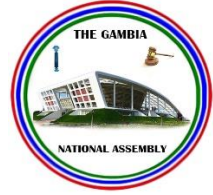




## **REPUBLIC OF THE GAMBIA**

National Assembly, New Assembly Building, Rev . Pye Lane  
Banjul, The Gambia



# **REPORT OF THE NATIONAL ASSEMBLY SELECT COMMITTEE ON MONITORING OF THE IMPLEMENTATION OF GOVERNMENT PROJECTS**

*First and Second Phase*

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## **ACKNOWLEDGEMENT**

The Select Committee on Monitoring of Implementation of Government Projects wishes to acknowledge and express appreciation for the invaluable support of all stakeholders who participated in the preliminary and subsequent processes of the committee in conducting the oversight tasks contained in this report.

First, the committee's gratitude is extended to the National Assembly Authority through the Office of the Clerk for financing and providing the necessary logistics required for the committee to undertake these tasks. This institutional support provided has invaluable contributed in enabling the Select Committee to professionally perform its mandate and responsibilities.

Similarly, the Select Committee registers its appreciation for the cooperation and invaluable support of the Ministry of Transport, Work and Infrastructure, NRA and GAMWORKS Agency officials, especially the teams from these institutions who accompanied the Committee to all the selected project sites throughout the tour. These teams provided vital information and guidance to the committee in dealing with technical issues at the project sites.

Finally, the Committee wishes to commend all the Honorable Members of the Select Committee for demonstrating a heightened resolve and dedication to performing their constitutionally mandated duty of oversight over the executive throughout this exercise. Special appreciation is also extended to the Subject Matter Specialist and Committee Clerk, the media team as well as the Driver.

## **EXECUTIVE SUMMARY**

The Select Committee on Monitoring of Government projects has the honour to present its Report on oversight activities of the committee conducted during the course of the 1<sup>st</sup> and 2<sup>nd</sup> oversight cycles of the National Assembly oversight calendar for the year 2018, for consideration and adoption the by this plenary.

The select committee derives its mandate from Section 109, Subsection (3) of the 1997 Constitution and Standing Order 85(5) of the National Assembly.

The arrangement of this report herein put forward for consideration and adoption by this August Assembly is in two parts (Part 1 and Part 2).

**Part 1** centers on the committee's observations and findings which emanated from the meetings held with senior officials of the Ministry of Transport, Works and Infrastructure and its satellite agencies. The second section of **Part 1** is on the committee's observations and findings from oversight visits to selected on-going major capital projects located within the Kanifing Municipality and West Coast Region.

The primary objectives of these interface on **Part 1** of the report were;

- a) For the committee to familiarize itself and build partnerships with relevant selected institutions in order to achieve its oversight objectives;
- b) To gain an in-depth knowledge and understanding of the sector issues, policy priorities, objectives, institutional mechanisms and challenges in the execution and implementation of projects under the purview of the Ministry and its satellite agencies.

**Part 2** of the report contains observations and findings by the committee during the second cycle of the National Assembly oversight calendar in 2018. The oversight visits reported in **Part 2** of this report are field visits to major capital projects; roads and bridges.

In conducting oversight visits under **Part 1 and 2** of this report the Committee's objectives were to: -

- a) To observe, investigate and determine the level of effectiveness and efficiency of project implementation.

b) To scrutinize, investigate and determine whether there is value for money in the projects. This will help the committee to make appropriate recommendations to this August Assembly from the findings.

Finally, the committee begs the indulgence of this August Assembly to amend, consider and adopt this report.



## **INTRODUCTION**

In pursuance of meeting one of the National Assembly's oversight procedural guidelines and requirements for select committees in performing oversight. In this light, the committee developed its annual work-plan in alignment with the National Assembly's oversight calendar. The oversight visits were in two (2) phases; phase 1 from the 3<sup>rd</sup> to 8<sup>th</sup> May, 2018 and phase 2 which ran from 1<sup>st</sup> to 7<sup>th</sup> November, 2018.

The committee selected on-going capital projects under the purview of the Ministry of Transport, Works and Infrastructure and two of its satellite agencies (NRA and GAMWORKS Agency) as the focus of its oversight activities for the period, 2017/2018 financial year.

The August Assembly may recall that on the 4th July 2017, during the question and answer sessions at the National Assembly, the Honourable Minister of Transport, Works and Infrastructure appeared before a plenary of the National Assembly to respond to the questions put forward by National Assembly Members, regarding the conditions of the roads particularly, rural roads.

In addition, the Honourable Minister promised this August Assembly to embark on a countrywide tour of rural roads from 11-17th July 2017 together with staff from the Ministry of Transport, Works and Infrastructure and the National Roads Authority.

In fulfilling his promise, the Minister and team visited selected rural roads over which concerns were raised, with the primary aim of inspecting the conditions of these roads and come up with a plan to reconstruct and/or rehabilitate these roads to an all-weather Bituminous Standard (Hot Mix Asphalt) to improve accessibility.

It is against this backdrop that the committee resolved to further engage the Ministry and its satellite agencies through meetings in order to study, appreciate and gain an in-depth understanding of Government's policies, regulatory frameworks and investments outlined for improving infrastructure.

This quickly made the committee to roll out on visits to intervention sites of on-going capital works projects located in the urban, peri-urban and rural areas of the Gambia.

A summary of the Committee's observations, findings and conclusions on issues arising from subject-matters dealt with; and recommendations are herewith presented in this report.

## **Objectives of the Select Committee**

The objectives and duties of the Select Committee are to: -

- I. Consider reports, scrutinize whether the manner/actions of Ministries, Department and Agencies implementing Government projects are fully compliant and aligned with national priorities.
- II. Determine whether the interventions of these projects under review are adequately and appropriately aligned with, and focused on implementing the approved strategies.
- III. Check and determine the level of compliance of the managements of these projects against the agreed and approved project operations and management mechanisms; agreed works schedules; and approved costs estimates, timeframes, progress and budgets;
- IV. To make appropriate recommendations to Government through the National Assembly to improve performance, challenges and sanctions on mismanagement.

## **Methodology**

The approach adopted by the committee involved the phasing of tasks to ensure coherency in the processes and seamless accomplishment of these oversight exercises which included mainly: -

- Questionnaires
- Interviews
- Focus group discussions
- Question and answer sessions
- Field visits

## **RECOMMENDATIONS**

- Comprehensively implement outlined the strategies of revised transport policy 2017-2027; and to revise existing legal and regulatory frameworks of the Transport sector to adequately respond the current realities of the Transport sector;
- Development of an Integrated Transport Sector Master Plan that responds to Sector Policies and Strategy in a harmonized and integrated manner is urgent to enable the transport sector effectively respond to the increasing and diversified

demand coming out from the productive and social sectors of the economy over the medium to long-term.

- Developing and implementing Medium-term individual mode master plans;
- Developing appropriate strategies for road construction and road transport financing;
- Developing road traffic safety/excessive axle load regulations and management plans;
- Supporting and providing institutional and capacity building needs particularly NRA,
- Encouraging and supporting local construction industry into financing and road construction ventures; and establishing an engineering faculty at the UTG to provide future engineers to service the sector's needs.
- Opening up the isolated regions within the country through construction new Feeder roads, rehabilitation and maintenance of existing feeder and Access roads within these regions;

## **2. ROAD SUB-SECTOR**

The Ministry of Transport, Works and Infrastructure and the National Roads Authority need to:-

- Develop a Prioritized Five-Year Road Development Programmed for the primary and secondary roads network consistent with the macro-economic and fiscal framework and Medium-Term Expenditure framework for the road sector under the NDP-2018-2021;
- Develop a Prioritized Five-Year Feeder Roads Construction and Rehabilitation programmed based on multi-criteria analysis to support the agricultural sector and all poverty reduction and inclusive growth under the NDP-2018-2021;
- Establish a separate Board to manage the road fund separately from MOFEA; and prioritize decreasing the maintenance backlog over routine maintenance;
- Government should fully dedicate and allocate the funds collected from the fuel levy charges to NRA and explore additional funding to NRA to enable it fulfill its mandate;
- Formulate a Heavy axle Vehicle regulation and develop a Management programmed to prevent pre-mature damages to road pavements;
- Initiate a Road Safety Programme with creation of necessary institutional framework by establishing a National Road Safety Council with a secretariat to develop its work programme;
- Provide institutional capacity building for the NRA to be able to exercise its mandate for planning, programming and execution of road works and managing contractors and consultants;
- There is need for the GOTG to explore options and strategies for introducing Civil Engineering and other relevant engineering courses in the University to meet Gambia's medium term and long term man-power needs;

- Develop a programme for the development of the Local Road Construction Industry; and strengthening of the recently adopted Labour-based method, initiated by Government in collaboration with EU and UNOPs, and to fully involve GAMWORKS;

### **3. Air Transport**

Over all the Banjul International Airport, is fully dependent upon capital investment from the Government and other development partners for undertaking airport development and improvement. The Committee urges government to continue to provide support that is necessary given the strategic nature of the airport to the tourism sector until such a time that the airport traffic has grown to a size that can enable the Airport to support itself by generating enough revenue to be a profitable.

### **4. Maritime Transport**

Policy objectives for the Government should be on exploring new policies on the port organization, port facilities and regulations in the following areas:

- redefine port governance and organization to tackle emerging issues, particularly moving from a public service model to a landlord model like other regional ports;
- privatize and promote partnership between public and private sectors in order to enhance efficiencies and productivity particularly with respect to the superstructure of the port;
- Banjul is a port city and the urban sprawl has led to significant urban development in areas adjacent to the port, leaving little room for port expansion or port service industries to develop in the future. This situation calls for the development of inland transport connection and effective coordination between the Banjul Port Master Plan, the Banjul Urban Development Master Plan and National Transportation Master Plan, that require intermodal coordination of surface transport that may necessitate use of container barges to off port ICD on the bank of the River Gambia outside the urban boundary;
- strengthen the Port's marketing Strategy;
- Better handling capacity for bulk cargo and container logistics to improve current operational performance.

## **RECOMMENDATIONS-PART II-A OF THE REPORT**

### **The Trans-Gambia Bridge corridor project:-**

- The construction of the bridge as at the time of the committee's visit is 90% completed, therefore the committee urges Government to begin considering an appropriate model for the maintenance of the bridge. In the committee's opinion, Government should outsource the maintenance of the bridge through an Operations and Maintenance (O&M) contract, funded by a user toll. The design of the bridge already provides for the

installation of toll stations. Complementary infrastructure, in particular access roads and weighing bridges could also be included in the contract.

- The committee recommends that Government (through the NRA) should hire a consultant to conduct:-

- i. a full feasibility study (technical, economic, financial, environmental) of the upgrading of the 24 km section of the Trans-Gambia Corridor which runs through the Gambia; and
- ii. to develop an optimal institutional model for managing the toll bridge.

## **OVERSIGHT ACTIVITIES OF THE COMMITTEE**

### **Day 1**

#### **INTERFACE MEETINGS WITH SENIOR OFFICIALS OF THE MINISTRY OF WORKS, TRANSPORT AND INFRASTRUCTURE AND NATIONAL ROADS AUTHORITY**

##### ***i. Arrival of The Select committee at MOTWI***

The select committee set out from the National Assembly premises at 10.00 am to visit the Ministry of Transport, Works and Infrastructure at Kanifing Municipality. Upon arrival at the Ministry, the Committee was received and escorted to the ministry's Conference Hall. After prayers and introductions of senior ministry officials and select committee members

##### ***ii. Welcoming and Opening Remarks by The Permanent Secretary of MOTWI***

The Permanent Secretary-Mrs. Ndure-Njie expressed her delight on behalf of the ministry to welcome the Committee to the Ministry; she went on to deliver the opening remarks of the meeting.

In her opening remarks, the permanent Secretary noted that this was the first time that a select committee of the National Assembly visited the Ministry, and that the presence of the committee was indeed an honour which will be cherished by the ministry for a long time.

Mrs. Ndure-Njie went on to brief the committee on the mandate of the ministry. She indicated that the MOTWI is responsible for setting the overall policy objective, strategic role and as well as oversight performance of the institution.

She went further to explain that enforcement of the sector's regulations is faced with challenges in meeting realities.

She further explained that Government has adopted a commercial orientation to improve the transport sector. In that light a capacity building was organized for regulatory bodies, implementing institutions and different stakeholders. Government will undertake a capacity gaps assessment on implementation of transport policy. It ranging from transport road safety; procurement (of goods and services); PPP and PSP arrangements; results-based management; economic and financial analyses; and social and environmental impact assessments.

She concluded by thanking the members for their initiative to engage the ministry. She promised the committee about her ministry's commitment in promoting safe transportation in the Gambia. These includes knowledge on the sector's policy development, regulatory and institutional frameworks.

***iii. Summary of Key Sector Issues, Challenges and mitigation measures highlighted in the Statement of the Honourable Minister of Transport, Works and Infrastructure:-***

The Honourable Minister began his statement by revealing to the committee that, the present Government has been bequeathed with considerable challenges which have been lingering on the sector over the last two decades or even more.

The Minister highlighted key challenges affecting the sector which include: the institutional, policy and regulatory environment framework. The absence of a transport sector Master Plan leads to low quality of infrastructure or poor maintenance. Absence of proper urban planning contributed significantly to transport crisis in the Greater Banjul Metropolis.

Despite these challenges the Minister said, since coming into office Government has taken concrete steps and measures to correct previous institutional maladministration, weak enforcement of policy and modal regulatory frameworks; and incoherent financing/investment strategies and plans infrastructure improvements for the National transport modes, all geared towards Transport sector-wide improvement.

The Minister further elaborated that, over the medium-term period 2017-2021, his ministry will make major efforts through implementation of the strategies outlined for the Transport Sector under the NDP. These include plans to: review and formulate transport sector policies, restructure the institutional framework of the Transport sector; develop and implement an integrated transport sector master plan in line with the land use master plan; expand, improve, and maintain the road networks; develop Urban Transport; implement the Banjul port expansion project and develop the inland water ways; implement the Airport Improvement Project; and implement airport hub and city plan.

The Minister went on further to intimate committee members with the Key expected results to be achieved by the Transport Sector under the NDP-2018-2021, which include:-

- Existence of an updated National Transport Policy;
- Increase % of the primary road network in good condition (paved) from 80% to 100%;
- Increase operational capacity of air transport facilities in Banjul International Airport from 326,757 to 500,000 persons;
- Increase the number of new roads constructed from 0 to 3;
- Increase the number of new bridges constructed from 0 to 3;
- Existence of a national public buildings and facilities policy; and
- Expansion of Banjul Port facilities projects.

The minister concluded by assuring members of the Committee that his Ministry will henceforth periodically update the committee on progress registered in the implementation of policies, programs and projects in the sector. This will be done through submission of sector-wide and individual sub-sector quarterly and annual performance/progress reports, for consideration and scrutiny by the committee.

The Director-General of the National Roads Authority Mr. Dodou Senghore, gave the rationale for Government to establish the National Roads Authority (NRA) and the Road Fund by an Act of National Assembly (GRTSA ACT, 2003). Mr Senghore explained that under the ACT, the mandate of the NRA is to construct, maintain and manage the road network of the country to the standard that facilitates the socio-economic welfare of the country within the framework of the NDP's vision for the Transport sector in general and particular, for the Road Sub-sector.

Mr. Senghore went on to explain that for the road subsector, the MOTWI has a dual role of policy formulation and regulation of roads transportation.

The NRA is overseen by Board of Directors, while the management is structured into four directorates overseen by a Director General assisted by a Deputy Director General. The NRA Board also oversees the Road Fund which is dedicated to finance. It is part of NRA's operational responsibilities of construction, maintenance and management of the road network.

Mr. Senghore further explained that The Gambia's classified road network is estimated at about 3,920.53 km of primary, secondary, urban and rural roads. Out this, about 818.53 km (20.88%) function as the primary road system, connecting important economic centers to gateways (sea port, airport, and border crossings) and the capital, Banjul.

The director went further to state that about 93.0% of the primary network, is oriented in a latitudinal way running in a west-east direction on the North and South Banks of The Gambia River.

The urban roads estimated at 187km (4.77%) are confined to Greater Banjul Area. This exclude the primary and secondary roads intercepted by Banjul urban boundaries. The rural feeder roads consist of 2,556 km and account for 65.19% of the classified network.

He further stressed that MOTWI/NRA aims to develop a prioritized five-year road development programmed for the primary and secondary roads network. It is consistent with The Gambia's macro-economic and fiscal framework. Sustainable sources of funding for road maintenance will be ensured through continued implementation of the Fuel Levy, charge on road users e.g. axle overload fines. The mechanism is initiated to prevent pre-mature damage to roads by putting in place toll bridges in strategic locations.

In addition, the department envisage to develop an appropriate institutional framework- of National Road Safety Council with a secretariat to develop its work programme. To further support safety, a review and update of road and traffic laws. Regulations will be undertaken to respond to the current realities of road use and operation. In nutshell improved transport services (passenger and freight) and improve road safety.

In area of capacity building Mr. Senghore said, Government intends to collaborate with both international and national partners. GAMWORKS had taken a giant moved to introduce labor intensive road constructions, as well as promote PPPs in the sector. The creation of Corridor Management Committee is essential for transit and trade facilitation.

Mr. Senghore concluded by citing key capital work plans and being undertaken by Government which include: BambaTenda- YelliTenda – Trans-Gambia bridge; Laminkoto-Passmas Road; Fatoto-Basse-Koina Road; Basse-Nyako Bridge and the Fatoto-Passamas-Bridge.

He further explained the outlined work programme of the MOTWI/NRA on selected rural feeder/access roads in different regions of the country. The implementation of theplanned feeder road rehabilitation programme covering about 104.4 kms with the assistance of the EU is essential in achieving the agricultural transformation agenda. Under this rehabilitation plan, government will expand the rural feeder roads network to 510 kms in order to boost agricultural production, ensure connectivity of rural communities for improved access to health and education services.



## ***1. Summary of verbal and digital Presentations on the Transport Sector by Senior Ministry Officials: -***

### ***i. Overview of the Transport Sector***

Accessible and affordable transport infrastructure facilitates social interactions and sustainable economic growth. An effective and efficient transport system will boost private sector production by reducing production costs and increasing productivity. Moreover, to increase employment opportunities. It also impacts on the lives of people both directly and indirectly. Directly, by enabling them to attain their basic needs i.e access to school, health centers, hospitals, food and energy supplies. Indirectly, through economic growth by enhancing the free movement of people, goods and services from urban to rural or vice versa.

Employment in the Transport sector is created in both construction and operational phases of the transport system. Therefore, improving and modernizing the transport infrastructure will contribute immensely to economic growth and employment.

The Transport sector has the potential to support the productive capacity and long-term expansion of the economy. It is the Government's objective to improve transport sector in addressing climate change or greenhouse gas emissions. Improvement of public transport is key in transforming the country's trade and services. A better road maintenance system and through the use of more water-based transport in reducing loads on the road. Government has taken significant steps towards the attainment of this goal through investment and projects to improve: road transport, maritime transport, river transport, and air transport.

### ***ii. Donor Activities in 2016 and 2017***

According to the presenter the leading donors in the transport sector from 2016 and 2017 are AFDB with the contribution of GMD599,003,162.10 million, Kuwaiti Fund with the contribution of GMD80,000,000 million, and EU with the contribution of GMD15,793,696.00 million. All donor contributions to the transport sector in 2016 and 2017 were in the form of grants.

### ***iii. The Transport Sector's Policy and Legal frameworks, Medium-term strategies adopted and major projects to be implemented in the Medium-Term:***

#### ***i. Support to strengthening of legal and institutional frameworks of the Transport Sector under the NDP-2018-2021:-***

- Improving and Modernizing the Transport Infrastructure in the Gambia's National Development Plan-2018-2021.

***ii. Roads Sub-sector-the Medium-term Capital projects(Roads and Bridges) for the medium-term period-2018-2021:-***

The main objectives of expanding, improving and maintaining the road networks is to construct, re-construct, or rehabilitate the national road network and increase its coverage for all seasons. Key works under this theme include:

- ***BambaTenda-Yelli-Tenda – Trans-Gambia bridge:*** Phase I of this project includes the construction of the bridge and tolling facilities, design and supervision of 2 joint border posts, design and supervision of related feeder roads and markets, HIV/AIDS/STI, road safety and gender awareness campaign as well as technical assistance for the NRA. Phase II addresses the strengthening of the Trans-Gambia Highway in readiness for the increase in traffic once the bridge is commissioned. It includes feasibility and detailed studies for the Toll Bridge management, road safety and financial audits.
- ***Laminkoto-Passmas Road:*** The contract for the construction of the road (122 kilometres) was signed with the contractor **AREZKI AS** on the 2 November 2016 at the price of US\$ 61.9 million; the effective contract commencement date is 1 February 2017. The contract will last for 3 years, ending 2 February 2020.
- ***Fatoto-Basse-Koina Road:*** This project is intended to complete the highway network in the eastern region of the country, linking it with the road networks in the eastern and southern parts of Senegal. The proposed road is 48.3 km, with two bridges at Basse and Fatoto.
- ***Basse-Nyako Bridge:*** the Bridge with 200 meters span will connect the northern and southern parts of the Gambia and is extremely important as it will provide access to national economic and social centers.
- ***Fatoto-Passamas-Bridge:*** This Bridge with 150 meters span will connect the northern and southern parts of river Gambia and will similarly provide access to national economic and social centers.

**Updates on Road Maintenance undertaken by the NRA for the FY 2017/2018:**

The works contracts for the sealing of road shoulders under the 2017/2018 Road Maintenance Programme was signed with SSTP/TBMC Joint Ventures on 19th March 2018 at a contract sum of GMD 18,659,850.00 and GMD 9,405,000.00 for Lot 1 and Lot 2 respectively.

***Table 1 below summarizes the progress of the works as presented by NRA.***

**Table 1: Sealing of Road Shoulders**

s/n	Road Name	Progress
1.	Nyambai Forest – Jah Oil, Brikama – Gunjur Highway Junction	Completed
2.	Sukuta – Brusubi Highway	Ongoing
3.	Sait Matty Road	Yet to commence
4.	Lamin – Mandinary Road	Yet to commence
5.	Section of Serrekunda – Bundung Highway (150m)	Yet to commence

**Outlined Periodic Road Maintenance as presented by NRA for the period-2018-2020:-**

The NRA's Road Maintenance Programme 2018 - 2020 targets the periodic, routine, recurrent and emergency maintenance measures on bituminous and unpaved roads and reconstruction of bridges.

The objective of the 2018 – 2020 Maintenance Programme is to guarantee the maintenance of the roads in the medium term as well as the use of the roads at low costs by the expected or forecasted traffic/road users and to open up rural areas on a more sustained basis.

Due to their urgent need for maintenance of the roads network, the following roads in Table 2 were prioritized for implementation in the first year of the maintenance programme.

**Table 2: NRA's 2018-2020 Road Maintenance Programme as presented by NRA, to be implemented at the beginning of 2nd quarter of 2018/2019 Financial Year**

s/n	Road Name	Contract Amount
1	BANSANG TOWN ACCESS ROAD	69,998,427.47
2	SECTIONS OF ESSAU - KEREWAN HWAY (3850m)	
3	JANJAN BUREH (Mccarthy Island)	
4	Manjai(Kotu) Bridge	3,398,960.81
5	Kolongba Road (150m) (section)	2,404,875.00
6	Babun Fatty Junction (100m) (section)	1,625,250.00
7	Kwame Road (75m) (section)	1,404,287.50

8	<i>Bundung Access Road (Behind Football field) (section)</i>	1,347,518.08
9	<i>Tujereng Access Road (300m) (section)</i>	5,518,975.00
10	<i>Serrekunda Mosque Road (100m) (section)</i>	1,864,280.00

### **iii. Presentation on Air Transport Sub-sector:**

#### ***i. The Banjul International Airport Improvement project Phase II:-***

The Airport Improvement Project Phase II is part of the Airport Master for the systematic development of Banjul International Airport according to the development strategies of the Government of The Gambia.

To fully utilize the potential of BIA and in keeping with the national vision to position The Gambia as a trading hub, Government intends to continue to pursue the airport free zones agenda by expanding airport facilities supportive of agriculture and natural resource exports especially to the European market.

Government is conscious that Air Traffic Control, Air Navigation and Safety issues are important and should be at the forefront of the air transport management agenda. This is particularly so for the tourism industry - the main driver of the air transport industry in The Gambia. To this end, Government will continue to improve safety in the air transport industry by updating its equipment in line with emerging global trends. To be competitive, the Government will continue improvement of the aviation equipment, and review its tariffs and charges related policy to position the country as a hub in West Africa. It will complement the on-going expansion of the airport taxiway and apron. These capacity development measures are fundamental in attracting PPPs, and therefore, Government will undertake extensive engagements to secure effective private sector participation.

#### ***ii. The Air Transport Master plan***

The Airport Master Plan, costing around USD100 million, would guide the expansion and development of BIA during the plan period. Given the relatively low volume of passengers during the tourism off-season, the current capacity at the Banjul International Airport (BIA) is only optimally utilized during the tourist season from November to April each year; indicating the potential for new business during the rest of the year. Consequently, the GCAA will, during the plan period, vigorously market the BIA for full capacity utilization during both the tourist and off tourist season. This will complement the Bilateral Air Service Agreements (BASA), which BIA has with 22 countries. Of the fourteen Airlines that currently operate into and out of the BIA, seven are scheduled air services, six non-scheduled inclusive tour charter and one nonscheduled air service.

Government's budgetary allocations in the Air Transport sub-sector are all loans signed and ratified by the National Assembly through the Ministry of Finance & Economic Affairs before disbursement started.

### ***iii. Air Transport Sub-sector -Future activities:-***

#### ***Banjul International Airport***

Government's objective is to strengthen intercontinental traffic landing and to promote regional trade at the airport. This will increase the competitiveness of the airport and significantly contributes to economic growth through increased traffic and trade facilitation.

However, despite numerous developments registered by Government over the years in improving the airport, there is still need for improvement of some of the airport facilities in order to make it more competitive. Therefore, Government's strategy for improving BIA will be to:

- acquire ground handling equipment at the Banjul International Airport (BIA)
- provide additional taxiway and expand the parking apron;
- upgrade firefighting facilities to meet international standards;
- construct a multipurpose cargo complex;
- establish a national home based carrier;

#### ***iv. Marine/River Transport Sub-sector***

The aim of the Fourth Banjul port expansion project is to increase the productivity capacity of the Port of Banjul. Its components include dredging the channel entrance depth into Banjul from 8.5 m to 10.2m; Quay extension of capacity 200 m; rehabilitation of the existing north and south Container Terminals; rehabilitation of existing jetty; rehabilitation of the ship yard; dredging of entrance channel (30,000 DWT two-way deep water channel); relocation of the Banjul Mini Stadium to allow port expansion; completion of the Bund Road access road, reclamation of the wetland at Bund Road and construction of an off-dock terminal; relocation of Banjul Ferry Terminal; and the economic and technical feasibility for a new deep seaport and relocation of the existing GPA head office.

In the process of implementing this expansion project, Government also intends to develop and improve the Gambia's inland waterways. The key port reforms scheduled for the medium-term period include redefining port governance and organization to tackle emerging issues, particularly moving from a public service model to a landlord model like

other regional ports and privatization and promotion of partnership between public and private sectors in order to enhance efficiency and productivity, particularly with respect to the superstructure of the port. The reforms will provide for the establishment of a port cluster by exploring free port system; the introduction of free trade zones for the international logistic industry; and the development of industry complexes around the port, concentrating on logistics related industry – shipbuilding, ship equipment, ship spare parts.

This will facilitate the development of intermodal infrastructures such as regional roads linking hinterland countries of the port, inland waterways on the river Gambia connecting to Inland Container Depots (ICD); and strengthening the Port Marketing Strategy to attract business to The Gambia using various modes including ICT.

#### ***i. The Banjul Ports updated Master plan***

The Ports Master Plan provides for special consideration of the container terminals to increase efficiency and enhance the ports competitive edge. This will address the severe infrastructural constraints including inadequate container storage, inter-modality for inland transport connections (especially for regional road networks and use of River Gambia complemented with Inland Container Depots). These facilities are in disrepair and require major investments.

Moreover, there is need for port reforms especially relating to the business model of the Port providing ample opportunities for private sector participation and expansion of facilities.

### **COMMITTEE FINDINGS AND CONCLUSIONS ON THE VERBAL AND DIGITAL PRESENTATIONS AT THE MOTWI/NRA INTERFACE MEETING**

The Committee concludes that the new Government has made some progress in improving the transport sector since coming into power. However, key challenges affecting the sector include: the institutional, policy and regulatory environment; the absence of a transport sector-wide Master Plan; the quality of infrastructure is poor due to maintenance neglect - 82% is classified as poor; and rapid growth in population and urbanization is creating a transport crisis in the Greater Banjul Metropolis.

#### **Transport sector Regulatory Framework**

1. Based on the information gathered from the presentations at MOTWI, the Committee noted and concludes that- the legal basis and regulations pertaining to transport Sector are summarized in the publication *‘The Laws of the Gambia’* which collated the relevant

laws in the area of transport following the Law Revision Act of 1990 particularly, Section 24 of the document that covers matters of relevance to the sector.

2. The committee noted with concern that-While enforcement is a major concern; some of the existing regulations are not adequate, not sufficient, not comprehensive, and/or in some cases outdated to meet current realities of the Transport sector.

3. Furthermore, the committee noted with concern that -with regard to deficiencies in the regulatory framework of the road transport industry in respect of pricing policy, control and penalties, technical regulation of standards for roads and vehicles, quality standards for services/ route allocation, environmental regulations, Safety, axle load regulations, carriage of hazardous materials/liquids; and control of pollution emissions among others.

4. The Committee is also of the considered view that- some of the laws and regulations particularly with respect to insurance, market economy are obsolete and need to be revised and/or updated in the currently liberalized road transport industry environment. The road sector is the weak link in the enforcement of existing traffic laws and regulations. Besides, some of the traffic laws and the penalties specified there, most of these laws have become obsolete and irrelevant as deterrents. Some regulations in terms of level of service and technical standards of vehicles needed to be reviewed and updated for the efficiency of the sub-sector.

5. The main gateways such as the Banjul International Airport and Banjul port are not adequately playing their role in fueling development and driving the economy. Banjul International Airport is only optimally utilized during the tourist season of November – April each year. The Banjul Port accounts for over 80% of international trade. However, its medium size, the inadequate availability of capital equipment such as mobile cranes, Small container terminal, manual terminal operating system, and absence of an external dry port all constrain the efficiency of the Port operations. The non-implementation of the 2008 Ports Master Plan has affected the competitiveness of the Banjul Port as it is still been operated as a public service port model. Finally, river transport and its associated infrastructure have all but collapsed.

## **Day 2 Interface Meeting with GAMWORKS AGENCY SENIOR OFFICIALS**

### **GAMWORKS AGENCY**



#### **Introduction**

The Gambia Agency for Management of Public Works (GAMWORKS) is a non-governmental, public works construction institution, dedicated to providing vital public infrastructure and services, creating employment and building local capacity through public sector infrastructural improvements and private sector development.

The overall aim is to reduce poverty in The Gambia. This is achieved through the management of construction works and the rehabilitation of public infrastructure, providing technical assistance and training and implementing of the Technical Studies Programme.

#### **Summary of Presentations by Senior Officials of GAMWORKS at the Meeting:-**

##### **Ownership & Management of GAMWORKS Agency:**

Gamworks has a joint representative structure through organisational membership by the Association of Non-Governmental Organizations, Bar Association, National Youth Council,



Chamber of Commerce, and (GALGA) Gambia Association of Local Government Authorities.

Representatives from each of the above organisations make up the Board of Directors which formulates rules and regulations for Gamworks as well as having a supervisory role. As for the daily workings this is vested in a management group whose head is the Director General (Ebrima Cham). The Director-General is supported by three senior executive officers, that is, administrative, technical and financial Directors of the Agency.

#### **Beneficiary Communities of Projects under GAMWORKS:**

The beneficiaries of GAMWORKS projects are Metropolitan populations through funding from various government Ministries, Departments and Agencies; Local Government Authorities; NGOs and Local Community-Based organisations.

The other beneficiaries under the training initiatives are private contractors and employees and management of Government Ministries, Departments and Agencies; and Municipal and LGA employees.

#### ***Funding Agencies of GAMWORKS Projects:***

The Government of The Gambia supported by the World Bank - IDA, the OPEC Fund for International Development and the African Development Bank have entrusted GAMWORKS (both as an implementing agency and contract manager of public works projects)

#### **General Objectives of GAMWORKS**

- To execute and/or implement Public Interest Works;
- To implement Capacity Building programs targeting private contractors, public and Municipal and Local Government officials;
- Create Employment through projects being implemented by the Agency.

#### **Specific Objectives**

- Ensure Cost Effectiveness adoption of internationally proven best practices, approaches and procedures in the execution/implementation of public works projects;
- Ensure adoption and application of Adequate Management Procedures in the execution and implementation of public works projects.

#### **Modes of Interventions**

- Act as Public Works Projects Implementation Agency (PIA)
- Act as Public Works Delegated Management Contractor (DMC)

## **GAMWORKS AS PROJECT IMPLEMENTING AGENCY (PIA)**

### **Implementation Arrangements:**

GAMWORKS responsible for implementation of all Components of projects

- GAMWORKS is Project Management Unit (PMU)

#### **❖ Project Funding Agencies through PIA Modes**

- World Bank – (IDA); OPEC Fund for International Development (OFID) and Islamic Development Bank (IDB)

#### **❖ Resources Mobilized to date from Government through Donors**

- GAMWORKS mobilized US\$125.5m from 1993 to date through the PIA: World Bank- IDA – US\$30.7m; OFID – US\$23.84m; IDB – US\$80m

## **PREVIOUS PROJECTS IMPLEMENTED BY GAMWORKS TO DATE**

***Projects funded by the International Development Association of the World Bank: -***

- ***PUBLIC WORKS AND CAPACITY BUILDING PROJECT (PWCBP); US\$10.7m***

***Project Objectives:*** To provide public infrastructure investments; local capacity building; and creation temporary jobs in public works and construction sector.

***Key Performance Indicators:*** 1,475 -project works related jobs created; 443 public works and design contracts awarded; 107 public, private and Municipal/LGAs officials trained and/ or public and Municipal/LGAs provided with Technical Assistance.

- ***POVERTY ALLEVIATION AND CAPACITY BUILDING PROJECT (PACABP) – US\$20m***

***Project Components:*** 3 main Components

***Key Results:*** Investment Component – 79 subprojects were implemented;

***Capacity Building Component*** – 250 LGA trained; Service providers - 367 persons trained, TA to the associations and GAMWORKS;

***Technical Studies Component*** – Urban Audits; Solid Waste Management; Urban mapping and Property identification and revaluation;

***Key Performance Indicators:*** - 378,200 persons had access to at least one sub-project; 89.8% of trainees satisfied; 29,275 unskilled and 9, 008 skilled labor created.

***Constraints noted by the Committee:***

Low managerial capacity & inadequate financial strength of local contractors

***Shortage of skilled workers: -***

- Small number of professional consultants

- Delays in receiving Government & Sub-project Beneficiaries' Counterpart Contributions;
- Impact on Agency Resource flows to
- Delays in receiving no-objections from Donors – causing delays to Project Implementation

## **Conclusion**

- GAMWORKS should be further strengthened as it is key in successfully delivering projects on behalf of Government and institutions;
- GAMWORKS interventions can immensely Contribute to Poverty Reduction, Create Employment, provide necessary Capacity Building to Government institutions at the central level and at decentralized levels, and it is key institution that can effectively and efficiently contribute to the Gambia's attainment of Objectives of the Sustainable Development Goal for Poverty reduction (SDG1) through the National Development Plan-2018-2021 poverty reduction strategies;
- GAMWORKS Capacity is yet to be fully utilized by Government, the agency has the capacity to implement more projects for all Sectors;
- The Agency proven to be a Successful, reliable, effective and efficient “tool” for the implementation of Government Projects;

## **Day 3, 4 & 5**

### **SITES VISIT TO SELECTED PROJECTS WITHIN THE GREATER BANJUL AREA**

#### **The National Food Security, Groundnut Processing and Marketing corporation**

##### **❖ Enhancing value addition in the groundnut sector project**



The Enhancing Value Addition in the Groundnut Sector Project, commonly referred to as the GGC Groundnut Project, is a US\$ 30 million project financed by The Gambia Government (US\$2M) and the Islamic Development Bank (US\$28M) to modernize, expand and improve the assets of the National Food Security, Processing and Marketing corporation (formerly, Gambia Groundnut Corporation-GGC). This project is intended to contribute to the growth and improved competitiveness of The Gambia's groundnut sector thus, enhancing its contribution to poverty reduction and economic growth.

***The components of the project include:***

- I. Improving GGC Processing Facility
- II. Improving Groundnut River Transport System
- III. Improving Groundnut Storage and Handling Infrastructure
- IV. Groundnut Shell Waste Management
- V. Technical Assistance for Supporting Groundnut Value-Chain
- VI. Improving Quality Testing Systems**

GAMWORKS is implementing the project on behalf of the client GGC and the provider through the Ministry of Finance & Economic Affairs.

The implementation of the project is ongoing and a number of the project's expected 'process/intermediary outputs have already been delivered which include the procurement of:

- I. Diesel generators
- II. Tractors with trailers
- III. Compact skid loaders
- IV. Conveyor systems
- V. Barges and a tug boat

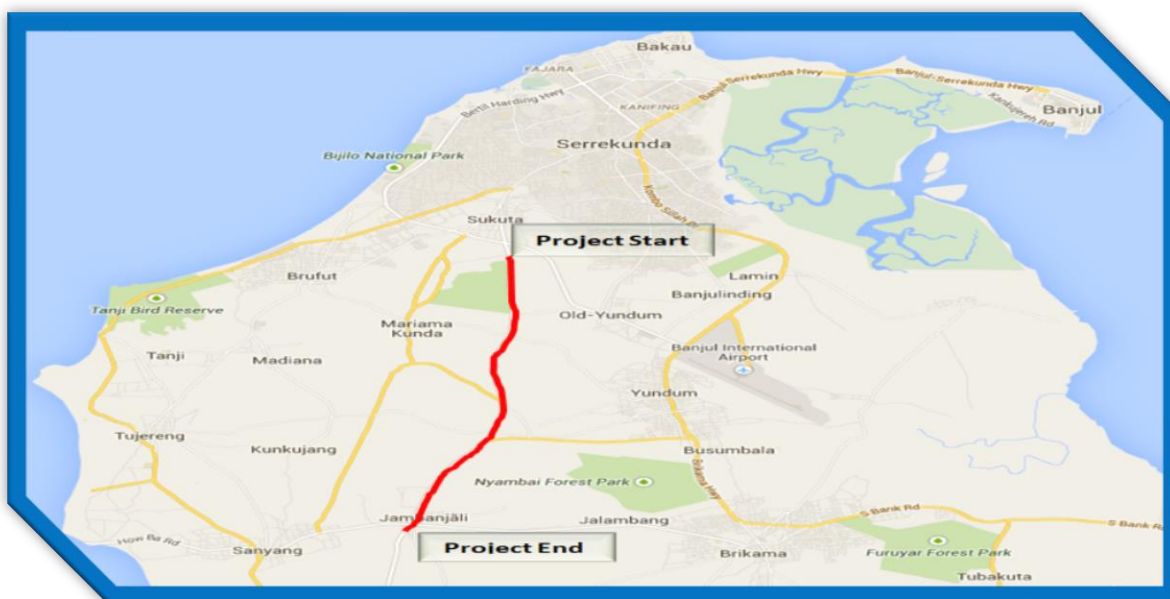
Works on Rehabilitation and upgrading of warehouses and groundnut handling infrastructure at Denton Bridge, "Saaro" is ongoing. The procurement of the new groundnut processing facilities Mini-slipway and Co-generation Plant are also ongoing. The project is already contributing to improving the efficiency of the operations of the National Food Security, Processing & Marketing Corporation.



### **CONSTRAINTS/ CHALLENGES NOTED BY THE COMMITTEE**

- ✓ Frequent delays on the side of the donor processing of approval of funding. (i.e. responding to 'no-objections' demands from project PIU)
- ✓ The cost overruns caused by price hikes in procurement of the equipment resulting frequent augmentation of estimated and approved budget amounts for equipment;
- ✓ Delays disbursement of counterpart funding from the side of The Gambia Government.

### **❖ Construction of Sukuta to Jambanjelly Road Project**



## **Project Description**

The Sukuta-to-Jambanjelly Road, is approximately 13.5 km long. This road links the rural and peri-urban community setting in the Brikama Municipal Area (Kombo North District, West Coast Region) to the urban and suburban settlements of Kanifing Municipality (the most densely populated municipality in the country).

The project road starts where the Westfield-Sukuta Road Project terminates at Sukuta Water Treatment Plant in Kombo North and runs through Jabang, Jamburr, Latria and ends at Jambanjelly in Kombo South district, all villages are located in the West Coast Region (Brikama Administrative Area).

### ***The main features, standards to be met and scope of works of the project are:***

- ✓ Dual carriageway (2X2 lanes) for most of its length except for the section within Jambanjelly with intermittent parking bays
- ✓ Street lighting within Jambanjelly
- ✓ Traffic Light at the main junction in Jambanjelly
- ✓ Enhanced Road markings with Cat eyes set 6m intervals
- ✓ Roundabouts to ease flow of conflicting traffic
- ✓ Guardrails and bollards to enhance safety along the roadside
- ✓ Covered drains and paved walkway in Jambanjelly

Due to the success of the Westfield to Sukuta road implemented by GAMWORKS, the Islamic Development Bank (IDB) approved funding for the extension of the corridor; the Sukuta to Jambanjelly Road Project. The project cost is US\$25M and is jointly funded by the Gambia Government US\$5M and the IDB US\$20M.

GAMWORKS is implementing the project on behalf of the Ministry of Transport, Works and Infrastructure. Sukuta to Jambanjelly Road, when completed, will enhance the living conditions of residents, reduce travel times and considerably improve access to agricultural production centers and markets. The closing date for this project is 31<sup>st</sup> June, 2018.



**The main outstanding works observed and noted by the Select Committee during at the Project site, include the following:**

- Completion of the pavement works in Jambanjelly;
- Installation of pre-cast concrete drains in Jambanjelly;
- Construction of private accesses;
- Installation of guardrails and concrete bollards;
- Road markings;
- Installation of Traffic lights and road signs at designated points;
- Rehabilitation of used quarries along the road;
- Protection of high slopes;
- Cleaning of the road side and excavation of earth drains;
- Preparation of As-built drawings;
- Demobilization activities;





❖ **CONSTRAINTS/ CHALLENGES NOTED BY THE COMMITTEE DURING INTERFACES WITH PROJECT MANAGEMENT AT THE PROJECT SITE**

1. Limitation of available funding
2. Lack of funding for works to relocate water and electricity service installations before construction of the road;
3. Compensation to private properties affected by the project.

**COMMITTEE RECOMMENDATIONS**

- ✓ There is urgent need for Government to explore the possibilities of securing additional resources to the tune of US 2 million to effect the relocation of both electricity and water installations over which the road will be constructed. NAWEC is in no position financially to execute this requirement. There is high probability for underground water pipes to burst to warrant major re-works on the road.

**NATIONAL AUDIT OFFICE (NAO) MAIN OFFICE COMPLEX BUILDING**

The project is funded from the National Budget's Government Local Funds. The total estimated and approved cost of the project is Dalasi 78 million.

At the time of the committee's visit, substantial works have been accomplished by the contractor- 85% according to the project's Progress works Schedule. At the time of the Committees visit, 60% of the funds allocated for the works have been paid in accordance with the signed contract which is disbursements of payments from the Ministry of Finance



on a quarterly basis. The requirements for effecting payment requests contractor is only after inspection, validation of standards of works and certification of works completed by the consultant of the project.

The contractor intimated that the project will be completed and hand over to the client within the next four months. He further said that the building will be energy friendly as solar panels with capacity to produce 18 kw of electricity will be mounted for use as source of energy for the client.

### **NEW FOREIGN AFFAIRS BUILDING COMPLEX PROJECT**

The project is a grant to the Gambia Government by the Kingdom of Morocco. The Committee asked the officials of the Ministry of Transport, Works and Infrastructure to provide relevant information about the project but to no avail as the Ministry could not lay hands on any documentations about the project.

Nonetheless, the Committee still decided to visit the project in order to access information from the contractor's team on the ground. Upon arrival at the project site, the committee met the works supervisor and foreman and some laborer at the site. The works supervisor and foreman were not much helpful in terms of providing relevant information about the project. However, they intimated the committee with source of funding which they said was a gift from the King of Morocco to the former President. They went on to explain that during the political impasse, the project stopped for some months, and that it is just now that works have begun again.

### **Committee Recommendations:**

- A project of such magnitude cannot be on-going without the relevant Authorities having knowledge about its background, Business case and other relevant documentations therefore, the Committee recommends that the Ministries of Foreign Affairs and Ministry of Transport, Works and Infrastructure to investigate the background, issues and challenges surrounding the project and report back to this August Assembly elaborating findings and relevant recommendations for action.

## **BUND ROAD PROJECT**

### **❖ Project Description**

The Bond Road is a 3KM road linking the port of Banjul to the Banjul – Serrekunda Highway; it is located in the out skirts of Banjul within the polder area.

A contract for the rehabilitation of this Road was signed on 19<sup>th</sup> April 2012 between Ministry of Transport, Work and infrastructure represented by the Permanent Secretary, supervised by the NRA and COPRI Enterprises.

#### **The scope of the contract is as follows;**

- Street lights on the one side of the road
- Reinforced concrete on carriageway 7m wide and 200mm thick
- Surface dressed shoulders of 1.5m either side of the carriageway
- Concrete kerbs at the edges of the road shoulder (kerb size 300×200mm)
- Construction of new sub base layer of 200mm
- Cut and formation of sub-grade layer in case of cut section
- Scarification and compacting of the existing roadbed level before adding new embankment
- Adherence to all country laws and Engineers recommendations pertaining to labor and environmental protection

#### **Physical Progress**

According to NRA, at the time of termination of the contract on the 30<sup>th</sup> of June 2015, the project has been 60% completed. The termination was necessitated as the contractor has not been active on the project for more than a month and therefore clause 4.7 of the contract was implemented.

#### **Financial Situation**

With referenced to payments made by the contractor, below is the financial situation at the time of termination: -

<b><u>Financial Statement</u></b>	
<b>Contract Amount</b>	<b>- 73,971,456.02</b>
<b>Advance payment</b>	<b>- 14,794,291.20</b>
<b>IPC 1</b>	<b>- 3,903,554.33</b>
<b>IPC 2</b>	<b>- 14,836,765.59</b>

IPC 3	-	5,989,103.69
IPC 4	-	4,393,607.09
IPC 5	-	3,105,052.70
IPC 6	-	3,123,205.65
<b>TOTAL PAYMENT MADE</b>	<b>=</b>	<b>50,145,580.26</b>

**OUTSTANDING ON THE CONTRACT LIABILITIES AS PER THE AGREEMENT=**  
**23,825,875.76**

The Committee considered the information provided by the NRA and noted that following the termination of the contract, due process was carried out where the NRA on the 23<sup>rd</sup> July, 2015 wrote to the Ministry of Transport, Works and Infrastructure to call off the performance bond in line with **Clause 4.7** and the remaining sum on the advance payment bond.

The Ministry forwarded the letter to Keystone Asset Management Company an umbrella organization under the Central Bank of The Gambia as all debts of Bank PHB have been transferred to them.

This leads to the freezing of the assets of the contractor by the Sheriffs division upon request of Central Bank to recover the cost in line with the request from MOTWI.

During the time of the committee oversight visit, according to the officials of NRA, they are working together with MOTW, MOFEA, Justice, CBG and AMRC to dispose the assets of COPRI to address the contractual needs.

### **Re-Tendering of the Project**

Following the termination of the contract, efforts have been made to engage other contractors to complete the works.

In May, 2007 an assessment was carried out by NRA to ascertain the value of works to be done and in line with this, an open tender procedure was launched to recruit a contractor for its construction.

Upon completion of the procurement process, they were informed by the Gambia Ports Authority indicating their interest in upgrading the area around the Bund Road for a container storage terminal and will therefore upgrade the Bond Road to base level in gravel.

As to what we were told by the NRA officials at the time of the select committee visit was that, consultations were ongoing to assist the Gambia Ports Authority in the procurement of a contractor to implement this work.

### **Committee's Conclusions on the Project**

In light of all the issues mentioned culminating to virtually non-performance on the side of the contractor, the Engineer recommends for the immediate termination of the contract which was executed and the financing institution has been informed of the contractor's liabilities.

NRA, MOTWI, MOFEA, Justice, CBG and AMRC were making effort to auction the properties, equipment and plants of COPRI and hand over the available funds to NRA to ease the construction of the road.

Also, with the development from GPA on the proposed container storage terminal, efforts are being made to recruit a contractor for the construction of the road that will ease traffic within the city.

## **PART II-A OF THE REPORT**

### **1. TRANS-GAMBIA CORRIDOR PROJECT AND CROSS BORDER IMPROVEMENT PROJECT:-**

#### **Background:**

The Trans-Gambian Corridor (Kaolack-Trans-Gambian Highway Ziguinchor), which is part of the Dakar-Gambia-Bissau-Conakry-Trans-West African Highway in the ECOWAS program and the Cairo-Dakar-Lagos Corridor of the Trans-West African Highway, serves as an important economic and strategic link connecting the northern and southern parts of The Gambia and Senegal, serving both intrastate and interstate traffic. A major barrier to transport along the corridor, to be addressed by the project, is the lack of a reliable connection at Yelli-tenda, currently serviced by a ferry across the Gambia River and poor road conditions.

In addition, there are a number of non-physical barriers to transport along the corridor (e.g obstacles to the cross-border movement of goods, vehicles, and people), which result in increased freight transit times, thereby leading to higher transaction costs that hinder national and regional trade. The project has been designed to address these barriers within the framework of the New Partnership for Africa's Development (NEPAD) Plan, the Sub-Saharan Africa Transport Policy Program (SSATP), and the ECOWAS Priority Road Transport Programme (PRTP), which aim to enhance regional trade through

improvements in the regional transport network that facilitate the seamless movement of goods and services. Pursuant to the foregoing, the project is accorded high priority amongst the Transport Sector's priority projects under the NDP-2018-2021.

### **1.1 BRIEF DESCRIPTION OF THE TRANS-GAMBIA CORRIDOR PROJECT**

The Trans-Gambia Corridor Project became effective on signature of the project grant agreement on 30th June, 2012. The Project consists of the following components:

- Construction of the Trans-Gambia Bridge and Tolling Facilities
- Construction of 2No. Joint Border Post
- Construction of Feeder Roads and Markets
- HIV/AIDS/STI, Road Safety and Gender Awareness Campaign
- Technical Assistance to the NRA

A brief description of the progress on each component is outlined below.

### **1.2. Committee Observations and Findings on the project:-**

#### **1.2.1 Construction of the Trans-Gambia Bridge and Tolling Facilities**

The works entail the construction of the Trans-Gambia Bridge, the access roads and tolling facilities. The Contract was signed 11th November, 2014 for a period of 36 months and it commenced on 22nd December, 2014.

An addendum (No. 1) was sought to increase the contract time by 10.5 months and bring the contract end date to 5th November, 2018 has been agreed upon by all parties and signed. The addendum was necessary to overcome time lost due to the redesign of the foundations stemming from results of the geotechnical investigations conducted by the contractor at the beginning of the contract implementation

.

#### **1.2.2. Bridge Works**

The substructure of the bridge was complete early this year and work on the bridge is now mainly on the superstructure, specifically on the deck and 80% of this has been completed.

Only 180m of the 942m deck remain, i.e. two of the 15 spans. Work on the cornices, sidewalks, safety barriers and other deck fixtures works are in progress at the time of the site visit.

The bridge over the river is scheduled for completion by the end of October 2018 while work on the access roads continues into the new-year-2019.

Work on the access roads was delayed due to the need to change the design from an earth-filled embankment of the swamp mire to rigid structure over the swampy area. This adjustment engendered a significant increase in cost which funds were not available in the contract. The negotiation with the contractor and the arrangement for the funds took a lot of time requiring further extension of the contract time. The African Development has offered to fund part of the increase and the government is sourcing for the balance funding. It is envisaged that the construction of the bridge and access roads will be completed by April 2019.

### **1.2.3. Construction of Two Joint Border Posts**

The orientation of the border post have been agreed upon by the Joint Technical Committee (JTC), which is to have a Straddled Post positioned astride the border between Gambia and Senegal, 50% in each territory. However, the former Government has opted for a wholly located border post contrary to what was agreed by the JTC. This had caused quite a delay in the implementation of this component of the project and the consequences of which have cost implications.

However, with the advent of the new Government, the JTC was reconvened in April and May of 2017 to revive this component. The consultant was engaged to update the original agreed position of the JBP which as explained earlier, is straddled 50/50 in each territory, including objections reached and agreed to during the site visit of May 2017. The revised documents were completed and submitted by the consultant. NRA has submitted the revised documents to the AfDB for no objection. The NRA intends tender for a contractor as soon as a no objection is received from the AfDB.

### **1.2.4. Construction of Feeder Roads and Markets**

The design phase of this component has been completed. The scope was reduced to only the construction of the markets due to funding issues. The final design and tender documents of the markets have been approved by the AfDB. The tender for the FR&M has been launched in March, 2018 in the Standard Newspaper and the Observer for two weeks. Evaluation of tenders is being carried out by the consultant, NEWTECH.

### **1.2.5. HIV/AIDS/STI, Road Safety and Gender Awareness Campaign**

The consultant Gambia Family Planning Association has satisfactorily carried out all the necessary scoping works to properly target the correct population in the project influence zone.

All deliverables have been satisfactorily delivered on time. This component was completed on 31st December, 2017.

#### **1.2.6. Technical Assistance to the NRA**

The TA (IMC) provided the valuable service of assisting the NRA with all the procurement processes of the Bridge project. They also provided assistance in contract management and other technical assistance to the NRA team of engineers.

The TA's contract was supposed to commence the same time as the bridge construction, but since the procurement of the contractor took a very long time, therefore the bridge works started earlier than the technical Assistance component by at least 1.5 years. The TA's contract was completed in 10th October, 2016.

#### **1.2.7. Phase II – Preparatory Studies**

This phase of the project addresses the strengthening of the Trans-Gambia Highway in readiness for the increase in traffic once the Bridge is commissioned. It consists of three components:

#### **1.2.8. Feasibility and Detailed Studies and Toll Bridge Management**

The Consultancy has performed a detailed feasibility studies of the Trans-Gambia Highway (TGH) and provided their recommendation with detailed bidding documents for tender purposes. The Consultant also provided the best institutional model for the management of the tolling for the bridge.

This contract concluded satisfactorily in July 2017. All the deliverables were submitted to the NRA, Ministry of Transport, Works and Infrastructure and the African Development Bank (AfDB). We await the reaction from the AfDB to fund the implementation of the recommendations given by the Study.

#### **1.2.9. Road Safety Audit**

The Consultant SAI has conducted a detailed cognizant study of road safety issues along the Trans-Gambia Highway including the Bridge and made the necessary recommendations required to mitigate potential problems associated with road safety. This contract is closely tied to the feasibility study. All the recommendations from this study were incorporated in the feasibility study in the final design of the bridge and access roads.

The contract concluded satisfactorily in June, 2017 with all the required deliverables submitted.

#### **1.2.10 Financial Audit**

The Consultant undertook the financial audit of this preliminary phase of the project. The Contract for this component was signed 20th June, 2016 with Augustus Prom. The

consultant was engaged to perform the audit in November, 2017. The final audit report was received in December 2017.

The audit report has been approved by the AfDB. The contract concluded satisfactorily in December, 2017.

## **2. LAMINKOTO - PASSIMUS ROAD PROJECT**

### **2.1 INTRODUCTION**

The Government of the Gambia secured financing from Saudi Fund for Development (SFD); Arab Fund for Economic Development in Africa (BADEA); Kuwait Fund for Arab Economic and Social Development (KFAESD); OPEC Fund for International Development (OFID) Abu Dhabi Fund for Development (ADFD) to a tune of **USD 86.6 million** for the construction of the Laminkoto- Passimus Road. This road is the missing link on the primary roads network on the North Bank of the Gambia.

### **2.2 PROJECT DESCRIPTION AND SCOPE**

This section of the road up to Sami Bridge was reconstructed in 1994 as a gravel road with a width of 10m. Over the years, the road has significantly deteriorated due to lack of maintenance. There are long sections where the gravel base has been washed away exposing the sub-grade. Other sections show longitudinal rutting, corrugations and large depressions. Consequently, riding quality is very poor.

At Sami Wharf Town (km39), the road crosses a tributary of the River Gambia where a bridge has been constructed. The bridge has a total length of 55.1m and consists of three spans. The width of the bridge is 6.4metres. From Sami Bridge the road continues southeast towards Diabugu after which it climbs north-east up to Yorobawol at km70.2. A gravel road extends south towards Basse ferry crossing which again connects the north and south bank roads. It is noted that Basse is the major provincial town of the Central River Region where the regional administration, all Government Offices and a major referral hospital are located.

From Yorobawol, the road passes through Sutukoba and Brifu before turning southeast towards Passimus. After Passimus, the road passes through a rolling terrain all the way to the Ferry crossing at km122. The town of Fatoto is located across the river at this point where the road project terminates.

In general, the section between Sami Bridge and Passimus is more deteriorated than the previous section. Lack of culverts, inadequacy of the existing culverts and lack of longitudinal drainage have caused the road to be washed away at certain sections.



## 2.3 PROPOSED INTERVENTION

A detailed design of the road was originally carried out by UNETEC as well as the preparation of tender documents for the civil works. There were later updated by UNETEC and PACE prior to going to tender.

The new road is being constructed to the following standards:

- 7m carriageway + 2x1.5 shoulders outside main towns and villages;
- 7m carriageway + 2x2 shoulders inside main towns and villages;
- Design speed of 100km/hr outside villages and 60km/hr inside villages.

## 2.4 Initial major work items carried out under the Project are as follows:-

- Removal of obstructing structures and relocation of existing services;
- Accommodation of traffic, construction and maintenance of detours when necessary and the maintenance of existing road;
- Rehabilitation of existing and new material quarries, borrow pits, and detours; and making good of the road reserve area;
- Cut and formation of Sub-grade layer in case of cut sections;
- Scarification and compacting of the existing Sub-grade level before adding new embankment layers and formation of new Sub-grade layer in case of fill sections;
- Construction of pavement Sub-base and base layers of 200mm thickness;
- Application of 50mm Asphalt Concrete surfacing layer using Basalt aggregates; Construction of new drainage structures;
- Miscellaneous road furniture works (i.e., road marking, signage, etc.);
- The construction of intersections to channelize traffic;

## 2.5 The Project Financing

The Project is financed by Saudi Fund for Development (SFD); Arab Fund for Economic Development in Africa (BADEA); Kuwait Fund for Arab Economic and Social Development (KFAESD); OPEC Fund for International Development (OFID); Abu Dhabi Fund for Development (ADFD) through loan agreements signed with the Government of the Gambia.

## 2.6 Cost Estimates of the Project

The tender went through a competitive process and the signed contract amounts to **USD 61.9 Millions** details of which are provided in the table below.

PART	DESCRIPTION	AMOUNT IN US DOLLARS
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<b>A</b>	<b>PRELIMINARIES</b>	<b>11,686,745.00</b>
<b>B</b>	<b>EARTHWORKS</b>	<b>9,997,246.77</b>
<b>C</b>	<b>PAVEMENT LAYERS</b>	<b>12,571,116.35</b>
<b>D</b>	<b>SURFACING</b>	<b>18,979,992.06</b>
<b>E</b>	<b>STRUCTURES</b>	<b>4,158,286.40</b>
<b>G</b>	<b>EROSION CONTROL</b>	<b>1,145,430.00</b>
<b>H</b>	<b>Road Furniture</b>	<b>2,708,847.03</b>
<b>I</b>	<b>Bridge @ Km 39+000 (80m)</b>	<b>120,000.00</b>
<b>J</b>	<b>Safety &amp; Environmental management</b>	<b>575,000.00</b>
	<b>Total Construction cost in Dollars</b>	<b>61,942,663.61</b>

## 2.7 Project Supervision

The project is supervised by Pan Arab Consulting Engineering (PACE) in joint venture with Cityscape Associates, a Gambian consultancy firm. The civil works contractor is AREZKI S.A. and the contract duration is three years (36 months), following the signing of the contract in November 2016.

## 2.8 Works Progress Observed and Noted by the Committee

The contractor has achieved significant progress from January 2018 to November 2018. As at the time of the committee's site visit, an asphalt plant has already been installed at the back of the site camp in Sami. Asphalt trials have been conducted on selected sections of the road to ascertain the mix design as per the projects agreed technical specifications.

Works on the cement stabilized base course, application of prime coat and hot mix asphalt started from km 38+690 in Sami going backwards to km 0+000 at Laminkoto after the approval of the trial sections. Works on clearing and grubbing, road bed preparation, sub grade layers, sub base layers, pre-shaping of the base layer drainage structures were executed from km 38+690 to km90+00. Works on lined drains at villages are substantially completed. The overall progress of works stands at 49%. The following progress was

achieved, approved and certified by the consultant during the reporting period-November, 2018.

## 2.9 SUMMARY OF PROGRESS ON PROJECT WORKS

**FORECASTED PROGRESS: 58%**

**ACHIEVED PROGRESS: 54%**

**CONSTRUCTION TIME ELAPSED: 58%**

Works Description	Distance Completed		Progress by Length
	From	To	
Bush clearing & Grubbing	Km 0+000	Km 94+200	<b>78%</b>
Preparation of the roadbed	Km 0+000	Km 91+200	<b>75%</b>
Construction of the road embankment(excavation/embankment fill)	Km 0+000	Km 91+200	<b>72%</b>
Sub-grade(1 <sup>st</sup> layer)	Km 0+000	Km 83+000	<b>66%</b>
Sub-grade(complete layer)	Km 0+000	Km 75+600	
Sub-base	Km 0+000	Km 74+000	<b>61%</b>
Cement stabilized Base layer	Km 0+000	Km 55+430	<b>46%</b>
Hot mix Asphalt Paving	Km 9+400	Km 52+500	<b>43%</b>
Box Culverts	80/108		<b>74%</b>

## 2.10. Committees Meetings with Communities located along the project intervention sites

The committee held two meetings with community members of Laminkoto. Those spoke express satisfaction with construction of the Laminkoto-Passamas trunk road will immensely contribute in raising their quality of life because of improved access to economic and social centres within district and beyond. However, they raise concerns on the road's drainage gutters constructed to divert water from the village entrance towards the ferry crossing point. This drainage system has caused flooding during the rainy season and they called on the project management team to reassess the works. The project Coordinator was on site with the committee and he promised to bring the contractor to the site to reassess and if need be do some re-works on the drainage system at that point. Community members also took turns to express their concerns about the poor condition of the Laminkoto-Banni-Kunting feeder road. The poor condition of the road has caused

several motorcycle accidents which claimed lives. The road condition has also been blamed for several maternal morbidities and mortalities in these villages.

At Sami village, community members express their delight and appreciation for the construction of the road. However, they lamented the open drainage gutters which have claimed the lives of many of their animals that fell unsuspectingly into these open gutters. In response, the project coordinator promised to start works on covering the gutters that very day.

### **2.11. Project Issues and Challenges as noted by Committee:**

- Delays in procurement and delivery of materials (Basalt) due the Senegalese Government's recent policy measures to reduce exportation of Basalt to ensure smooth and timely access to and procurement of the product by Contractors awarded capital projects in the Diamniadio industrial Park and Housing project Zones;
- Delays in delivery of fuel supplies due to turnaround times for ferry crossings from Banjul to Barra. The project needs 25,000 litres of fuel per week to carry out works. Timely delivery of supplies is a key indicator for to meeting project works schedule. There has been works interruptions because of fuel shortage.

## **3. BASSE -FATOTO-KOINA ROAD AND BRIDGES PROJECT**

### ***3.1 Project Background***

A memorandum of understanding between the peoples' republic of China and the government of the Gambia was signed in early November 2017. This followed the president's visit to china, on the 21<sup>st</sup> of December, 2017. The Government of the People's Republic of China agreed to undertake the Project of Construction of a Road and Bridges in the Upper River Region (URR).

The signing of this MOU prompted the visit of a Chinese consultancy firm-China Communications Construction Company (CCCC) to the Gambia from March to May 2018, to conduct feasibility studies and prepare a detailed design for the Basse-Fatoto-Koina Road and two bridges, one in Basse and the other in Fatoto across the river Gambia. The select committee was opportune have a meeting with the technical team of the contractor- China Communications Construction Company (CCCC) at the URR Governor's Office. After the meeting, the committee joined the Chinese Technical Team on a project site inspection tour starting at the proposed site for the construction of the Basse Bridge.

### ***3.2 The Committee's Observations and Findings on the Project Intervention Sites***

The proposed road will start from Basse to Fatoto and runs to the northern border village of Koina. The road will pass through the villages of Chamoi, Kundam, N'dimba, Waliba kunda, Sarre Alpha, Suduwol, Kusun, Fatoto, Jawo Kunda and ends at Koina. The terrain on which the road will be constructed varies from flat to hilly at three different locations and generally flat again towards the end of the project intervention site. The road will cross on three major creeks at Chamoi, Sarre Alpha and Kundam. Several other minor water courses cross the proposed road and the project area are among the zones receiving the highest amount of rainfall in The Gambia. The natural landscape is bush land interspersed with numerous areas designated for agricultural activity.

The length of the road will be approximately 48km stretching from Basse – Sabi and Basse – Fatoto roads intersection to Koina Village entrance. The project cannot continue to the end of Koina village due to encroachment of properties. An asphalt concrete road will be built to a single carriageway of 7 metres width and a design speed of 60km/h.

### ***3.3 The Basse Bridge and Link Road***

The proposed Basse Bridge will be located about 90m east of the existing ferry crossing. The length of the bridge is 250m which will be connected to a link road of 2.30km on north and south banks. Some of the properties along the link road will be demolished and some services relocated in order to achieve a desired road alignment.

### ***3.4 Fatoto Bridge and Link Road***

The Fatoto Bridge will be located near the original ferry port on the north side of Fatoto town, and it is proposed to build a new bridge across the Gambia River. The starting point of the Link road intersects with the Laminkoto section of Laminkoto-Passamance road which is under construction on north bank of the Gambia river. The length of the link road at north bank is 400m. The link road ends at the intersection with the main road at south of Fatoto town. The total length of the Fatoto link road is 1.77 kilometers, and the length of the bridge is 170 meters. The Fatoto link road on the south will intersect the main road from Basse to Koina at CH37+377.314.

Appropriate bridge soffit height has been proposed for both bridges in consultation with Gambia Ports Authority (GPA) for river transport initiatives.

### **3.5. Field Study Activities on the Fatoto Bridge and Link Road- based on information provided by NRA and the committee's further verifications and observations made on the state of physical progress in the field:-**

During the field study, the following activities were undertaken by the contractor:

- Establishment of proposed centerline for the road and bridges
- Establishment of quarries along the road corridor
- Digging of trial pits, collection of samples and running tests at the NRA Lab as well as ICC Lab
- Establishment of control points along the road corridor
- Identification of proposed site camps in Basse, Suduwol and Fatoto
- Drilling to collect disturbed and undisturbed samples at the bridge locations
- Flying a drone above 150m to take Ariel photographs
- Identification and location of services within the road-right-of way

## **PART II-B**

### **THE COMMITTEE’S SITE VISITS TO SELECTED RURAL FEEDER AND ACCESS ROADS UNDER CONSTRUCTION**

#### ***Introduction***

Access is a key determinant of poverty. Without physical access, Gambian rural communities are faced much greater obstacles in obtaining health, education and other social services. In addition their ability to take advantage of surplus crop production and of off-farm employment opportunities is severely constrained. Roads are a key element in the provision of physical access. Although physical access is not a standalone priority in the National Development Plan in itself, it plays a vital role in determining the chances of achieving a number of the NDP’s strategic priorities and critical enablers; and in ensuring that *“NO One is Left Behind” in national socio-economic development*. The benefits of improved access however will inevitably be short lived if the Gambia’s rural roads are not maintained in good condition in all seasons.

In The Gambia, rural roads are often treated as the last link of the transport network. Despite this, they indisputably form the most important link in terms of providing access for the rural population. Their permanent or seasonal absence act as a crucial factor in terms of the access of rural communities to basic services such as education, primary health care, water supply, local markets and economic opportunities.

Furthermore, the importance of rural roads in The Gambia cannot be overemphasized, since it comprises of about 65% of the national road network (*Source:2009 network survey carried out under the EDF support*). The road network has expanded considerably

since the early 1990s. Much of the increase had been in rural roads while the first two tiers had remained almost stable. Most of the rural roads were built by the United Nations Sahel Organization (UNSO) over the period 1978 - 1985 and the European Development Fund over the period 1992-1997. The current very poor condition of the Secondary and the Rural Roads networks indicates poor service levels that penalize rural access for agricultural inputs, extension services, markets for produce and in addition, constrain access to economic opportunities and social services for the rural population. This is a challenge that needs to be urgently, comprehensively tackled and addressed under the NDP-2018-2021, if an inclusive and sustainable growth is to be achieved during its implementation.

#### ***AUTHORITATIVE REFERENCES FOR MOTWI/NRA COLLABORATION WITH MINISTRY OF AGRICULTURE TO IMPROVE RURAL COMMUNITIES' ACCESS TO FARMS AND MARKETS***

The Committee was informed that a presidential directive was issued to the Ministry of Agriculture (during the tenure of the former regime) to work hand in hand with the Ministry of transport, Works and Infrastructure and its Public Enterprise, the Nation Roads Authority, for the construction, rehabilitation and improvement of FEEDER/ ACCESS ROADS from villages to farms, rice fields and markets.

Two (2) Memoranda of Understanding (MOUs') were signed on the 17th of August 2016 between The Ministry of Agriculture (MOA) for and on behalf of Resilience Against Food and Nutrition Insecurity in the Sahel (P2RS) & Food and Agriculture Sector for Development Project (FASDEP) (Clients) and The Ministry of Transport, Works and Infrastructure (MOTWI) for and on behalf of The National Roads Authority (service provider).

The Committee noted under these Memorandum of Understandings (MOUs) signed between The Ministry of Agriculture (MOA) for and on behalf of Food and Agriculture Sector for Development Project (FASDEP) (Client) and The Ministry of Transport, Works and Infrastructure (MOTWI) for and on behalf of The National Roads Authority (service provider) to support the implementation of 200km of farm to market Access roads in the form of Technical Assistance.

**SERVICES CURRENTLY PROVIDED BY NATIONAL ROADS AUTHORITY TO FASDEP  
PURSUANT TO THE MOUs SIGNED:**

- Support the implementation of the construction of 200km of Farm to Market Access Roads in WCR, LRR, CRR/NORTH and CRR/SOUTH in collaboration with FASDEP
- Review all designs, cost estimates and bidding documents prepared by the consultants
- Participate in the evaluation of bids and selection of contractors
- Monitor the activities of the consultant in terms of quality control on site
- Review of supervision reports submitted by the consultant
- Review of Payment Certificate submitted by the consultant and the contractor

The Committee noted that prior to the signature of the MOU, the Project recruited a consultant (IEMC) who is responsible for the design and supervision of the civil works component of the project and was also responsible for the production of the design and Bill of Quantity (BOQ) which the NRA have reviewed.

***SELECTED RURAL FEEDER/ACCESS ROAD PROJECTS VISITED BY THE COMMITTEE IN THE  
NORTH BANK, CENTRAL RIVER SOUTH/NORTH, UPPER RIVER AND WEST COAST  
REGIONS OF THE GAMBIA***

***Background***

The NEMA-CHOSSO and FASDEP projects under the Ministry of Agriculture have respectively assigned the National Roads Authority to carry out a road alignment and detailed design survey on their 200 kilometers inter village roads project across the country.

Selection of roads within the five regions, three regions benefited from the final selection of the roads that qualified for the project criteria and are located in CRR South, NBR and WCR.

Designing proper alignments and other design on this inter village connectivity and feeder and access roads to farmlands and markets will in future ease cost on maintenance and improvement of these roads all over the country. The proper engineering construction standard of these roads cannot be over emphasized due to the importance and economic value to the people and the country as a whole.

The importance attached to these projects in terms enhancing smallholder farm productivity and improvement of community livelihoods and access to local markets has prompted the committee to include them in its work plan schedule of oversight visits to project sites in NBR, CRR and WCR.



***The Committee's findings and assessments of status of implementation of selected rural feeder/access roads:-***

***1) NDUNGU KEBBEH/CHILLA/JURUNKU ROAD- North Bank Region***

***Project Objective:*** To alleviate access challenges to rice fields and markets

***Distance:*** 15.2 kilometres from Ndungu-Kebbe/Chilla junction

***Contractor:*** HAGE GROUP

***Duration:*** 12 MONTHS

***Contract Amount:*** Dalasi 28,728.000.00

***Committee Engagements/Interactions with communities and Project Team Members at the Project Site:-***

The Committee arrived at the project site and was received by the Nema Chosso project co-ordinator-Mr. Gassama; NRA officials-Feeder Roads Manager, Mr. Chapman and team, Project Consultant, Mr. Jassey and community leaders from Ndungu-Kebbe, Chilla and Jurunku villages.

***Findings from meeting with community members of Ndungu-Kebbe/Chilla and Jurunku:***

Community members (Men and women) took turns to explain the Challenges they encounter to access the main trunk road from Essau to Kerewan their village as well as to access to health facilities and schools; and from villages to farmlands and markets (Lumos) and other business outlets of both social and economic importance to their livelihood.

They further intimated that the construction of this feeder/access road when completed will enhance access to farmlands and improve productivity in addition to other livelihood enhancement interventions being implemented by Nema-Chosso project. They added that the construction of the feeder/access road could lead to the expansion of other utility services like electricity in their areas.

***Project Implementation Status:-***

***Committee findings on Standards to be met and scope of Works agreed under the contract***

- 4m carriageway + 2 x 1.5m shoulders
- Design speed of 60 km/hr. outside villages and 40 km/hr. inside villages.
- Removal of existing obstructing structures, accommodation of traffic, construction and maintenance of detours where necessary and the maintenance of existing road.

- Adherence to all country laws and Engineer's recommendations pertaining to labor and environmental protection.
- Cutting and formation of Sub grade layer in case of cut sections.
- Scarification and compacting of the existing Sub-base level before adding new embankment. Layers and formation of new Sub-base layer in case of fill sections.
- Construction of a base layer of 300mm.
- construction of drainage structures.

**Current project status of works:**

Sub-base completed, dumping of base material for final compacting in progress.

***ii) Banni-Slikene-NjabaKunda Feeder/Access Road-North Bank Region***

***Client: Nema-Chosso project***

***Contractor: EBS Construction*** (Works contracted to EBs construction have been subcontracted to a Senegalese road construction company).

**Committee and Project Team meeting with community members of Salikene-Committee's observations and findings (Issues and Challenges):**

Community members concerned with the width of the road which in their opinion if the same width maintained into the village will result in demolition of fences and houses. The project has not factored and/ or allocated any earmarked funds for compensation.

Therefore, the committee recommended that NRA conduct feasibility studies to look into possibilities of diverting the stretch at the entrance point of the village (Salikene). However, this variation in Design and works is envisaged to have cost implications to the client (Nema-Chosso). The project coordinator assured community members that he and his team will look into possibilities for additional funding to cover variation costs.

**Current Project Implementation Status:**

The subcontractor has already mobilized human resource and equipment to the project site. Presently, stock piling works is ongoing.

**iii) Nyaga-Bantang-Jailan-Bakadagi-Safalu Feeder road- Central River Region**

***Client: FASDEP***

***Contractor: GAI ENTERPRISE***

***Duration: 12 MONTHS***

***Contract value: US\$ 1,115,960.18***

***Distance: 11 Kilometres***

**Scope of works and standards to be met as per the contract:**

Feeder road rehabilitated to the following standards:

- 4m carriageway + 2 x 1.5m shoulders
- Design speed of 60 km/hr. outside villages and 40 km/hr. inside villages.
- Removal of existing obstructing structures, accommodation of traffic, construction and maintenance of detours where necessary and the maintenance of existing road.
- Adherence to all country laws and Engineer's recommendations pertaining to labor and environmental protection.
- Cut and formation of Sub grade layer in case of cut sections.
- Scarification and compacting of the existing Sub-base level before adding new embankment. Layers and formation of new Sub-base layer in case of fill sections.
- Construction of a base layer of 300mm.
- Identify and locate areas for the construction of new drainage structures.

**Current Status of Project:**

The road is completed, all construction standards set for the works have been met by the contractor; and the road has been handed over by the Contractor to the client after expiration of the defects liability period.

**iv) Wassu-Kuntaur-Jakba feeder/Access Road**

**Client: FASDEP**

**Contractor: HAGE GROUP**

**Distance: 6 Kilometres**

**Scope of Works and standards to be met as per the contract:**

Clearing and Grubbing CH 0+000 – CH 6+000 km

Sub-base CH 0+000 – CH 6+000 km

Base CH 0+000 – CH 6+000 km

**Current Status of Project:**

***Works are practically completed with the exception of culverts to be installed.***

**v) Brikamba-Walli-Kunda-Barajally Ferry crossing Access Road-Central River Region**

**Client: FASDEP**

**Contractor: HAGE GROUP**

**Distance: 7.5 Kilometres**

**Scope of works and standards to be met as the contract**

Access Road improved to the following standards:

- 4m carriageway + 2 x 1.5m shoulders
- Design speed of 60 km/hr. outside villages and 40 km/hr. inside villages.
- Removal of existing obstructing structures, accommodation of traffic, construction and maintenance of detours where necessary and the maintenance of existing road.
- Adherence to all country laws and Engineer's recommendations pertaining to labor and environmental protection.
- Cut and formation of Sub grade layer in case of cut sections.
- Scarification and compacting of the existing Sub-base level before adding new embankment. Layers and formation of new Sub-base layer in case of fill sections.
- Construction of a base layer of 300mm.
- Identify and locate areas for the construction of new drainage structures.

**The Committee's observation and findings- Issues and challenges on this Access road**

**Project:-**

**Design review:**

The committee noted that as the project's works design is carried by a third party, there were technical issues that needed to be addressed. The NRA carefully studied the contract Bill Of Quantity (BOQ) and realized discrepancies between the quantities and costs, and accordingly informed and advised the client on the need to strategize on the project costs in order to be within the cost agreed. Based on this advice, Construction designs were modified and adjusted based on facts to suit the physical and environmental conditions on site as the implementation progressed.

**Current Status of the Project:**

***Works have been completed by Contractor and handed over pending the expiration of the defects liability period as per the contract signed.***

**vi) Dasilami-Bureng-Wellingara-Ba Access Road**

**Client: FASDEP**

**Contractor: HAGE GROUP**

**Scope of Works and Standards to be met as per the contract:**

Clearing and Grubbing CH 0+000 – CH 10+000 km  
Sub-base CH 0+000 – CH 8+000 km  
Base CH 0+000 – CH 4+000 km

**Current Status of Project:**

***Works practically complete with the exception one culvert to be installed and defects liability.***

**vi) CHOYA – DANKUNKU – JESSADI WHARF ACCESS ROAD-CENTRAL RIVER REGION**

***Contract No FASDEP/W/31/06/16***

***Contractor GAI ENTERPRISE***

***Distance: 20.5 Km***

***Duration 12 MONTHS***

***Notice to commence 19th October 2016***

***Completion Date 19th October 2017***

***Contract value (Gambian Dalasi GMD) 48,197,056.25 EQUIVALENT USD1,132,184.75***

***Work Progress:***

**WORKS PROGRESS**

The following works were executed from January - November 2017:

Clearing and grubbing CH 0+000 – 20+500km (as identified in item 'A' of the Bill of Quantity)

Sub-base CH 0+000 – CH20+500km (fill depression to required density item 'b' of BOQ)

Base Course CH 0+000 – CH20+500km (item 'C' of BOQ)

**Current Project Status:**

Completed and handed over to client after expiration of the defect's liability period.

**vii) Somita-Kundam Feeder Road-WestCoast Region**

**Status of implementation:**

***The contractor has mobilized equipment to the project site but works have not started at time of the committee's visit.*** The Committee's was opportune to meet the contractor's team who explained that they were working on another project site within the village and that they will soon start works on the feeder road.

## **PART II-C OF THE REPORT**

### **4. THE SHONGHAI PROJECT: CHAMEN MIX- FARMING CENTRE-NORTH BANK REGION**

**Provider Country:** Songhai Regional Centre - Benin

**Supported by:** The Government of the Gambia, the United Nations Development Programme; joined by the Food and Agricultural Organization and the Youth Employment Project being implemented by the International Trade Centre funded by the European Union.

**Implementing Agency:** Ministry of Youth and Sports in collaboration with the Ministry of Agriculture

#### ***Background of the Project***

Inspired by the Songhai model, a highly successful agro-industrial, organic and self-sufficient farming model launched in Benin in 1985, the Gambia Government requested support to develop both a functional agricultural water farming system and a training system for young-entrepreneurs in agri-business. In line with National priorities and strategies to transform the Agricultural Sector, the project places a particular emphasis on youth employment and agricultural transformation through value addition and sustainable practices.

The project was developed following a knowledge exchange visit of the Gambia's Ministries of Youth and Agriculture into the Songhai Regional Centre Benin in 2014, allowing officials to study the center's integrated sustainable agricultural development strategy for employment creation and poverty reduction. Following cabinet's approval of the mission report and recommendations for a replication of the development strategy commenced in 2015. Twenty-nine Gambian youth graduated successfully from a six-month training programmed in Benin and returned to Gambia to transfer their skills.

#### ***The Project's Business Case:***

The Gambia faces severe challenges of high poverty rates (48.6%), food insecurity, youth unemployment and vulnerability to climate change. In order to fully explore the potential of the agricultural sector for economic expansion, employment, and food production, the Government of the Gambia is working with the Benin Songhai Centre in implementing a functional agricultural water farming and young-entrepreneurs training system. This allows for increased agricultural productivity, raised incomes and to address food insecurity and youth unemployment.

The Gambia has a youthful nation with over 60% of its population under the age of 30 years. However, unemployment among the youth is highest (38.6% of youth are poor) and remains a major national challenge. Of the employed youth, only 20% are in the agricultural sector. Yet agriculture is the most critical sector for economic expansion, to absorb unemployed youth, boost food production and the key driver for poverty reduction. Addressing rural youth needs is therefore fundamental to achieving the SDGs, particularly, 1. No poverty, 2. Zero Hunger; 4. Quality Education; and 8. Decent Work and Economic opportunities.

The project is fully aligned with The Gambia Government's 2018-2021 National Development Plan's objectives and strategies aimed at empowering youth farmers, agricultural sector growth, wealth creation and poverty reduction. The proposed project activities for developing an innovative rural entrepreneurial center (Green Rural City) would provide a strong foundation for rural growth and a springboard that will create a "spread effect" in The Gambia and beyond. It is expected to:

- Improve rural, peri- urban and urban livelihoods.
- Increase incomes of the rural poor;
- Enhance opportunities for decent employment for youth, women and the unemployed, through interventions that would stimulate investment in sustainable agro-enterprise development, promote environmentally sustainable waste management practices and create incentives for private sector engagement; and
- Promote efficient land and water management.

### ***Overall Goal and Objectives***

The project aims to contribute to alleviating poverty and unleashing of sustainable broad based and inclusive development in The Gambia. It is designed as an innovative platform for a broader multi-partnership program to support the activities of The Gambia Government in promoting access of youth, men and women, to appropriate agribusiness entrepreneurial, leadership and management skills required for their effective participation in the creation of wealth and investments in socio-economically viable agribusiness enterprises in every community in The Gambia. The project activities would equally strengthen the core administrative and technical capacities of Agricultural Centers/Establishments in the country to serve as the springboard for development of a nation-wide network of agricultural youth enterprises and support centers and linkages to rural development projects.

The overarching goal of this project is to sustainably reduce poverty, unemployment and food insecurity by tackling the root causes and deploying proven strategies for achieving large scale and lasting impact. The primary objectives are to promote inclusive agriculture

sector growth and employment. These objectives have direct causal linkages to sustainably reducing poverty and socio-political instability.

***The specific objectives of the project are:***

- The development of human, technical, infrastructural and organizational capacity to improve and scale-up production and the provision of services and training to young agro -entrepreneurs in the country on a sustainable basis;
- This reestablishment of the natural linkage between soil, micro-organisms, water, plants and animals by developing and deploying an effective rain-water harvesting and management system;
- The development of well-defined processes and tools to support the establishment of entrepreneurial associations in all administrative areas in the country:
- Improvement of an effective advocacy and knowledge sharing on small-scale agribusiness and related SMI/SME in The Gambia

The target groups are both rural and urban youth - men and women. The program is designed to improve the livelihoods, incomes and employment opportunities of rural communities. It seeks to promote access of youth, men and women, to appropriate agribusiness, leadership and management skills, appropriate technology, and capital required for their effective participation in the creation of and investments in commercially viable agribusinesses. The project has developed strategies and mechanisms that streamlined the effective transfer and exchange of technologies, and experience sharing with the view to preparing the youth to become major actors in rural growth and social development. The project has mainstreamed gender in its activities. Women and youth in particular, are being actively encouraged to participate through programmes specifically designed to suit their needs.

***Project Operations and interventions:***

The mother hub farm in Chamen village is currently being overseen by five technicians from Benin. Since August 2015, the center is operational and has trained 137 youth and currently enrolled 40 trainees (25 female & 15 Male) as the fifth batch for the third year in 2017. Farming at the Gambia Songhai Initiative is fully organic and continues to be managed by Beninois and Gambian instructors and the youth instructors were trained in Benin. The Gambian instructors are being prepared by the technical team from Benin for eventual takeover.

The center currently operates diverse agricultural related activities such as market gardening, agroforestry, control poultry, free-range poultry, livestock (sheep, goats, and cattle), a feed mill and is currently working on the fish ponds which are almost reaching



self-sufficiency. The center has commenced generating substantial funds for the above activities which are lodged in a bank for use once external support from current donors cease.

### ***Project's Strategy, Approach/Methodology***

The main obstacles to rural growth are effective planning and management of natural resources; access to and effective application of technologies such as improved seeds, soil fertility, farming equipment and irrigation; efficient management and organizational skills; access to credit for investment in agriculture; access to information about techniques to increase production; and access to markets to sell products. The Songhai initiative has the potential if well-resourced and efficiently managed to impact positively on agricultural productivity of rural communities by addressing the above issues and by improving grassroots organizations and building their capacities to develop integrated natural resource management: plans, improving production, creating and supporting post-harvest transformation and conservation practices.

The primary beneficiaries of the project are youth, men and women in rural, peri-urban and urban communities. The project aims to empower them with specialized skills to become successful entrepreneurs/operators in agribusiness. To enable this, the project utilizes a combination of human and institutional capacity development strategies within an integrated package of technical, managerial, value-based leadership and entrepreneurial skills development.

### ***Observations and Findings of the Committee***

The Committee noted that, for the past two years (2016/17 and 2017/2018 financial years respectively), the Government has allocated resources in the national budget as counterpart contribution to the project's operations, and that Government has reaffirmed its strong commitment to this August Assembly through the Minister of Finance, to further develop the Shonghai initiative by establishing satellite centres across the country. However, the project is beset with challenges that need immediate attention and redress by Government. Key among these includes the following:

- The inadequate amounts allocated by the Ministry of Finance to finance the project's operational Costs;
- The Project is located less than twenty-five meters from the electricity grid on the trunk road leading to Farafenni and yet continues to rely on Generator supplied power for its operations; and because of the high costs associated with generator power-based operations because of the large volume of fuel needed for operations. This unsustainable operational costs associated with this method of power generation has forced Centre's management to limit/reduce the number of

operational hours. This continues to impede the realization of optimal productivity and operational efficiency of the project;

- The absence of a modern system of irrigation which could only be realized if a modern pumping and water distribution is place. The in-availability of this system has impeded farm expansion plans and achievement of optimal productivity;

## **5. NDEMBAN TECHNICAL AND VOCATIONAL TRAINING CENTRE (WESTCOAST REGION)**

**PROJECT TITLE:** Ndemban Technical and Vocational Training Centre) ICDF-Taiwan/The Gambia Government;

**Client:** National Training Authority

**Implementing Agency:** GAMWORKS Agency

**Consultant:** Master plan

**Contractor:** Kilimanjaro Construction Company Limited

The Committee visited this project which is located in Ndemban Village, approximately 500 metres off the main road- Mandinaba-Soma Highway. However, upon arrival the committee did not find anyone at the centre. This magnificent and state of the art building though completed, was not functional. The building was nearly inaccessible because of scrubs and overgrown tall grass covering paths leading to the buildings.

The Committee has resolved to collaborate with the Select Committee Education to engage the National Training Authority and investigate the issues and challenges that have rendered this centre dysfunctional since its completion.

## **6. University of The Gambia Construction Project, Faraba Banta Campus**

### ***6.1 Summary Background and Description of Project***

The Ministry of Higher Education, Research Science and Technology-MOHERST acting on behalf of the Gambia Government, awarded a contract worth \$53.46 million to Shapoorji Pallonji Mideast, for the construction of the University of The Gambia (UTG) Faraba campus.

The agreement was signed on the 17<sup>th</sup> October, 2016 at MOHERST premises. The then Minister Dr. Abucarr Senghore signed on behalf of MOHERST and the managing director and chief executive officer of Shapoorji Pallonji Mideast, Mohan Das Saini signed on behalf of Shapoorji Pallonji Mideast. Shapoorji Pallonji Mideast's previous contract with Gambia Government was the new National Assembly complex in Banjul.

The signing of the Contract Document by both parties was the authoritative reference for the contractor to propel the mobilization and initiation of civil works for an ultra-modern state-of-the-art university campus. When completed, the campus is expected to house more than 6,000 students at any given point in time, and the university would start to offer at the campus master's and doctorate programmes. The construction of the new campus is in line with the Gambia government's ardent desire to transform the UTG to a world-class university and a centre of excellence.

## ***6.2. Project Financing***

The project is financed by funds, mainly loans, mobilized from the Islamic Development Bank (IDB), the Kuwait Fund for Arab Economic Development, the Saudi Fund for Development, the Arab Bank for Economic Development in Africa, and the OPEC Fund for International Development (OFID).

## ***6.3. Timeframe for completion of works***

The timeframe for completion of project is three years from date of signing of contract.

## ***6.4. Scope of Project***

According to the original design of the Faraba campus, when completed, would consist of various faculties such as: Business Administration; Information Technology and Communication; Agriculture; Law Arts and Sciences; Architecture and Engineering; Graduate Studies and Research; Medicine; and School of Education. There would also be a student dormitory, chancery, a standard library, multi-purpose center, farmland, mosque and chapel, road networks and landscaping of project grounds. More faculties including that of Journalism and Digital Media are expected to be in the second Optional phase of the project.

## ***Committee Oversight Activities at the Project site***

### ***1. Meeting at the Project Campus-Meeting Agenda and Discussions***

- 1) Prayers and signing register (to enable committee confirm attendees and note parties represented not represented); and introductions by Committee Chairman;
- 2) Overview of Project-Background, description by MOBSE/MOHERST Project Coordination Unit representatives;
- 3) Digital and graphic presentation of project site layout, designs and structures by contractor's Project Manager;

## ***2. Visit by Committee to Project structures/works***

The Committee visited structures labeled as Isolated and Married villas which are built to house resident lecturers. Other structures visited were the construction works on the proposed site for the UTG's Architecture and Engineering, and Medicine; and School of Education faculties;

## ***3. Observations made by the Committee from inspection of the project's works site:***

The committee observed that substantial progress has been achieved at the construction site. Most of the Faculty buildings have been erected and are in an advanced construction stage and in accordance with the projects major work schedules.

The committee also visited the materials testing laboratory and observed with satisfaction the Quality Assurance system applied by the contractor. The committee had the same satisfaction on the cement and aggregates mixing plant.

Notwithstanding, the Committee requested that the project coordinator submit quarterly and annual project progress reports for the period 2017-2018 for further scrutiny by the committee.

### **LIST OF TOUR PARTICIPANTS**

<b>Hon. Sulayman Saho</b>	<b>-</b>	<b>Chairman of the Committee;</b>
<b>Hon Lamin J Sanneh</b>	<b>-</b>	<b>Member</b>
<b>Hon Majanko Samusa</b>	<b>-</b>	<b>Member</b>
<b>Hon Amadou Camara</b>	<b>-</b>	<b>Member</b>
<b>Hon Lamin FM Conta</b>	<b>-</b>	<b>Member</b>
<b>Hon Sainey Jawara</b>	<b>-</b>	<b>Member</b>
<b>Hon Alhagie Drammeh</b>	<b>-</b>	<b>Member</b>
<b>Hon Alfusainey Ceesay</b>	<b>-</b>	<b>Member</b>
<b>Hon Alhagie SB Sillah</b>	<b>-</b>	<b>Member</b>
<b>Modou Sillah</b>	<b>-</b>	<b>Secretary</b>
<b>Alarie Gillen</b>	<b>-</b>	<b>Secretary</b>
<b>Yorro Sowe</b>	<b>-</b>	<b>xxxxxxx</b>