

# Fisheries Transportation Services in The Gambia



## WHY THE GAMBIA?

Situated on the Atlantic coast and with a navigable river and tributaries that flow more than 1,100km inland, The Gambia is the ideal entry and exit point for West Africa and the Economic Community Of West African States (ECOWAS).

This short document outlines:

- 1. The market opportunity for investment in fisheries haulage**
- 2. The favourable conditions available to investors**
- 3. The support investors can expect to receive**
- 4. Project risk and sustainability factors to be considered**

**The best Institutions  
quality in West Africa<sup>1</sup>**

**West Africa 2<sup>nd</sup> best  
transport  
infrastructure quality<sup>1</sup>**

**3<sup>rd</sup> Sub-Saharan  
country for ease of  
trade across border<sup>2</sup>**

**West Africa's most  
efficient labour  
market<sup>1</sup>**



*Source: British Foreign & Commonwealth Office website*

<sup>1</sup> World Economic Forum- Global Competitiveness ranking, 2014

<sup>2</sup> Doing Business 2015.

## ECONOMIC INDICATORS

<b>GDP</b> <sup>4</sup>	US\$807mn in 2014
<b>GDP growth</b> <sup>4</sup>	1.5% in 2014
<b>Country risk</b>	2 <sup>nd</sup> lower risk score among West African countries after Ghana
<b>CPI Inflation (2014)</b>	5.4%
<b>Exports / Imports value (2013)</b> <sup>4</sup>	Exports: \$106mn Imports: \$350mn
<b>Labour force (2013)</b> <sup>4</sup>	774,000
<b>FDI stock and inflows (2013)</b> <sup>4</sup>	\$754mn stock / \$25mn inflows
<b>Currency exchange Rates 2015</b>	GMD/USD: 0.0239 (B) / 0.0257 (S) GMD/GBP: 0.0162 (B) / 0.0107 (S)
<b>Buy (B) and Sell (S)</b> <sup>4</sup>	GMD/EUR: 0.0214 (B) / 0.0230 (S)



## COMPETITIVE OPERATIONAL COSTS

The Gambia has by far the most efficient labour market in West Africa<sup>3</sup> and average daily wages are competitive when compared to other major African competitors.

Labour cost unit in fisheries (US\$ per year), including social security								
	The Gambia	Egypt	Kenya	Tunisia	Morocco	South Africa	Senegal	Nigeria
<b>Unskilled</b>	1,165	2,138	2,432	3,453	5,071	4,987	1,617	5,200
<b>Semi-skilled</b>	1,747	6,632	7,056	8,192	12,377	16,006	4,248	10,400
<b>Skilled</b>	3,106	12,824	13,488	15,575	25,408	31,680	9,716	26,000
<b>Highly skilled</b>	15,530	63,720	67,020	49,927	94,291	87,246	46,637	93,668

<b>Social security rate</b>	
South Africa	1%
Kenya	5%
Nigeria	7.50%
The Gambia	10%
Morocco	20.10%
Egypt	26%
Tunisia	26.57%

The Gambia's social security rate compares reasonably well amongst its competitor locations.

Utility costs in the Gambia are higher compared to costs applied in the more developed economies. With the exception of electricity, Gambia's utility costs are lower than those in other non-oil producer low income economies (Senegal and Kenya).

<b>Utility cost (US\$)</b>							
	The Gambia	Egypt	Kenya	Tunisia	Morocco	South Africa	Nigeria
Electricity per kWh	0.27	0.04	0.06	0.09	0.15	0.22	0.10
Telecoms per min	0.07	0.96	0.06	0.68	0.44	0.15	0.09
Water per m <sup>3</sup>	0.63	0.07	1.26	0.30	0.75	1.08	0.24
Industrial gas per m <sup>3</sup>	0.71	0.09	1.90	0.01	0.36	0.47	0.22

## **FISHERIES HAULAGE IN THE GAMBIA**

- Fisheries transportation services is undeveloped in the Gambia despite huge opportunities implied by commercially viable stocks of demersals, crustaceans, cephalopods, molluscs, and pelagic (sardinella, red mullet, horse mackerel, cranx, shads, cat fish, grunts, jacks, and snappers).
- The Gambia's fishing industry is currently dominated by artisanal activity and industrial fishing is still a largely untapped area of opportunity.
- Within the artisanal fisheries distribution chain, dealers sometimes collectively hire a commercial vehicle to transport the fish to the urban markets, or use local taxis.<sup>10</sup>
- Industrial fish processors export almost exclusively their products to EU, USA and Asian markets but also in the sub-region where huge untapped market opportunities exist.

<sup>10</sup> www.pura.gm

## KEY FACTS:

- Recorded yearly average trade volumes of fish, crustaceans, molluscs<sup>4</sup>:
  - Exports 2012 – 2014: 1.3 thousand tonnes
  - Exports 2009 - 2011: 2.2 thousand tonnes
- US\$2billion of seafood products imported by the sub-region in 2012.
  - Nigeria: US\$1.4 billion
  - Ivory Coast: US\$333 million
  - Ghana: US\$217 million
  - Burkina Faso and Mali: US\$10 million each
- Recorded yearly average production/captures<sup>5</sup>:
  - Production 2011 – 2013: 40.4 thousand tonnes
  - Production 2018 - 2010: 45.1 thousand tonnes
- Exclusive Economic Zone: 19,500 km<sup>2</sup>, yielding an estimated 75,000 tonnes of fish per year
- Around 30,000 Gambians are employed in the aquaculture and fisheries sector<sup>6</sup>
- Fisheries Department estimates that the sector contributed about 5% of GDP in 2014<sup>6</sup>
- Artisanal activity accounted for 90% of all aquaculture and fisheries outputs in 2013-2014

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<sup>4</sup> FAO , Food balance sheet statistics.

<sup>5</sup> Gambia Bureau of Statistics. Accessed:

<sup>6</sup> UNCTAD - The fisheries sector in the Gambia report, 2014

## LOCATIONS

The domestic growing fisheries sector is supporting the development of large opportunities for transport and logistics companies.

The Gambia's 80km coastline and its 4,000 sq km continental shelf provide an ideal location for the fish industry and the export and re-export of seafood products to western and the sub-region markets.

Banjul Port is conveniently located at the mouth of the River Gambia, making it easily accessible to trawlers and other fishing boats navigating the coast as well as the mouth of the river.

The navigable river Gambia and tributaries flow more than 1,100km inland.



Source: Access Gambia. Accessed:14/10/14

## INFRASTRUCTURE

- Port infrastructure:

A dedicated fisheries facility commenced operation at the port in December 2012.<sup>7</sup>

Inauguration of the new Banjul fisheries Jetty in July 2013 (US\$14mn project).<sup>8</sup>

- Banjul port's handling capacity<sup>7</sup> :
  - 48 metric tonnes of bulk cargo per hour
  - 17 container moves (discharging and loading) per hour
- Road infrastructure:
  - The Gambia well-developed road network and good connection to the sub region offer an ideal location for the transport of fish to inland markets and



<sup>14</sup> Gambia Ports Authority. Interviewed:

<sup>15</sup> State house webpage: [http://www.statehouse.gm/inaug-banjul-fisheries-jetty\\_31072013.html](http://www.statehouse.gm/inaug-banjul-fisheries-jetty_31072013.html)

- ECOWAS markets.
- The Gambia owns the 2<sup>nd</sup> highest road density in the region after Ghana.
  - New infrastructure / upgrades in development:
    - The Trans-Gambia bridge (completion due 2017)
    - Improved cross-border trunk roads with Senegal
    - Ports Expansion Programme underway – Gambia Ports Authority planning to build a second port on the Atlantic coast
    - Ongoing infrastructure upgrades at Banjul International Airport
    - Three fish landing sites (Brufut, Tanji, and Gunjur) earmarked for installation of wind turbines to generate electricity

## THE GAMBIA'S FISHERIES HAULAGE COMMUNITY

The Gambia is already home to a developed community of stakeholders in the fisheries industry (including businesses, industry associations and representative groups) – a few examples of these organisations are displayed below.

The presence of these groups demonstrates The Gambia's attractiveness and potential as a prime location in West Africa for industrial fishing.

### EXAMPLES OF ORGANISATIONS:

Haulage & Transport Association of Gambia	Association of Industrial Fishing Companies	Bolloré Africa Logistics
International Pelican Seafood Gambia Ltd.	Gambia Artisanal Fisheries Development Association (GAMFIDA)	Kendaka Fishing Company

## EXPORT AGREEMENTS

Seafood and other Gambian products can be exported at preferential duty rates and quota free to:

- ECOWAS markets under the ECOWAS Trade Liberalization Scheme (ETLS)
- EU market under the Everything But Arms (EBA) Initiative offered by the European Union
- India, Brazil and South Korea under preferential duty rates for products from Least-Developed Countries (LDCs)



## AVAILABILITY OF INCENTIVES

A host of incentives are available to investors in the aquaculture sector, provided certain criteria relating to investment value and job creation are met<sup>9</sup>. These incentives include:

- **Tax Holiday:** tax breaks on corporate and turnover tax, withholding tax on dividends and for a period of 5-8 years, depending on the project's location.
- **Export Incentives:** available for export oriented enterprises (exports of 30% of output minimum). Exporters can apply for a tax holiday in respect of its corporate or turnover tax and support for its investment activities (e.g. export planning advice and export market research).
- For licenced operations in **Export Processing Zones**, tax holidays are for 10 years.
- **Import Tax Incentives:** Exemption from payment of import sales tax on direct inputs for the project, or customs duty and import sales tax if the investment is located in a zone.

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<sup>16</sup> To access incentives, a new investment must be worth at least US\$250,000 and lead to the creation of at least five jobs in the aquaculture sector. Source: GIEPA Regulations 2012. More information on criteria available from GIEPA.

## GAMBIA OPERATING COSTS

The detailed table of sector's specific costs reveals the low level of all key operational costs, at the exception of internet and electricity.

### INDICATIVE KEY COSTS:

- License fee for local fishing vessel<sup>12</sup>:
  - Trawler (fish and cephalopods): US\$40 / year (per GRT)
  - Shrimp trawler: US\$65 / year (per GRT)
  - Trawler for small pelagic: US\$19 / year (per GRT)
  - Processing vessel: US\$50 / year (per GRT)
  - Tuna vessel: US\$30 / ton of tuna
- Fuel
  - Petrol: US\$1.46 per litre
  - Diesel: US\$1.41 per litre
- Average daily wages for unskilled labour hover between US\$2.5-US\$4 a day<sup>10</sup>
- Electricity: 9.70 GMD / kWh (commercial tariff)
- Ice: 10 GMD / Kg (average market price)<sup>11</sup>
- Water: 22.48 GMD / cubic metre (commercial tariff)
- Telecoms
  - Landline: from 0.73 GMD / min
  - Mobile: from 2.47 GMD / min
- Key taxes
  - Corporate: 31% (exemption possible)
  - Income: up to 35%
  - VAT: 15%

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<sup>17</sup> Program for Accelerated Growth and Employment 2012-15

<sup>18</sup> Landing site, Interview with Ministry's Representative.

## GOVERNMENT POLICY POSITION

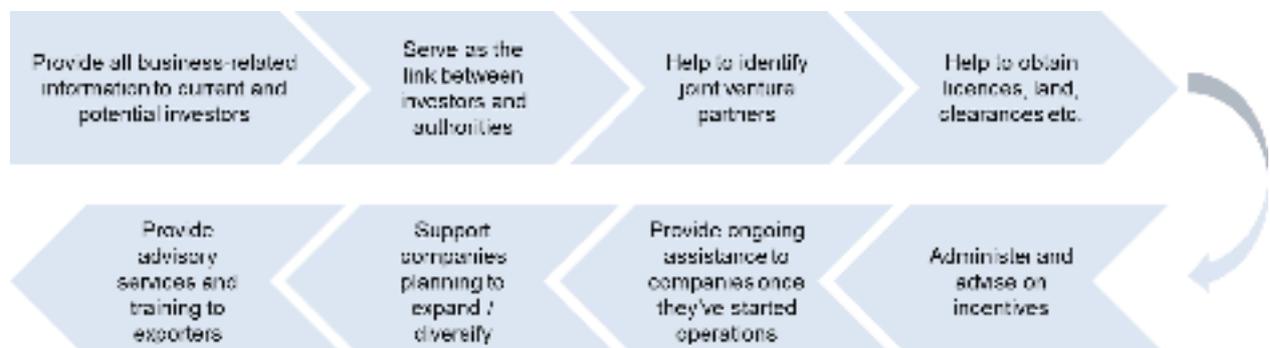
- The Gambian Government recognizes the importance of private sector participation in the economy, both as an engine of growth and as a source of knowledge transfer.
- Regulations for those investing in the fisheries sector are stipulated in The Fisheries Act, 2007. The Fisheries Act is designed to ensure profitable but environmentally-sustainable operations.
- For all businesses operating in fishing, vessels must be registered and a fishing license obtained. Businesses in the fishing industry must also employ at least 20% of the crew and one inspector from The Gambia.
- The Government also plans to: Increase the number of accredited laboratories – supported by the EU-funded West African Quality Programme;

## A HELPING HAND – EVERY STEP OF THE WAY

The Gambia Investment and Export Promotion Agency (GIEPA) is the Government Agency mandated to support companies with their investment, business and export development as well as support to MSMEs.

From the initial provision of information right through to supporting the establishment, growth and development of an investment project, GIEPA is your supporting partner for doing business in The Gambia – every step of the way.

Here are just a few of the ways in which GIEPA can support your business:



## FOUR GOOD REASONS TO CHOOSE THE GAMBIA

1

### **STRONG DEMAND AND SEAFOOD TRANSPORT POTENTIAL:**

- The already high demand for fish is set to rise (FAO)
- Seafood processing companies in need of logistics and transport services to reach and meet the growing western and sub-region demand

2

### **COMPETITIVE INVESTMENT ENVIRONMENT:**

- The best Institutions quality in West Africa (WEF 2014)
- West Africa's most efficient labour market (WEF 2014)
- 5<sup>th</sup> lowest political risk level in the sub-Saharan Africa (AON)

3

### **STRONG AND IMPROVING INFRASTRUCTURE:**

- River Gambia - easily accessible to ocean- going shipping
- Efficient port with dedicated fishing piers and competitive costs
- New and upgrade projects underway, including new Atlantic port and improved transport links with ECOWAS markets

4

### **ATTRACTIVE INCENTIVES, COMPETITIVE COSTS:**

- Generous incentives for industrial fishing
- Competitive costs and fees
- Strong political support for investment in fisheries
- Comprehensive guidance and support from GIEPA

## PROJECT RISK AND SUSTAINABILITY FACTORS

	Issues	Impact rating	Description
Socio-political	Regional integration	high	Ease of trade is key for the development of the sector. Therefore the continuation of the regional integration through ECOWAS is of great importance. Even if unlikely, new political orientation toward more protectionism remains a risk.
	Red tape and tax burden	medium	Ease of paying taxes is improving but the investor will still face high tax burden and red tape.
	Political instability	low	Even considered as a relatively stable country in the west African region, the risk of political instability remains.
Macro-economics	Informal market/corruption	high	Informal trade impacts on the profitability and sustainability of logistics/transport companies legally established.
	Utility Costs	high	Utility costs are generally high and businesses are affected by recurrent electricity shortage. The frequent use of fuel generator is highly reducing the profitability. Investment in solar panel has partly helped some companies to overcome the problem.
	Access to bank loans	medium	Bank loans in The Gambia are hard to obtain and interest rates are often too high to be a feasible option for businesses
	Increasing wages	low	The Gambia is currently in a position to use low labour costs as a major pull in attracting foreign investment. However, Increasing success will inevitably push up these costs and businesses need to be certain that increasing costs can be covered.
Infrastructure	Road infrastructure	high	Many of the country's roads are in poor condition making travel throughout the country difficult and even impossible at times.
	Port expansion	medium	New expansion works on port infrastructures will be needed in the middle term to avoid congestion due to the increase of volume of goods traded.
	Poor landing sites facilities	medium	Landing sites lack modern facilities (cold storage rooms, ice plants...) and access to them are often difficult. However works are ongoing to improve the situation.



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