



ANNUAL REPORT

AND FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31ST DECEMBER 2018



Innovation & Excellence



GAMBIA PORTS AUTHORITY (GPA)

FINANCIAL STATEMENTS & REPORTS FOR THE YEAR ENDED 31ST DECEMBER 2018

AUGUSTUS PROM
AUDIT.TAX.ADVISORY.
REGISTERED AUDITORS

3 KAIRABA AVENUE
3rd FL. CENTENARY HOUSE
SERREKUNDA, KSMD
THE GAMBIA

NOVEMBER 2019



General Information

Board of Directors

Mr. Alpha A. Barry
 Mr. Abdoulie M. Tamberdou
 Mr Ousman M. Jobarteh
 Permanent Secretary (MOFEA)
 Permanent Secretary (MOTW & I)
 Mr. Alieu Secka, CEO, GCCI
 Mr. Anthony Kujabi, GPA Staff Rep.
 Mr. Muhammed Momodou Jagana
 Mr. Momodou O. Gaye

Chairman
 Managing Director (*Up to 27th August 2018*)
 Managing Director (*From 27th August 2018*)
 Member
 Member
 Member
 Member
 Member
 Member

Board Secretary

Mrs. Sirra Begay Kah

Bankers

BSIC (Gambia) Limited
 52 Kairaba Avenue, The Gambia

FBN Bank (Gambia) Limited
 48 Kairaba Avenue, The Gambia

Trust Bank Limited
 3/4 Ecowas Avenue
 Banjul, The Gambia

Zenith Bank (Gambia) Limited
 49 Kairaba Avenue, Serrekunda
 Banjul, The Gambia

Guaranty Trust Bank (Gambia) Limited
 56 Kairaba Avenue
 KSMD, The Gambia

Mega Bank (Gambia) Limited
 11 Liberation Avenue
 Banjul, The Gambia

Standard Chartered Bank (Gambia) Limited
 8 Ecowas Avenue
 Banjul, The Gambia

First International Bank Limited
 Kairaba Avenue
 KSMD, The Gambia

Access Bank (Gambia) Limited
 Kairaba Avenue
 KSMD, The Gambia

Eco Bank (Gambia) Limited
 Kairaba Avenue
 KSMD, The Gambia

Skye Bank (Gambia) Limited
 Kairaba Avenue
 KSMD, The Gambia

Reliance Financial Services Limited
 46 Kairaba Avenue
 The Gambia

Arab Gambian Islamic Bank Limited
 Ecowas Avenue
 Banjul, The Gambia

Ghana International Bank Plc
 67 Cheapside, 1st Floor
 London, UK

Standard Chartered Bank (UK)
 1 Basinghall Avenue, London
 EC2V 5DD, UK



Director's Report for the year ended 31st December 2018

The Directors present their report and the audited financial statements of the Gambia Ports Authority (GPA) for the year ended 31st December 2018.

1. State of Affairs

The results for the year ended 31st December 2018 are as set out in the accompanying financial statements.

2. Principal Activities

The principal activity of the Authority is ports operations in The Gambia.

3. Director's & Director's Interest

The Directors who held office during the year are as detailed on page 2. None of the Directors who held office at the end of the financial year had beneficial financial interest in the shares of the Authority.

4. Director's Responsibilities for the Financial Statements

The Companies Act, 2013 and the Ports Act, 1972 requires the Directors to prepare financial statements for each financial year which gives a true and fair view of the state of affairs of the Authority as at the end of the financial year and of its profit or loss for that period.

In preparing these financial statements, the Directors are required to:

- *Select suitable accounting policies and then apply them consistently;*
- *Make judgements and estimates that are reasonable and prudent;*
- *State whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements;*
- *Prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Authority will continue in business.*

The Directors are responsible for keeping proper accounting records that disclose with reasonable accuracy at any given time, the financial position of the Authority and to enable them to ensure that the financial statements comply with the Companies Act, 2013 and the Ports Act, 1972.



AUGUSTUS PROM
AUDIT.TAX.ADVISORY.



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Auditor's Opinion

We have audited the accompanying financial statements of the Gambia Ports Authority (GPA) which comprises the Balance Sheet, Income Statement, Cash Flow Statement, Statement of Changes in Equity for the year then ended, and notes to the Financial Statements including Accounting Policies applicable to the Authority.

In our opinion, the Financial Statements give a true and fair view of the Financial Position of the Authority as at 31st December 2018 and of its Financial Performance and its Cash Flows for the year then ended and has been prepared in line with Generally Accepted Accounting Principles and in accordance with the Requirement of the Companies Act 2013 and the Ports Act 1972.

Basis of Opinion

We conducted our audit in accordance with International Standard on Auditing (ISAs). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the financial Statements section of our report. We are independent of the Authority in accordance with the International Ethics Standards Board for Accountants' Code of Ethics for Professional Accountants (IESBA Code) together with the ethical requirements that are relevant to our audit of the financial statements in The Gambia and we have fulfilled our other responsibilities in accordance with these requirements and the IESBA Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities and those charged with Governance for the Financial Statements

Management is responsible for the preparation of financial statements that give a true and fair view in accordance with Generally Accepted Accounting Principles, and in the manner required by the Companies Act, 2013 and the Ports Act 1972 and for such internal control as Management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.



- *Evaluate the overall presentation, structure and content of the Financial Statements, including the disclosures, and whether the Authority's financial statements represent the underlying transactions and events in a manner that achieves fair presentation.*

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide those charged with governance with a statement that we have complied with relevant ethical requirement regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with those charged with governance, we determine those matters that were of most significant in the audit of the financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

The Engagement Partner on the audit resulting in this independent auditor's report is Mr Augustus F. Prom.

Augustus Prom

**AUGUSTUS PROM
AUDIT. TAX. ADVISORY
REGISTERED AUDITORS**

DATE: *11th DECEMBER* 2019



Balance Sheet

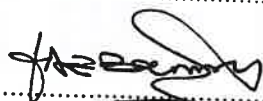
As at 31st December 2018

<u>Assets</u>	<i>Notes</i>	2018 GMD'000	2017 GMD'000
Non-Current Assets			
Property, Plant & Equipment	9	2,051,361	2,127,793
Investments	10	109,355	93,806
Long Term Receivable from Ferries	14.5	306,879	371,879
Total Non-Current Assets		2,467,595	2,593,478
Current Assets			
Inventory	11	106,973	86,390
Trade and other Receivables	12	674,702	843,740
Cash & Cash Equivalents	15	912,032	455,485
Total Current Assets		1,693,707	1,385,615
Total Assets		4,161,302	3,979,093
<u>Equity & Liabilities</u>			
Equity			
Share capital	16	16,342	16,342
Revaluation reserve (Page 11)		1,437,296	1,437,296
General reserve (Page 11)		1,168,623	1,168,623
Retained earnings (Page 11)		424,622	100,000
Total Equity		3,046,883	2,722,261
<u>Non-Current Liabilities</u>			
Borrowings due after 1 Year	14	687,489	897,119
<u>Current Liabilities</u>			
Borrowings within 1 year	14	217,462	215,898
Trade and other payables	13	99,378	58,427
Taxation	8	110,090	85,388
Total Current Liabilities		426,930	359,713
Total Equity & Liabilities		4,161,302	3,979,093

The Financial Statements were approved by the Board of Directors on

31 December 2019 and signed on its behalf by:

Director:



Director:



The notes on pages 15 to 34 form an integral part of these Financial Statements.



Cash-Flow Statement

For the year ended 31st December 2018

	Notes	2018 GMD'000	2017 GMD'000
<u>Operating Activities</u>			
Operating profit before tax		418,842	270,306
Adjustments for:			
Depreciation	9	141,736	95,806
Increase in Provision-Impairment		226,761	258,016
Increase in provision - Bad debts		(795)	48,426
Movement in Inventory Provision	11	25,955	(16,321)
Net Translation losses		17,009	(103,702)
Interest Income		27,351	22,218
Prior year adjustment- retained earnings		14,921	8,388
Operating profit before working capital changes		871,780	583,137
Movement in Working Capital			
(Increase)/Decrease in Inventory		(46,538)	23,892
(Increase)/Decrease in Receivables		(58,198)	(103,237)
(Increase) Decrease in Payables		40,951	(63,544)
Movement in work in progress		8,254	-
Cash Generated from Operations		816,249	440,248
Income tax paid	8	(96,024)	(72,675)
Net Cash from Operating Activities		720,255	367,573
<u>Investing Activities</u>			
Acquisition of Tangible fixed assets		(73,559)	(455,612)
Dividend Income		1,422	1,422
Disposal Proceeds		-	-
Acquisition/Increase of equity investments		(15,699)	-
Long Term Receivable from Ferries		65,000	(371,879)
Net Cash Used by Investing Activities		(22,836)	(826,069)
<u>Financing Activities</u>			
Borrowings		(208,066)	599,515
Interest paid		(12,776)	(39,007)
Proposed Dividend		(20,000)	-
Net Cash from financing activities		(240,842)	560,508
Net increase in Cash & Cash equivalents		456,547	102,012
Cash and cash equivalent at 1 st January 2018		455,485	353,473
Cash and Cash Equivalent at 31st December 2018		912,032	455,485

The notes on pages 15 to 34 form an integral part of these Financial Statements.



Development expenditure

Capitalised development expenditure is stated at cost less accumulated amortisation and impairment loss.

1.4 Inventories

Inventories are valued at the lower of cost and net realisable value where cost is the purchase cost together with the related duty, freight, insurance and commission charges on a first in first out basis. Net realisable value is based on estimated selling price less all cost to be incurred in marketing and selling.

Slow moving inventory is provided for as follows:

<i>1 year old stock</i>	<i>20%</i>
<i>2 years old stock</i>	<i>50%</i>
<i>3 years old stock</i>	<i>75%</i>
<i>4 years and above old stock</i>	<i>100%</i>

1.5 Foreign Currencies

Monetary assets and liabilities denominated in foreign currencies are converted at the rate of exchange ruling at the balance sheet date. Transactions in foreign currencies are recorded at the rate ruling at the date of the transaction. Gains and losses on exchange are transferred to the income statement in the period in which they arise.

In the previous year, foreign translation differences was recognised in the Financial Statements but not as a Line Item on the face of the Income Statement but charged to various income lines in which the exchange gain or loss relates to. In 2017, translation differences are recognised on the face of the Income Statement as a line item instead of charging to the various income lines as previous year which is in line with the Recommended Practice.

1.6 Pension scheme

Effective 1st January 2004, the Authority contributes 15% of employees' gross salaries to the Social Security and Housing and Finance Corporation Federated Pension Fund. Obligations for contributions to the pension plan are recognised as expense in the income statement when incurred.

Under the National Provident Fund, the Authority contributes 10% of the gross wages of the Dockworkers and the Dockworkers contribute 5% of their gross wages which is deducted before arriving at their net wages.



2. Revenue

	31- Dec 2018 GMD'000	31- Dec 2017 GMD'000
Harbour and port dues	509,753	399,204
Cargo handling	1,140,339	872,888
	<u>1,650,092</u>	<u>1,272,092</u>

3. Other operating income

Property rental income	3.1	6,958	2,384
Sundry income	3.2	18,813	6,068
		<u>25,771</u>	<u>8,452</u>

3.1 Rental Income

Rental income relates to rent received from the investment properties owned by the Authority located within the Bonded Warehouse and also four other warehouses located at the Old Government Wharf, which was acquired from the former Gambia Produce Marketing Board as part of Government of The Gambia's divestiture program.

3.2 Sundry Income

Sundry income relates to interest earned on loans for building, vehicle and others given to employees as part of staff contracts of employment and the Authority's Service Rules, Other miscellaneous income and Dividend Income.

4. Profit on Ordinary Activities before Tax

The profit on ordinary activities before taxation is stated after charging the following:

Auditors' remuneration	880	741
Directors' remuneration	684	680
Depreciation	<u>141,736</u>	<u>95,806</u>



	31- Dec 2018 GMD'000	31- Dec 2017 GMD'000
8. Taxation		
<i>Income Statement</i>		
Current Tax charged (See Note 8a)	120,726	73,022
Corporation tax expense	120,726	73,022
<i>Tax Charge for the Year is the Higher of 27% of Profit or 1% of Turnover</i>		
<i>Balance Sheet</i>		
At beginning of the year	85,388	85,042
Current tax on profits for the year (See note 8a)	120,726	73,022
Tax paid during the year	(90,333)	(72,173)
Withholding Tax during the Year	(5,691)	(503)
At the yearend	110,090	85,388
8a. Tax Computation on Profit		
Accounting profit	450,427	271,445
<i>Add back: Disallowed Expenses</i>		
Depreciation	141,736	95,806
Donations	4,167	1,490
Entertainment	364	1
Directors sitting allowance	684	680
National education levy	100	2,100
Adjusted profit before allowable deductions	597,478	371,522
<i>Less: Allowable Deductions</i>		
Capital allowance utilised	(150,343)	(128,115)
Utilised Loss	-	-
Total assessable profit for the year	447,135	243,407
Tax rate	27%	30%
Tax Charge for the Year of Assessment	120,726	73,022
Corporation Tax Expense	120,726	73,022
8b. Tax Computation on Turnover		
Turnover	1,725,930	1,363,577
Tax rate	1%	1%
Tax Charge for the Year of Assessment	17,259	13,636



10. Investments

	Notes	31- Dec 2018 GMD'000	31- Dec 2017 GMD'000
Trust bank limited	10.1	16,990	16,990
Gam petroleum	10.2	191,716	191,716
Gallia holdings- Marshall Islands	10.3	185,018	169,319
NAWEC	10.4	1,000	1,000
GAMTEL	10.5	600	600
		395,324	379,625
Provision for impairment	10.6	(285,969)	(285,819)
		109,355	93,806

10.1 Investment in Trust Bank Limited

This represents investment in the ordinary shares of Trust Bank Limited after privatization. The 11,156,507 ordinary shares held by the Authority over the years as at the year ended represent a 5.58% stake in Trust Bank Limited.

10.2 Gam Petroleum

This represents the investment in Gam Petroleum Storage Facilities following a Government directive through the Department of State of Finance and Economic Affairs ref ADM/265/448/01 (155) dated 22nd April 2008 as part of Government of The Gambia's petroleum initiatives. The Authority's investment represents 10% stake in Gam Petroleum Limited. As part of the Authority's impairment review, a total of GMD115.5 m has been made against this investment. Additional investment of 4% (1.4m Euros) was made in 2016 as directed by the Government.

10.3 Investment in Gallia Holdings

A joint venture agreement was signed between Gallia Holdings-Marshall Island and Government of The Gambia dated 5th March 2011 to establish, develop, manage and operate two ferry boats. The agreement specified ownership of 55% Gallia Holdings with Government of The Gambia 45%, whose shareholdings has been taken over by Social Security and Housing Finance Corporation and the Authority. This Investment was through a Government Directive. As part of the Authority's impairment review, 100% has been provided for as at 31st Dec 2017.

10.4 Investment in National Water & Electricity Company Limited (NAWEC)

This represents the Authority's holding of 1% share in the National Water & Electricity Company Limited (NAWEC). A 100% provision has been made on this investment.

10.5 Investment in Gambia Telecommunication Company Limited (GAMTEL)

This represents the Authority's holding of 1% share in the Gambia Telecommunication Company Limited (GAMTEL) in 2014.



		31- Dec 2018 GMD'000	31- Dec 2017 GMD'000
12.1 Advances to Related Party Entities			
Banjul shipyard	12.1.1	173,822	155,111
GRTS	12.1.2	-	7,750
Gambia Maritime Administration	12.1.3	43,333	43,333
Gambia Ferries Services	12.1.4	1,007,342	1,005,469
Qatari joint venture	12.1.5	47,548	46,848
Banjul Fisheries Jetty	12.1.6	15,147	13,765
		1,287,192	1,272,276
Less: Provision for Impairment		(1,077,848)	(851,237)
		209,344	421,039

12.1.1 Advances to Banjul Shipyard Co. Ltd

This represents advances relating to consultancy services for conceptual design, outline specification, detailed design and engineering for the preparation of tender documents, procurement of capital equipment, salaries of staff and other operational expenditures of the Banjul Shipyard. These expenditures were made during the period following the re-possession of the ship yard from Mass Sosseh and Sons in the early 1990s and subsequent re-privatisation to B.F. Marine and Construction Company, Malaysia (in 2005 to 2006). Following the termination of the B.F. agreement, the Authority was entrusted to fund the Shipyard operations following Government directives to that effect. As part of the Authority's annual impairment review, a provision of **GMD139.0 m** (2017: GMD 110.0 m) has been made against total advances made to the Banjul Shipyard.

12.1.2 Advances to Gambia Radio and Television Services (GRTS)

This represents subventions made over the years to fund the operations of the Gambia Radio and Television Services following a Government directive to support the National Radio and Television Service. This amount which has been outstanding for several years is fully provided in the financial statements.

12.1.3 Advances to Gambia Maritime Administration (GMA)

This represents expenditure incurred in setting up the Gambia Maritime Administration relating to staff expenses and working capital support following Government directive issued via the Department of State for Works and Communication (Ministry of Works, Communication and Infrastructure) in 2001. A total of **GMD 39.3m** (2017: GMD35.4 m) has been provided as part of the impairment review over the years.



12.2 Other Receivables

	31- Dec 2018 GMD'000	31- Dec 2017 GMD'000
Loan to GPTC	5,062	5,062
Loan to GCAA	25,000	25,010
Loan to GIA	2,613	2,613
Loan SSHFC/ Gallia holdings	1,840	1,742
Loan MOFEA/ Gallia holdings	39	-
Housing loan- Banjul Shipyard	7,501	8,232
Vehicle loan -Banjul Ferries staff	356	689
Vehicle loan -Banjul Shipyard	6,590	5,143
Prepayment	3,159	2,348
Suspense	(1,025)	75
Loan to GPA Staff Association	3,000	3,000
Sundry Receivable	9,369	9,629
Dividend Receivable	10,242	1,422
Staff Association	162	157
Loan to GRTS	7,750	-
	81,658	65,122
Less: Provision for impairment 12.2.1	(32,712)	(32,712)
	48,946	32,410

12.2.1 Included in the provision for impairment in note 12.2.1 is an amount of GMD32.7 m which relates to Gambia Public Transport Corporation (GPTC) GMD5.1m, Gambia International Airlines (GIA) GMD2.6m, Gambia Civil Aviation Authority (GCAA) GMD25m.

12.3 Staff Debtors

AMRC Staff House Loan	53,214	50,934
AMRC Dock Workers Building	6,675	6,925
Building Loans	52,235	45,526
Long Term Medical Loan	4,408	2,474
Miscellaneous Loans	5,404	5,563
Personal Loans	491	445
Special and Other Loans	12,906	14,595
SSHFC Building Loans	10,342	9,864
Dock Workers Vehicle Loan	216	74
Insurance Loans	404	7
Vehicle Loans	71,551	72,412
	217,846	208,819



14.1 ADB Credit no. Gam/POR/94-19 (UA 16,000,000)

A subsidiary loan agreement was drawn on the 19th April 1996 between the Government of The Gambia and The Gambia Ports Authority for the Dalasi equivalent of UA 16,000,000 under the third Banjul Port Project. Repayment is at GMD 22 m per annum paid semi-annually.

14.2 SSHFC loan to GPA/ Ferries

A loan amounting to GMD150 m was obtained from SSHFC in May 2010 for financing the acquisition of new ferries. As this loan was obtained before the investment period, the money was invested with local banks in fixed deposits. Repayment of the loan commenced in early 2013.

14.3 – DAMEN/Kankujerry Tug Boat

In July 2017, GPA signed a Credit Agreement with DAMEN Shipyards for the Purchase of Euro 6,664,380 plus Interest of Euros 713,533 totaling to Euros 7,377,913. There was a down payment of Euros 1,332,876 leaving an amount of Euros 5,331,504 to be paid by GPA. As at 31st December 2017 the closing balance owed to DAMEN is GMD346.8m in the Books of GPA.

14.4 DAMEN/ Kunta Kinteh Ferry

This relates to the Kunta Kinteh Ferry acquired in 2017 for Ferries. This is a credit facility provided to GPA by DAMEN for the Ferry Acquired. There was an initial down payment of 25% in 2016 amounting to Euros 2,334,725, whilst the 75% is payable in ten bi-annual repayments after delivery. The First Repayment commenced in Nov 2017. The Credit Facility covers this remaining 75% amounting to Euros 7,004,175. This Supplier Credit Agreement between GPA and DAMEN is guaranteed by the Ministry of Finance & Economic Affairs of the Government of the Gambia.

14.5 Long Term Receivable from Ferries

In 2017, the New Ferry as per note 14.4 was handed over to the Gambia Ferry Services Company Ltd (GFSC Ltd) and a Memorandum of Understanding was signed between GPA and Ferries in which they (GFSC Ltd) accepted to settle this Loan that GPA has contracted on their behalf. Monthly payments of D5m are made to GPA and GPA transfers the Bi-Annual sums due to the Creditor – DAMEN. This Loan amount has also been captured as a Receivable from Gambia Ferry Services Company Ltd (GFSC Ltd) to the Gambia Ports Authority (GPA).



18. Capital Commitments

Authorised by the Board & Contracted

19. Events after the Reporting Period

The Authority had no events after the Financial Position date which would materially impact on its Financial Position or results.

20. Contingencies- Pending Court Cases Against Gambia Ports Authority

The Contingencies as at 31st December 2018 are as follows;

1. Gallia Holdings Vs The Republic of The Gambia

Gallia Holding v The republic of the Gambia: This is an Arbitration under the London Maritime Arbitration Rulers in which the Gambia Ports Authority is a joint respondent alongside Social Security Housing Finance Corporation. The Claim is for a cumulative sum of approximately \$29,255,279.00 plus % 55 of the scrap value of the ferries. An agreement was finally reached and the Settlement Agreement was signed on the 28th of May 2018. Under the terms of the agreement, the Gambia Ports Authority and Social Security Housing Finance Corporation will make a total payment of €500,000 (Five hundred thousand Euros) in full and final settlement of the ongoing proceedings. In consideration of this payment, both GPA and SSHFC will obtain full ownership of the Aljandu and Kansala Ferries. Full payments were made by GPA and Social Security in 2018.

2. Virgin Marie Diallo Vs GPA

The Claim against the Authority is for GMD1,850,500 (One Million, Eight Hundred and Fifty Thousand and Five Hundred Dalasis only) by Virgin Marie Diallo relating to the Gambia Ferry Services Company Ltd (GFSC Ltd).

	31- Dec 2018 GMD'000	31- Dec 2017 GMD'000
Cost of Sales		
Casuals	1,426	974
Wages	70,308	23,351
Overtime	-	20,499
Bonus (dock workers)	-	8,611
Subsistence allowance	7,253	4,528
Pilotage allowance	4,314	3,683
Fuel	56,173	35,555
Lubricants	9,190	5,826
Spare parts	46,648	48,875
Maintenance materials	47,158	32,054
Provision for Impairment	226,761	258,016
Bad Debts	(795)	48,426
Total Cost of Sales	468,436	490,398
Administrative Expenses		
Training	31,104	59,822
Salaries	62,137	53,705
Telephone allowance	1,691	1,592
Vehicle allowance	21,644	20,983
House rent allowance	14,969	14,691
Residential allowance	13,350	13,090
Board sitting allowance	684	680
Responsibility allowance	7,204	6,580
Overtime allowance	24,872	24,342
Qualification allowance	2,490	2,340
Other allowances	6,327	6,355
Injuries compensation expenses	287	270
Pensions	20,117	19,694
Electricity	15,383	11,779
Water	1,101	1,063
Sewerage	120	778
Paints	804	1,500
Maintenance labour	3,524	179
Other repairs & maintenance	1,011	1,381
Other repairs & Maintenance (Euro)	16,811	-
Sanitary & cleaning materials	3,907	4,898
Rags	371	310
Uniforms	4,962	3,311
Beverages	5,000	2,869
Sundry consumables	3,526	6,763
Small tools	343	1,121
Telephone	3,261	2,517

Administrative Expenses - Cont'

	31- Dec2018 GMD'000	31- Dec 2017 GMD'000
Hired transport	37,544	15,159
Fares/ claims	2,957	5,849
Other transport expenses	6,634	2,917
Maintenance Contracts EUR	94,427	-
Consultancy EUR/USD	5,034	-
Motor Vehicle Maintenance	74	-
Staff Performance Bonus	21,587	-
	646,849	424,034

Management Team Cont'

Momodou B. Ceesay	Senior Pilot 1
Bubacarr Ceesay	Senior pilot 2
Ousman Jammeh	Senior Information Technology Manager
Kabba Ceesay	Senior Stores Manager
Gibou Joof	Senior Audit Manager
Bubacarr B. Jallow	Senior HR & Admin Manager
Mohamed Jobarteh	Senior Finance Manager 1
Assan Jome	Senior Finance Manager 2
Sunkaru Jarju	Senior Corporate Service Manager
Katchi Darbo	Senior Safety Manager
Abdoulie Njie	Senior Procurement Manager
Alhaji A. Barry	Senior Security Manager
Dodou Keita	Senior Stevedoring Manager
Kebba Camara	Senior Civil Engineer Manager
Naffi Macdouall	Director of Corporate Services
Lamin Touray	Container Terminal Manager (Export)
Adam Nyan Gai	Senior Manager Performance & Monitoring
Abou Gillen	Container Terminal Manager (Import)
Seedy Ceesay	Manager Operations and Logistics
Gibriel Jeng	Sheds Manager
Madeline Jatta	Rating Manager
Foday Lowe	Cash Office Manager
Ida Jobe	Credit Control Manager
Sanu Habib Jeng	Billing Manager
Ebrima Kinteh	Management Accountant 1
Haddy Cham	Financial Accountant
Sainabou Ceesay	Audit Manager 1
Aida K. Manneh	Audit Manager 2
Demaba Singhateh	Audit Manager 4
Ousainou Nyang	Manager Plant Operation
Therese Secka Faal	Claims Manager
Ebrima Fatty	Electrical Manager
Ramatoulie Othman	Admin Manager
Suwaidou Jatta	Training & Development Manger
Momodou Bah	Admin & Insurance Manager
Aba Sagnia	Transport & Admin Manager
Abdourahman Jallow	Stores Manager
Landing B Sanyang	Corporate Service Manager 1
Ya Amie Secka	Safety Manager
Lamin Sanyang	Principal Nurse
Suwadou Badjie	Management Accountant 2

The 4th Port Expansion Project aims to improve the capacity and efficiency of the Port of Banjul and enhance its transformation into one of the leading logistics platforms in the sub-region with quick turnaround time of vessels, fast handling and customs clearance, easy documentation and overall International Ship and Port Facility Security (ISPS) compliance.

The component of the 4th Banjul Port Projects may include:

- ▶ Extension of the existing New Banjul Jetty by 200m
- ▶ Rehabilitation of existing north and south container terminals,
- ▶ Rehabilitation of existing jetty (New Banjul Wharf),
- ▶ Basic Yard Extension, Phase II, demolish structures (including current office building) and new pavement constructed with drains and lighting covering an area of 20,000m²
- ▶ Capital Dredging of the Entrance Channel into Banjul from 7.9m to 10.2m and widening to 120m to create a two-lane shipping traffic. Initial studies have indicated an amount of 4.6 million m³ of sand to be removed
- ▶ Creation of an Off-dock Container Terminal

New Master Plan and 5 Year Business Plan

The Authority's broad plans are based on certain development objectives, which are in line with the Government's National Development Plan 2018-2021, the National Transport Policy 2017-2027 and emerging trends in the global maritime environment.

During the past three decades, the port and shipping industry experienced unprecedented changes, as evidenced by the increasing use of containerization, the use of bigger and specialized vessels and the emergence of hub and spoke ports, all of which have transformed the nature of international seaborne trade.

It is against this backdrop that the GPA launched this new Master Plan and 5 Year Business Plan in order to determine the infrastructure and institutional development needs as well as investment plan for private participation in the provision services.

The Authority will endeavour to match these corporate development strategies against its responsibility to ensure facilities and services are provided and operated efficiently and effectively in the best interest of the public and thus employ methods and techniques aimed at maximizing the core competence of the Port, as well as develop diversified strategies to ensure sustained growth of the Port.



THE MANAGING DIRECTOR'S REPORT

The Port of Banjul serves as an entry and exit point for almost 80% of the country's international trade. In responding to the needs to contribute in national socio-economic development, the Port continues to invest in resources, both human and capital with a view to sustaining and improving port performance. Other corporate strategic plans include the procurement of cargo handling equipment and its associated spare-parts, civil infrastructure works and computerisation of operations.

In order to achieve its development objectives, the GPA shall endeavour to implement the recommendations of the New Master Plan (2018) and 5 Year Business Plan, recently assigned to Royal Haskoning DHV of the Netherlands. This new Study is with a view to addressing some of the development challenges of the Port and infrastructure improvement needs. The objective is to improve the Port's operational standards, customer service delivery, and to cater for the present and anticipated increase in cargo throughput and vessel calls in the years that lie ahead.

Pursuant to improving the Port's operations and throughput capacity, attracting new shipping lines, and improving ships turnaround time, the Port also continues to upgrade its facilities and infrastructure and the procurement of cargo handling equipment. To this end, between 2015 and 2018, the Authority procured various cargo handling equipment worth D262.4m. In 2017, the Authority also procured five (5) 40ft Semi-Automatic Container Spreaders, five (5) 20ft Semi-Automatic Container Spreaders and one (1) Kalmar Reach Starter at a cost of (€731,700) equivalent to D35.9m. During 2018 also, further investment was done on the procurement of eight (8) Kalmar Trailers and one (1) Front Loader at a cost of (€1,015,000) equivalent to D56.8m.

In a bid to enhance efficiency and productivity levels, Management is also responsive and committed to supporting the general welfare of all members of staff.

Despite the modest performance of the domestic production base, economic shocks including increasing fuel prices, the fierce inter-port competition within the sub region, the financial performance of the GPA in the year under review has been acceptable.

The Authority realised an increase in Revenue by 30% from D1,272.1m in 2017 to D1,650.1m in 2018. Throughput also increased from 2,397,725 Metric Tonnes in 2017 to 2,498,505 Metric Tonnes during the year ended 31st December 2018, representing an increase of 4%.

UPDATES ON PROJECTS

A. GAMBIA PORTS AUTHORITY PROJECTS

1. **Cleansing Services for Offices, Yards and Jetty Areas of the Port**

The Port of Banjul on the **22nd December 2017**, signed three separate contracts with Services Providers to provide services for the cleansing of offices within the Head office Building and its surrounding area and within the Yards and the Jetty areas of the Port for a period of one year spanning from **1st January to 31st December 2018**. The Contracts are outlined below:

LOT 1: Cleansing of Head Office Building and all offices around the Head Office and within the North and South Container Terminal.

This Lot was awarded to Safe Clean House Keeping at a cost of **D597, 514.70 (Five hundred and ninety-seven thousand, five hundred and fourteen Dalasis, seventy bututs)** for a period of 1 (One) year starting 1st January 2018 to 31st December 2018.

LOT 2: Cleansing Services for the Yard Area within the North and South Container Terminals and the Two Jetty Areas.

This Lot was awarded to Kairaba Cleansing Services at a cost of **D934, 593.50 (Nine hundred and thirty-four thousand, five hundred and ninety three Dalasis, fifty bututs)** for a period of 1 (One) year starting 1st January 2018 to 31st December 2018.

LOT 3: Cleansing Services for the New Half-Die Area and the New Container Terminal Yard

This Lot is awarded to Safe Clean House Keeping at a cost of **D760, 858.40 (Seven hundred and sixty thousand, eight hundred and fifty-eight Dalasis, forty Bututs)** for a period of 1 (One) year starting 1st January 2018 to 31st December 2018.

2. **Contracts for Dredging of Ferry Terminals and Jetty Areas of the Port and Consultancy Service Dredging for Works**

Following accumulation of silt over time to the Banjul and Barra Ferry Landing areas and the Port of Banjul Jetty areas which posed navigational problem to both areas, it was necessary to dredge the affected areas to ease Ferries and Ships navigation within these areas.

4. Contract for the Demolition of Warehouses

As the Port of Banjul limited container storage space further reduced due to increased Port traffic volume, it became a need for the port to look for additional space in order to take up the challenges of increase traffic volumes. As such, Management gave approval for the demolition of three of its Warehouses within the Port to increase the container storage space by at least **0.65 – 0.70ha**.

On **2nd June 2018**, the Port of Banjul signed two separate contracts for the demolition of two Warehouses within its Bunded Warehouse Complex Area as outlined below. The proposed projects aimed at increasing the container storage capacity of the Port of Banjul.

Contract 1: Contract agreement with **IDEA Limited** for the demolition of a Warehouse being initially used by Lamin Gaye for re-bagging of sugar at a contract price of **D975, 000.00 (Nine hundred and seventy-five thousand dalasis)**.

Contract 2: Contract agreement with **GUANGXI International Construction Engineering Company (G) (GICEC) Limited** for the demolition of Container Freight Station Warehouse at a contract price of **D818, 000.00 (Eight hundred and eighteen thousand dalasis)**.

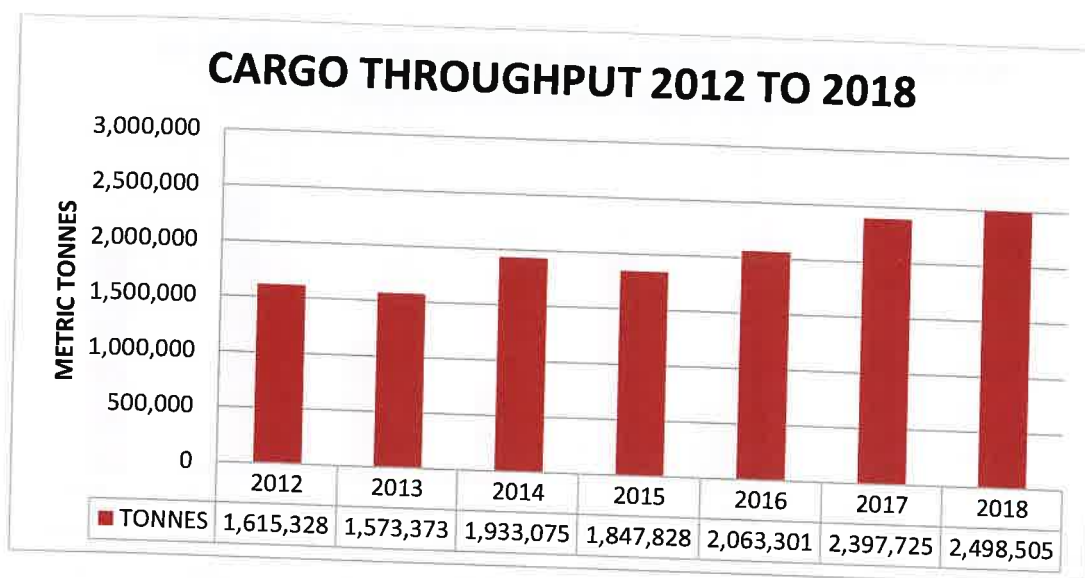
As of date both contracts were successfully completed, and the areas are being used by the Traffic Department for Container stacking.

5. Contract for Update of the GPA Masterplan and a Five-Year Business Plan

The Port of Banjul between **August – September 2018** signed a Contract with **ROYAL HASKONING** for Consultancy Services for Port of Banjul Projects – **Component A: Feasibility Studies for Port of Banjul and Component B: Five year Business Plan for the Port of Banjul** at a contract price of **EUR 104, 785.00** with a variation of **EUR33, 540.05** to include Banjul Shipyard, Fisheries Jetty and City Development Plan linked to Ports Development. The final report of the Port of Banjul New Master Plan and Five-Year Business Plan was submitted in February 2019 and the final contract sum was at **EUR138, 325.05 (One hundred and thirty-eight thousand, three hundred and twenty-five Euros five cents)**

6. Contract for the Demolition of KEDA Warehouse

On the **5th of September 2018**, the Port of Banjul signed another Contract with **IDEA Limited** for the demolition of a Warehouse being used by Keda Textile for Used Clothes Business Activities at a contract price of **D995, 000.00 (Nine hundred and ninety-five thousand dalasis)**.



1.1 IMPORTS

Imports throughput, which constitutes about **89%** of total throughput, is dominated by commodities such as containerized goods, bulk cement, and vehicles.

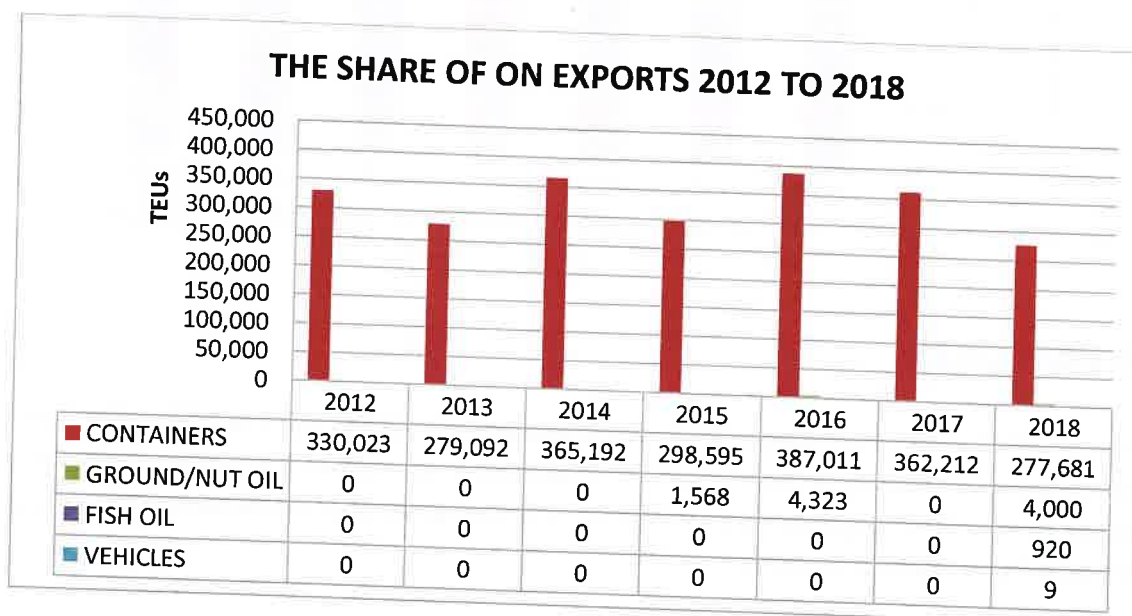
Containerised cargo (comprising mostly of manufactured goods, textiles and food stuff such as rice, sugar, groceries, electronic/electrical, etc) accounted for about **70%** of imports.

It can be noted from the figures below that non-containerized bulk and bagged cargo such as sugar which none was discharged from bulk cargo vessel and rice, which were previously handled from bulk and break-bulk cargo vessels are increasingly shipped into containers, indicating a modal shift from bulk and break-bulk cargo trade to more of containerization in 2018.

This trend reflects the global trend for an increasingly use of maritime containers for the transportation of goods. Thus related modal changes can happen with the versatile nature of the freight markets as can be seen that there is a significant decrease in the importation of rice into bulk vessels from 2017 to 2018 as indicated on the chart below, whilst non containerized sugar did not come into bulk vessels at all.

1.2 EXPORTS

Containerized exports comprise mainly of general cargo, textiles, cashew nuts, mineral sand, fish and fish products, timber, scrap metal, groundnut, hides and skins, etc, with throughput figure of **362,212 tonnes** in 2017, decreased in 2018 to **277,681 tonnes** representing **23%** and constitute 98.2% of total export. **4,000 tonnes** of groundnut oil accounting for **1.4%** and **920 tonnes** fish oil accounting for **0.3%** were not recorded in the pass year as shown in the chart below and **9 tons** of **3 units** of vehicles was a one-time export.



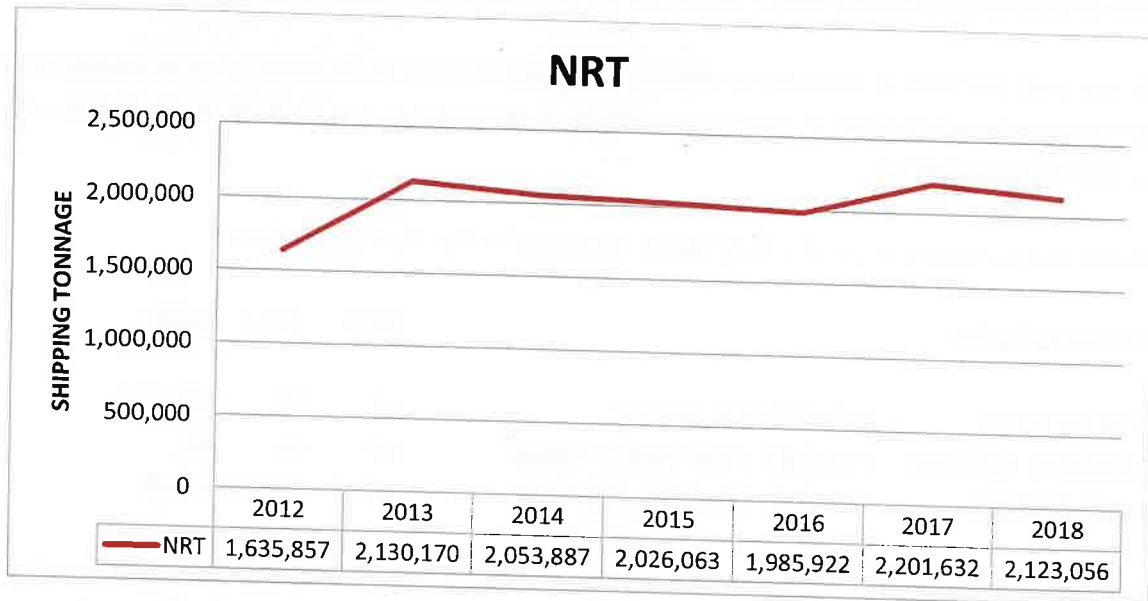
1.3 CONTAINER THROUGHPUT (TEUs)

During the year 2018, container traffic increased with total containers handled amounted to **130,128 TEUs** compared to **105,371 TEUs** in 2017, thus indicating an increase of **24,757 TEUs** representing **23%** over the period.

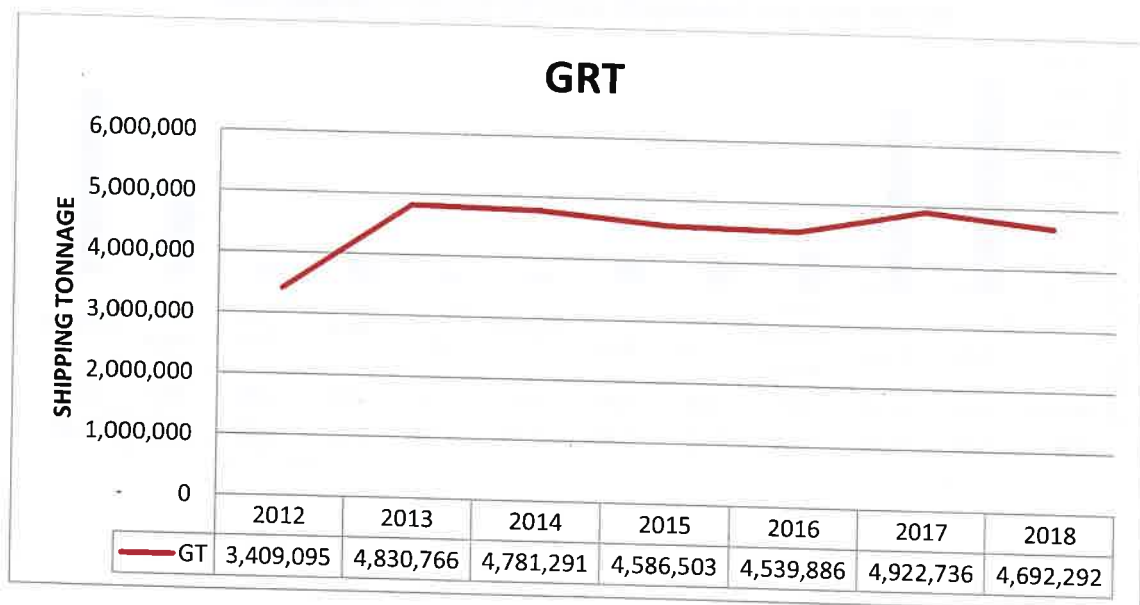
With the current increase on container throughput, the Port continued to realize cumulative growth on volumes, with container imports representing 64,484 TEUs and exports 65,644 TEUs in 2018.



2.1 Net registered tonnage decreased from **2,201,632** in 2017 to **2,123,056** in 2018. **Gross registered tonnage** also decreased from **4,922,736** in 2017 to **4,692,292** in 2018. The figures are indicating a continuing change in average vessel size and increase load factor with the increase in throughput volumes.



The percentage decrease from 2017 to 2018 representing **NRT** and **GRT** is **4%** and **4.68%** respectively which could be regarded as a minor fall; they reflected on the decrease in number of vessels by **2%**, also positively impacted cargo throughput, with a **4%** growth, which could be attributed to larger sizes of vessels handled in 2018 in terms of trading capacities.

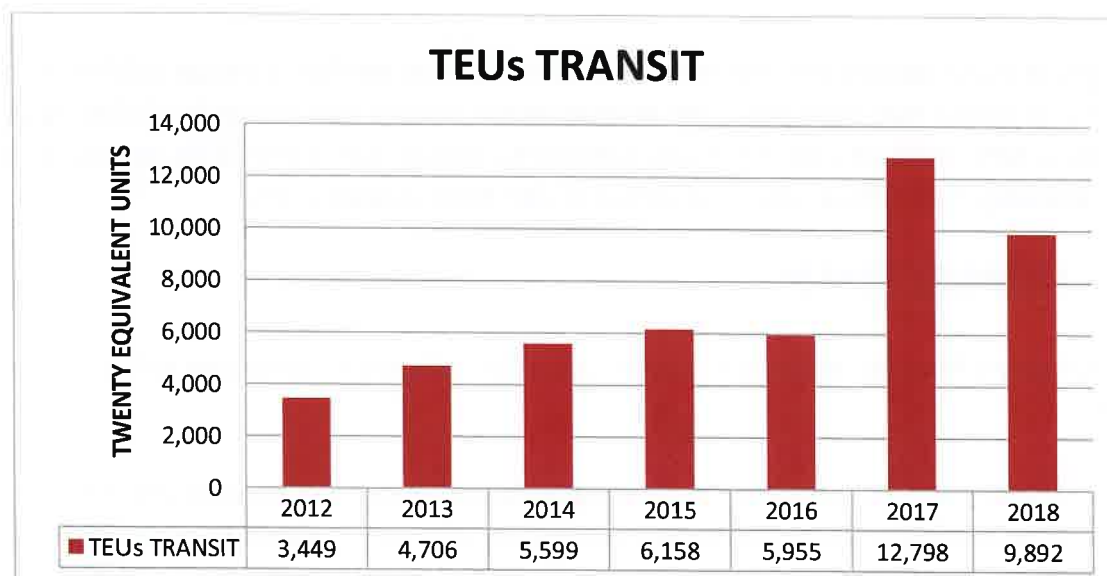




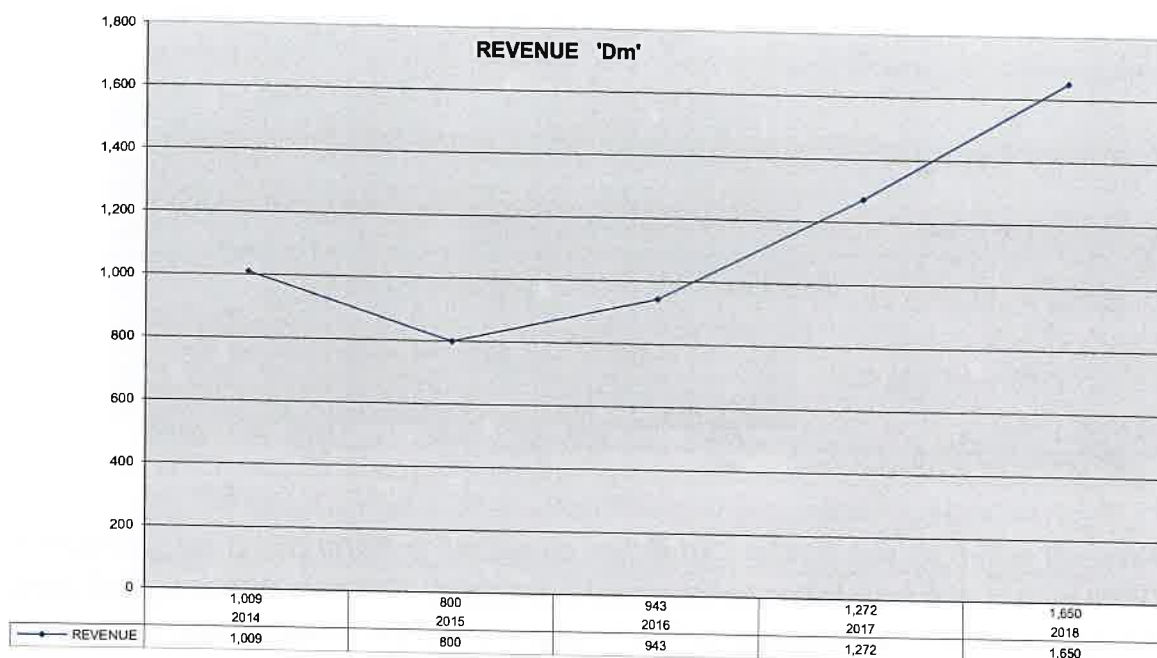
The above bar chart gives a breakdown of exports in **TEUs** by types of commodity. It can be shown that **Cashew** is the leading export commodity accounting for **1,482 TEUs** indicating **26%** followed closely by **Scrap Metal**, **1,294 TEUs** indicating **22%** and **General** also occupies an important segment ranging from textile groceries and electronic materials **1,274 TEUs** also representing **22 %**, **Fish Meal 667 TEUs** representing **12%**, **Craft Craved wood 287 TEUs** representing **5%**, **Ground Nut 188 TEUs** representing **3%**, **Sand 181 TEUs** representing **3%**, **Sea Food 164 TEUs** representing **3%**, **Frozen Fish 104 TEUs** representing **2%**, **Fish Oil 85 TEUs** representing **1%** and **Mangoes 74 TEUs** representing **1%**.

Export of timber was banned throughout the period whilst cashew nut continues to maintain a high performance. Even with the ban on timber export continue to rise with other commodities, meaning that the port should continue to consider investing in terminal areas and container handling equipment to cope with the trend, which is forecast to increase.

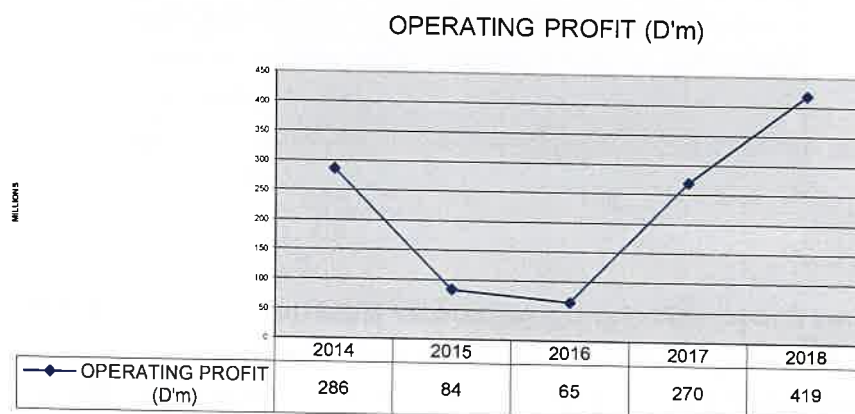
5.0 TRANSIT TRADE 2012 TO 2018



The above graph show that transit from Banjul to other destinations within the sub-region has decreased from 12,798 in 2017 to 9,892 in 2018, representing a 23% decrease. The main reason for this fall is the acute trade barriers from neighbouring countries.



Operating profit was D286m (2014), decreased to D84m (2015) and further decreased to D65m (2016) mainly as a result of the increase in Cost of Sales due to the high provisions for impairment in 2015 and 2016. Operating profit increased by 55% from D270m in 2017 to D419m in 2018 mainly as a result of the increase in revenue by 30% coupled with the relatively low decrease in cost of sales by 4% when compared to 2017.



The number of times debt service (Principal + Interest) is covered by cash inflow from operating activities was 3.52 (2014), 2.73 (2015), 3.30 (2016), 3.01 (2017) and 3.29 in 2018. The gross public debt was D530m (2014), D480m (2015), D514 (2016), D1.113bn (2017) and D905 in 2018.

FIXED ASSETS

The gross value of fixed assets was D1.868bn (2014), D1.963bn (2015), D2.385bn (2016), D2.739bn (2017) and D2.744bn in 2018. Depreciation charges were D107m (2014), D113m (2015), D119m (2016), D96m (2017) and D142m in 2018.

The net book value of fixed assets was D1.685bn (2014), D2.115bn (2015), D1.769bn (2016), D2.128bn (2017) and D2.051bn in 2018.

CONCLUSIONS

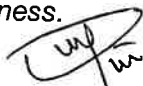
The Authority's financial performance continues to be acceptable and its earning position continues to remain sound. The liquidity position is also adequate to meet the Authority's operational needs and financial obligations.

The Authority's financial position shall remain sound if loans to sister parastatals such as Gambia Civil Aviation Authority (GCAA) and Gambia International Airlines (GIA) do not keep un-serviced.

Consistent with the previous year and recent developments, the competitiveness of The Gambia in general and the GPA in particular is threatened by equity participation and the injection of private capital for port development in the sub region.

With the envisaged implementation of certain components of the New Master Plan, it is important that the Authority can access finance for the realization of these objectives. This is especially the case with the transformation of the acquired Half-Die properties to a container stacking yard, Rehabilitation of the North and South Terminal, Jetty Extension by 200m, Rehabilitation of the New Banjul Jetty and procurement of new cargo handling equipment among other projects in order to improve port productivity, service delivery and turnaround-time to ease port congestion arising from continuing growth in containerization.

The Authority will continue to implement modern management techniques to improve productivity while aggressive marketing management techniques put in place to attract new business.



Ousman M. Jobarteh
MANAGING DIRECTOR

ANNEXES 1

CARGO TRAFFIC ANALYSIS (METRIC TONNES)

Year Ended 31 December 2018

IMPORTS	2014	%	2015	%	2016	%	2017	%	2018	%
CONTAINERS	1,016,538	59	1,000,802	59	1,107,649	62	1,314,917	60	1,553,623	65
GENERAL	7,367	0	4,285	0	18,421	1	27,449	1	3,842	0
RICE	106,254	6	46,496	3	66,058	4	128,064	6	111,557	5
SUGAR	-	0	9,432	1	-	0	8,032	0	-	0
FLOUR	-	0	-	0	-	0	-	0	-	0
CEMENT	286,904	17	285,806	17	360,702	20	417,047	19	450,181	19
PETROLEUM	11,350	1	55,300	3	-	0	-	0	129,537	5
HEAVY FUEL/MANDINARY	161,901	9	88,622	5	123,665	7	142,425	7	67,100	3
BUTUMEN	-	0	-	0	-	0	-	0	1,800	0
FATTY ACID	-	0	-	0	-	0	-	0	-	0
VEHICLES/RORO	32,682	2	36,767	2	56,192	3	47,427	2	31,119	1
FERTILIZER	-	0	-	0	-	0	5,047	0	-	0
BUTANE GAS	-	0	-	0	-	0	-	0	3,800	0
BAGS CASHEW NUTS	-	0	-	0	-	0	-	0	2,300	0
WHEAT GRAINS	57,064	3	84,799	5	53,493	3	50,070	3	29,776	3
BASALT	24,688	1	78,778	5	6,965	0	37,460	0	16,704	0
MISC.	3,852	0	-	0	-	0	-	0	-	0
TOTAL	1,708,600	100	1,691,087	100	1,793,145	100	2,177,938	100	2,401,339	100
EXPORTS										
CONTAINERS	365,228	95	298,595	99	387,011	98	358,574	99	277,681	98
GENERAL	0	0	-	0	-	0	-	0	9	0
GROUNDNUT	5534	1	1,568	1	2,487	1	1,496	0	4,000	1
MISC.	15,607	4	-	0	4,323	1	2,142	1	920	0
PEROLEUM/MANDINARY	-	0	-	0	-	0	-	0	-	0
TOTAL	386,369	100	300,163	100	393,821	100	362,212	100	282,610	100
GRAND TOTAL	2,094,969		1,991,250		2,186,966		2,540,150		2,683,949	

ANNEXES 3

FINANCIAL AND STATISTICAL SUMMARY 2014 - 2018

D'000s	31/12/2014	31/12/2015	31/12/2016	31/12/2017	31/12/2018
Revenue	1,009,221	799,937	943,099	1,272,092	1,650,092
Working Expenses	731,666	745,511	898,800	1,010,238	1,257,021
Net Earnings	277,555	54,426	44,299	261,854	393,071
Debt Service Charges	63,743	(19,905)	55,881	81,894	18,482
Other Income/ (Charges)	27,997	36,476	36,369	30,670	53,122
Corporation tax	87,355	38,044	40,280	73,022	120,726
Profit /(Loss) for year	154,454	(805)	13,147	198,423	329,701
Net Fixed Assets	1,684,510	1,703,583	1,769,041	2,127,793	2,051,361
Net Current Assets	1,075,393	948,354	921,414	1,025,902	1,271,777
Net Operating Assets	2,759,903	2,651,937	2,690,455	3,153,695	3,323,138
Capital Jobs Work-In-progress	57,877	163,728	-	-	-
Long Term Investments	183,852	260,069	263,132	465,685	416,234
Intangibles					
Net Assets	3,001,632	2,943,755	2,953,586	3,619,380	3,619,380
Public Debt	529,795	479,891	513,502	1,113,017	904,951
Equity and Reserves	2,467,196	2,485,364	2,520,448	2,722,261	3,051,883
Total Debt and Equity	2,996,991	2,965,255	3,033,950	3,835,278	3,956,834
Returns (%)					
Working Expenses to Revenue	72.09	93.20	95.30	79.42	76.18
Net Earnings to Net Operating Assets	10.06	2.05	1.65	8.30	11.83
Net Earnings to Net Assets	9.25	1.85	1.50	7.23	10.86
Net Earnings to Equity & Reserves	11.25	2.19	1.76	9.62	12.88
Net Earnings less debt service to Equity & Reserves	8.67	1.39	0.46	6.61	5.90
Current Ratio	5.09	4.31	4.26	3.85	4.01
Quick Ratio	4.90	4.02	3.87	3.61	3.76
No. of times interest is covered by Revenue	15.83	40.19	16.88	15.53	89.28
Debt Service (Principal+Interest) to Cash inflow from Operations	3.52	2.73	3.30	3.01	3.29