<td>12.5.22</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>29</strong></td>
<td><strong>3</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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
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.
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

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

<table>
<thead>
<tr>
<th>Sub project location</th>
<th>PAP ID</th>
<th>PAP name</th>
<th>Rates used to compute assistance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>PAPs at the Ferry terminal</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Daily earning (D) x 3 days</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20% of daily earning x 3 days</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total assistance (D)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>PAPs at the Bund Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Daily earnings (D) x 15 days</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20% of daily earning x 15 days</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total assistance (D)</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit price (D)</th>
<th>Total (D)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disinfectants, masks, soap, drum for water &amp; hand sanitizer</td>
<td>28 sets</td>
<td>5,000</td>
<td>140,000</td>
</tr>
<tr>
<td>Rice (50kg)</td>
<td>28 sets</td>
<td>1,600</td>
<td>44,800</td>
</tr>
<tr>
<td>Sugar (50kg)</td>
<td>28 sets</td>
<td>2,400</td>
<td>67,200</td>
</tr>
<tr>
<td>Cooking Oil (20 liter)</td>
<td>28 sets</td>
<td>2,400</td>
<td>46,800</td>
</tr>
<tr>
<td><strong>Grand total</strong></td>
<td></td>
<td></td>
<td><strong>298,800</strong></td>
</tr>
</tbody>
</table>

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:
Gambia Ports Authority
Resettlement Action Plan
for Port of Banjul 4th Expansion Project

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

### 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 of 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**

<table>
<thead>
<tr>
<th>GRM activity</th>
<th>Total cost (US $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Allowance to support personnel and logistics including meetings of GRC members</td>
<td>5,000</td>
</tr>
<tr>
<td>2 Capacity building of GRC members Capacity building and information dissemination and sensitization of the GRM</td>
<td>10,000</td>
</tr>
</tbody>
</table>
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

The 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 losses, 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 key ways 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/SFD;
- 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

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

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

<table>
<thead>
<tr>
<th>S/N</th>
<th>Activity/Item</th>
<th>Source of funding</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Total (D)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>GOTG</td>
</tr>
<tr>
<td>A</td>
<td>Support to PAPs</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Resettlement support for temporary disruption of economic activities</td>
<td>1,295,424</td>
</tr>
<tr>
<td>2</td>
<td>Assistance to vulnerable people</td>
<td>298,800</td>
</tr>
<tr>
<td>3</td>
<td>Livelihood restoration</td>
<td>770,000</td>
</tr>
<tr>
<td></td>
<td>Subtotal</td>
<td>2,364,224</td>
</tr>
<tr>
<td>B</td>
<td>GRM implementation</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Allowance to support personnel and logistics including meetings of GRC members</td>
<td>250,000</td>
</tr>
<tr>
<td>5</td>
<td>Capacity building of GRC members Capacity building and information dissemination and sensitization of the GRM</td>
<td>500,000</td>
</tr>
<tr>
<td>6</td>
<td>Secretarial costs (for editing complaint forms and reports)</td>
<td>300,000</td>
</tr>
<tr>
<td>7</td>
<td>Communication costs of the Chairmen of the two GRCs (Site level and PIU level)</td>
<td>100,000</td>
</tr>
<tr>
<td>8</td>
<td>Travel, verification and investigation costs</td>
<td>600,000</td>
</tr>
<tr>
<td></td>
<td>Sub total</td>
<td>1,750,000</td>
</tr>
<tr>
<td>C</td>
<td>Monitoring and evaluation of RAP implementation</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Monitoring and evaluation of RAP implementation (including filed visits, meetings, report writings, etc)</td>
<td>250,000</td>
</tr>
<tr>
<td>10</td>
<td>Completion Audit of the implementation of the RAP</td>
<td>500,000</td>
</tr>
<tr>
<td></td>
<td>Sub total</td>
<td>750,000</td>
</tr>
<tr>
<td>Total – A + B + C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------</td>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>11 Contingency (10% of resettlement support cost)</td>
<td>236,422.40</td>
<td>4,728.44</td>
</tr>
<tr>
<td>Grand total</td>
<td>5,100,646.40</td>
<td>102,012,928</td>
</tr>
</tbody>
</table>

**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.
BIBLIOGRAPHY

EIB Environmental and Social Standards
GoTG (1990) Land Acquisition and Compensation Act
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
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 4\textsuperscript{TH} 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 4\textsuperscript{th} 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)

<table>
<thead>
<tr>
<th>CATEGORIES</th>
<th>MALE</th>
<th>FEMALE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4yrs</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

72 | Page
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?

<table>
<thead>
<tr>
<th>CATEGORIES</th>
<th>ACTIVITY / OCCUPATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>MAIN</td>
</tr>
<tr>
<td>Agriculture</td>
<td></td>
</tr>
<tr>
<td>Fishing</td>
<td></td>
</tr>
</tbody>
</table>
22. How many members of your household are engaged in the following?

<table>
<thead>
<tr>
<th>CATEGORIES</th>
<th>MALE</th>
<th>FEMALE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fishing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hunting</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Craft making</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trading (any of the above in Q.15)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private company employment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Self-employment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Housewife</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Others (Specify)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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?
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?

<table>
<thead>
<tr>
<th>CATEGORIES</th>
<th>MALE</th>
<th>FEMALE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>No education</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lower Basic (Attending)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lower Basic (Completed)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Basic (Attending)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Basic (Completed)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior Secondary (Attending)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior Secondary (Completed)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vocational education (Attending)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vocational education (Completed)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tertiary (Attending)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tertiary (Completed)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adult literacy (Attending)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adult literacy (Completed)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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?
<table>
<thead>
<tr>
<th>CATEGORIES</th>
<th>MALE</th>
<th>FEMALE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malaria</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diarrhea</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HIV Aids</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diabetes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hypertension</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cancer</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Respiratory disease</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (Specify)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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) Mangoes -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)

<table>
<thead>
<tr>
<th>Type of fruit Tree</th>
<th>Potential Yield/Season (kg)</th>
<th>Actual Yield/Season (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mango</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coconut</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Banana</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paw-paw</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Others (Specify)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Institution/Community</th>
<th>Position</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aly Melbye</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7082200</td>
</tr>
<tr>
<td>Ahmad Gaye</td>
<td>Port Authority</td>
<td>Driver</td>
<td>7086110</td>
</tr>
<tr>
<td>Sambouh Sanjo</td>
<td>Port Authority</td>
<td>Driver</td>
<td>7593389</td>
</tr>
<tr>
<td>Omar Jempel</td>
<td>Port Authority</td>
<td>Driver</td>
<td>7292431</td>
</tr>
<tr>
<td>Altufie Melbye</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7168685</td>
</tr>
<tr>
<td>Modou Ceesay</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7298845</td>
</tr>
<tr>
<td>Illoum Saning</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7282166</td>
</tr>
<tr>
<td>Dusan Melbye</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7740770</td>
</tr>
<tr>
<td>Nebi Bala</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7232724</td>
</tr>
<tr>
<td>Sambouh Sanjo</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7612535</td>
</tr>
<tr>
<td>Sambouh Leigh</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7487090</td>
</tr>
<tr>
<td>Pape Jempel</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7628222</td>
</tr>
<tr>
<td>Tumrn Jaye</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7201611</td>
</tr>
<tr>
<td>Alioum baye</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7296354</td>
</tr>
<tr>
<td>Mandry Chong</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7948346</td>
</tr>
<tr>
<td>Mooteh Sanjo</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>7268070</td>
</tr>
<tr>
<td>Njaoum Jella</td>
<td>Port Authority</td>
<td>Taxi Driver</td>
<td>706372</td>
</tr>
</tbody>
</table>

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

Date: 15-05-2023 - Women Vendors At the Exit Gate Terminal

<table>
<thead>
<tr>
<th>Name</th>
<th>Institution/Community</th>
<th>Position</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sangh Seck</td>
<td>Vendor</td>
<td>Ferry Terminal</td>
<td>51 72 166</td>
</tr>
<tr>
<td>Jamina Bambeye</td>
<td>Vendor</td>
<td></td>
<td>74 67 50</td>
</tr>
<tr>
<td>Teddy Sake</td>
<td>Vendor</td>
<td>Ferry Terminal</td>
<td>87 27 260</td>
</tr>
<tr>
<td>Saimu Silleh</td>
<td>Vendor</td>
<td>Ferry Terminal</td>
<td>94 70 38</td>
</tr>
<tr>
<td>Fedou Tamsis</td>
<td>Vendor</td>
<td>Ferry Terminal</td>
<td>74 50 44</td>
</tr>
<tr>
<td>Maxima Bangura</td>
<td>Vendor</td>
<td>Ferry Terminal</td>
<td>2 91 298</td>
</tr>
<tr>
<td>Yala Dju Sili</td>
<td>Vendor</td>
<td>Ferry Terminal</td>
<td>70 80 770</td>
</tr>
<tr>
<td>Diamni Hone</td>
<td>Vendor</td>
<td>Ferry Terminal</td>
<td>72 46 87</td>
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## Consultation Form: The Banjul Port 4th Expansion Project Phase I

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Institution/Community</th>
<th>Position</th>
<th>Telephone</th>
</tr>
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<tbody>
<tr>
<td>Kaddy Jammeh</td>
<td>Terminal</td>
<td>Vendor</td>
<td>26100487</td>
</tr>
<tr>
<td>Fatoum Jammeh</td>
<td>Terminal</td>
<td>Vendor</td>
<td>2291888</td>
</tr>
<tr>
<td>Abas Jammeh</td>
<td>Terminal</td>
<td>Vendor</td>
<td>74507998</td>
</tr>
<tr>
<td>Mamadou Njieh</td>
<td>Terminal</td>
<td>Vendor</td>
<td>35035667</td>
</tr>
<tr>
<td>Ndey Jallow</td>
<td>II</td>
<td>Vendor</td>
<td>9256186</td>
</tr>
<tr>
<td>Maimunet Gambia</td>
<td>II</td>
<td>Vendor</td>
<td>2086763</td>
</tr>
<tr>
<td>Assan Jallow</td>
<td>II</td>
<td>Vendor</td>
<td>7980079</td>
</tr>
<tr>
<td>Isma Jallow</td>
<td>II</td>
<td>Vendor</td>
<td>7442201</td>
</tr>
<tr>
<td>Amie Sambon</td>
<td>II</td>
<td>Vendor</td>
<td>211466223</td>
</tr>
<tr>
<td>Sally Jallow</td>
<td>II</td>
<td>Vendor</td>
<td>7741513</td>
</tr>
<tr>
<td>Abdi Jallow</td>
<td>II</td>
<td>Vendor</td>
<td>2146233</td>
</tr>
<tr>
<td>Ellen Jallow</td>
<td>II</td>
<td>Vendor</td>
<td>4938741</td>
</tr>
<tr>
<td>Issa Jallow</td>
<td>II</td>
<td>Vendor</td>
<td>21421900</td>
</tr>
<tr>
<td>Bubu Jallow</td>
<td>II</td>
<td>Vendor</td>
<td>7576811</td>
</tr>
<tr>
<td>Ahmad Jallow</td>
<td>II</td>
<td>Vendor</td>
<td>7674107</td>
</tr>
<tr>
<td>Hadji Jallow</td>
<td>II</td>
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<td>8844895</td>
</tr>
<tr>
<td>Elite Jallow</td>
<td>II</td>
<td>Vendor</td>
<td>7674107</td>
</tr>
<tr>
<td>Isma Jallow</td>
<td>Passenger Terminal Group</td>
<td>Vendor</td>
<td>2288689</td>
</tr>
<tr>
<td>Mouch Jallow</td>
<td>Passenger Terminal Group</td>
<td>Vendor</td>
<td>3140683</td>
</tr>
<tr>
<td>Ndey Jallow</td>
<td>Passenger Terminal Group</td>
<td>Vendor</td>
<td>7354686</td>
</tr>
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## Consultation Form: The Banjul Port 4th Expansion Project: Phase 1

### Name | Institution/Community | Position | Telephone
--- | --- | --- | ---
Abdoulie Jarrett | Transfers of passengers and goods | Lead/Manager | 319 1061
Yankuba Ceesay | Passengers/Kuwait Laborer | | 584 6289
Momodou Lamind | Goods/Space Boat Driver | | 11
Ali David | Goods Transfer Laborer | | 510 6289
Lamin M. | Goods Transfer Laborer | | 314 6289
Musa S.o. | Goods Transfer Cleaner | | 512 6289
Dina Charr | Passengers/Conce Jjor | | 366 6289
Miles Jallow | Gambia Maritime Agency | | 314 2078
<table>
<thead>
<tr>
<th>Name</th>
<th>Institution/Community</th>
<th>Position</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Juma B. Sallah</td>
<td>Fish monger</td>
<td>Fish monger</td>
<td>703 300112</td>
</tr>
<tr>
<td>Burton J. Nene</td>
<td>Fish monger</td>
<td>Fish monger</td>
<td>3280962</td>
</tr>
<tr>
<td>Alick G. Gambia</td>
<td>Fish monger</td>
<td>Fish monger</td>
<td></td>
</tr>
<tr>
<td>Fatu J. Gambia</td>
<td>Fish monger</td>
<td>Fish monger</td>
<td>5963328</td>
</tr>
<tr>
<td>Ousmane J.</td>
<td>Fish monger</td>
<td>Fish monger</td>
<td></td>
</tr>
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</table>
## Consultation form: The Banjul Port 4th Expansion Project Phase 1

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Nafie Kha</td>
<td>Fishermen</td>
<td>Fishermen</td>
<td>7738171</td>
</tr>
<tr>
<td>Ousman Sany</td>
<td>Fishermen</td>
<td>Fishermen</td>
<td>7525450</td>
</tr>
<tr>
<td>Seedy Jallow</td>
<td>Fishermen</td>
<td>Fishermen</td>
<td>7651499</td>
</tr>
<tr>
<td>Ebrima Secka</td>
<td>Fishermen</td>
<td>Fishermen</td>
<td>7238031</td>
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<tr>
<td>Adama Puge</td>
<td>Fishermen</td>
<td>Fishermen</td>
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Date: 01-05-22
Time: 11:26 am
Appendix 4.2: List of Government officials consulted

<table>
<thead>
<tr>
<th>Name</th>
<th>Institution/Community</th>
<th>Position</th>
<th>Telephone</th>
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<tbody>
<tr>
<td>Lamin M. Touray</td>
<td>Dept. of Water</td>
<td>Engineer</td>
<td>70X 8752</td>
</tr>
<tr>
<td>Dr. Peter Gakka</td>
<td>Dept. of Water</td>
<td>Researcher</td>
<td>798 955 1352 2491</td>
</tr>
<tr>
<td>Landing Davies</td>
<td>Dept. of Water</td>
<td>Researcher</td>
<td>2573 757</td>
</tr>
<tr>
<td>Ken Johnson</td>
<td>CEPIC Ltd.</td>
<td>Consultant</td>
<td>797 80 21</td>
</tr>
<tr>
<td>Cheke K. Fallah</td>
<td>G.P.A (R.C.T.)</td>
<td>Engineer</td>
<td>252 8127</td>
</tr>
<tr>
<td>Momodou Dagey</td>
<td>S.O.F.</td>
<td>Consultant</td>
<td>7458 8010</td>
</tr>
<tr>
<td>Inu Cisseh</td>
<td>Ministry of Finance</td>
<td>Senior Officer</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Institution/Community</td>
<td>Position</td>
<td>Telephone</td>
</tr>
<tr>
<td>------------</td>
<td>-----------------------</td>
<td>----------</td>
<td>------------</td>
</tr>
<tr>
<td>Jehovah Seilah</td>
<td>NIPA</td>
<td>Engineer</td>
<td>99995632</td>
</tr>
<tr>
<td>Momodu Bekenram</td>
<td>SDF</td>
<td>NA</td>
<td>2788510</td>
</tr>
<tr>
<td>Ebemus Sajang</td>
<td>SDF</td>
<td>Technician</td>
<td>7878314</td>
</tr>
<tr>
<td>Ken Johnson</td>
<td>Cityscape</td>
<td>Engineer</td>
<td>7997021</td>
</tr>
<tr>
<td>Name</td>
<td>Institution/Community</td>
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<tr>
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<td>-----------------------</td>
<td>--------------</td>
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</tr>
<tr>
<td>Malick Bah</td>
<td>NEA</td>
<td>Director</td>
<td>79 198 28</td>
</tr>
<tr>
<td>Keno Kossa</td>
<td>NEA</td>
<td>Program Off.</td>
<td>79 198 22</td>
</tr>
<tr>
<td>Ketim Y. Darbo</td>
<td>NEA</td>
<td>Program Off.</td>
<td>79 198 22</td>
</tr>
<tr>
<td>Kota Cham</td>
<td>SAF</td>
<td>MIA</td>
<td>74 85 70</td>
</tr>
<tr>
<td>Esuand Syngar</td>
<td>SAF</td>
<td>Technician</td>
<td>77 93 14</td>
</tr>
<tr>
<td>Ken Jehovah</td>
<td>Cityscape</td>
<td>Senior Off.</td>
<td>77 3 021</td>
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### Consultation form: The Banjul Port 4th Expansion Project Phase 1

<table>
<thead>
<tr>
<th>Name</th>
<th>Institution/Community</th>
<th>Position</th>
<th>Telephone</th>
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</thead>
<tbody>
<tr>
<td>Mustapha Barcha</td>
<td>RCC</td>
<td>C.E.O.</td>
<td>79533459</td>
</tr>
<tr>
<td>Yusupha Tallon</td>
<td>RCC</td>
<td>Admin. Dir.</td>
<td>9920063</td>
</tr>
<tr>
<td>Alhagie Teng</td>
<td>RCC</td>
<td>Manager / W.A.</td>
<td>7858249</td>
</tr>
<tr>
<td>Kantim Tany</td>
<td>RCC</td>
<td>Dept. Planning / Mgr.</td>
<td>9906801</td>
</tr>
<tr>
<td>Omar Tany</td>
<td>RCC</td>
<td>Deputy C.E.O.</td>
<td></td>
</tr>
<tr>
<td>Kaila Chamb</td>
<td>SAF</td>
<td>M.D.</td>
<td>94888700</td>
</tr>
<tr>
<td>Abdoulie Manneh</td>
<td>SAF</td>
<td>Arch. Ch.</td>
<td>97441111</td>
</tr>
<tr>
<td>Ebenee Sanganj</td>
<td>SAF</td>
<td>Tech. Mgr.</td>
<td>98073148</td>
</tr>
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Date: 18-05-22
Banjul City Council (BCC)
<table>
<thead>
<tr>
<th>Name</th>
<th>Institution/Community</th>
<th>Position</th>
<th>Telephone</th>
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<tbody>
<tr>
<td>Ousainou</td>
<td>GMA</td>
<td>Deputy Director</td>
<td>9966764</td>
</tr>
<tr>
<td>Ceesay</td>
<td>GMA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Abbas Suleyka</td>
<td>GMA4</td>
<td>Head Maritime Security</td>
<td>77827266</td>
</tr>
</tbody>
</table>
**Gambia Ports Authority**

**Resettlement Action Plan**

for Port of Banjul 4th Expansion Project

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**SUSTAINABLE DEVELOPMENT FOCUS LTD.**

Sahel, WAIS Knowledge Campus, NDI Road Kanifing

Tel: (220) 9235151 | 9204411 | 7994318

Email: sdfocus6@gmail.com

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

Date: 31-05-22, Dept. of Wildlife Management

<table>
<thead>
<tr>
<th>Name</th>
<th>Institution/Community</th>
<th>Position</th>
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</thead>
<tbody>
<tr>
<td>Abdoulie Sawo</td>
<td>DPWM</td>
<td>SWCO</td>
<td>9308026</td>
</tr>
<tr>
<td>Abubacry Colley</td>
<td>DPWM</td>
<td>CTO</td>
<td>8705211</td>
</tr>
<tr>
<td>Amie Tariy</td>
<td>DPWM</td>
<td>Parks Wildlife</td>
<td>7388104</td>
</tr>
<tr>
<td>Kawsu Jammeh</td>
<td>DPWM</td>
<td>OBD focal</td>
<td>775923</td>
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*Time: 10:30 am*
### Appendix 4.3: Summary of views and comments expressed during the consultations

<table>
<thead>
<tr>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>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:</td>
</tr>
<tr>
<td>Expansion and modernization of the container terminal;</td>
</tr>
<tr>
<td>Expansion of the existing jetty by at least 345 meters;</td>
</tr>
<tr>
<td>Relocation of the Banjul ferry terminal;</td>
</tr>
<tr>
<td>Relocation of the headquarters of the GPA;</td>
</tr>
<tr>
<td>Completion and widening of the Bund road access.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>The other reasons for the consultations with them, as explained by the Consultant included the following:</td>
</tr>
<tr>
<td>To prepare an ESIA report that would evaluate the potential negative environmental and social risks and</td>
</tr>
</tbody>
</table>
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

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

To provide opportunities to stakeholders to discuss their opinions and concerns about the Project

To inform the process of developing appropriate management measures as well as institutional arrangements for effective implementation of the Project

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.

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.

Private operators within the project’s sphere of influence

<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Designation</th>
<th>Location</th>
<th>Comments/views</th>
<th>Remarks by Consultant</th>
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</thead>
<tbody>
<tr>
<td>18.5.22</td>
<td>Women vendors (soft/cold drinks)</td>
<td>Ms. SarjoSey (Leader)</td>
<td>Ferry terminal – exit gate for passengers</td>
<td>Relocation of ferry terminal: What is going to be our plight once the ferry terminal moves to a new location? 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.</td>
<td>An ARAP will be prepared to address the social impacts</td>
</tr>
<tr>
<td>Date</td>
<td>Taxi drivers</td>
<td>Location</td>
<td>Issue</td>
<td>Proposed Solution</td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td>--------------</td>
<td>----------</td>
<td>----------------------------------------------------------------------</td>
<td>-------------------</td>
<td></td>
</tr>
<tr>
<td>18.5.22</td>
<td>Mr. Aly Mbye</td>
<td>Banjul-Passenger exit gate of the ferry terminal</td>
<td>If we are out of business it’s going to bring untold hardship to our families. We plead with the GPA to come to our aid so that we can continue with our activities once the ferry relocates. 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.</td>
<td>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. 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 loses and harm to women vendors and ferry users. Vehicles parked along the road side are subjected to burglary of personal belongings and vehicle accessories like radios and accessories. 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. Relocation of the ferry is long overdue due to the hardship we encountered by the ferry users and us the</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Description</td>
<td>Owner</td>
<td>Remarks</td>
<td></td>
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<td>------------------------------</td>
<td>------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18.5.22</td>
<td>Ferry terminal shops, stalls and canteens</td>
<td>Foday Ba Kanyi (President of vendors)</td>
<td>On the relocation of the ferry terminal: 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). 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. 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. I have been a vendor of cola nut here for some two decades now and grew gradually to this level. 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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>taxi drivers.</td>
<td></td>
<td>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. This project, we believe will create decongestion and help free movement of people, luggage, goods in and out of the ferry terminal.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Date</th>
<th>Function</th>
<th>Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>19.5.22</td>
<td>Canoe/Boat transporters of goods, luggage, passengers across Banjul-Barra</td>
<td>Abdoulie Faal (Supervisor)</td>
<td>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. 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. 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. 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. Our close proximity to the ferry terminal has been of immense benefit to the ferry service.</td>
</tr>
</tbody>
</table>
| Date: 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 | 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. 

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.

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.

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.

I advise that (based on my experience) moving the ferry terminal along the coastline is not a good technical choice. |

GPA says the canoe operation in Banjul will not be disrupted |

GPA says the canoe operation in Banjul will not be disrupted |
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.

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.

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.

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.

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.

The heavy trucks waiting area is within a road corridor
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.

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).

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.

BCC) is supported with 2 waste collection vehicles by GPA but could not do the same for our community or for the KAC.

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.

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

<table>
<thead>
<tr>
<th>Will inform the GPA management</th>
<th>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.</th>
<th>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).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>Group</td>
<td>Location/Details</td>
</tr>
<tr>
<td>--------</td>
<td>------------------------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>21.5.22</td>
<td>Artisanal Fishermen AlhagieKah</td>
<td>Fish landing site Banjul</td>
</tr>
</tbody>
</table>
| 21.5.22 | Women fish smokers Bintou Janneh | Beachfront in Banjul              | 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 businessman 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
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.

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.

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.

The said area is equally close to mile 2 central prisons and this could endanger prisoners and prison operations.

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.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Designation</th>
<th>Location</th>
<th>Comments/views</th>
</tr>
</thead>
</table>

Remarks and views from Government stakeholders

Remarks by Consultant
<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Position</th>
<th>Department/Agency</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.5.22</td>
<td>Lamin Mai Touray</td>
<td>Director</td>
<td>Department of Water Resources (DWR)</td>
<td>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. Can the Project, or the AfDB support the DWR in the development of skills? The ESIA will address this issue. This is a possibility that can be studied by the AfDB.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Capacity is lacking in telemetry in DWR to be able to measure wave heights, temperature, rainfall, etc. Need to establish a main Unit along the River/estuary and in the Port area to measure salinity, temperature and other parameters in real time.</td>
</tr>
<tr>
<td>12.5.22</td>
<td>Dodou Senghore</td>
<td>Managing Director</td>
<td>NRA</td>
<td>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</td>
</tr>
</tbody>
</table>
either side of the road.

Plans are under way to implement axle-load regulations through a standard vehicle weighing bridge.

Effective coordination is required with road transport stake holders including GPA for the implementation of the vehicle axle regulation to be spearheaded by NRA. Will be included in the ESMP

Proper management of the TWNP is required to ensure free flow of water to avoid seasonal flooding during heavy tides and rains.

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.

13.5.22 Mr. Malick Bah Director Technical Services Network NEA

The ESIA study shall outline a comprehensive climate change action plan including adaptation and mitigation activities and this shall be adequately budgeted in ESMP.

Also as part of the study, assessments on green gas emissions has to be conducted since port operations are based mainly on fossil fuels.

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.

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 is 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.
emission issues and mitigations.

**On the TWNP:**

The wetland should be preserved and protected.

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.

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.

**On the relocation of the ferry terminal:**

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.

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.

<table>
<thead>
<tr>
<th>18.5.22</th>
<th>Mr. Mustapha Batchily</th>
<th>CEO</th>
<th>BCC</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.

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.

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.

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.

Modernization of the water pumping station at Bund Road and re-construction or unblocking the ring canal in Banjul is necessary.

Effective coordination and advocacy on impact of climate change within the coastline as well as the human activities should be intensified.

On waste management, BCC needs to develop a waste management policy/strategy.
<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Position</th>
<th>Organization</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>31.5.22</td>
<td>Abdouli Sawo</td>
<td>Senior Wildlife Conservation Officer</td>
<td>DPWM</td>
<td>Any development within the Tanbi Wetland should be in accordance with the management plan for the area. 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. Road development projects along the Bund Road should be carried out in a manner that will protect the wetland. The container terminal that is in the wetland was not subjected to any ESIA in spite of the laid down laws.</td>
</tr>
<tr>
<td>2.6.22</td>
<td>Ousman Ceesay</td>
<td>Deputy Director</td>
<td>GMA</td>
<td>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. Segregate the cargo and direct ships to the area to easily remove the current congestion</td>
</tr>
</tbody>
</table>
There is a lot of ship wrecks around the Fisheries Jetty which can create safety issues for navigation.

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.

Development of the Port is important for revenue generation and competitiveness of the Gambia within the sub region.

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.

Potential negative impacts should the jetty be expanded towards the Karpowership will include:

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.

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.

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,
<table>
<thead>
<tr>
<th>Smokers, and ice plants, etc. are all within the same area thus making easy access to fish and related services.</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
<tr>
<td>On the relocation to the fish jetty (WharfiNjago) south west of Banjul:</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>The current jetty is small and lacks the required infrastructure for proper and safe operations of both big industrial boats and small canoes/boats.</td>
</tr>
<tr>
<td>The jetty area is said to be very deep and this also poses serious operational challenges to small canoes/boats.</td>
</tr>
<tr>
<td>With relocation of the ferry to the Bund Road area some negative impacts will include:</td>
</tr>
<tr>
<td>Nearby mangrove ecology</td>
</tr>
<tr>
<td>Traditional fishermen</td>
</tr>
<tr>
<td>Oyster harvesters</td>
</tr>
<tr>
<td>8.6.22</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>
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.

Besides, the potential to negatively impact the TWNP will be increased.

**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.

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.

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.
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

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

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

<table>
<thead>
<tr>
<th>No</th>
<th>PAP ID</th>
<th>Name of PAP</th>
<th>SEX</th>
<th>Tel. No. of PAP</th>
<th>Daily lost earning (D)</th>
<th>Incon. (20% of daily earning)</th>
<th>Daily compensation</th>
<th>Compensation for 3 days (D)</th>
<th>Livelihood support</th>
<th>Total support (D)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SK001</td>
<td>Mamadou S. Bah</td>
<td>Male</td>
<td>2882349</td>
<td>150.00</td>
<td>30.00</td>
<td>180.00</td>
<td>540.00</td>
<td>0</td>
<td>540.00</td>
</tr>
<tr>
<td>2</td>
<td>SK002</td>
<td>Ma Yerro Sowe</td>
<td>Male</td>
<td>9912596</td>
<td>2,500.00</td>
<td>500.00</td>
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<tr>
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<td>Abdoulie Jallow</td>
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<td>600.00</td>
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<tr>
<td>4</td>
<td>SK004</td>
<td>Sheikh Dukureh</td>
<td>Male</td>
<td>2784172</td>
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<td>5</td>
<td>SK005</td>
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<td>2582933</td>
<td>500.00</td>
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<tr>
<td>6</td>
<td>SK006</td>
<td>Pap Jaw (Modou Jaw)</td>
<td>Male</td>
<td>7714378</td>
<td>2,000.00</td>
<td>400.00</td>
<td>2,400.00</td>
<td>7,200.00</td>
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<tr>
<td>7</td>
<td>SK007</td>
<td>Isatou Secka</td>
<td>Female</td>
<td>7024320</td>
<td>2,000.00 l</td>
<td>400.00</td>
<td>2,400.00</td>
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<td>10,000</td>
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<tr>
<td>8</td>
<td>SK008</td>
<td>Sheikh Jack</td>
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<td>7327830</td>
<td>700.00</td>
<td>140.00</td>
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<tr>
<td>9</td>
<td>SK009</td>
<td>Abdou Ceesay</td>
<td>Male</td>
<td>7047888</td>
<td>500.00</td>
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<tr>
<td>No</td>
<td>PAP ID</td>
<td>Name of PAP</td>
<td>SEX</td>
<td>Tel. No. of PAP</td>
<td>Daily lost earning (D)</td>
<td>Incon. (20% of daily earning)</td>
<td>Daily compensation</td>
<td>Compensation for 3 days (D)</td>
<td>Livelihood support</td>
<td>Total support (D)</td>
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<tr>
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<td>SK009</td>
<td>Omar Fye</td>
<td>Male</td>
<td>7908618</td>
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<tr>
<td>14</td>
<td>SK013</td>
<td>Sainey Dukureh</td>
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<td>500.00</td>
<td>100.00</td>
<td>600.00</td>
<td>1,800.00</td>
<td>1,800.00</td>
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<tr>
<td>15</td>
<td>SK014</td>
<td>Abibou Mbaye</td>
<td>Male</td>
<td>2727391</td>
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<tr>
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<td>SK015</td>
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<tr>
<td>17</td>
<td>SK016</td>
<td>Cheikh Sow</td>
<td>Male</td>
<td>2670039</td>
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<tr>
<td>18</td>
<td>SK017</td>
<td>Khadim Faye</td>
<td>Male</td>
<td>7685262</td>
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# Gambia Ports Authority

## Resettlement Action Plan for Port of Banjul 4th Expansion Project

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## Gambia Ports Authority

### Resettlement Action Plan for Port of Banjul 4th Expansion Project

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## Appendix 5.5: List of vulnerable persons at the ferry terminal

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<th>elderly men (at least 70yrs)</th>
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<th>Blind</th>
<th>Mental Health</th>
<th>Crippled</th>
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### Appendix 5.6: List of vulnerable persons at Bund Road

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Appendix 6.1: Flow Chart of Grievance Redress Process

1. PCU Receives Complaint (1 Day)
2. PCU Acknowledges Complaint (1-5 Day)
3. Screen and Establish Merit (7-14 Days)
4. Implement and Monitor Decision/Conclusion (2-4 Days)
5. Extra Intervention for a Dissatisfied Scenario (2-4 Weeks)
6. Judicial Adjudication (No Fixed Time)
7. Funding of grievance Process (No Fixed Time)
WAPCOS LIMITED, INDIA
(A GOVERNMENT OF INDIA UNDERTAKING)

MINISTRY OF JAL SHAKTI,
DEPARTMENT OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION

76-C, Sector-18, Gurugram - 122015, Haryana, INDIA
Tel. 0124-2397396, Fax. 0124-2397392 | Email: environment@wapcos.co.in;

in association with

SUSTAINABLE DEVELOPMENT FOCUS LTD, THE GAMBIA

Sahel, WAIS Knowledge Campus, MDI Road Kanifing
Tel: (220) 9235151, 92044411, 7984318 | Email: sdfocus6@gmail.com

JULY 2022