



TRANSPORT STATISTICS

SUMMARY REPORT

*(2019)*

**BY**

**THE TOURISM, TRANSPORT AND COMMUNICATION STATISTICS UNIT**

**JULY, 2020**

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## Foreword

This report presents the Transport Statistics of The Gambia for the period 2014-2019<sup>1</sup>. It could serve as a catalyst to enhancing the transport sector of the country. The tourism, transport and communication statistics unit under the Directorate of Economic Statistics of the Gambia Bureau of Statistics (GBoS) receives quarterly data extracted from the Gambia Civil Aviation Authority (GCAA), Gambia International Airlines (GIA), Gambia Ports Authority (GPA), the Gambia Police Force (GPF) and the National Roads Authority (NRA).

The data on air traffic movements is from the GCAA and GIA, and the data on sea transport is from GPA, while the road accident and number of registered vehicles data is from GPF and the data on the length of roads is from NRA.

The latest annual reports can be accessed on the Gambia Bureau of Statistics' website (<https://www.gbosdata.org/>). For users who have specific data needs, the tourism, transport and communication statistics Unit could offer the necessary assistance.

The Gambia Bureau of Statistics wishes to express its profound gratitude to the Statistics Units of GCAA, GIA, GPA, GPF and NRA for making available the necessary data for the compilation of the transport statistics. We hope that users will find this report useful.

Nyakassi M.B. Sanyang,

Statistician General

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<sup>1</sup>. Data on the number of passengers that cross the various stations in the country covers the periods 2015-2019.

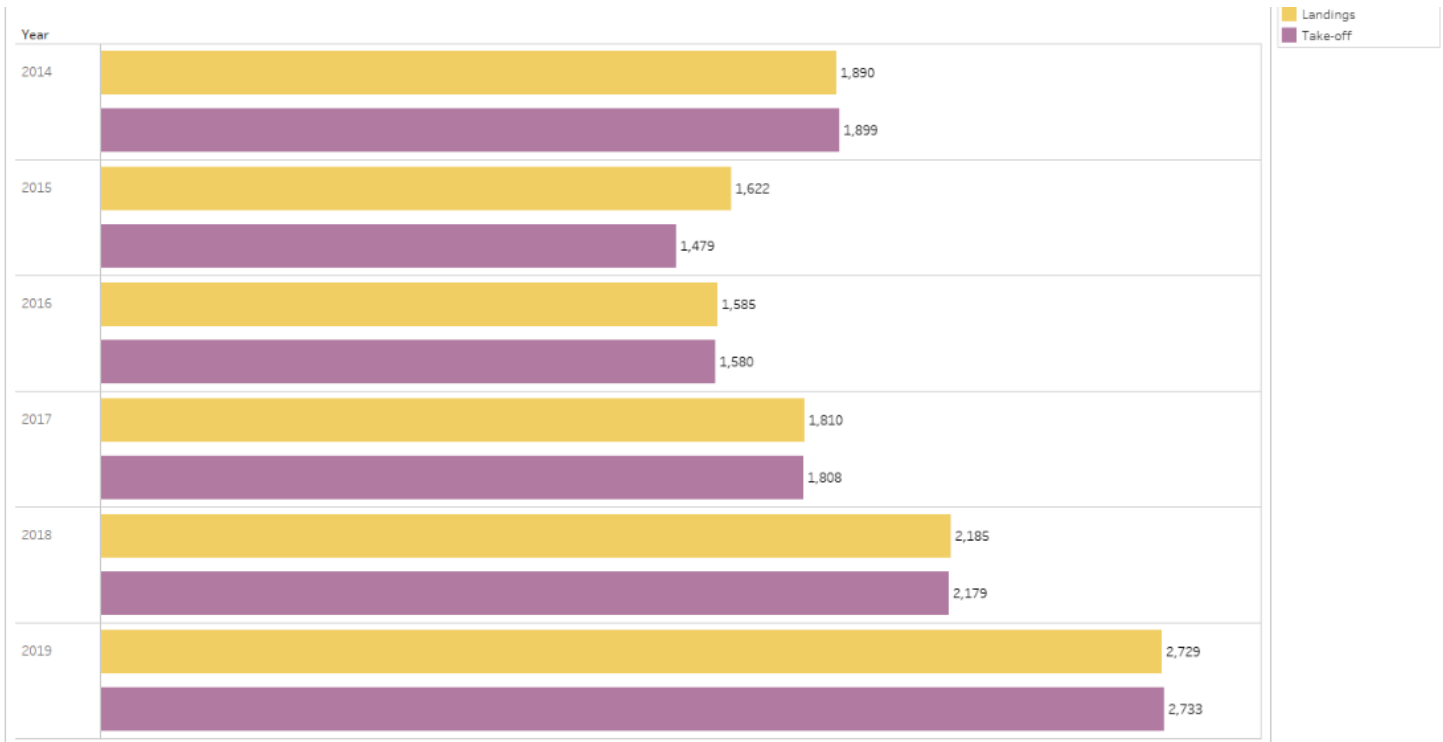
## 1.0: AIR TRANSPORTS STATISTICS

Air transport statistics is an important indicator to both the public and private sector. It shows how well nations are globalized and connected and promotes the efficient and timely movement of people and goods, thus leading to integration and economic growth. The air transport statistics in The Gambia comprises of different air transport movement, ranging from the movement of air crafts, passengers, freights and mails at the Banjul international Airport.

### 1.1 : Air Traffic

Figure 1 below shows the number of air traffic movements at the Banjul International Airport for the period 2014-2019. The number of both landings and takeoffs increased to 2,729 and 2,733 respectively compared to 2,185 and 2,179 in 2018 respectively. The difference in landing and takeoff figures is due to flights landing or taking off with no passengers, freight or mails.

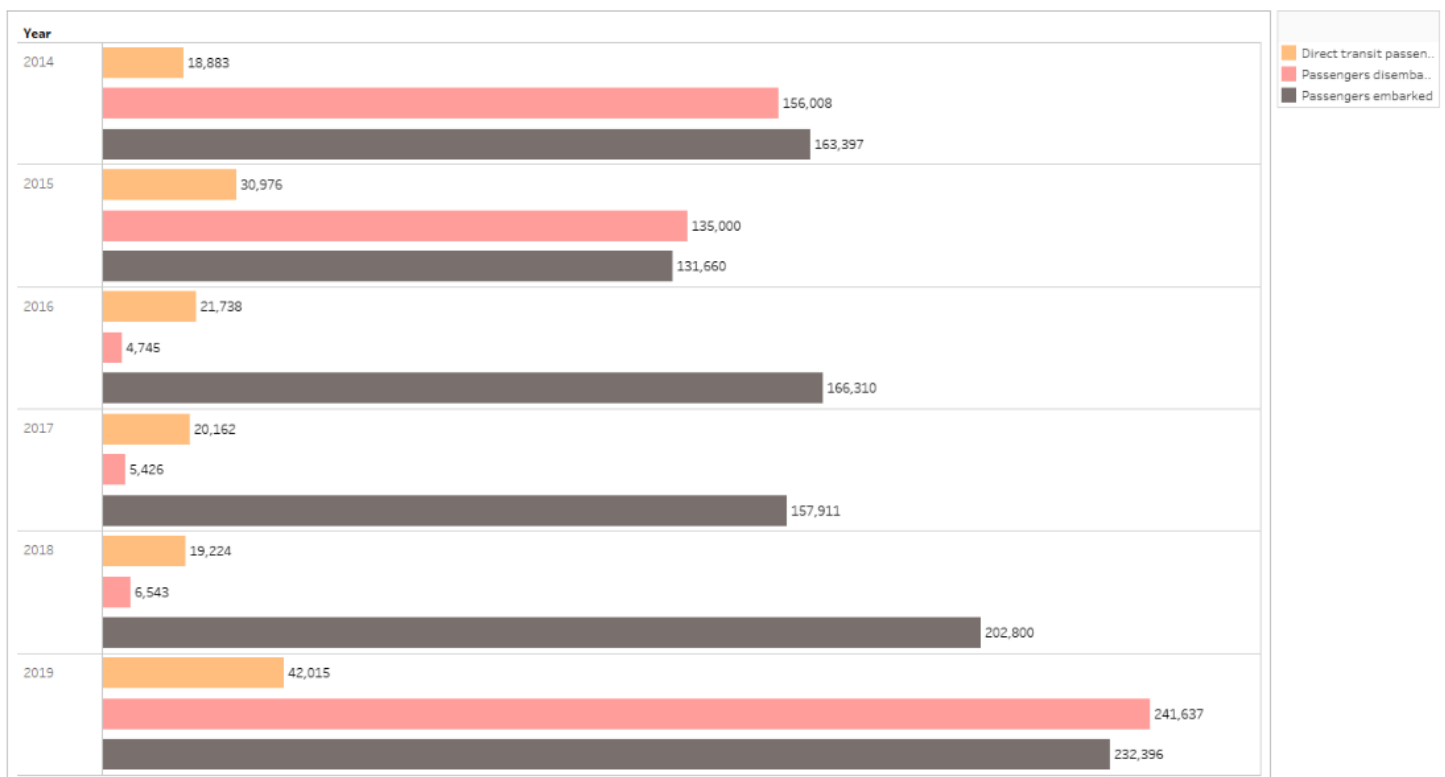
**Figure 1: Landings and Take-Offs at Banjul International Airport, 2014-2019**



## 1.2: Passenger Type

Figure 2 below shows the number of passengers that either embarked or disembarked or were in transit at the Banjul International Airport for the period under review. The number of disembarked passengers was more than the number of both transit and embarked passengers in 2019. The number of disembarked passengers and transit passengers increased from 6,543 passengers and 19,224 passengers in 2018 to 241,637 passengers and 42,015 passengers respectively in 2019. And the number of embarked passengers increases from 202,800 in 2018 to 232,396 in 2019.

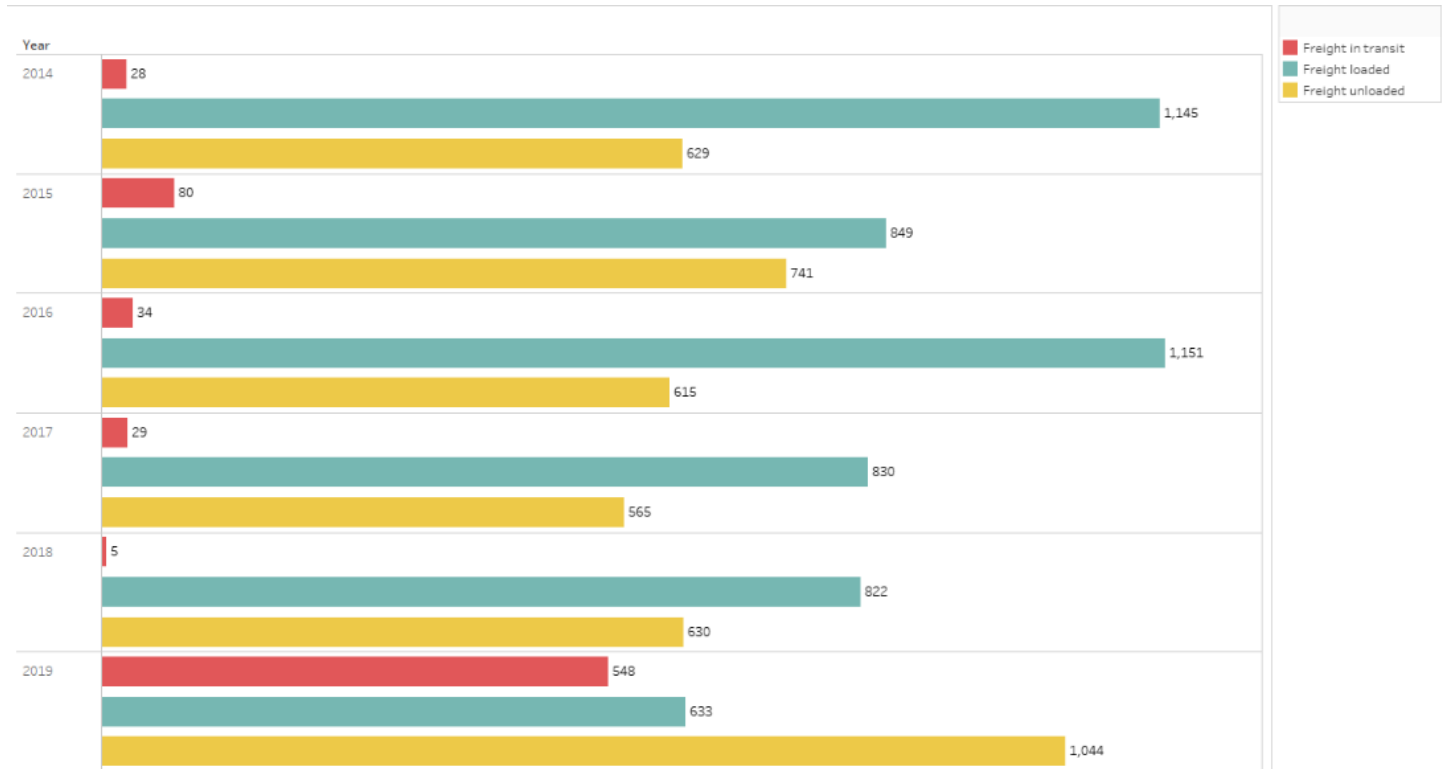
**Figure 2: Number of Passengers by Type at Banjul International Airport, 2014 - 2019**



### 1:3 Freight on Transit, Loaded and Unloaded

Looking at the figure below, the weight of freight unloaded in 2019 was 1,044 tonnes compared to 630 tonnes in 2018. Similarly, freight on transit increased from 5 tonnes in 2018 to 548 tonnes in 2019, while freight loaded declined from 822 tonnes in 2018 to 633 tonnes in 2019.

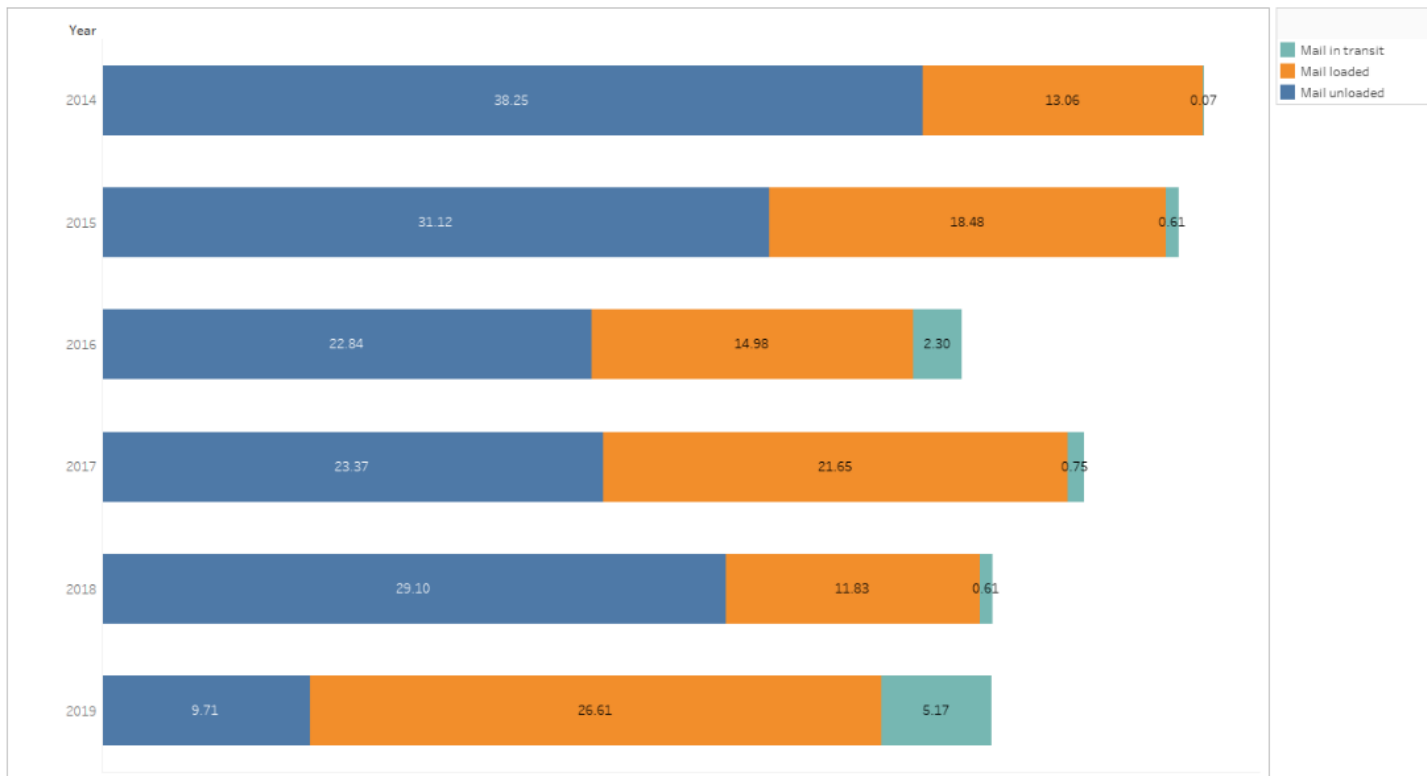
**Figure 3: Freight (tonnes) at Banjul International Airport, 2014 - 2019**



#### 1.4: Mail on Transit, Loaded and Unloaded

The weight of mails unloaded at the Banjul International Airport decreased from about 9 tonnes in 2018 to about 29 tonnes in 2019. However, the weight of mails loaded increased from 26 tonnes in 2018 to about 11 tonnes in 2019. Similarly the mails on transit increased from less than a ton in 2018 to about 5 tonnes in 2019.

**Figure 4: Mails (tonnes) at Banjul International Airport, 2014 - 2019**





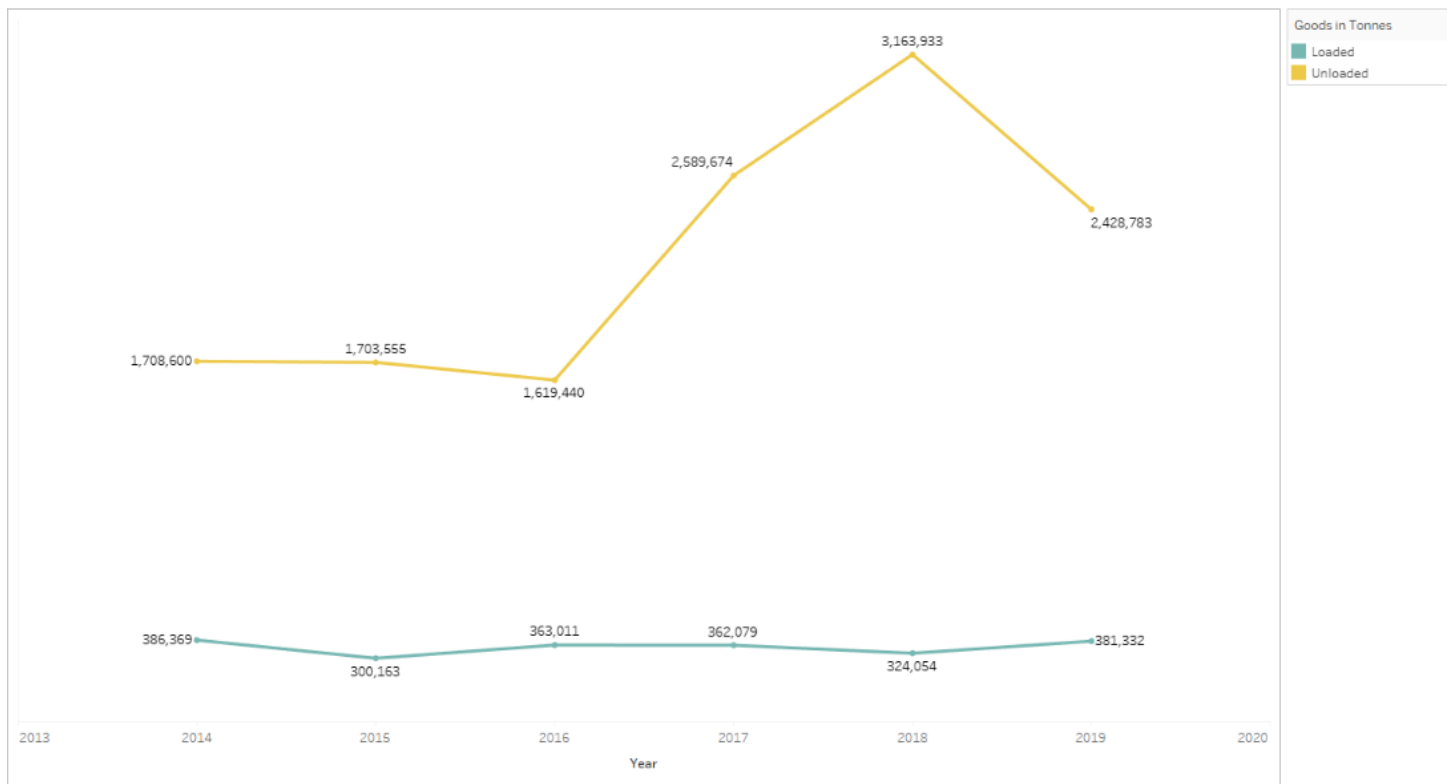
## 2.0: SEA TRANSPORT STATISTICS

One important indicator for openness of an economy, confidence in its markets and the size of an economy for international traders and business personnel alike is the statistics on transportation of goods in and out of a country. The Gambia as a small open economy is known to be largely dependent on the international economy, sourcing almost all its major goods from other countries. The sea transport statistics mainly entails the number of goods handled, loaded and unloaded at the sea port in Banjul from maritime vessels.

### 2.1: Goods Handled from the Maritime Vessels

The weight of goods unloaded at the Banjul seaport decline from 3.2 million tonnes in 2018 to 2.4 million tonnes in 2019 tonnes, while the tonnes of goods loaded increased from 324, 054 tonnes in 2018 to 381,332 tonnes in 2019.

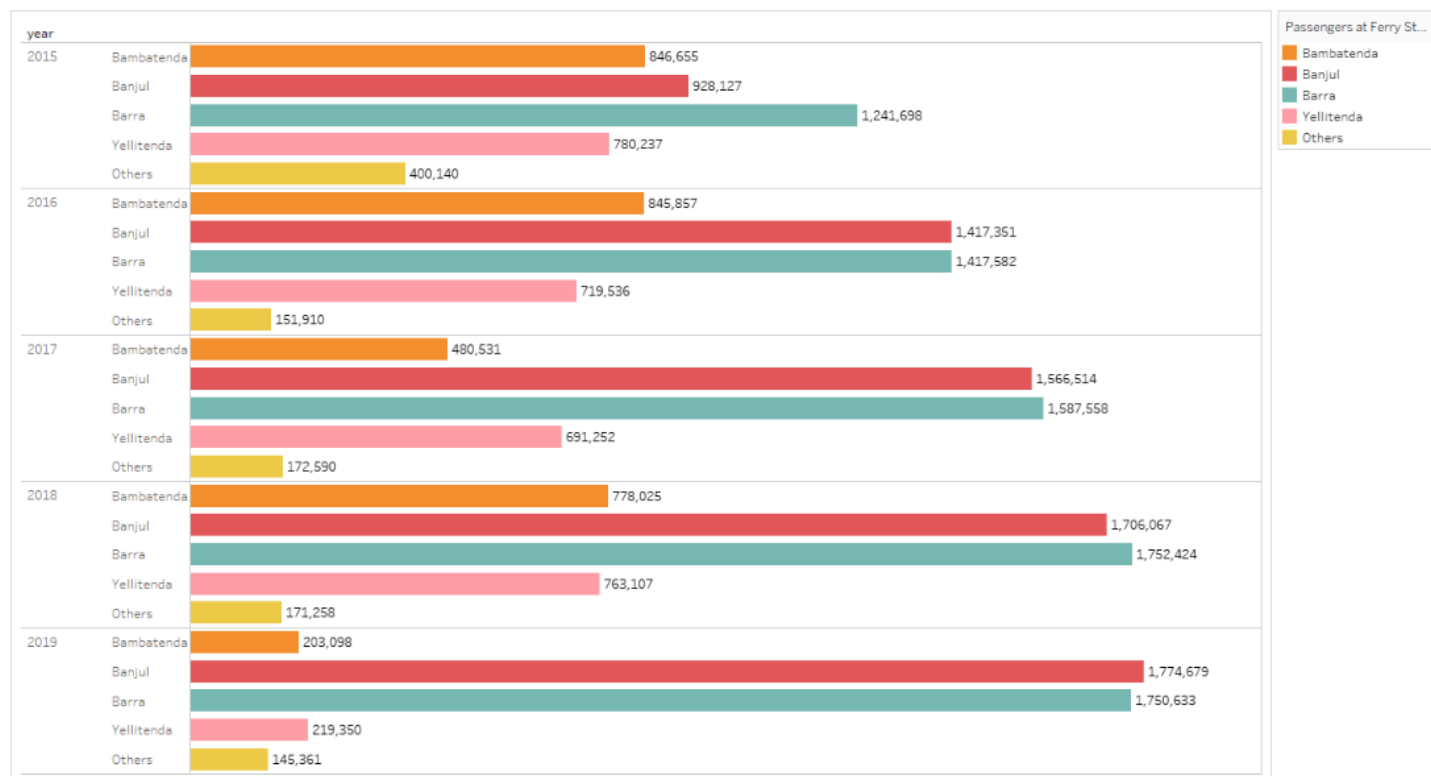
**Figure 5: Goods Loaded and Unloaded at the Seaport, 2014 – 2019**



## 2.2: Passengers crossing at various ferry crossing stations in the Country

The Banjul and Barra crossing stations are the most engaging ferry crossing stations in The Gambia in terms of number of passengers. Banjul and Barra both had around 1.7 million passengers in both 2018 and 2019. Yellitenda and Bambatenda had 219,350 and 203,098 passengers respectively in 2019 compared to 2018 with both having 763,107 and 778,025 passengers respectively.

**Figure 6: Number of Passengers at various crossing stations 2015-2019**



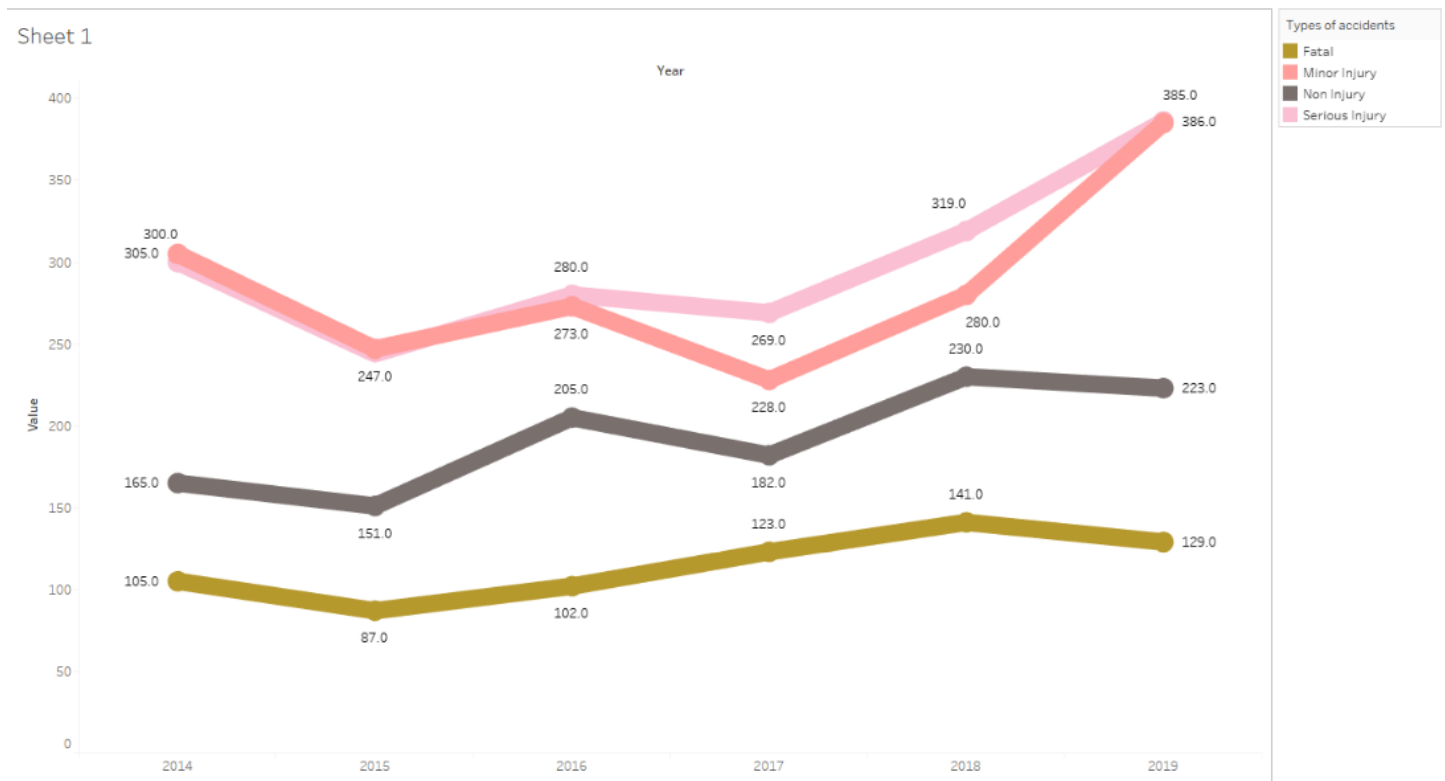
### 3.0: ROAD TRANSPORT STATISTICS

Road Transport Statistics provides very important statistics on number and types of accident cases reported to the traffic authorities including fatalities and injuries. It also provides information on length of primary and secondary roads as well as paved and unpaved roads available in the country. These statistics will go a long way to inform policy makers for evidence based decision making especially in terms of road infrastructure, traffic facilities, rules and regulations and on road traffic repairs and maintenance works.

#### 3.1: Accidents reported by number and type of Injuries

As shown below, the number of minor injury and serious injury shows an upward trend from 2017 to 2019, while that of fatal injury and non- injury accidents show a decrease from 2018 to 2019. Fatal accidents have decreased from 141 cases in 2018 to 129 cases in 2019, likewise, the number of non-injury accidents also decreased from 230 cases in 2018 to 223 cases in 2019. And the number of serious injury and minor injury accidents has increased by 20.0 per cent and 38.0 per cent respectively from 2018 to 2019.

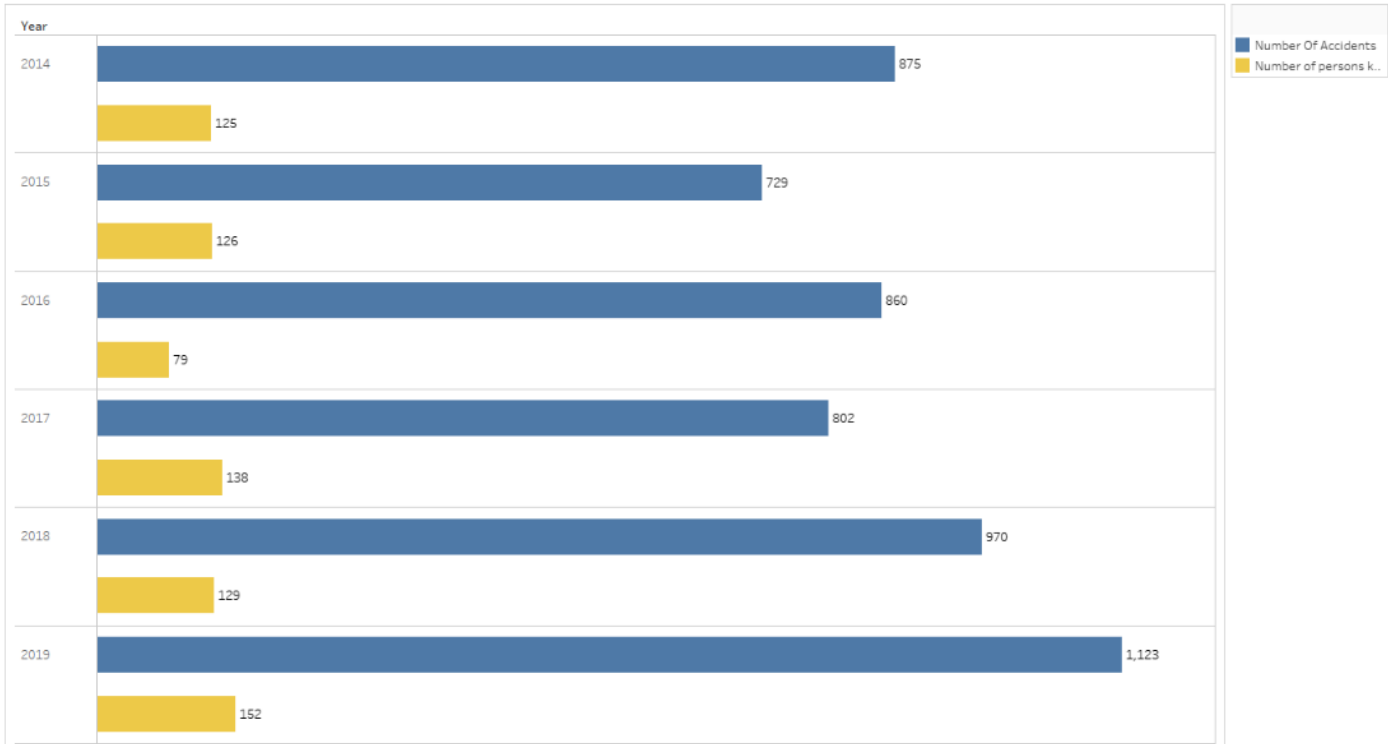
**Figure 7: Number of Accident Cases Recorded by Type of Accident, 2014 - 2019**



### 3.2: Number of Accident cases reported and persons killed

The number of accident cases recorded seems to be on the rise in recent years, the number of accidents recorded in 2018 increased from 970 cases to 1,123 cases in 2019. Similarly, an increase in the number of deaths was also recorded in 2019 with 152 cases compared to 2018 with 129 cases.

**Figure 8: Accidents Reported and Persons Killed, 2014-2019**



### 3.3: Length of Roads

The length and type of road networks in a country define the type of road infrastructure especially in terms of access. Thus, the total length of roads and types is presented in Table 1 below.

The total length of roads as of 2019 was 1,883.88 km of which 817 km are primary roads (749 km paved and 69 km unpaved roads respectively) and 643 km are secondary roads (229 km paved and 415 unpaved roads). Other roads add up to 422 km and total paved roads as a percentage of total length of roads is 54.3 per cent.

**Table 1: Length of Roads in kilometers, 2014-2019**

<b>Road Type<sup>2</sup></b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Primary roads</b>	<b>Km</b>	<b>Km</b>	<b>Km</b>	<b>Km</b>	<b>Km</b>	<b>Km</b>
Paved	507.32	507.32	648.47	668.47	688.47	749
Unpaved	171	171	169.33	149.33	129.33	68.8
<b>Secondary roads</b>						
Paved	405	416	214.285	214.285	214.285	228.985
Unpaved	135.8	124.8	415	415	415	415
<b>Other roads</b>						
Paved	29.5	23.2	23.7	26.7	31.7	45
Unpaved	278.7	272.4	279.699	279.69	289.699	377.099
<b>Total length of roads</b>	<b>1,527.30</b>	<b>1,514.70</b>	<b>1,750.48</b>	<b>1,753.48</b>	<b>1,768.48</b>	<b>1,883.88</b>
Of which: paved roads	941.8	946.5	886.455	909.455	934.455	1022.985
<b>Length of paved roads as % of total length of roads</b>	<b>61.67</b>	<b>62.49</b>	<b>50.64</b>	<b>51.87</b>	<b>52.84</b>	<b>54.3</b>

<sup>2</sup> Primary road networks refers to the main North and South bank trunk roads originating from Banjul and Barra respectively Secondary roads are the urban and semi-urban linking roads example Kairaba Avenue.

**APPENDIX****Table 1: Air traffic at Banjul International Airport by year, 2014 -2019**

<b>Air Traffic</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2,019</b>
Landings	1,890	1,622	1,585	1,810	2,185	2,729
Take-off	1,899	1,479	1,580	1,808	2,179	2,733
Aircraft						
Movements	3,789	3,101	3,165	3,618	4,364	5,462
Passengers						
disembarked	156,008	135,000	4,745	5,426	6,543	241,637
Passengers						
embarked	163,397	131,660	166,310	157,911	202,800	232,396
Total Passengers						
Handled	319,405	266,660	171,055	163,337	209,343	474,033
Direct transit						
passengers	18,883	30,976	21,738	20,162	19,224	42,015
Freight unloaded						
(Kgs)	628,781	741,304	615,132	565,440	629,612	1,043,740
Freight loaded						
(Kgs)	1,144,912	848,747	1,150,995	830,135	821,853	632,616
Total Freight						
Handled	1,773,693	1,590,051	1,766,127	1,395,575	1,451,465	1,676,356
Freight in transit	27,997	79,501	34,198	29,010	5,242	548,391
Mail unloaded						
(Kgs)	38,254	31,119	22,839	23,367	29,101	9,713
Mail loaded (Kgs)	13,060	18,482	14,978	21,653	11,833	26,608
Total Mail						
Handled (Kgs)	51,314	49,601	37,817	45,020	40,934	36,321
Mail in transit						
(Kgs)	66	610	2,295	747	609	5,167

Source: GCCA and GIA

**Table 2: Goods in Metric tons loaded, unloaded and handled at sea port of The Gambia from maritime vessels, 2014—2015**

<b>year</b>	<b>loaded</b>	<b>unloaded</b>	<b>Handled</b>	<b>Total Goods</b>
2014	386,369	1,708,600		2,094,969
2015	300,163	1,703,555		2,003,718
2016	363011	1,619,440		1,982,451
2017	362079	2,589,674		2,706,522
2018	324054	3,163,933		3,487,987
2019	381,332	2,428,783		2,810,115

Source: GPA

**Table 3: Number of Passengers crossing at various crossing stations, 2015-2019**

<b>STATIONS</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
BANJUL	928,127	1,417,351	1,566,514	1,706,067	1,774,679
BARRA	1,241,698	1,417,582	1,587,558	1,752,424	1,750,633
YELLITENDA	780,237	719,536	691,252	763,107	219,350
BAMBATENDA	846,655	845,857	480,531	778,025	203,098
OTHERS	400,140	151,910	172,590	171,258	145,361
<b>TOTAL</b>	<b>4,196,856</b>	<b>4,552,236</b>	<b>4,498,445</b>	<b>5,170,881</b>	<b>4,093,122</b>

The other ferry stations include Kaur, Janjanbureh, Barajali, Bansang, Basse, Fatoto and Baati.

**Table 5: Accident Cases and Number of Persons killed or injured, 2014-2019**

Year	No of accident cases recorded	(a) Fatal accidents	Number of persons killed or injured										Total number of persons killed annually	
			Person involved (sex)		(b) Serious injury accidents	Person involved (sex)		(c) Minor injury accidents	Person involved (sex)		(d) Non-injury accidents	Person involved (sex)		
			Male	Female		Male	Female		Male	Female		Male		Female
<b>2014</b>	875	105	91	34	300	273	157	305	253	201	165	NA	NA	125
<b>2015</b>	729	87	89	37	244	265	137	247	217	128	151	120	42	126
<b>2016</b>	860	102	32	47	280	334	184	273	244	161	205	183	39	79
<b>2017</b>	802	123	102	36	269	399	190	228	234	122	182	190	49	138
<b>2018</b>	970	141	93	36	319	308	152	280	298	173	230	234	42	129
<b>2019</b>	1123	129	113	39	386	430	189	385	370	204	223	312	28	152
<b>Total</b>	<b>7,113</b>	<b>841</b>	<b>672</b>	<b>299</b>	<b>2,165</b>	<b>2,382</b>	<b>1,239</b>	<b>2,274</b>	<b>2,021</b>	<b>1,171</b>	<b>1,833</b>	<b>727</b>	<b>172</b>	<b>1,018</b>

Source: GPF

\*NA = not available





**Table 6: Length of Roads and Type of Road Network, 2014-2019**

<b>Road Type</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
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*Source: NRA*