

**Proposal for the Revitalization of the
Port of Harper
Maryland County, Liberia**



Marylanders for Progress (Liberia) Inc.

Harper City Port



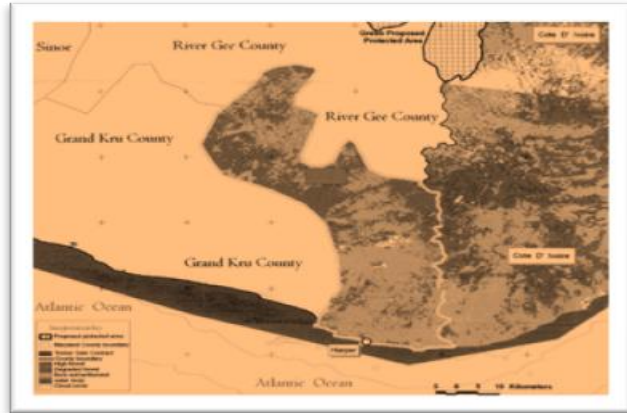
Located at the remote South East of Liberia near the Cote d'Ivoire

Latitude 4'22'18" N and Longitude 7'43'25'

Republic of LIBERIA



Maryland County



History

Liberia declared independence from the America Colonization Society in 1847. As the first African Republic, the country is an original member of the United Nations, World Bank and most international organizations. President William V.S. TUBMAN (1944-71), a son of Maryland County, promoted and encouraged foreign investment via an open door policy which put Liberia on the international economic, social, and political 20th century map. From 1971 President William R. Tolbert ruled country with a focus on an African international policy. In 1980, a bloody military coup led by Samuel DOE ushered in a decade of authoritarian rule which led to a civil war. In December 1989 Charles TAYLOR launched a rebellion against DOE's regime. DOE was killed and a war that divided the country leadership lasted for 10 years. Taylor was elected President in 1997 however, major fighting resumed in 2000. In August 2003, the Accra peace agreement ended the war and prompted the resignation of Charles TAYLOR, who now faces war crime charges in The Hague related to his involvement in Sierra Leone's civil war. After two years of rule by a transitional government, democratic elections in late 2005 brought President Ellen JOHNSON SIRLEAF to power. The UN Mission in Liberia (UNMIL) maintains a strong presence throughout the country with a force of ten thousand military and police personnel, but the security situation is still fragile. The process of rebuilding the social, economic structures and reducing poverty will take many years.

As a result of the civil war, infrastructure in the health, education, transport, energy and other social sectors of Liberia's economy were destroyed. Many businessmen and women fled the country, taking capital and expertise with them, but with the conclusion of fighting and the installation of a democratically-elected government in 2006, the economy is slowly recovering.

Richly endowed with water, mineral and forests resources, as well as a climate favorable to agriculture, Liberia had been a producer and exporter of basic products - primarily raw timber, iron ore, and rubber. Local manufacturing, mainly foreign owned, had been small in scope.

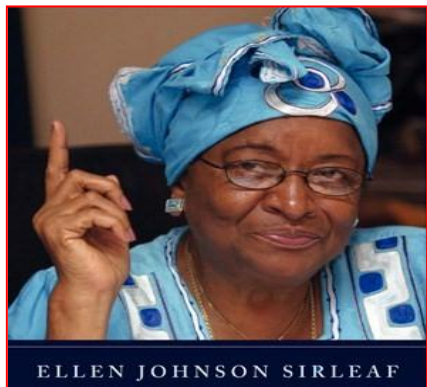
Leadership

President JOHNSON SIRLEAF, a Harvard-trained banker and administrator has taken steps to reduce corruption, build support from international donors, and encourage private investments. Embargos on timber and diamond exports have been lifted, opening new sources of revenue for the government. The reconstruction of infrastructure and the raising of incomes will largely depend on generous financial and technical assistance from donor countries and foreign investment in key sectors, such as health care, key primary, secondary and feeder road networks, power generation, air and sea ports.

For the past five years, Liberia has worked together with international partners to ensure a peaceful society and to revive its once thriving economy. With Ellen Johnson Sirleaf becoming Liberia's and Africa's first democratically elected female head of state, the new government's strong economic and political reform efforts have been recognized by the local and international communities, but the population's expectations for concrete peace dividends remain high.

The Government completed Liberia's Poverty Reduction Strategy program (PRS) in June 2008. The foundation for the PRS was laid by the preceding Interim Poverty Reduction Strategy Program (iPRS) in 2007. Amongst the important goals of the PRS, the government prioritized the provision of cost effective transportation by sea, the utilization of marine resources as well as the facilitation of national and international commerce and trade. The government rationalized that poverty cannot be reduced across the country unless the ports, particularly the seaport of Harper the gate way to the southeast of Liberia are readily accessible and efficiently operable. The PRS, strategy for ports infrastructure rehabilitation recognizes the need for private-public partnership in various forms such as Build Operate Transfer etc.

Recent Investment



Under President Johnson Sirleaf's administration, foreign investment in the iron ore sector from global steel corporations is very encouraging. The Arcelor Mittal group of Europe and India signed a concession agreement for investment of \$1 billion in the Nimba ore deposit. China Union Mining Company followed with a \$2.5 billion concession agreement for the Bong iron ore deposit.

These investments will cover the rehabilitation of roads, power, rail and the ports of Buchanan and Monrovia. Other large direct foreign investments are the (a) Buchanan Renewable Energy of Canada with a \$150 million rubber tree recycle business and (b) the renewal of the Bridgestone/Firestone rubber plantation agreement. However, it is important to note that none of these investments are located in the southeast of Liberia.

Introduction

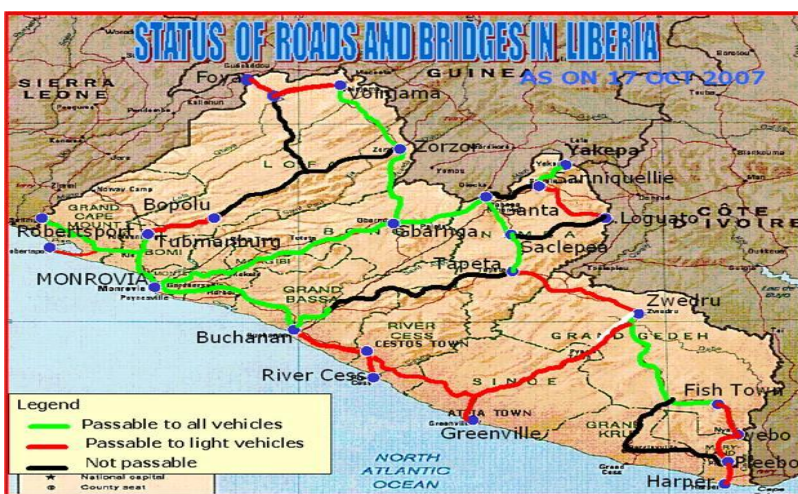
Maryland County (Maryland) and the other Southeastern counties of Liberia lack economic activity, employment and development, with little hope for improvement. The main obstacles impeding growth in this region are a comparatively meager budgetary allocation/appropriation of government resources to the region, the lack of incentives to stimulate private investment and the logistical challenges involved in accessing some of the remotest rural areas with no basic transportation infrastructure. As a result, the people of this region live and will continue to live in underdeveloped conditions until the obstacles to development are removed. One of these obstacles is transportation. Until a sea transportation plan is formulated and implemented with the highest level of priority, the economy of the area will remain dormant and the people impoverished with every relevant PRS priority goal unfulfilled. President Johnson Sirleaf in her 2008 annual message on ports in Liberia states: "The conditions of our five national ports are dismal, despite the progress in improving service efficiency. The need to remove sunken vessels, to repair badly damaged piers and to undertake dredging is critical to meeting international standard with implications for freight cost which are reflected in commodity prices on the local market. Given the Government's resource constraints, we have started the process that will lead to the development and management of several of our ports through the Build, Operate, and Transfer (BOT) scheme. For some, such as the Buchanan and Maryland ports it may be the case of similar arrangements with major users. Until such arrangements are fully in place, we will need to meet the challenges of control theft, particularly at the port of Monrovia, by rigorous action in staff changes, transfers and dismissals."

Maryland has been neglected for many years as a result of the lack of or ill-conceived development policies particularly related to transportation connections. The roads linking Maryland with Liberia's capital city Monrovia are impassable throughout most of the year. The one commercial carrier recently established to transport passengers to the county is expensive and well beyond the economic means of most Liberians. Transportation by sea is perilous and also too expensive for most citizens of the country. The limited resources allocated annually for Maryland's development over recent years have consistently demonstrated that Maryland is a forgotten part of Liberia. Under the current circumstances, it is difficult to predict when Maryland will have the basic infrastructure of a functioning port, roads, water, power and

telecommunications. Businesses cannot plan and investors have no incentive to even consider opportunities in this part of Liberia given the obstacles and inadequate initiatives to address them.

Recognizing that the Government of Liberia (Government) cannot single-handedly development the county, it will be the people of Liberia and their many global supporters who are likely to build a prosperous future for Maryland. Under acceptable conditions, Liberians and people from around the world can invest in retirement communities, commercial environmentally friendly industries, trade organizations, tourist attractions and financial institutions to support development in Maryland. In addition to industrial enterprises, food crop produced from farms need passable all weather roads and a functional seaport to be competitive. Rubber, sugarcane and oil palm plantations also will benefit from a well managed port serving the region.

With a decade of humanitarian relief experience in Maryland and the Southeastern region, the members of Marylanders for Progress (MFP), a Liberian/American NGO operating in Maryland, has concluded that private motivated investment, with the Government's support, is the most effective way to bring meaningful and expeditious change to this region of Liberia. The organization is aware that access by sea to Maryland County is the fastest, most cost effective way to link the county to the capital Monrovia, West Africa and the World. It is for this reason that an appeal is being made for assistance to establish a functioning Port of Harper operating on a sustainable basis, independent of users, under the BOT principle. The new Harper Port will facilitate the transport of people, as well as essential goods and services, provide inexpensive outlet for exports, serve the needs of the people, reduce poverty and bring economic development to the southeast of Liberia.



Road Map of Liberia 2007, from Ministry of Public Works, R.L. Report

Justification

The urgency of creating ocean transportation can be seen from the road map which illustrates the deplorable road conditions between Maryland County and Monrovia.

In a 2009 communication, a citizen of Maryland County wrote: "The River Gee Bridge has been rehabilitated by the Chinese.

It was cut in the latter part of last year, posing transportation problem to many business people and commuters in Maryland. We are still looking forward to the national government to really recondition the road between River Gee and Maryland. The only means of transportation is by unseaworthy fishing boats. This is very risky indeed to lives and goods. In 2008, a boat coming to Harper with a huge consignment of goods and business people 'ran aground' with every piece of goods in Sinoe. The human beings were rescued before it wrecked." The communication goes on to plead stating: "because there is no road, the boats owner's charges are unaffordable and the business people have no alternative but to pay and in return price their goods very high." Note: on this ship wreck were thousand of dollars of equipment and supplies for the Tubman Technical College.

In addition to transporting people and their possessions, a functioning port is also needed to make the exports of the region competitive. An efficient port will enhance the commercial growth of the sawed timber, processed rubber, seafood and other exportable products. It will also reduce the cost of imported medical supplies, food, gasoline, construction and agriculture materials and equipment, as well as general goods needed for economic development.

The main road linking Maryland to River Gee, picture 2008 MFP



The Government's PRS document under the header "Maritime and Inland Waterway Transport" confirms that: "All of Liberia's seaports are in a serious state of disrepair owing to structural damage and the lack of maintenance during the conflict. Yet nearly all of Liberia's supply of fuel, food and essential imports are handled by the National Ports Authority (NPA). The rehabilitation and development of the NPA's capacity is essential for development and the overall peace and security in Liberia." The same document notes also the wrecks within the NPA's basin, the need for dredging, fire fighting capacity and working aids to navigation. The port of Harper is also in need of all the above urgently.

It is the desire of the people and the Government that the rehabilitation of the Port of Harper is necessary and should be the first step to initiate real economic development activities in Maryland County and the southeast of Liberia.

Port Details and Condition

Pier at Port of Harper 2008 EWB pictures



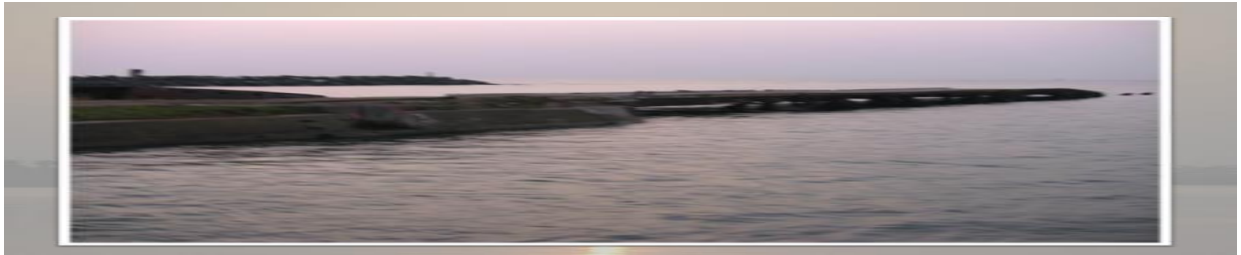
The Port of Harper is one of five ports owned and operated by the NPA of Liberia a Government own and operated corporation. The NPA focus has been on the revenue generating gateway port of Monrovia. This has been to the neglect of the other ports particularly the Port of Harper which before the civil crises served more than two hundred thousand inhabitants and facilitated the transport of thousands of tons of rubber, timber, etc... The Port of Harper has no effective management, nor have there been any meaningful repairs or development since 1988. The condition of the port is worst today than it was in 2003 when the World Food Program conducted an assessment of the port (see attachment).

In 2008 Engineers Without Borders of Maryland, USA, visited Maryland County's, Harper Port and observed that: "The basic port facility itself is well protected though supporting infrastructure such as the lighthouse and ware houses is not functional and the harbor needs complete dredging. The original facility was built in 1958 with latest modifications made in 1988. There was raw rubber stockpiled at the port for periodic pickup by transport ship. There was a ferry docked at the port as well, which travels between Monrovia and Harper for a trip lasting approximately 36 hours. Construction materials for the county are shipped to the port from Monrovia or the Cote d'Ivoire."

"During the walk around of the port, various facts were pointed out by the superintendent. There are approximately 150,000 residents in the county. All fuel oil to Maryland County needs to be shipped in from Monrovia in 55 gallon drums. The cost per drum is US\$50.00. Approximately 1000 tons of raw rubber is shipped monthly. Maryland County hopes to re-build the port, with international assistance, which will allow economic development and engaging the areas of tourism, marine fisheries and agriculture exports (the majority of the county is presently agrarian)."

Engineers Without Borders summarized the condition and needs of the Harper port in these words:

1. Overall Port Condition: The port is in a deplorable state. The entire port needs renovation, a new direction and good management to be self supportive.
2. Aids to Navigation: All of the aids to navigation are out of order. The light house is not operating and also needs a complete over haul.
3. Obstructive, Wrecks, and other Hazards to Navigation: The poor aids to navigation over the years have been the result of many ship wrecks in the harbor. There are eight big rocks that should be removed to make the port safe. The wrecks must also be salvaged.
4. Pier Condition: The condition of one of the two piers is very bad and will require major reconstruction. The second pier is in fair condition. New fenders and minor repairs will bring it to standard.
5. Port Cargo Handling equipment: As of today there are no working port handling equipments, no work shop and no shore side forklifts or cranes.
6. Port Premises: The Port premises include two ware houses, port offices, work shop, power house, guard house and living quarters are all in poor to fair condition and need complete renovation.
7. Oil Storage Tanks: The four oil storage tanks are good for scrapping. They are not safe to repair or for use.



Potential Usage of the Port

The Port of Harper is ideally located to serve as a Freeport hub, servicing the entire southeastern region comprising of four (4) political sub-divisions; namely, Grand Gedeh, Grand Kru, River Gee, and Maryland counties. With increased capacity, it may be used for the transshipment of goods to the neighboring country of Cote d'Ivoire and beyond. Exports and imports to the port will be:

- Processed rubber from Cavalla Rubber Corporation and local farmers
- Saw timber products from logging companies
- Seafood export from local fishermen
- Home port for fishing vessels
- Cold storage rental to fishing companies
- Gasoline, fuel oil, kerosene and LPG storage
- Roll on Roll off ferry terminal to transport passengers and containers
- Marina
- Transport of construction materials and equipment
- Export of palm oil, cocoa, coffee and the local produce
- Re packaging of Import and Export of commodities



Vision for the Port of Harper

When restoration is completed, the Free Port of Harper should be an entirely new port in all aspects. The details to the vision for the port will be made available to interested parties via MFP.

- The management will be a private joint venture company **“Maryland Port Management Company” (MPMC)**.
- The port will be self sustainable. Revenue will be used to improve services and maintain facilities.
- The rehabilitation will be finance under grants and loans facilitated under a Built, Operate and Transfer agreement with the NPA, international and local joint venture companies.
- A Freeport status granted by the Government will help make the port a real hub and contribute greatly to it sustainability.

Revenue will be generated from:

1. cold storage rental
2. petroleum products storage tanks rental
3. fishing boats dockage

4. marine services for RoRo ferry boats
5. container handling and storage
6. marina activities and services
7. passenger terminal fees
8. free port services fees

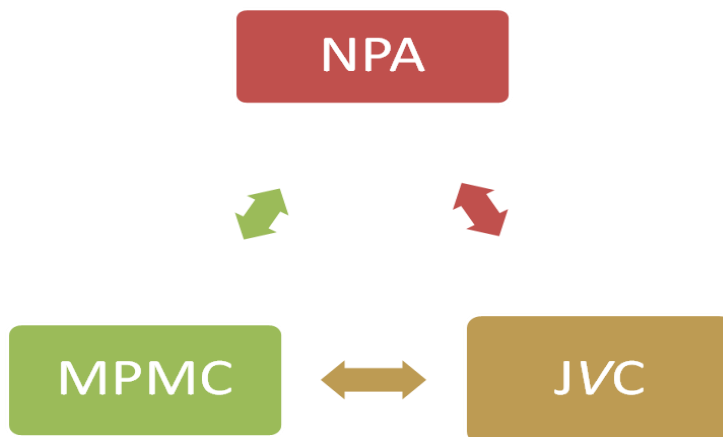
The port will not be used to export raw rubber or round logs because Governmental regulations demand that these products are processed locally.

In the sixties and seventies, Liberia was a major exporter of sea food to the Far East and the western world. The waters off Liberia are rich with variety of fish including lobsters, shrimps, crabs, oysters etc. that can once more be a source of income to the people. The Port of Harper will be promoted as “the fishing port” of Liberia for fishing vessels and also to serve the local fishermen with cold storage and packaging facilities.

Harper as a ‘cruise ships designation port’ will be promoted with the major lines operating or planning to operate along the African Atlantic coast. The area with its historical connections to the USA has great potential for cruise tourism.

To be able to fund the rehabilitation of the port, it is necessary for the Government to assist MFP in securing grants from international donors.

Built, Operate and Turnover Chart



NPA signs a BOT agreement with JVC (Joint Venture Company) for the take over of Harper Port and operate same under the (MPMC) as a freeport.



Port of Harper, view from light house, 1988.

Conclusion

Marylanders for Progress (Liberia) Inc. commissioned the preparation of this brief as an appeal for assistance and to serve as a vision for a new Harper free port. MFP is aware from experience, that there is a need for regular inexpensive transportation to and from Maryland County. Books for the schools, drugs for the clinics, and many other supplies that were shipped from the USA had to wait for months to be shipped on from Monrovia to Maryland County at cost that is just unbelievable. The W.V.S. Tubman Technical College which is scheduled to open in September 2009, has the same problem of transporting materials and people to Maryland.

A rehabilitated efficiently managed port with competitive port charges will create traffic and reduce transportation cost. A credible ship owner wants to bring his ship to a safe port. Today the port is substandard, attracting unsafe ships. Harper port should not be limited to a 'major user/manager port' as is being recommended to the Government. Such restriction will limit the types of vessels calling at the port to those suited for the cargoes of the major user/manager, restricting the development of the port to the benefit of the major user/manager and, not be of long term benefit to the people of the region. It may be recalled that the major user/manager practice of the past left the Harper Port in disrepairs. Throughout the 1990s the port was operated by logging and rubber concessionaires. The new vision will require the major users to pay for the use of the port. This 'out of the box thinking' can be realized thru the private sector with no financial commitment from the Government of Liberia. The Harper port would have to be transferred from the NPA to a non governmental entity as is already a policy of the administration.

According to its transportation policy, the Government of Liberia is in support of the rehabilitation of the Port of Harper. However, because of the IMF restrictions on the

Government and its public owned corporation to take on new debt, a BOT model has been adopted. Marylanders for Progress is willing to make the BOT for Harper port happen. MFP has identified: well trained Liberians who are port and maritime experts; potential world class port operator; possible international donor and funding source ready to take the ball and run. The first steps to be taken is to get the approval from the National Ports Authority of Liberia in order to commission (i) a detailed port engineering study, (ii) a commercial feasibility study, and (iii) coordinate a management proposal that will result to a BOT contract with the NPA. As an NGO, the NPA's appointment of MFP as the lead coordinator to secure funding and execute the Harper Port project, will begin the process that will lead to the Rehabilitation of the Port.

With a shared vision of the Government of Liberia and the National Port Authority, MFP will ensure that a private sustainable BOT Freeport emerges, for the good of the people of southeast Liberia.

Marylanders for Progress is committed to promoting development in Maryland County, Liberia.

ABOUT MFP

Marylanders for Progress (Liberia) Inc, or MFP, was formed and incorporated in the State of Maryland, USA, in 1999 by a group of citizens from Maryland County, Liberia, West Africa. MFP is a registered non-profit organization whose programs are dedicated to making positive contributions to the society of our origin by assisting the citizens scarred by war, and rehabilitating services and infrastructure devastated by many years of civil unrest. Since its inception, MFP has continued to enjoy the support of many Liberians, particularly citizens of Maryland County and many concerned people within the Diaspora. The organization has an accredited NGO (MFP-NGO) which have offices in Monrovia and Harper City, Liberia with voluntaries staff. Visit our web www.mfp-liberia.org for more information.

MFP's MISSION

- a) To promote improved understanding of the history and cultures of Maryland County in Liberia to Marylanders of Liberia, Liberians and worldwide communities, and to lend support to institutions that preserve these heritages in Liberia.*
- b) To cultivate relationships between Marylanders in Liberia and abroad, with other segments of the Liberian population and friends of Marylanders.*
- c) To assist with the commerce and social development of Maryland County by identifying projects, fund raising and implementation.*
- d) To provide a sustainable relationship and presence in Maryland County, Liberia.*
- e) To develop strategies and projects for the reconstruction of Maryland County.*
- f) To provide information to its members via media and organizational activities.*

Since its establishment, 10 years ago, MFP has help the people of Liberia as follows:

2001: * Shipped 20,000 text books for all grade school levels in Maryland County; * Established a Credit Union with \$2,800 for market women in all districts to provide low interest micro-loans towards economic empowerment programs.

2002: * Shipped 14 hospital beds and medical supplies for the J.J. Dossen Memorial hospital; * Shipped clothing for distribution among citizens in Maryland County.

2003: * Assisted Maryland County women residing in Monrovia with funds for dues payment to the Southeastern women's association and for filing Articles of Incorporation documents to initiate self-help projects.

2004: * Sent 2 mobile phones to Tabou, Cote d'Ivoire to enable Maryland County refugees to connect with family members abroad. * Registered MFP as a NGO with the Government of Liberia to be able to support, fund programs and execute development projects in Maryland County.

2005: * Purchased a 6.5 KVA diesel generator to preserve medical supplies and water pumps for the J.J. Dossen Memorial Hospital water reservoirs. * Shipped clothing, children's books and toys to Marylanders residing in Monrovia.

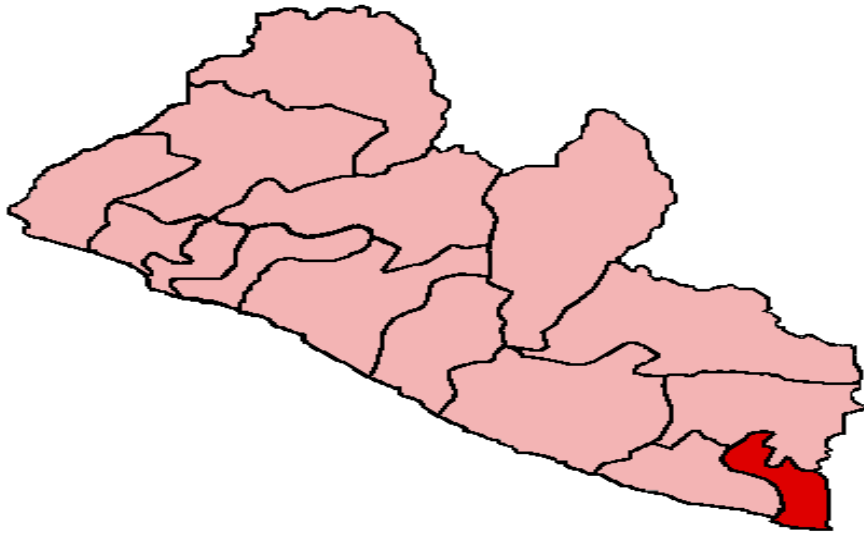
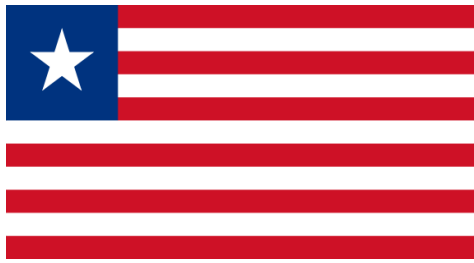
2006: * Supplied and funded the Cape Palmas music center which teaches music to students. * Provided teacher's salaries and books to Rocktown public school * Shipped medical supplies for Pleebo Clinic * Raise funds for the Maryland County Education Fund program which paid for high school students' college entrance examination.

2007: * Provided funding to conduct Needs Assessment of Maryland County. * * Fund the opening of local offices in Monrovia and Harper City * Shipped furniture and office equipment for the offices. * Provided walkers, glucometers, beddings, blood pressure cuffs and stethoscopes for hospital; ** Funded the production of MDA document produced by MFP's Project Director. ** Fund the Maryland County Development Forum with the Vice President of Liberia as special guest.

2008: Visit of MFP President to Maryland County. * Begun project "Chairs for School" funding.

2009: * Developing the County's Economic Empowerment Road Map. * Elementary and Trade School project at Pleebo. * Promoting Maryland County Women at the International Colloquium on Women Empowerment.

Thanks to our members and many donators who have giving generously to help the people of Liberia.



About

Maryland County, Liberia



History and Geography

Maryland County is located in the southeastern region of Liberia, a West African nation that recently elected its first female President in Africa. Maryland County shares a common border with Côte d'Ivoire, separated only by the Cavalla River on the East and the Atlantic Ocean on the South.

In 1460 Portuguese sailors arrived in the lower Cavalla region and called the area Cape Palmas. The Cavalla River was given its name by the Portuguese explorers because of an abundance of mackerels (called cavalla in Portuguese) found in the river.

Liberia (a derision of the Latin word, *liber*, which means free) was founded January 1822 for free African-Americans in the USA to return to Africa. The name Liberia was given to the new country in 1824 by US General Robert Goodloe Harper, a member of the American Colonization Society, who was born in 1769 in Fredericksburg, Virginia and later died in Baltimore, Maryland in 1825. The Capital of Maryland County, Harper was named in honor of the General.

In 1827, Marylanders within the American Colonization Society formed an auxiliary called the Colonization Society of Baltimore for the resettlement of people of African descent after slavery was abolished in the United States. In 1854, those who left the shores of Maryland State declared Cape Palmas as an independent for state for themselves, calling it Maryland State. The first elected governor of the state was Mr. James Hall, who received a medical degree from Maine and a member of the Maryland State Colonization Society.

In 1833, Dr. Hall was sent on the ship Orion with 31 colonists to set up a colony. Though originally established as an African Republic in 1827, the state of Maryland was not granted independence until 1854. In 1857 the State of Maryland signed a treaty with the Republic of Liberia due to constant conflicts with the indigenous Grebo and Kru tribes. Today Maryland County is one of 15 counties in Liberia.

The Commonwealth district of Harper is Maryland County's seat of Government. By air, Harper City is one hour from the nation's capital, Monrovia and 15 minutes from Tabou, a border city of Côte d'Ivoire. Harper is a coastal city with miles of beautiful white sandy beaches and lagoons making it a potential tourism haven. Also along the Atlantic Ocean and the Cavalla river outside Harper lays the second largest lakes in Liberia, Lake Shepard.

Port City

Maryland County is known for its abundance of fish, whales, dolphins, lobsters, crabs and oysters. The Port of Harper also boasts of being one of the four major seaports of Liberia which served as link for trans-shipment of goods throughout the southeast of Liberia and Côte d'Ivoire. The port was once called The Harper Shallow Port. It operated as a private entity from 1959 until the year 1972 when it was renamed by an act of the National Legislature as The Port of Harper. The port has served a number of logging and wood processing companies

as well as fishing boats. The Port is in dire need of reconstruction and new management to economically serve the region.



Harper City, Maryland County, Liberia

Agriculture and Commerce

There are three major commercial towns in Maryland County there are Pleebo, Gedetarbo and Karluke.

Blessed with rich soil and weather Maryland County has one of the largest concentrations of rubber plantations, oil palms, and coffee and coca possibilities in Liberia.

It is estimated that Firestone Plantation Company planted over 12,000 acres of rubber trees at Gedetarbo. Today the plantation is being run by the Liberian Rubber Planters Association as Cavalla Rubber Plantation. Investment to expand and establish rubber processing industries will increase jobs and add value to exports out of Maryland County.

There are also several private rubber farms operating in the Pleebo-Sodoken and Karluway districts. Recently representatives of the newly elected government of President Ellen Johnson-Sirleaf and its international partners have begun touring government-owned as well as private rubber farms to find ways to revive the rubber industry which could play a major role in improving the Liberian economy.

Gedetarbo area is also home of a large oil palm plantation. The Decoris Oil Palm Company, a state-owned enterprise established in the late 70s needs rebuilding.

In Barraken, a sugar cane company, LIBSUCO (Liberia Sugar Company) planted 6000 acres of sugar cane and was equipped with a refinery to produce sugar until the early 1980s.

The rehabilitation of these companies by investors could bring much needed employment and economic growth to the County. Other major industries in Maryland County that could revive the economy are: agriculture (cocoa, coffee, pineapple and rice) fishery, gold mining and rubber processing plants.

Pleebo, which is approximately 20 miles from Harper, is the second largest city in Maryland County. Pleebo City is a major center of commerce with a concentration of merchants from all over the Southeastern region neighboring Côte d'Ivoire and the Republic of Guinea where agriculture goods and natural resources are sold and exchanged.

Pleebo is also strategically located and serves as a corridor of the region's gold mining industry from Barrobo district where gold is in abundance.

Food

The two main staples food are rice and cassava supplemented with plantains, breadfruit, beans and yams. Fish is the primary source of protein, supplemented with chicken and meat. Local oils are produced from palm nuts in the interior and coconut on the coast. The county like most of the southeastern region gets an abundance of rainfall. This makes the land quite fertile for agriculture.

Farmers have resumed planting after the civil war. Maryland County also has the largest and oldest remaining forest in the Republic of Liberia.

Education

Like all other counties in Liberia, Maryland County will need to revive its educational institutions from the primary up to the highest level. Once a major educational center with prestigious private and public schools where students from all over the country and other African countries sought quality education, there is now a need to retrain teachers, improve the curriculum and rebuild schools. Recently the President, Ellen Johnson-Sirleaf, launched a new educational initiative which includes prioritization of educating the girl child.

There are 188 schools, 32,635 students and 1,226 teachers in Maryland County. Many schools have not reopened due to lack of funding including the W.V.S. Tubman College of Technology, the only technical college in the country.

Health

The J. J. Dossen Memorial Hospital is the only government hospital that served the entire southeastern region of Liberia before the civil war. The facilities remained inadequate for many years. Within the last 2 years Merlin, an NGO has renovated some sections of the building for services. The hospital desperately needs a wing to treat patients with the HIV/AIDS virus which is on the rise. Presently, the County has only 3 medical doctors, 11 PA's, 19 registered nurses, 85 LPN's and Nurse's aide. There are only 22 health facilities in all 4 districts of the county. There are no ambulances or mobile clinics in the county to service the citizens.

The few clinics in the districts are not assessable to many citizens due to travel when patients have to walk many miles for treatment; this process causes unnecessary deaths in the villages. Also many clinics lack health personal to treat patients due to lack of transportation.

Energy and Water

A major challenge to Maryland County is presently the lack public electricity, public utility and safe drinking water. The Liberian Government is encouraging privatization of these services through investment opportunities.

Current County Leadership

Hon. J. Gbleh-bo Brown, Superintendent

Hon. Meilta Gardiner, Development Superintendent

The House of Representatives

Hon. David Gwiah Saydee, 1st District - Chairman,

House Committee on Rules and Order

Hon. Bhofal Chambers, 2nd District

Hon. James Pobee Binney, 3rd District - Chairman,

House Committee on Public Accounts and Expenditures

The Senate

Senator John Akel Ballout, Senior Senator -

Chairman, Senate Committee on Information, Cultural and Tourism

Senator Gloria Musu Scott, Junior Senator -

Chairman, Senate Committee on Executive Matters



MARYLANDERS FOR PROGRESS LIBERIA

HELPING MARYLANDERS

HELP THEMSELVES

Partnership for Progress

