

10th EAHC- CHAtO MEETING
Lomé, Togo, 3-5 December 2008

NATIONAL REPORT TO THE REGIONAL HYDROGRAPHIC COMMISSION: THE GAMBIA

INTRODUCTION

1. **INTERNATIONAL**

The Gambia has acceded to the SOLAS and UNCLOS conventions. It is a member of the IMO, IALA and MOWCA. Gambia Ports Authority is a member of the PMAWCA and maintains regular liaison with the UKHO

2. **POINTS OF CONTACT:**

Captain E.N. Coker, Director General of Gambia Maritime Administration and the Ag. Director Harbours and Marine Services Mr. Wally K Sanyang are the appropriate contacts for Navigational Warnings, Port information and Hydrographic Surveys. The contact details in the entry for the Gambia in the IHO year book should thus be amended as follows:

- i) Director General
Gambia Maritime Administration
No. 4 Clarkson Street
Banjul
The Gambia
Tel: +220 4229913, +2209960487
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- ii) Ag. Director of Harbours and Marine Services
Gambia Ports Authority
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P.O.Box 617
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Telex: 2235
Cable: Gamports Banjul
E-mail: info@gamports.gm
Website: <http://www.gamport.gm>

3. **MARITIME ACTIVITIES**

The Director General Office of The Gambia Maritime Administration was appointed by the president of the republic of the Gambia on the 2nd of January 2008 and the board of Directors was inaugurated by the secretary of state for Works, Construction and Infrastructure on the 6th of February 2008. This Office is responsible for all shipping and conservancy matters, and is accountable to the Department of State for Works, Communication and Infrastructure.

Under the Secretary of State for Forestry, Natural Resources and the Environment, there is also a coastal and maritime working group which oversees the Gambia Environmental Application Plan for the Coastal Zone. This co-ordination tool is used by the National Environment Agency (NEA) to ensure that development projects across the government are subject to consultation

4. **TRADE AND MARITIME TRAFFIC**

All significant sea-borne commerce now passes through the port of Banjul. Formerly, small sized vessels used to go up to Kau-ur 123NM up river to load groundnut product etc. The port is ISPS compliant and several audits have been conducted by the US Coast Guard and Shipping Companies e.g. Maersk.

There is an annual significant growth of traffic.

5. **TOURISM- CRUISE LINERS**

Banjul has been a regular calling port for a number of cruise liners. In March 2005, a five star cruise vessel MS Hanseatic drawing 5.0m draft went 52 nautical miles upstream on the Gambia River, and on her second visit in November 2006, she went further upstream, 132 Nautical Miles on the Gambia River.

A sister vessel MS Bremen also called to Banjul in October 2007 and proceeded upstream 132 Nautical Miles on the Gambia River. This regular call of cruise companies again, shows the effective enforcement of ISPS and tight security measures in place at all times.

6. **RESPONSIBILITY FOR SAFETY OF NAVIGATION**

The Gambia Ports Authority continue to be responsible for the maintenance of approaches to Banjul Port, the Port itself and all inland waterways, removal of wrecks, provision and maintenance of Navaids and the promulgation of notices to mariners. GPA owns a dredger cum buoy tender which is being used for maintenance dredging, positioning and maintenance of channel buoys.

However, a number of difficulties in conducting these tasks were analyzed in a feasibility study and Master Plan for the port of Banjul, which was provided by Hamburg Port Consultancy GMBH in 2002.

7. **DEFENCE FORCE RESPONSIBILITIES**

The Gambia Navy is responsible for SAR and Fishing Patrol. They have three effective patrol crafts and a GMDSS Radio Station was installed at their headquarters in August 2007 for maritime safety information and coordinating search and rescue.

8. **SURVEYS**

The source of data for the approach channel and Port of Banjul as depicted on charts published by the UKHO consists of surveys by the Royal Navy in 1981. Check surveys of the entire channel was conducted by FUGO survey BV in 1995. The majority of the remainder of the continental shelf within the 200m contour and the River Gambia above Banjul to Kau- Ur was surveyed by RN in the 1940s.

A bathymetric survey was conducted in 2002 and the results of this control survey of September 2002 indicated the following available water depths at New Banjul Jetty and Banjul Wharf.

New Banjul Jetty	Outer berth 3A	11.5-16m
"	Outer berth 3B	14-18m
"	Inner berth 4A	6-8m
"	Inner berth 4B	5-8m
North of New Banjul jetty		6-16m
South of New Banjul jetty		8-12m
Banjul Wharf	Outer berth 1	6-10m
Banjul Wharf	Inner berth 2	4-8m
North of Banjul Wharf		4-6m
South of Banjul Wharf		8-10m

The British Royal Navy conducted a survey within the vicinity of Banjul Port Area and the inner anchorage from the 9th to the 14th of November 2006. They conducted both hydrographic and oceanographic surveys using the following methods:

- Time Delay Calibration
- Pitch Calibration, and

- Simple Beam Survey

Reports on this survey are yet to be received from the Royal Navy.

9. **NEW CHARTS & UPDATES**

UKHO has the primary charting responsibilities for the Gambia's sea area. GPA and GMA continue to play the role of passing survey and geodetic data for surveys conducted in our waters to UKHO for urgent assessment and promulgation to international shipping.

10. **NEW PUBLICATIONS & UPDATES**

Weekly notices to Mariners are delivered automatically by courier services to the Harbour Master's office. New Nautical Publications are delivered upon request through the GPA Stores and Procurement Manager.

11. **MSI**

A new GMDSS Radio Station has been installed at the Gambia Navy Headquarters in 2007. The name of this station is Gambia Radio and is being controlled and operated by the Gambia Navy.

(NAVIGATIONAL WARNINGS)

Gambia Ports Authority through the Harbour Master's office continue to forward local notices to mariners and status of lights and floating marks to the UKHO for inclusion in appropriate nautical publications.

Local warnings and navigational information (including weather and tidal predictions) are transmitted by the Port VHF System and promulgated in the National Press and Radio.

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12. **STATUS OF AIDS TO NAVIGATION**

Despite the great difficulty we have in monitoring and servicing our floating aids to navigation which are subject to damage and theft, five new buoys consisting of three safe water marks and two lateral starboard hand marks procured from Shear Gold Ltd. have been installed in December 2007 in the approach channel.

These buoys are made of rigid plastic and are maintenance free. There are currently all in charted positions and well lit.

Our Focus is now on the Banjul point Light and the three Racons. We will hopefully get them operational in a very near future.

12. **COLLECTION & CIRCULATION OF NAUTICAL INFORMATION**

Nautical information is passed directly by e- mail to Nav Area II coordinator through the following address:

Coord.navarea2@shom.fr

Local warnings and navigational information (including weather and tidal predictions) are transmitted by the port VHF system and promulgated in the national press and radio.

13. **SURVEY CAPABILITY**

Gambia Ports Authority has no survey capability other than lead-line checks along the berths and continues to rely on outsourcing as mentioned in 8 above. The Authority has just recruited another candidate to be trained in Hydrographic Survey.

14. **INDEPENDENT CHART PRODUCTION CAPABILITY**

UKHO continue to have the primary charting responsibility of the Gambia.

15. **CAPACITY BUILDING**

Gambia Ports Authority's aspirations to train surveyors at Category B level has pre-empted the GPA management to employ another candidate in October 2008 as mentioned above to be trained in Nautical Hydrography.

16. **EQUIPMENT**

Once The Gambia has a trained surveyor, guidance would be sought through the EATHC (East Atlantic Hydrographic Commission) on the best way of providing a practicable and sustainable equipment package for him.

17. **DEVELOPMENT OF HYDROGRAPHIC CAPABILITY**

The Gambia has been unsuccessful in gaining a place in the IMA Cat B Course. We again plan to submit an application for IMA Cat B Course and it is our hope and expectation that this time our application will be given the highest consideration

CONCLUSIONS

Our clear priority remains the definition and maintenance of routine survey program in the channel from the bar to Banjul.

Training one surveyor at Category B Level will provide a capacity for national planning of surveys, for liaison and technical advice within government and for oversight and quality control of outsourcing.

Until the Maritime Administration takes over the responsibility the Harbour Master's Office will continue to forward nautical information particularly navigational Warnings to Navarea II coordinator via email.

We will also continue to provide regular updates of local Notices to Mariners and status of lights and floating marks to UKHO for inclusion in appropriate publications.

GPA/GMA will continue to pass data from contract surveys conducted in our waters to UKHO to ensure that international shipping has up to date information in official legal documentation.