Global Scientific JOURNALS

University of The Gambia

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30th November, 2023

**ECONOMICS AND MANAGEMENT SCIENCES STUDENTS'
ASSOCIATION(ECOMANSA)**

TOPIC: Maritime Transport, Trade and Economic Development in Senegambia

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ABSTRACT

This study investigates the impact of maritime transport and trade on the economic development of Senegambia,with a comparative analysis between The Gambia and Senegal. It also examined the effect of seaport activities on nearby communities. Using a convenience sampling technique a, we interviewed 150 households and residents, a snowball sampling technique was employed to collect data from 24 agents, 24 businessmen in both countries. Additionally, we analyzed a secondary dataset spanning 34 years to track trends in imports, exports and GDPgrowth of both countries through graphs.

Our findings indicate that port activities negatively impact residents' health in both countries, particularly in The Gambia. The performance of The Gambia's port is significantly declining, whereas Senegal's port activitiesare increasing according to the response we received from the agents on the evolution of containers they clear for imports, export, re-export and within themselves (The Gambia and Senegal). We observed that many Gambians prefer using Senegalese ports over their own. We also observed that the Gambia and Senegal highly depend on Norway and Mali for importation of goods respectively in 2020, while they depend on Senegal and Mali on exports respectively in 2020.

Our analysis showed that both countries are facing similar challenges, such as port expansion issues, pollution,bureaucratic inefficiencies, which affect community well-being, social cohesion, and business operations. Furthermore, in the past five years The Gambia has experienced a significant downward trend of exports and has become increasingly reliant on import. In contrast, Senegal shows an upward trend in both Import andExports, indicating that Senegal is becoming self-sufficient while The Gambia remains import dependent.

CHAPTER ONE: INTRODUCTION

1.1. BACKGROUND OF THE STUDY

Maritime transport plays an important role in shaping the economic landscape of nations, fostering international trade, and propelling economic development. Within the unique geographical context of Senegambia, the confluence of Senegal and The Gambia, the maritime sector emerges as a critical determinant of regional prosperity. This study seeks to explore the intricate relationship between maritime transport, trade dynamics, and the overarching economic development of Senegambia.

Maritime transport is the transportation of people/passengers and or goods/cargo via the sea route. Transportation of goods/cargo being cheaper and relatively cost-effective with regular and schedulable time frame via sea, both home and foreign seaports face competition in international trade. With the free trade agreements between and among nations: African Continental Free Trade Area (AfCFTA), seaports are sometimes affected by this agreement and nations cannot restrict domestic businesses in docking their cargos in the domestic economy only; and to this fact, it can cause the domestic seaport to loss significant revenue as a result of the open agreement signed for businesses to dock in any national port and transport the good to any borders. Why must domestic businesses prefer to dock on neighboring seaports if there exists a ready and operating seaport in the domestic economy? Should the government not put control on all domestic businesses to dock their commodities in the domestic seaport? In the case of The Gambia, she had a relative advantage to triumph over the neighboring countries to act as an entry port to Mali, Guinea Bissau and even other countries while she left herself being exploited by Senegal. The Gambia enjoys the Atlantic Ocean as it is much closer to the coastline.

The significance of maritime transport in the economic development of Senegambia can be traced back to the pre-colonial period when the region was a hub for trans-Saharan trade. The introduction of European colonial powers further amplified the importance of maritime routes for the export of natural resources, such as peanuts, fish, and timber. In the contemporary era, maritime transport continues to be a critical component of the national economies of Senegal and The Gambia, facilitating the import and export of goods, as well as the movement of people.

May 2, 2023, The Managing Director of Gambia Ports Authority, Ousman Jobarteh said maritime transport accounts for more than eighty percent 80% of trade and exchange of goods globally (The Voice Newspaper, 2023). According to the aforementioned statistics, the emerging competition of the Senegalese seaport will have a significant effect on the Gambian seaport which will in turn affect the generated revenue the GPA provides to the national budget and which can cause a fall in the GDP of The Gambia. Strategically failing management tactics can cause GPA to lose its entry port opportunities she gets from Mali and Guinea Bissau.

It is presumed that because of the high task of the Gambia Ports Authority (GPA), Gambians prefer to dock their cargo in the neighboring seaports rather than their country's most. Could this issue be remedied? Is that the case?

What are the causes of the high task of the GPA? This research project draws on a diverse range of academic literature, government reports, and industry publications to provide a comprehensive analysis of maritime transport, trade, and economic development in Senegambia. By critically examining the historical, contemporary, and future dimensions of maritime transport in the region, this research aims to contribute to a better understanding of the role of maritime transport in shaping the economic development of Senegambia.

1.2. STATEMENT OF RESEARCH PROBLEMS

The research paper intends to discover the problems, challenges and possible solutions to the issue of Maritime transport, trade and economic development in Senegambia. The paper delves into the challenges GPA currently faces as a result of the international trade between Senegambia and the outside world. Especially how Gambia Ports Authority (GPA) is affected by the Senegalese seaport and how affected will she be by the introduction of the new seaport in Senegal. The paper also checks into the matters of how the open trade agreement affects the revenue it generates from the entry port it gets from Mali and Guinea Bissau and other countries dealing with the competition of the seaport of Senegal.

1.3. HYPOTHESIS

Null hypothesis (H0): Maritime transport and trade have an impact on the economic development of Senegambia.

Alternate hypothesis (H1): Maritime transport and trade have no impact on the economic development of Senegambia.

1.4 RESEARCH OBJECTIVES
1.4.1   Analyze the trends and patterns of the composition of imports and exports over the years.

1.4.2   Investigate the role of maritime transport in facilitating trade within the Senegambia region.

1.4.3   Analyze the effects of maritime and trade activities on the livelihoods of coastal households in Senegambia.

1.5. RESEARCH QUESTIONS

1.5.1   What is the composition of Senegambia's imports and exports, and how has it evolved over the years?

1.5.2   What relationship does maritime transport and trade have with the economic development of Senegambia?

1.5.3   How do maritime and trade activities affect the household residencies and industries along the Coastal area?

1.6. SCOPE OF THE STUDY

The scope of the study encompasses a comprehensive analysis of the impact of maritime transport and trade

dynamics on the economic growth of the Senegambia region. Furthermore, it explored the roles of the seaport and its effect on the residents and firms in the surrounding area. Moreover, it also examined the current challenges, historical trends and prospects of the seaport.

1.7. JUSTIFICATION OF THE STUDY

In this study, we did examine and compare how businesses and economic growth are connected to the sea in the Senegambia region. By comparing these two countries, we figured out what works well and what challenges they are facing and give out recommendations for improvement.

CHAPTER TWO: LITERATURE REVIEW

(Richard Osadume and Uzoma, 2020) Examined the relationship between Nigeria's maritime trade and economic development, focusing on two main questions: whether trade in manpower contributes to economic development or not, and whether these two variables are co-integrated over 39 years from 1980 to 2019. The Human Progress Index (HDI), a proxy for economic progress, is one of the variables observed in this work. The dependent variable in this study is maritime commerce, which is determined by trade openness, which is calculated as the GDP ratio of import volume plus export volume. Both inflation and exchange rates. The United Nations Development Program and the Central Bank of Nigeria provided the secondary data that was utilized to examine the impact of independent variables on a dependent variable. At the 5% level of significance, the variables were evaluated for stationarity, heteroscedasticity, granger-causality, Ramsey reset, and the ARDL Bounds test. The results showed that trade openness, as a proxy for maritime trade, had a significant impact on economic development as measured by the HDI, and the ARDL Bound test also demonstrated a significant impact of trade openness on development. The study concludes that there is a strong co-integration between marine trade and economic development, with a bidirectional causal relationship.

Examining the relationship between commerce and sea transportation and to better understand the trading bloc phenomena, the paper employed cluster analysis and the Poisson Quasi-Maximum Likelihood (PQML) gravity model (Chang et al., 2020).The study identifies functional areas defined by bilateral trade intensity and bilateral linear shipping connectivity indices using hierarchical clustering analysis and tree diagrams. Using global trade data for the years 2007, 2010, and 2015, a gravity model was built. To solve the issue of a high number of trade observations, the gravity equation was estimated using the PQML approach. The study created a real trade bloc induction variable and took into account the North American Free Trade Agreement (NAFTA), the EU's Common Market (CM), the Tree Trade Agreement (FTA), and the RCEP as regional dummies. The main conclusions are that each regression's result shows both considerable advantages with positive coefficients and linear shipping connectivity. The outcome indicates that the 'nominal' intra-RCEP trade was considerably less than the 'real' trading bloc and that Taiwan's trade flow with East Asia exceeds the nominal level relationship that is suggested by its matching geographic and economic circumstances.

(Sahoo et al. 2023) research employs a recursive dynamic computable general equilibrium model to assess the possible impacts of enhanced marine trade efficiencies on Senegal's economic outcomes and overall well-being between 2021 and 2025. The research makes use of a recursive dynamic CGE model, which solves for each period in turn until 2022, based on assumptions about economic behavior and trends. The single-country Dynamic Equilibrium Model for Economic Development, Resources, and Agriculture (DEMETRA) model (McDonald et al., 2016) is closely followed by this model. According to the research, boosting maritime commerce efficiency

will cut the price of imported food items and supplies for homegrown businesses. Additionally, this would increase the nation's competitiveness in export markets while increasing domestic output—particularly that of industrial food, cash crops, and chemical products. However, there may be detrimental spillover effects in some industries with low comparative advantages, such as mining, cattle, fishing, and processed meat. Greatereconomic growth and general welfare would result from enhanced maritime efficiency, with urban households—particularly those in Dakar—benefiting more than rural households.

(Clark, Dollar, & Micco, 2004) Emphasize the significance of port efficiency in reducing shipping costs and boosting bilateral trade in America. Their study demonstrates that a shift from the 25th to the 75th percentile in port efficiency results in a substantial 12 per cent reduction in shipping costs and a remarkable 25 per cent increase in bilateral trade. This underlines the pivotal role of efficient ports in fostering economic activities.

In a more recent study by (Ayesu, Sakyi, & Darku, 2022) focusing on Africa, the authors investigate the impact of seaborne trade on economic growth, specifically examining port throughput and seaport efficiency. Utilizing the system generalized method of moments approach, they find that a 1% increase in seaport efficiency or port throughput correlates with improvements in economic growth, ranging between 0.014% and 0.038% (or 0.028% and 0.043%). This study contributes valuable insights into the African context, highlighting the positive economic ramifications associated with enhanced seaport efficiency.

The article titled "Impact of Import and Export on The Ghanaian Economy " by (Miezah, 2021), analyzes data obtained from the secondary annual time series for the period 1990 to 2020. The study uses multiple regression analysis between the trade and economic growth, Augmented Dickey fuller test, Johansen cointegration test, Vector auto regression test, and Co-variance analysis Vector error cointegration test to verify the main hypothesis. The study reveals a positive effect of trade on the GDP of Ghana, thereby having a significant impact on the Ghanaian economy. It also finds that population growth and gross fixed capital formation have a positive effect on GDP, while inflation has a negative effect. It suggests that trade is a crucial factor in improving GDP and that trade openness, innovation, competitiveness, and consumer welfare are enhanced by trade. It also implies that transport logistics, infrastructure, and policy are vital for supporting trade development.

Yildiz (2022), examines the Relationships between Maritime Foreign Trade, GDP, and Construction in Turkey, although there are many types of transportation in foreign trade, maritime transportation is of great importance. In the globalizing world, foreign trade between countries has started to become more common and maritime transport has become one of the main actors. Transportation demand increases in this area, even more, the fact that it is cheaper, reliable, and environmentally friendly. However, economic crises in the world and increases in sea freight prices can affect maritime transport. This situation can affect not only maritime transport but also the

economic situation of countries. The results of the regression shows that GDP is the Granger cause of maritime exports, maritime imports, and the construction industry but no correlation could be established between maritime imports with other data. Also, the construction industry is the Granger cause of maritime exports. The results implies that as the economy grows more trade will be done at the sea ports and construction drives exports.

Gidwani (2022). The dependent variable for all two hypotheses was maritime trade in millions of dollars, whereas the independent variables for hypotheses one and two were the gross domestic product and foreign reserves of Sierra Leone. Due to globalization and the growth of international trade, it is essential to analyze maritime trade and its effect on the economy of a country. Maritime trade influences national and regional economies. The knowledge and understanding of economic impacts and how they help in guiding policy-makers in and making useful decisions which can foster the well-being of a nation is vital in this research. To that end, this research evaluates the role of maritime trade and its positive and negative effects/impact on the Sierra Leonean economy. The findings demonstrated that the GDP and the economy of Sierra Leone have significantly benefited from Maritime Trade. Additionally, it demonstrates the close relationship between Maritime Trade and Sierra Leone's level of foreign reserves.

(Longe, Omitogun, Adelokun, Adebayo, & Shehu, 2020) Examine the effects on Africa's environment of trade and transportation services. Using POLS, FE, RE, and PMG, secondary data for 21 nations between 2000 and 2014 were used for analysis. In the study, the choice between FE and RE was made using the Hausman test. The paper shows that while energy consumption and transport services in the export and import sectors enhance degradation in Africa, trade and economic expansion diminish it.

(Mlambo, 2021) Examines how port performance affects trade in ten specific African states: Senegal, South Africa, Ghana, Ivory Coast, Liberia, Nigeria, Kenya, Cameroun, Gambia, and Ghana. The study made use of panel data that covered the years 2005 through 2018. The long-term link between the variables was investigated using the ARDL, Cross-dependence, Unit Root, and Cointegration tests. According to this report, for African ports to successfully compete, they need expensive infrastructure. Africa must pursue a vigorous infrastructure development program to sustain economic growth, increase port productivity, and boost trade competitiveness. Furthermore, reducing trade expenses, including transport costs, integrating supply chains, and enabling regular and reliable shipping services are all dependent on resourceful and well-connected container ports.

Economic development has a bi-directional causal relationship with maritime trade, maritime container transport positively impacts economic development and it is statistically significant (Özer, 2020). Maritime transport positively affects economic growth and per capita income and indeed having a lingering effect in the income of households (Martinez, 2023)

The composition of Nigeria imports from different countries of the "world ranging from categorization as follows: Animal, Vegetable, Food products, Minerals, Fuels, Chemicals, Plastics or Rubber, Hides and Skin, Wood, Textile and Clothing, Foot wear, Stone and Glass, Metals, Machinery and Electricals, Transportation and equipment, Agricultural raw materials, Iron and ores etc."(Somuyiwa et al, 2021)

Marine transport and trade alone cannot sustain the economy but working around it with other sectors can immensely improve the standard of living of not only the coaster areas communities but by extension the nation at large(Adepoju, 2023).

CHAPTER THREE: METHODOLOGY

3.1 Research Design

This research used a comparative research design in which we did a comparison between The Gambia and Senegal to see how maritime transport and trade affects the economic growth of both countries. A mixed method research approach was employed, both qualitative and quantitative approach was used for a more robust analysis of the multifaceted aspects of the research topic.

3.2 Population of Study

The targeted group for this study was the businessmen who are involved in the importation and exportation of goods, the agents working in the seaport and the residents and household around the seaports of both countries. As some variables will extend beyond the population of those working in the ports therefore, we targeted the whole population of The Gambia and Senegal.

3.3 Sampling Technique and Sample Size

For our quantitative data, the sampling technique we employed was the purposive sampling technique which involves selecting specific data points or time periods that are relevant to our studies. The sample size is 34 years for our time series data that we used to analyze trends of import, export and GDP growth of both countries , representing years from 1988 to 2022. For our qualitative data we employed a convenience sampling technique for those residing around the ports. A snowball sampling technique was used to get data from Agents and Businessmen. The total sample size is 396, 198 respondents from The Gambia and 198 respondents from Senegal. In both countries 150 of our respondents were households or residents living around the ports, 24 agents and 24 businessmen.

3.4 Types and Sources of Data Collection

The study was conducted using both cross sectional and annual time series data. A comprehensive literature review was conducted to gain insights into previous studies and identify key factors that drive maritime transport, trade and economic development. The data sources are both primary and secondary datasets. The primary data was gathered from the seaport premises and its surroundings, as well as from the affected authorities in both countries using questionnaires and the secondary data was select data relevant to the Gambia and Senegal for our studies from the World Bank database. Survey solution software was used for primary data collection.

| Name	DATA TYPE	DATA SOURCE
Agents	Primary Dataset	The Gambia and Senegal
Households/ Residents	Primary Dataset	The Gambia and Senegal
Businessmen	Primary Dataset	The Gambia and Senegal
Import	Secondary Dataset	World bank dataset
Export	Secondary Dataset	World bank dataset
Gross Domestic Product	Secondary Dataset	World bank dataset

3.5 Definition and Measurement of Variables

- GDP_growth stands for Gross Domestic Product which will measure the economic development of the Senegambia region.

- InImf stands for imports which simply means the total amount of goods brought into acountry from other countries. It served as an independent variable which is measured in US dollars and later converted to percentages using Stata software.

- InExp stands for Ex -port which simply means the total amount of goods sent to othercountries from the local country. It served as an independent variable which is measured in US dollars and later converted to percentages using Stata software.

3.6 Method of Data Analysis

After collecting the required data, we used Stata statistical software to analyze our results. The time series data, covering a span of 35 years, was graphed using Stata to observe the trends in thevariables. A scale of 10 years was employed for this analysis. Stata was utilized to graph our findings and to analyze the relationships between the variables.

CHAPTER FOUR: DATA ANALYSIS

SECTION A: DEMOGRAPHY
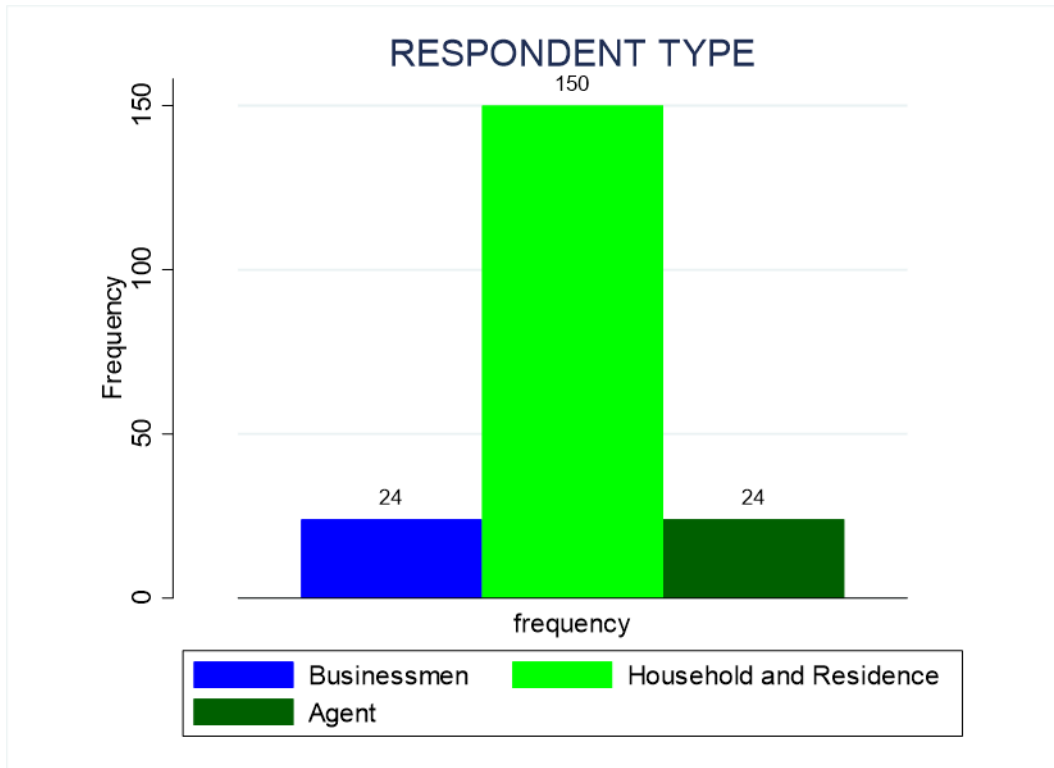
Based on the results provided, it has shown that 24 Businessmen responded for the case of the Gambia and Senegal which is 12.12%. The case of household participation in responding to the research, it recorded 150 households and residence for The Gambia, which accounted for 75.76%. The interviewing process included 24 Agents from The Gambia and Senegal which is also 12.12% respectively.

2. GENDER OF RESPONDENT
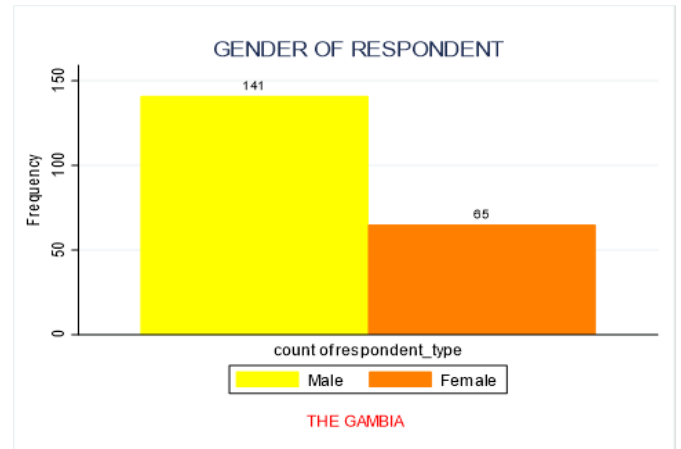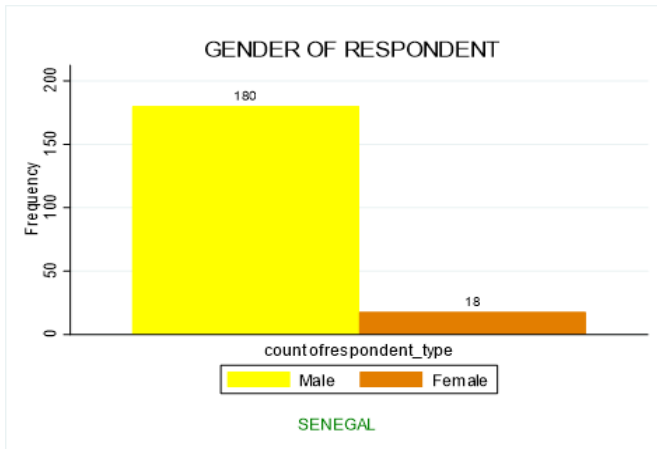
The result for the gender set shows how diverse the sex structure is and it indicates a descriptive statistics of an observation of 198 respondents for Gambia and 198 respondents for Senegal inclusive of all variables for both countries. In participation, the survey observed 150 households for the Gambia and Senegal, 24 Businessmen for Gambia and Senegal and 24 Agents from both countries each respectively. Most of the household respondents were male from both countries with slightly a better female participation registered in the Gambia with a 36.74% compared to just 10% female response in Senegal. Agency reported a 100% male (0% female) response in Senegal unlike the Gambia where it reported about 12.50% female response and an 87.50% male response and further

looking on Businessmen of about11.54% in female response and 88.46% male response compare to Senegal with 100% male response. In general, for the case of the Gambia, 68.45% and 31.55% were male and female respondents respectively and 90.91% and 9.09% male and female respondents respectively for Senegal.

3. AGE OF RESPONDENT

The Gambia

Type of Respondent	Age of respondent					
	0 - 21	22 - 35	36 - 45	46 - 60	60+ years	Total
Businessmen	3.85	30.77	38.46	23.08	3.85	100.00
Household and Residence	8.33	31.41	23.72	27.56	8.97	100.00
Agent	0.00	70.83	20.83	8.33	0.00	100.00
Total	6.80	35.92	25.24	24.76	7.28	100.00

Note: figures are in percentages

Senegal

Type of Respondent	Age of respondent					
	0 - 21	22 - 35	36 - 45	46 - 60	60+ years	Total
Businessmen	0	5	8	8	3	24
	0.00	20.83	33.33	33.33	12.50	100.00
Household and Residence	4	37	46	48	15	150
	2.67	24.67	30.67	32.00	10.00	100.00
Agent	0	8	13	3	0	24
	0.00	33.33	54.17	12.50	0.00	100.00
Total	4	50	67	59	18	198
	2.02	25.25	33.84	29.80	9.09	100.00

The survey in The Gambia and Senegal unveils intriguing patterns regarding participant age. A dominant portion, representing working-class adults between 22 and 60 years old participated across all categories – businessmen, households, and agents. However, some interesting variations arose. As expected, businessmen in both countries were nearly all working-class adults, with Gambia at 92.29% and Senegal reaching an almost perfect representation at 99.99%. Household respondents, on the other hand, displayed a balanced distribution across allage groups in both nations, suggesting participation from families with members of varying ages. A noteworthy difference emerged with younger participants (aged 0-21). Gambia had a slightly higher youth engagement of 6.8% compared to Senegal's 2.02%. Conversely, Senegal boasted a slightly higher proportion of respondents above 60 years old (9.09%) compared to Gambia's 7.28%.

4. RESPONDENT'S LEVEL OF EDUCATION

These bar graphs show how many people in The Gambia and Senegal responded to the survey basedon their highest level of education.

Type of Respondent	respondent educational level							
	Junior school	High school	Diploma	Bsc	Post graduate	Informal education	none	Total
Businessmen	4	10	1	1	2	4	2	24
	15.38	38.46	3.85	3.85	7.69	15.38	15.38	100.00
Household and Residence	31	68	22	3	0	12	14	150
	19.87	43.59	14.10	1.92	0.00	7.69	12.82	100.00
Agent	2	16	3	1	0	2	0	24
	8.33	66.67	12.50	4.17	0.00	8.33	0.00	100.00
Total	37	94	26	5	2	18	18	198
	17.96	45.63	12.62	2.43	0.97	8.74	11.65	100.00

Gambia

| Type of Respondent	respondent educational level							
	Junior school	High school	Diploma	Bsc	Post graduate	Informal education	none	Total
Businessmen	1	4	4	3	0	7	5	24
	4.17	16.67	16.67	12.50	0.00	29.17	20.83	100.00
Household and Residence	38	40	13	15	8	18	18	150
	25.33	26.67	8.67	10.00	5.33	12.00	12.00	100.00
Agent	1	4	5	8	6	0	0	24
	4.17	16.67	20.83	33.33	25.00	0.00	0.00	100.00
Total	40	48	22	26	14	25	23	198
	20.20	24.24	11.11	13.13	7.07	12.63	11.62	100.00

The data showed that out of the 24 Businessmen interviewed during the data collection period in both The Gambia and Senegal, it included four of which were educated up to juniors school level, ten for high school level, one with a Diploma, one with a BSc., two post graduates Businessmen, four of which went through informal education and two of which were uncategorized under any of the educational levels while in the case of Senegal, it include one junior school level, four from high school and Diploma each respectively, three BSc. Holders, seven of them went through informal education and five of the respondents were uncategorized .

For the case of Household and Residence respondents, it includes the participation of thirty-one individuals with a junior school education level, sixty-eight with high school education, twenty-two with Diploma certificate, three with BSc., twelve went through informal education and twenty of which were uncategorized while thirty-eight of the interviewed people from households were with junior school education, forty with high school education, thirteen with Diploma, fifteen with BSc., eight with postgraduate degrees, eighteen said to went through informal education and fourteen were uncategorized.

The survey also recorded the education level Agents from both countries and it showed that two of the interviewed agents were with junior school education, sixteen with high school education, three with Diploma, a BSc. Degree holders and two went through the informal education in the Gambia while for Senegal, it includes a respondent with a junior school education level, four with high school education, five with a Diploma, eight with BSc and six with Postgraduate degrees.

SECTION B: HOUSEHOLDS

1. Health pollutants complication
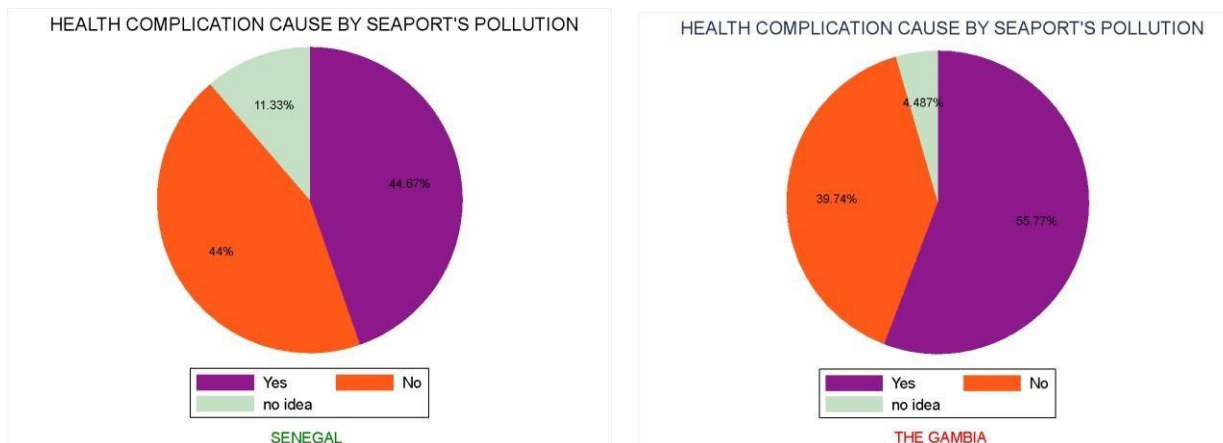
Based on the data provided, it can be seen that a higher percentage of respondents in The Gambia(55.77%) agreed that there are health pollution complications compared to Senegal (44.67%). Onthe other hand, a higher percentage of respondents in Senegal (44.00%) disagreed with the statement compared to The Gambia (39.74%).It is interesting to note that a higher percentage of respondents in Senegal (11.33%) indicated that they have no idea about health pollution complications compared to The Gambia (4.487%).Overall, it can be inferred that there is a higherlevel of awareness and concern about health pollution complications among respondents in The Gambia compared to Senegal. This could be due to various factors such as differences inenvironmental policies, public health education, and access to healthcare services between the twocountries. Based on the data provided, the health complications reported by households due to theactivities of the seaports of The Gambia include respiratory problems, cancer, and hearingproblems. On the other hand, the health complications reported in the seaports of Senegal includerespiratory problems, cancer, hearing problems, and cholera. The presence of cholera as a reportedhealth complication in the seaports of Senegal indicates a potential additional risk factor comparedto The Gambia.

2. Government mitigation strategy taken to overcome health complications caused by Ports activities to Households.

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Tabulation of respondent_type Govt_mitigation_strtgy

Type of Respondent	Government mitigation strategy			
	Yes	No	no idea	Total
Household and Residence	3	74	10	87
	3.45	85.06	11.49	100.00
Total	3	74	10	87
	3.45	85.06	11.49	100.00

Tabulation of respondent_type Govt_mitigation_strtgy

| Type of Respondent | Government mitigation strategy | | | |
	Yes	No	no idea	Total
Household and Residence	19	25	23	67
	28.36	37.31	34.33	100.00
Total	19	25	23	67
	28.36	37.31	34.33	100.00

Based on the data presented above by the two tables of the two countries, 3.45% and 28.36% of the respondents in Gambia and Senegal respectively, believe that the government employs some mitigation strategy to reduce pollution. Conversely, 85.06% and 37.31% in the Gambia and Senegal respectively, believe that the government has not taken any mitigation strategy to address pollution. In addition, 11.94% and 34.3% of respondents in the Gambia and Senegal respectively, have no idea.

The mitigations taken by the government according to the respondents of the Gambia are, organizing seminars, providing efficient machines and asking the ports to keep their containers away from household residence. Conversely, according to the respondents of Senegal, the mitigation strategies include, the building of health care centers, replacing old machines with more efficient ones, the establishment of an association to tackle the issue, the use of face masks, implementation of waste management strategy, and enactment of laws against pollution.

| Local residence awareness on the negative impact from the seaport	None are aware		
	1	25.71	97.14
Don't know	1	2.86	100.00
Total	6	100.00	

Local residents were asked whether they are aware of the negative impact of the recent seaport expansion and 66.66% and 71.43% of respondents in the Gambia and Senegal respectively said they are aware of the negative impact of the expansion, 33.34% and 28.57% of the respondents in the Gambia and Senegal respectively said they are not aware of any negative impact that the recent expansion of the seaport had brought to them.

5. SEAPORT EXPANSION

	Freq.	Percent	Cum.
Many are aware	2	33.33	33.33
Some are aware	2	33.33	66.67
None are aware	1	16.67	83.33
Don't know	1	16.67	100.00
Total	6	100.00	

Local residence awareness on the negative impact from the seaport	Freq.	Percent	Cum.
Many are aware	9	25.72	25.72
Some are aware	10	45.71	71.43

6. MARITIME TRADE ACTIVITIES DO MORE HARM THAN GOOD
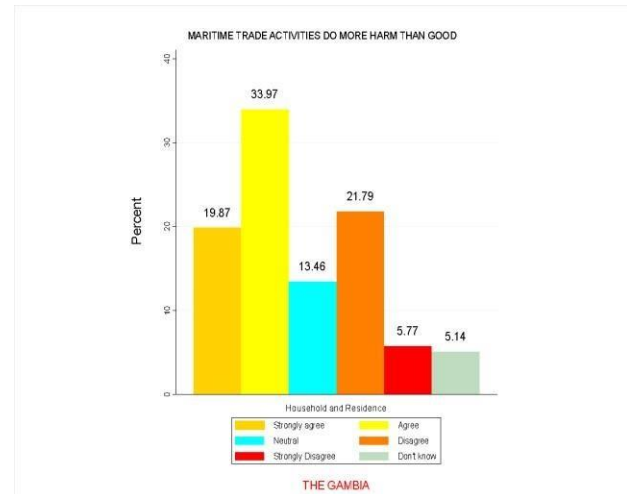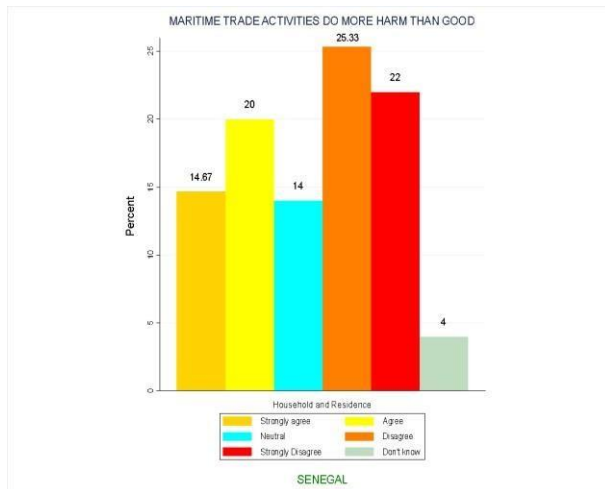
Due to the large volume of trade that takes place at the maritime, respondents were asked whether maritime trade do more harm than good to the residents near the seaport, 53.84% of the respondents in the Gambia agree that maritime trade does more harm than good while 34.67% of respondents in Senegal agreed to it, 27.56% of the respondents in the Gambia disagree with the statement and 47.33% of respondents in Senegal disagree with the statement that maritime trade do more harm than good. The rest of the respondents were either neutral or didn't know anything about the statement. The results show that those residing around the port of Banjul are more affected by the port activities than those residing around the port of Dakar.

7. IMPACT OF MARITIME TRADE ON EMPLOYMENT AND INCOME LEVELS
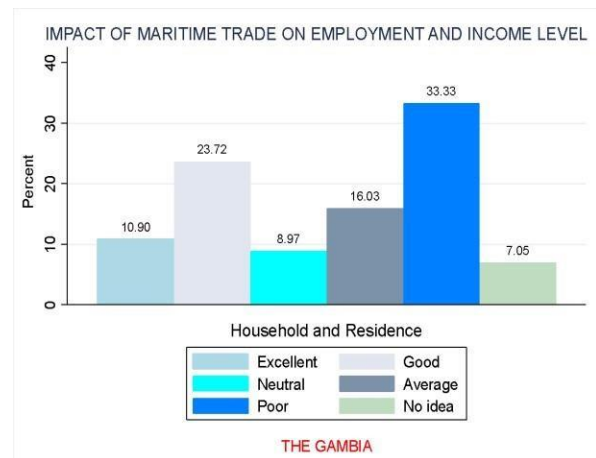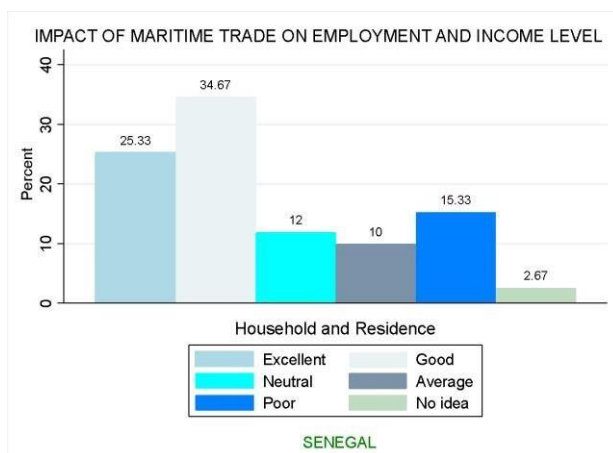
The figure shows the percentages of respondents about how the maritime trade has affected their employment and income levels. This can be used to measure the financial stability and employment status of those residing around the port in both countries. The responses reveals that 10.90% of the respondents in the Gambia said that the maritime activities have an "excellent" impact and 23.72% said it has a good impact, whereas 25.33% of the respondents from Senegal said the maritime have an excellent impact and 34.67% said it has a good impact. This result shows that the maritime activities positively impact those living in Senegal more than those living in the Gambia. Furthermore, 16.03% of the respondents in the Gambia said it has an average impact and 33.33% said it has a poor impact of their employment and income levels while 10% of the respondents in Senegal said it has an average impact, 15.33% said it

has a negativeimpact on their employment and income levels. The results further show that 8.97% of the respondents fromThe Gambia were neutral and 7.05% had no idea while 12% of Senegalese respondents were neutral and 2.67% had no idea about its impact on their employment and income levels.

8. CAUSES OF SHIFT OF LOCAL BUSINESSES

Respondents were asked what might possibly be the cause of the shift in local businesses, responses from both The Gambia and Senegal shows that the shift is bi-directional, businesses do come to establish near the port because it is a big business hub while others leave because of the high level of pollutants and the port expansion which drives away local businesses.

## 9. BENEFITS OF LIVING AROUND THE SEAPORT

The respondents from Gambia and Senegal were asked what are the economic benefits of living around the seaport, most of the respondents said it creates employment opportunities for those residing around the seaport, it also serves as a business hub due to the constant movement of people and that enables residents having business to keep their business moving.

10. RESIDENTS VIEW ON PORTS' INFLUENCE ON COMMUNITY COHESION
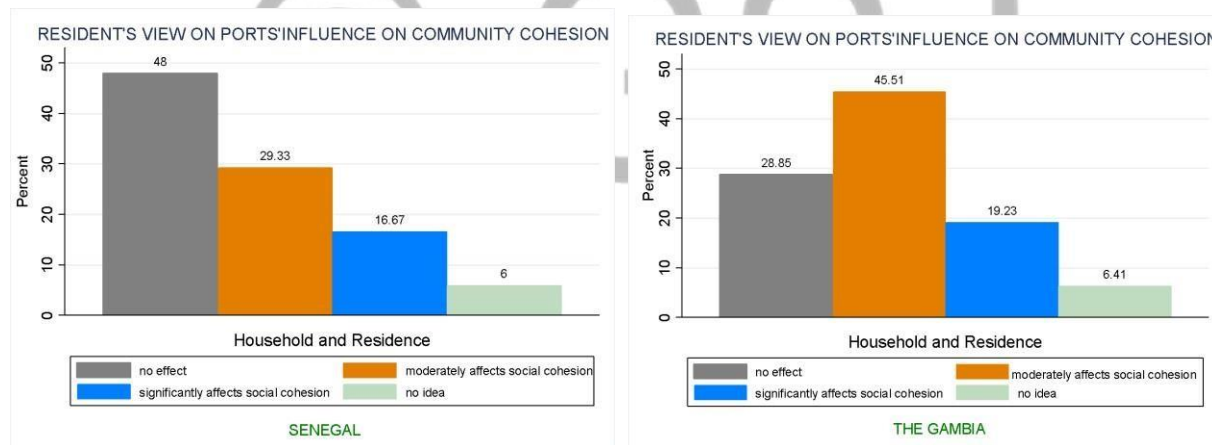
The graph above displays the results from respondents in The Gambia (Banjul) and Senegal (Dakar) respectively. Respondents were asked to what extent living around the port affects their social cohesion. The data indicates that 150 respondents were asked in each country. From the results above, it shows that: 28.85% and 48.00% of the respondents in The Gambia and Senegal respectively responded that the port has no effect on their social cohesion. In the same vein, 45.51% and 29.33% in The Gambia and Senegal respectively responded that it has moderately affected their social cohesion. Additionally, 19.23% and 16.67% respectively responded that it has significantly affected their social cohesion and lastly, 6.41% and 6.00% responded that they have no idea in The Gambia and Senegal respectively. This questionnaire was employed to check the relationship between port activities and social cohesion in both regions. The data suggests that 64.74% and 46% of households or residential areas in The Gambia and Senegal respectively are affected by the proximity of the ports towards their social cohesion. Additionally, 28.85% and 48% respectively suggested that household proximity to the port has effects on their social cohesion, while 6.41% and 6.00% of households in The Gambia and Senegal respectively need to be educated about the proximity of the ports towards their social cohesion.

11. EFFECT OF PORTS EXPANSION ON THE WELL-BEING OF THE COMMUNITY
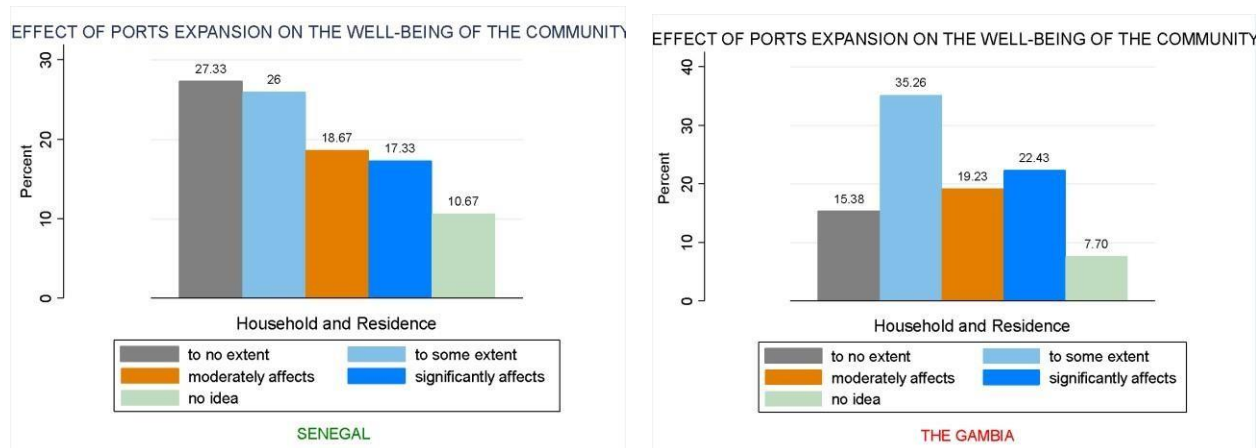
The graphs above exhibit the responses of households and residents regarding their perceptions of port expansion's impact on community well-being. This encompasses both countries, targeting 150 households. The tables and graphs indicate that, among the respondents in The Gambia and Senegal respectively, 15.38% and 27.33% said port expansion has no effect on their community well-being. Additionally, 35.26% and 26% responded that port expansion moderately affected their well-being. Moreover, 19.23% and 17.33% admitted that port expansion significantly affected their well-being, while 7.69% and 10.67% stated it had no effect. Furthermore, this data implies that 54.49% and 44.67% of households in Gambia and Senegal respectively either agree with the perception that port expansion affected their community well-being. The results also suggest that 15.38% and 27.33% respectively admitted that port expansion has no effect on their well-being, and 7.69% and 10.67% of the respondents reveal that households need to be educated on the effects of port expansion on their well-being.

Type of Respondent	Community initiative to address the socio-economic challenges			
	Yes	No	no idea	Total
Household and Residence	11.54	71.79	16.67	100.00
Total	11.54	71.79	16.67	100.00

Tabulation of respondent type community programs in Senegal

Type of Respondent	Community initiative to address the socio-economic challenges			
	Yes	No	no idea	Total
Household and Residence	28.67	45.33	26.00	100.00
Total	28.67	45.33	26.00	100.00

First row has *frequencies* and second row has *row percentages*

12. Tabulation of respondent type community programs in the Gambia

The table above represents responses from households and residences regarding whether there was a community initiative to address the economic challenges posed by the ports on those living around the coastal regions in both countries. The majority, 71.79% and 45.33% in The Gambia

and Senegal respectively, responded "No," indicating a significant portion of respondents either do not support or are unaware of the community initiative. A smaller percentage, 11.54% and 28.67% respectively, responded "Yes," suggesting a minority of respondents are supportive and aware of the initiative. Another subset, 16.67% and 26.00% in both countries respectively, responded "No idea," indicating a group of respondents unsure or lacking knowledge about the initiative. In both countries, the data provides insights into the distribution of responses among respondents from households and residences regarding their awareness and support for the community initiative aimed at addressing socio-economic challenges.

13. Tabulation of program effectiveness in the Gambia.

How effective the programs are	Freq.	Percent	Cum.
Yes	6	33.33	33.33
No	12	66.67	100.00
Total	18	100.00	

Tabulation of program effectiveness in Senegal.

How effective the programs are	Freq.	Percent	Cum.
Yes	35	81.40	81.40
No	7	16.28	97.67
no idea	1	2.33	100.00
Total	43	100.00	

The figures above illustrate the perceptions of respondents on how effective the programs are to address the socio-economic challenges they face. A total of 150 respondents were asked, and the data suggested a mixed perception. Specifically, 33.33% and 81.40% of the respondents in the Gambia and Senegal respectively perceived the programs to be effective, while 66.66% and 16.28% in the Gambia and Senegal respectively reported that they do not perceive the programs to be effective. This indicates that the majority of respondents in The Gambia expressed a negative perception of the programs' effectiveness, indicating that they do not believe the programs are achieving their intended goals or outcomes. In contrast, Senegal takes the opposite dimension. Conversely, a smaller proportion of respondents hold a positive view of the programs' effectiveness in The Gambia, while a large portion of the respondents in Senegal perceive it in an opposite way. A large portion in Senegal suggests that there are individuals who perceive the programs as successful or beneficial, whereas only a small portion in The Gambia does so.
In summary, perceptions of program effectiveness vary between The Gambia and Senegal.

14. Opportunities created by marine transport

Among the opportunities created by Marine transportation are employment, scholarship, providingan avenue to own a business. While in Senegal, the opportunities created by marine transportationare employment, and providing an avenue for small scale business.

15. The technological benefits

In the Gambia, the benefits of technological development are fostering communication, reductionof noise from the seaports and efficiency. While in Senegal, the benefits include, being able to doonline transactions, ease communication systems, strengthen the security and help in accessing thegoods easily.

16. The fears associated living near the seaport

The fear of having an accident, the fear of your compound being taken from you due to extension and the fear of having breathing problems are the fears associated with living around the seaports of The Gambia. Whereas, in Senegal, are the fears of accident, explosion, and fire outbreaks.

17. CHANGES IN THE RENTAL PROPERTY VALUES IN THE COASTAL AREA
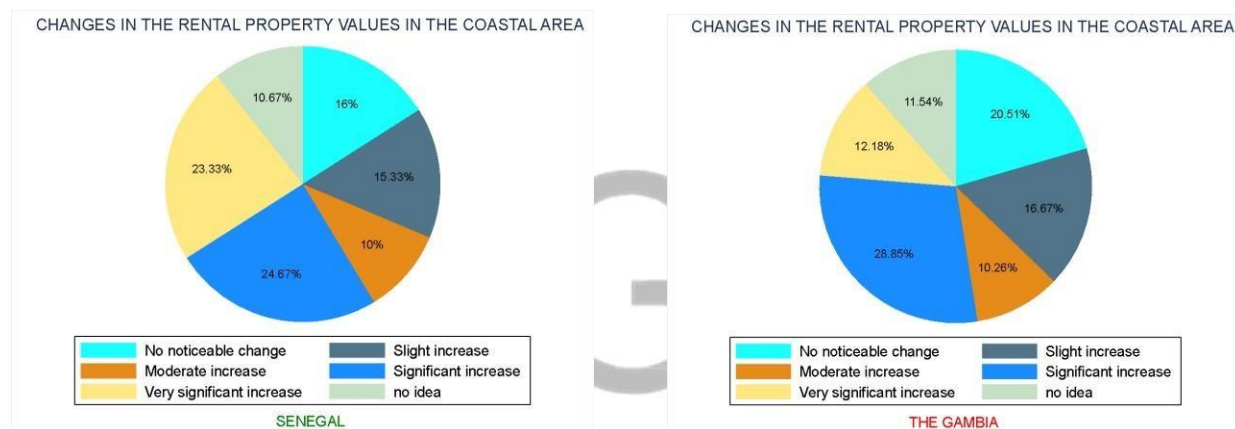
The chart above shows the level of changes of the rental property in the coastal area of both the Gambia and Senegal. 20.51% and 16.00% of the respondents in The Gambia and Senegal respectively, believe that the rental property value changes are not noticeable. 16.67% and 15.33%of the respondents in the Gambia and Senegal respectively believe that there is a slight increase ofthe rental property values. 10.26% and 10.00% of the respondents in the Gambia and Senegal respectively, believe that there is a moderate increase in the rental property values. 28.85% and 24.67% of the respondents in the Gambia and Senegal respectively, believe that there is a significant increase in the rental property values. 12.18% and 23.33% of the respondents in the Gambia and Senegal respectively, believe that there is a very significant increase in the rental property values. 11.54% and 10.67% of the respondents in the Gambia and Senegal respectively, haveno idea.

SECTION C: AGENTS

1. AGENTS EXPERIENCE

Type of Respondent	Agents job experience in The Gambia					
	0 - 5	6 -10	11-15	16-20	21-above	Total
Agent	5	11	5	1	2	24
	20.83	45.83	20.83	4.17	8.33	100.00
Total	5	11	5	1	2	24
	20.83	45.83	20.83	4.17	8.33	100.00

Type of Respondent	Agents job experience in Senegal					
	0 - 5	6 -10	11-15	16-20	21-above	Total
Agent	4	3	6	5	6	24
	16.67	12.50	25.00	20.83	25.00	100.00
Total	4	3	6	5	6	24
	16.67	12.50	25.00	20.83	25.00	100.00

First row has *frequencies* and second row has *row percentages*

2. AGENTS QUALIFICATION
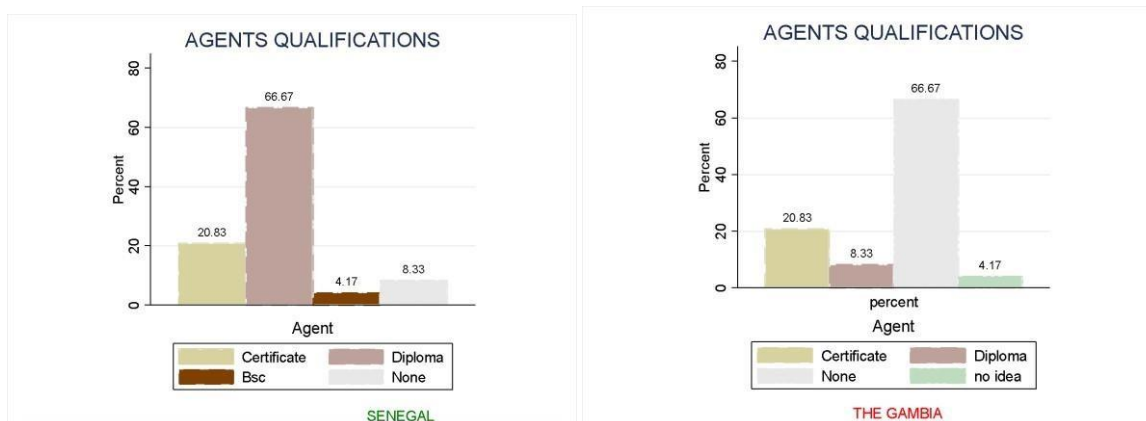
From the table above we can see the distributions of agents' job experience across different experience ranges in both The Gambia and Senegal. In The Gambia majority of our Agent respondents have a job experience with the range of 6 to 10 years accounting for 45.83% of the total respondents. This indicates a significant concentration of agents with low levels of experience In the Gambia. In contrast, in Senegal our analysis reveals a different pattern, while there is still a notable percentage of agents with 6 to 10 years of experience (12.50%), the majority of our respondents fall within the range of 11 to 15 and 21 above (25% each range). This suggests a more diverse distribution of job experience of agents in Senegal.

The bar chart above illustrates the distribution of educational qualifications among agents in both The Gambia and Senegal. In The Gambia, it is evident that a higher percentage (66.67%) of our respondents indicated that they have no formal educational qualification. Additionally, a smaller proportion of respondents, 20.33% and 8.33% respectively, reported their highest qualifications as certificate and diploma. While in Senegal the distribution of agents' educational qualifications differs significantly. A majority of them (66.7%) confirmed that their highest educational level is diploma. This is followed by 20.83% of respondents with a certificate as their highest qualification, and 4.17% holding a Bachelor of Science (BSc) degree. A minor percentage (8.33%) of agents in Senegal reported having no formal qualifications.

3. AVERAGE CONTAINERS CLEARED FOR HOME USE
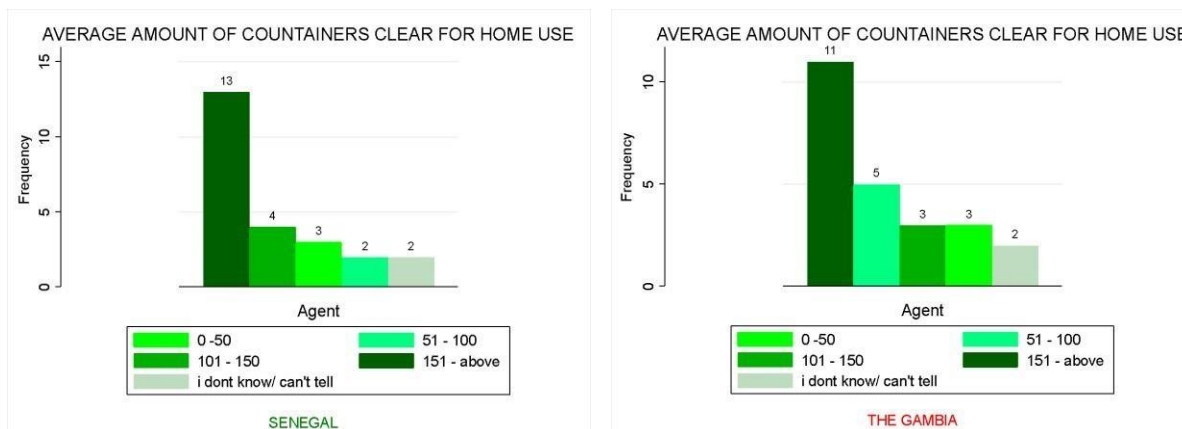
Based on the graph above, it is evident that in both countries, the average number of containers cleared by agents for home use yearly is approximately 151 above.

4. EVOLUTION OF CONTAINERS CLEAR FOR HOME USE
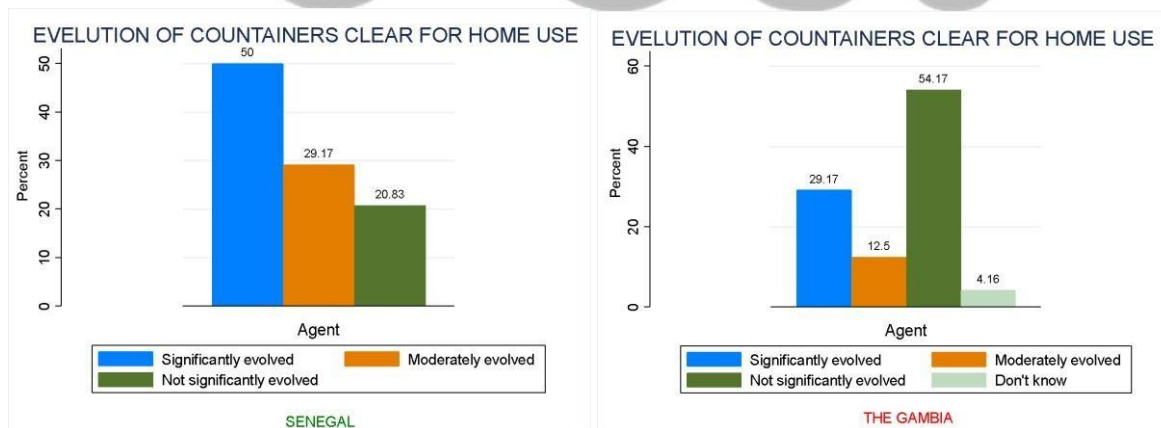
Despite agents in both countries clearing an average of 151 containers or more yearly, the evolution of containers cleared for home use in The Gambia has significantly dropped by 54.17%. In contrast, in Senegal the evolution of containers cleared for home use has significantly evolved with an increase of 50%.

### 5. AVERAGE AMOUNT OF COUNTAINERS FOR RE-EXPORT
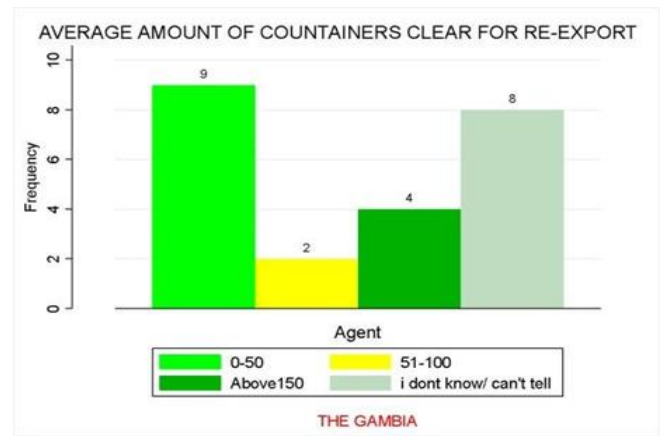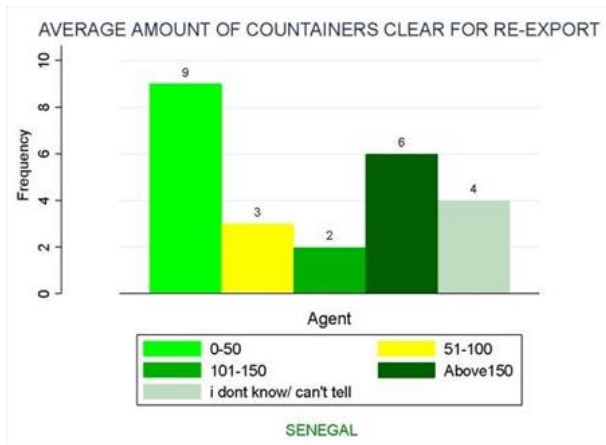
From the graph above it is clear that the average number of containers cleared by agents for re-export inSenegal is 9 (37.50% of the respondent) and 6 (25% of the respondent) while in The Gambia majority of the respondents agreed that the average number of containers they clear for re-export is 9 and 8 responds that they don't know.

## 6. EVOLUTION OF CONTAINERS CLEAR FOR RE-EXPORT
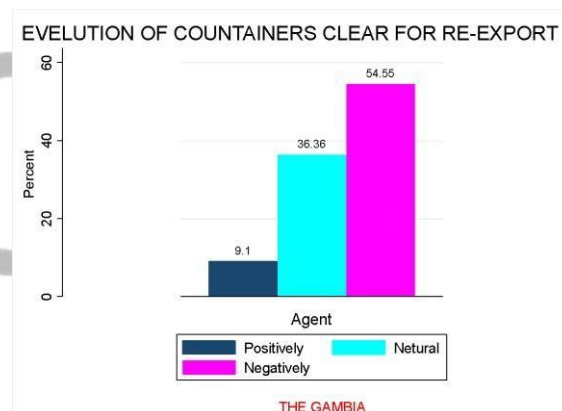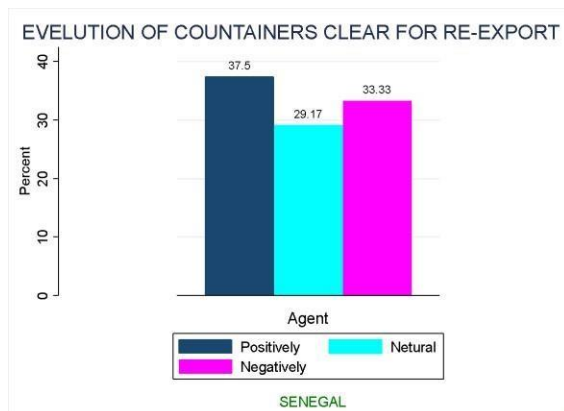
The data clearly indicates a downward trend in the number of containers cleared for re-export in The Gambia. A significant majority of respondents, accounting for 54.55% agree on this observation. This decline could potentially signify various economic or logistical challenges within the countries re-export sector. Contrary to The Gambia's clear trend, the situation in Senegal appears more nuanced and subject to interpretation. Respondent's opinions regarding the evolution of container clearance in Senegal vary significantly. While 36% of respondents perceive a positive trend, indicating potential growth or efficiency improvement, 33.33% believe the trend is negative, suggesting possible challenges or inefficiencies. Notably, 29.17% of respondents are neutral, indicating a lack of consensus or uncertainty in assessing the trend.

7. AVERAGE CONTAINERS CLEARED FOR NEIGHBORS
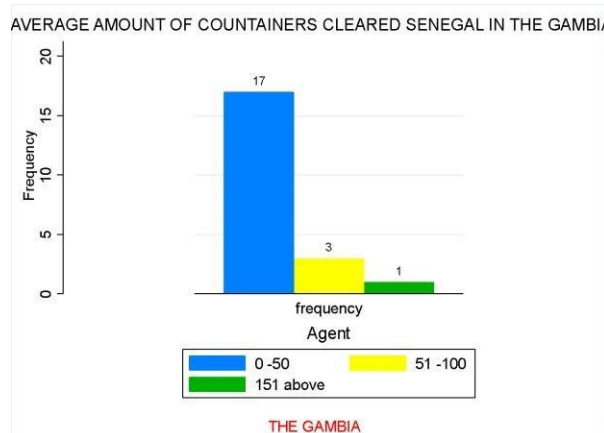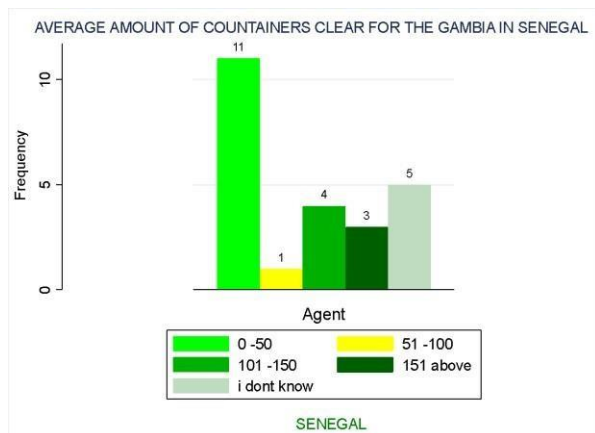
Based on the graph above, it is evident that the average number of containers cleared by agents in TheGambia for Senegalese only is within the range of 0-15 while in Senegal it shows the same that the average containers cleared by agents for Gambians only is within the range of 0-15.

8. EVOLUTION CONTAINERS CLEARED FOR NEIGHBORS
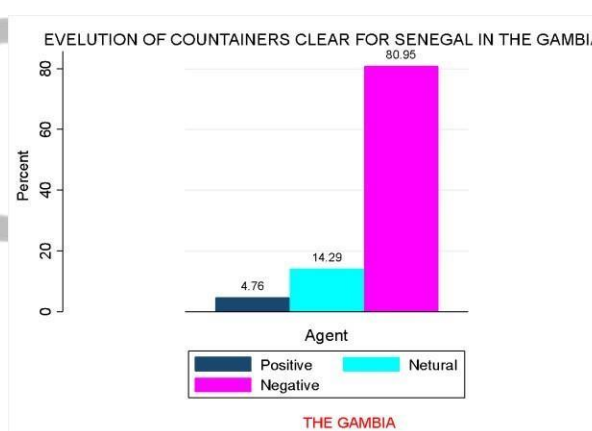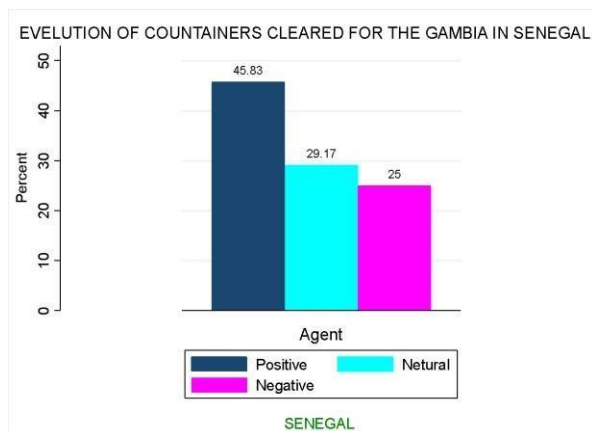
The graph above illustrates trends in container clearance between The Gambia and Senegal. According to our survey data, 45.83% of respondents in Senegal reported a significant increase in the clearance of Gambia containers, indicating a notable shift in utilization towards Senegalese ports. Conversely, 80.85% of respondents in The Gambia noted a drastic decrease in the clearance of Senegalese containers, suggesting a decline in the utilization of Gambian ports by Senegalese traders.

9. AVERAGE DURATION OF CLEARING A CONTAINER
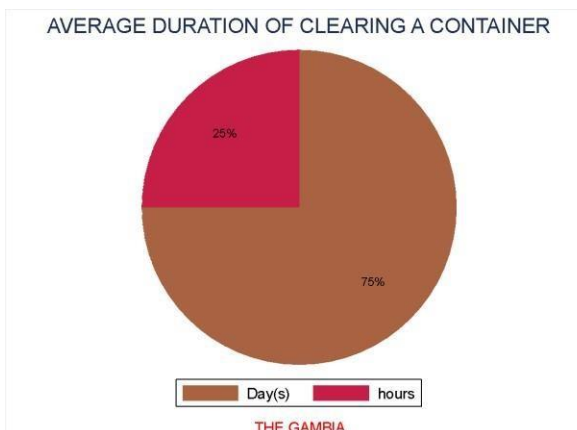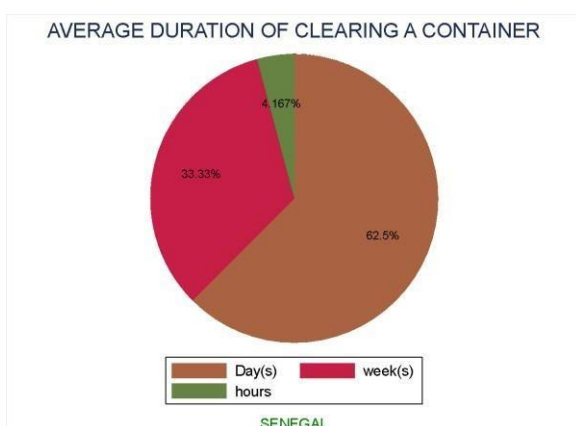
Based on the responds it is clear that in The Gambia the average duration it takes to clear a container is with hours or days, while in Senegal it can last for weeks before a container is cleared. This suggested that there is an easy flow of goods in to The Gambiathan Senegal.

SECTION D: BUSINESSMAN

1. EFFECT OF PORTS EXPANSION ON BUSINESSMEN'S ACTIVITIES
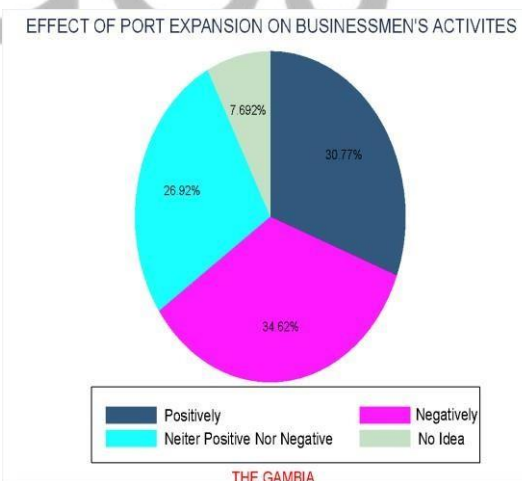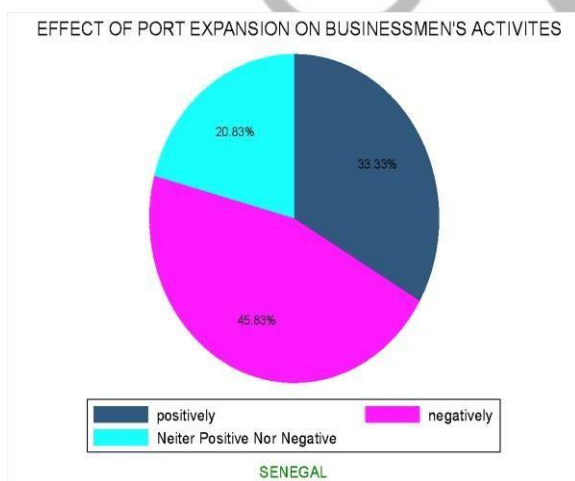
When they expand; 26.92% of respondents said that the port's expansion had no effect on their businesses; and 30.77% of respondents said that the port's expansion benefited their companies.

The distribution of the impact of port expansion on businessmen's operations for Senegal and The Gambia is shown in the pie charts above. It is clear from the data that a larger percentage of respondents (34.62%) in The Gambia stated that businessmen find it more difficult to locate near ports

Furthermore, the lowest proportion of respondents (7.692%) said they were unaware of how the expansion would affect business owners. While the majority of respondents in Senegal (45.83%) indicated that the port's expansion had a negative impact on their business, the remaining respondents 20.83% stated that the port's expansion had neither a positive nor negative impact on their businesses, and 33.33% indicated that the expansion of the port affects their business positively.

2. PERCEPTION OF TAX COMPARATIVELY ACROSS COUNTRIES FOR BUINESS OWNERS
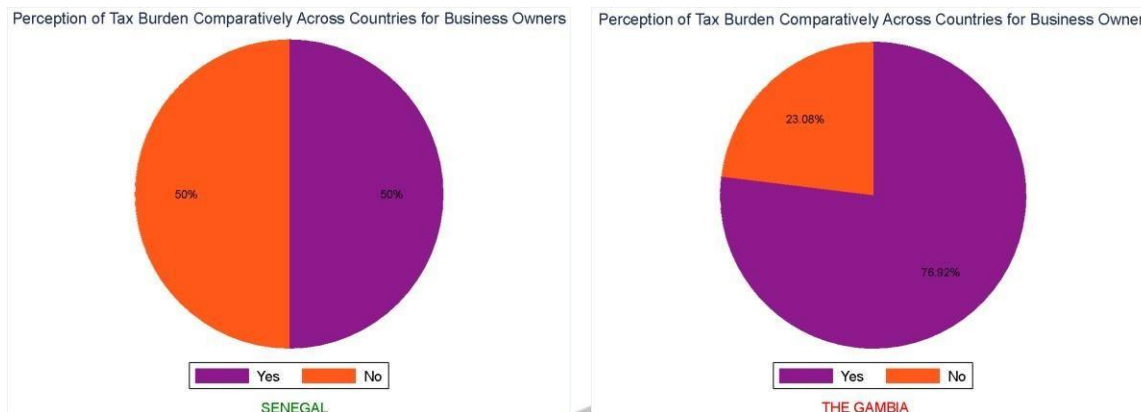
Reporting the perception of Businessmen on the tax burden in the country, viewing it comparatively in both countries, it is seen that out of 24 respondents interviewed as Business owners in The Gambia of which 20 respondents agreed to that fact that the tax structure is unbearable which is 76.92% of the total respondents compare to out of the 24 Business owners in Senegal who were interviewed, 12 respondents agreed that the tax burden is unbearable and the other 12 also denied the fact that the tax burden is unbearable which shows that tax structure on Businessmen is balanced based on the information provided for the case of Senegal.

3. YEARLY EVOLUTION OF IMPORTS AND EXPORTS QUANTITIES OF TRADERS THROUGH PORTS
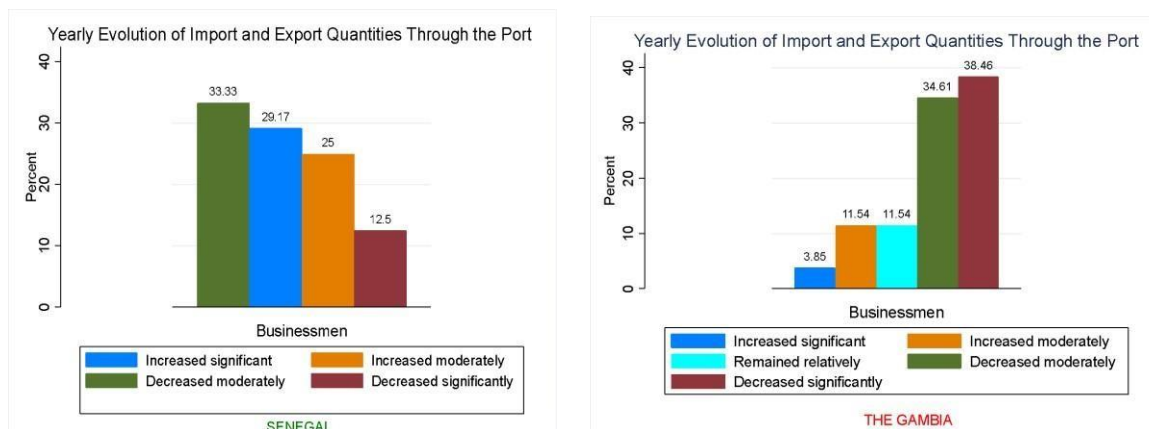
Examining businessmen's perceptions of import and export trends in Gambia and Senegal reveals some interesting contrasts. In Gambia, a significant portion (38.46%) reported a concerning decline in trade activity. This stands in stark contrast to Senegal, where nearly a third (29.17%) of businessmen perceived a significant increase in import and export.

Interestingly, no Gambian businessmen reported a moderate increase, while 18.46% experienced a moderate decrease. Senegal's perspective was more balanced, with businessmen reporting both moderate increases (25%) and decreases (33.33%). These contrasting trends could be attributed to several factors. Underlying economic conditions in each country might differ, impacting trade activity. Additionally, the types of businesses operating in Gambia and Senegal could vary, leading to diverse experiences. Finally, government policies or trade agreements specific to each nation might influence import and export behavior. Further investigation is necessary to delve deeper into the reasons behind these variations and gain a clearer understanding of the economic landscape in both countries.

4. TRANSPARENCY OF PORTS ACTIVITIES
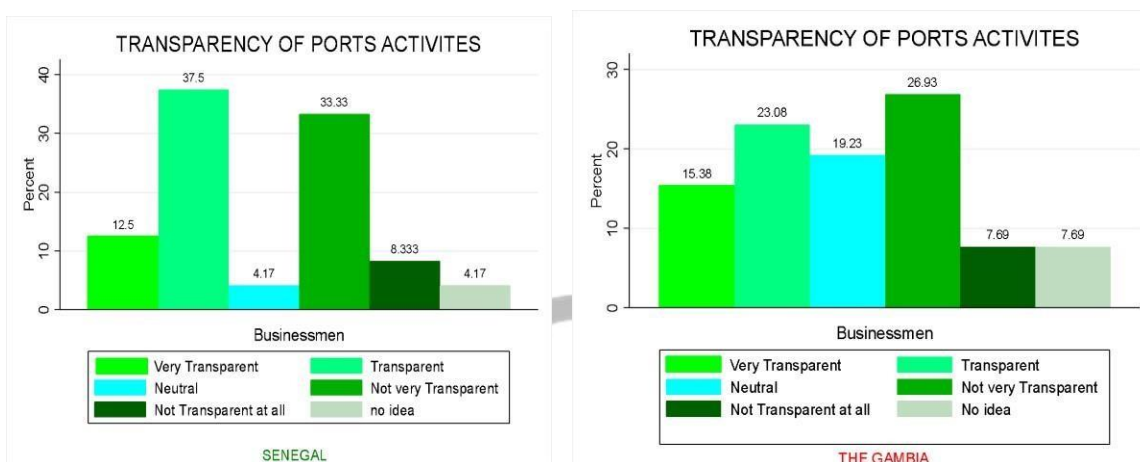
A survey gauging perceptions of port transparency amongst businessmen in The Gambia and Senegal uncovered contrasting views. 50 businessmen participated, with 26 from The Gambia and 24 from Senegal. In Senegal, businessmen expressed a generally more positive outlook on transparency. Half (50%) believed their port to be transparent, with 12.50% rating it very transparent and 37.50% rating it transparent. Conversely, Gambian businessmen held a more divided perspective. While a combined 38.46% (15.38% very transparent, 23.08% transparent) considered their port transparent, a significant portion (26.92%) remained neutral. Worryingly, 34.62% (7.69% not very transparent, 26.92% not transparent at all) expressed concerns about a lack of transparency in Gambia ports. These contrasting viewpoints highlight potentially significant discrepancies in how transparently ports are perceived to be managed in The Gambiaand Senegal.

5. IMPACT OF PORTS BUREAUCRTIC PROCESS ON BUINESS IMPORTS AND EXPORTS

IMPACT OF PORTS BUREAUCRTIC PROCESS ON BUSINESS IMPORTS AND EXPORTS — SENEGAL

IMPACT OF PORTS BUREAUCRTIC PROCESS ON BUSINESS IMPORTS AND EXPORTS — THE GAMBIA
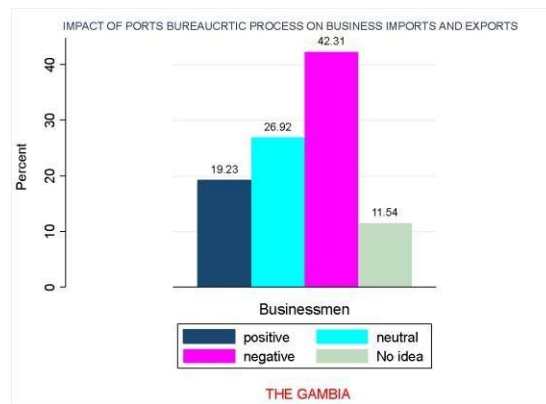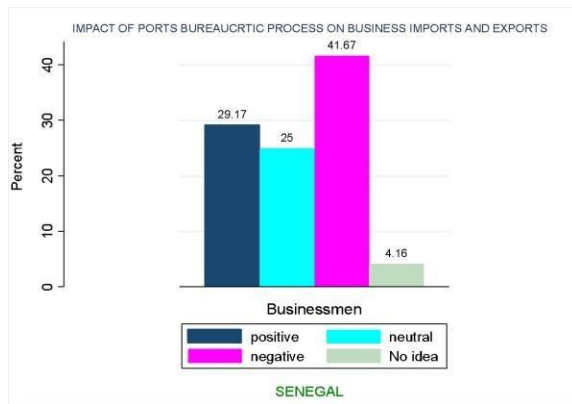
A survey examining the impact of bureaucratic processes on businesses operating at ports in The Gambia and Senegal revealed concerning trends. In both countries, a significant proportion of businessmen expressed dissatisfaction with port bureaucracy. The Gambia saw 42.31% of participants reported dissatisfaction, while Senegal had a similar percentage of 41.67%. This suggests that bureaucratic hurdles pose a common challenge for businesses on both sides of the border. Furthermore, the data indicates that these bureaucratic processes negatively impact trade activities at Gambian and Senegalese ports. While the level of dissatisfaction was comparable, there were slight variations in perception. In The Gambia, only 19.23% of businessmen viewed port bureaucracy positively, while 26.92% remained neutral. Senegal showed a slightly more positive outlook, with 29.17% perceiving a positive impact and 25.00% remaining neutral. These variations could indicate potential differences in the severity of bureaucratic processes or the efficiency with which they are handled in each country. Overall, the survey highlights shared concerns about how bureaucracy hinders trade activities at ports inThe Gambia and Senegal.

6. EFFECTIVE COMMUNICATION BETWEEN THE PORTS AND BUSINESSMEN

EFFECTIVE COMMUNICATION BETWEEN THE PORTS AND BUSINESSMEN — SENEGAL

EFFECTIVE COMMUNICATION BETWEEN THE PORTS AND BUSINESSMEN — THE GAMBIA
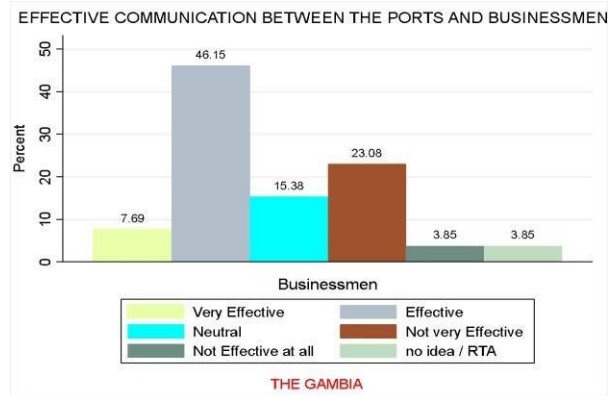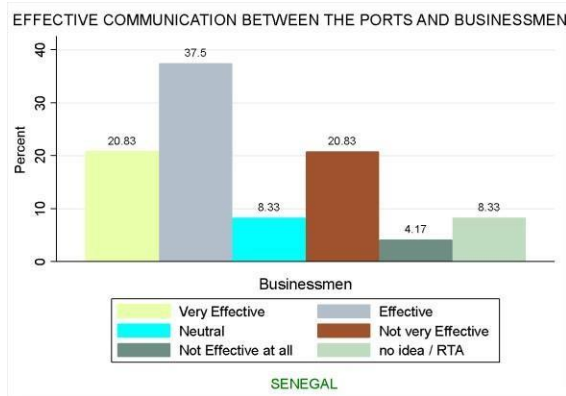
Overall, effective communication between ports and Businessmen is crucial, upon conducting a survey on the 24 Businessmen in both countries , based on the responses, (7.69%) very effective communication, (46.15%) effective communication,(15.38%) remained neutral on the effectiveness of communication,(23.08%) said that communication is not very effective, (3.85%) agreed to the total ineffectiveness in communication and (3.85%) also responded that they have no idea as to the effectiveness of communication in the case of The Gambia while that of Senegal, (20.83%) agreed to the total effectiveness in communication, (37.50%) responded an effectiveness in communication, (8.33%) remained indifferent as to the effectiveness in communication, (20.83%) reported an

ineffective communication, (4.17%) agreed that communication is totally ineffective and (8.33%) remained with no idea as to the effectiveness of communication. In general, communication between Ports and Business isreported to be effective in both The Gambia and Senegal based on the data.

7. PORTS EFFECTIVENESS IN HANDLING CARGOS
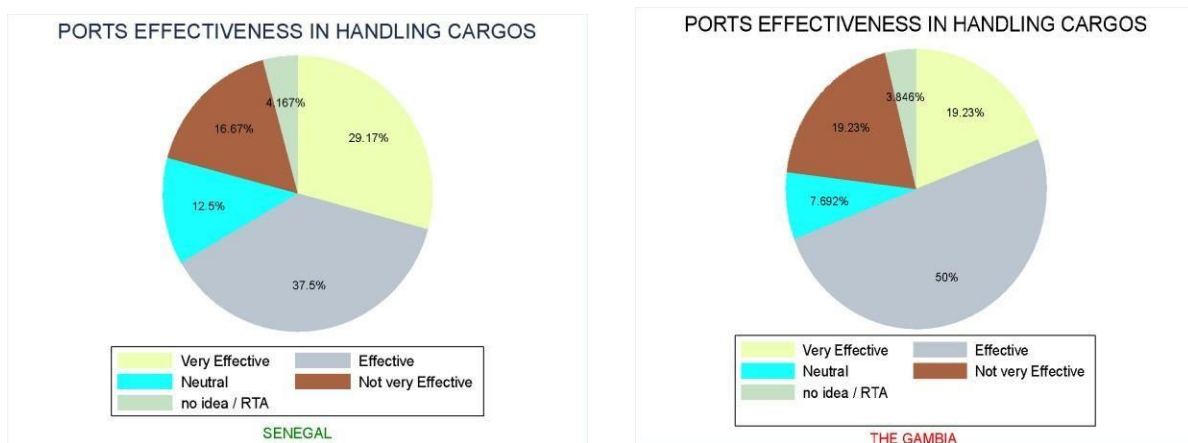
This section emphasized the effectiveness in handling cargos both in The Gambia and Senegal. In the Gambia, 19.23% of the businessmen agreed that their cargos are very effectively handled, 50.00% said itis effective, 7.69% remained neutral, 19.23% not very effective, and 3.85% had no idea as to the effectiveness of how their cargos are handled. While in Senegal, 29.17% said it is very effective, 9 (37.50%) effectiveness in cargo handling, 12.50% remained neutral, 16.67% said it was not so effective, and 4.17% with no idea as to how the cargos are handled. In general, according to the report of the data, the handling of cargos in both The Gambia and Senegal is said to be effective due to the significantnumber of the businessmen that agreed to the fact that their cargos are effectively handled.

SECTION E: LARGEST TRADING PARTNERS OF THE GAMBIA AND SENEGAL

1. GAMBIA'S FIVE LARGES IMPORTS PARTNERS (2020)

The Gambia's five largest imports partners for 2020

Trading Partners	Imports (US$ 000)	Exports (US$ 000)	Trade balance (US$ 000)	Trade volume (US$ 000)
Norway	75,244.10	0.00	-75,244.10	75,244.10
China	57,583.58	1,019.96	-56,563.62	58,603.54
Cote D'Ivoire	50,852.72	29.96	-50,822.76	50,882.68
Brazil	42,727.80	0.00	-42,727.80	42,727.80
Turkey	42,148.52	134.03	-42,014.49	42,282.55

2. SENEGAL'S LARGEST IMPORT PARTNERS (2020)

SENEGAL'S FIVE LARGEST IMPORTS PARTNERS FOR 2020

Partners	Export (US$	Import (US$ Thousand)	Trade Volume	Trade Balance(Thousand)
Mali	825,040.98	2,734.65	827,775.63	822,306.33
Switzerland	485,836.77	120,685.95	606,522.72	365,150.82
India	298,828.00	334,594.48	633,422.48	-35,766.47
China	264,372.12	719,444.75	983,816.87	-455,072.63
Australia	213,862.30	12,991.69	226,853.99	200,870.61
Cote d'Ivoire	191,691.95	102,046.29	293,738.24	89,645.66

## The Gambia's five largest exports partners for 2020

Partners	Export (US$Thousand)	Import (US$ Thousand)	Trade Volume	Trade Balance
China	264,372.12	719,444.75	983,816.87	455,072.63
Australia	213,862.30	12,991.69	226,853.99	200,870.61
Cote d'Ivoire	191,691.95	102,046.29	293,738.24	89,645.66
Mali	825,040.98	2,734.65	827,775.63	822,306.33
Switzerland	485,836.77	120,685.95	606,522.72	365,150.82

1. SENEGAL'S FIVE LARGEST EX-PORTS TRADING PARTNERS (2020)

SENEGAL'S FIVE LARGEST EX-PORTS PARTNERS FOR 2020

India	298,828.00		334,594.48	633,422.48	-35,766.47

Partners	Exports (US$ 000)	Imports (US$000)	Trade balance (US$ 000)	Trade volume (US$ 000)
Senegal	13,069.88	18,260.73	-5,190.85	31,330.61
Mali	6,568.15	4.84	6,563.31	6,572.99
India	1,171.09	25,108.55	-23,937.46	26,279.64
China	1,019.96	57,583.58	-56,563.62	58,603.54
Vietnam	319.49	495.06	-175.57	814.55

SECTION F: GRAPHICAL ANALYSIS OF TIME SERIES DATASETS
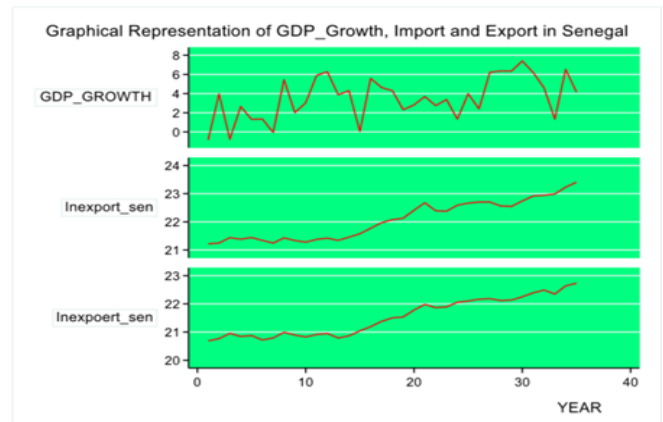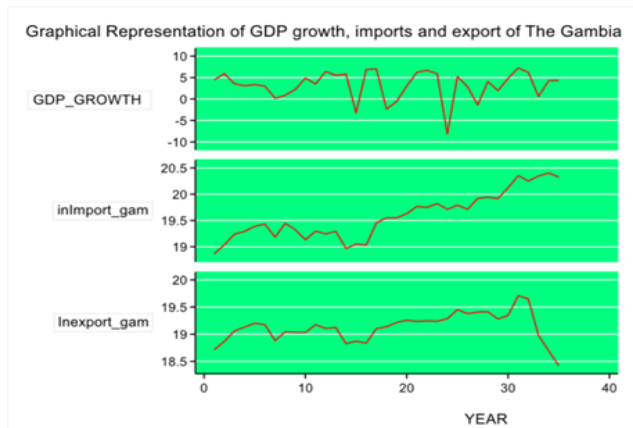
Above is a graphical representation of GDP growth, imports and export of The Gambia and Senegal. From the graphs above it is clear that the GDP growth in both countries is fluctuating and not that stable, while the import of both countries are trending upwards. The Gambia was experience an upward trend in exports but in the past five years it has been dropping significantly, in contrast Senegal is experiencing an upward trend of export in Senegal. This indicates that Senegal is producing more compare to The Gambia.

CONCLUSIONS:

The Gambia faces a significant challenge when it comes to health related complicated issues among its residents and evolution of its port activities. The probability of health issues in The Gambia may be high because of the ports being inside the community, unlike Senegal where the port is situated far from the community.

The Gambia is also experiencing a decrease in the evolution of its port activities. Evidence shows that an increase in containers cleared in Senegal for Gambian, while there is a decrease in the evolution of containers cleared for Imports and for Senegalese decreases in The Gambia. This is indicating that even Gambians are increasingly using Senegalese ports over their own.

Analysis of time series data reveals that The Gambia is primarily an import based country, with import showing an upward trend, while export showing a downward trend. In contrast, Senegal shows an upward trend for both import and export. In 2020, The Gambia and Senegal heavily depend on Norway and Mali respectively for imports, with their highest export bases being Senegal and Mali respectively.

Both countries are facing challenges related to port expansion, pollution and bureaucratic inefficiencies, impacting community well-being, social cohesion and business operation.

A total of 198 respondents participated in this study for each country, consisting of diverse age ranges and educational levels. These 198 respondents include 24 agents, 24 businessmen and 150 households for each country.

RECOMMENDATION FOR POLICY MAKERS:

- Both countries should enhance their health awareness programs in the communities around the seaports. These programs should educate residents about the risk of pollutants and suggest to them effective ways of preventing them, such as using face masks, staying indoors when there is high pollution etc. The government of both countries should consider building special clinics or hospitals in these communities. The facilities should focus on treating health issues caused by the seaport activities, especially respiratory complications. By working on these suggested improvements both countries will effectively mitigate the health complications caused by the seaports.

- To reduce the bureaucratic processes and high level of corruption in port activities, both countries should develop an online platform for container clearance (both import and export). This platform will allow agents to complete their clients' transactions online, eliminating the need for in person interaction with custom officials and port staff. All payments should be done through secured bank transactions to reduce the corruption practices.

- The government of the Gambia should consider establishing a professional center which will focus on training agents on how to process their clients' transactions, as it was indicated in our analysis that many Agents in the Gambia are uneducated or do not even have a certificate. This training will enhance and develop the agents to be able to process clients' service very easily and fast.

- Government authorities responsible for regulating rental prices in both countries should put measures on how prices should fluctuate, so that they can protect small businessmen and residents renting around the seaport.

- To improve the evolution of re-export trade in The Gambia, a dedicated service center for clients from countries like Mali should be established. This center will ensure that these clients (Malians) receive excellent service and expedited transaction processing, similar to the efficient services provided in Senegal.

- Both countries should work on expanding the size of their ports to allow concurrent activities without delays, thereby retaining and attracting more business that might otherwise go to other ports in the sub-Saharan region, such as Ivory Coast.

RESEARCH LIMITATIONS AND RECOMMENDATION FOR RESEARCHERS

During this study, we encountered difficulties in obtaining data from seaport and customs officials regarding their perspectives. Accessing data on employment and revenue generated by the seaports was challenging, limiting our ability to measure the performance and economic contribution of the seaports. Additionally, we faced constraints in accessing information on taxes collected by customs officials for maritime transport and trade activities. This limitation hindered our ability to measure the contribution of custom to the economic development of these countries (The Gambia and Senegal). In a nutshell, these limitations restricted our ability to analyze the relationship between maritime transport, and trade to economic development in Senegambia using time series datasets.

We recommend that further Researchers who intend to do a similar study, should make concerted efforts to engage with these stakeholders in order to obtain the necessary data. By doing so, the contribution of maritime transport and trade on the economic development of Senegambia can be measured using time series estimation technique.

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