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MARITIME TRANSPORT SURCHARGES



The industry's message is loud and clear: there is a trade cost matter in global supply chain logistics today progressively led by surcharges with additional contract clauses often wearing different faces.

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MARITIME TRADE REVIEW (January-March 2017)



On the other hand, Ghana's seaborne trade volumes recorded a weak, albeit positive, increase of 0.24% for the first quarter (Q1) 2017 over the same period in 2016.

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Our Vision

To be a world class service organisation that ensures for Shippers in Ghana, quick, safe and reliable delivery of import and export cargoes by all modes of transport at optimum cost.

Our Mission

To effectively and efficiently protect and promote the interest of shippers' in Ghana's commercial shipping sector in relation to international trade and transport logistics.

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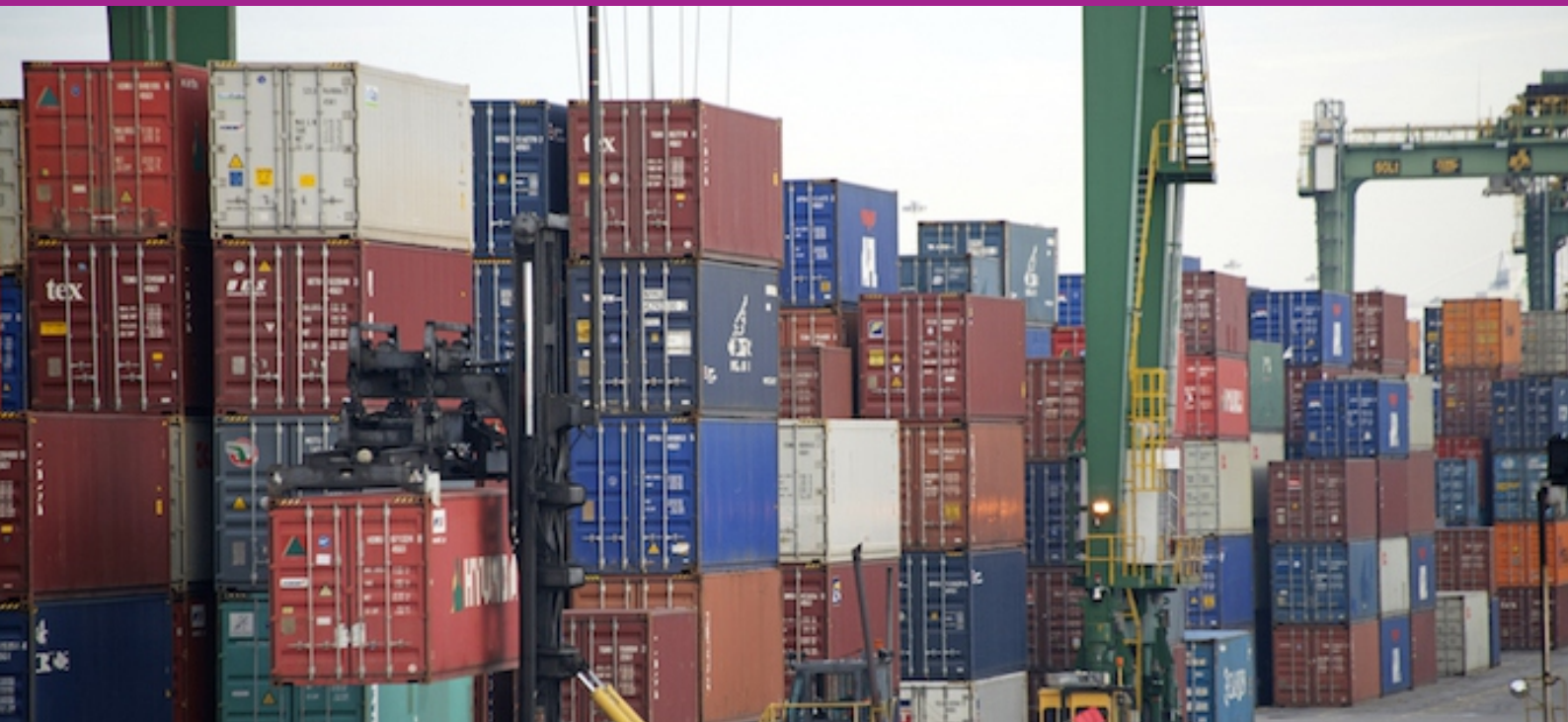
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MARITIME TRANSPORT SURCHARGES

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INTRODUCTION

In recent decades, the issue of ocean shipping surcharges, an additional component of freight rates, has gained focus in carrier-shipper relations, making maritime transport costs one of the most current commercial worries on which states and shippers' organisations increasingly take a tough stance.

The spotlight is sustained by the stakes involved; decreasing significance of artificial barriers due to trade facilitation schemes and the consequent shifting of attention to non-policy trade barriers such as costs; growing percentage of transport expenses in production costs and the final price of traded goods and the extent of abuse of liner cartel market power that is largely seen to be the direct cause of the problem.

The intricacy of the surcharge which is totally inconsistent with the contract of carriage, mainly stems from the multiplicity, disproportionality, frequency,

opacity and unjustified nature of such liner practices. But what is peculiar in the matter is the simplicity of the issue on the demand side being offered a complex solution by the supply side based on the secret of fragmented pricing which has led to a conflict of interest. Complex both because it is mystified by ship-owners while some of the problems resolved by surcharges are caused by the shipper, his cargo and government etc., but these are to a lesser extent compared to the serial acts perpetrated by the liner industry (which carries 60% of seaborne trade) in deflecting extra costs items to maximise profit.

The industry's message is loud and clear: there is a trade cost matter in global supply chain logistics today progressively led by surcharges with additional contract clauses often wearing different faces. While ship-owners are typically expedient in dismissing this fact, secondary cost elements such as surcharges keep being promoted to a dependable revenue source. The fact that the fundamentals of cost

fragmentation and surcharging remain under-researched undermines the shipper's ability to properly lay his case for the global governance of such harmful merchant marine practices.

To be objective, a critical and comprehensive look would reveal all artificial charges/surcharges which only multiply opportunities for the ship-owner's high profit vision. Solution seeking would inter alia require tabling the full list of surcharges, sorting out who or what is directly or indirectly responsible and accordingly sharing responsibilities chiefly among ship-owners, governments (port authorities), shippers (cargo interest), container terminal operators (CTO), Ocean Transportation Intermediaries (OTI) etc.

The scope of the basis (if any); variability of factors; principles and quantum determination of several surcharges and correspondence with services rendered, equally deserve critical analysis. Subsequent to this step,

shippers would be willing to pay for services agreed and actually delivered and this would be the way forward for a sustainable answer to an increasingly threatening world transport economic problem.

Definition of surcharge

To Rodrigue and Notteboom (2013) surcharges are an array of fees, often set in an arbitrary fashion, to reflect temporary conditions that may impact on costs assumed by the transporter'. This definition in principle reflects more of what surcharges used to be or ought to be. The concept has tremendously evolved to include a range of extra-contractual short or long term fees or taxes arbitrarily imposed by a carrier in addition to or based on the agreed/primary payment for the carriage of a shipper's goods.

Conversely, surcharges vary with input and are meant to cover uncertainties such as the Bunker Adjustment Factor (BAF), Currency

Adjustment Factor (CAF), Panama Canal Sub-charge (PCS) and War Risk Sub-charge (WRS) (Cap Analysis/2003). All extra charges are "surcharges" to a shipper whether or not the ship-owner differentiates them with terms such as 'ancillary' 'accessorial' or 'mandatory'.

Ancillary charges, fixed in nature and may vary per port or terminal operator, represent the "increase in charges that are triggered by or associated with the operation of moving containers" e.g., fees for ancillary services such as demurrage, change of destination etc., (Cap Analysis).

Accessorial charges, synonymous to ancillary charges are "fees for services beyond the standard port-to-port transportation charges ... not covered under the standard line haul fee" such as warehousing, consolidation, etc. (Amerijet.com 2016).

Mandatory surcharges represent part of the rate not covered by the basic ocean freight imposed to "cover cost items or services that are either pass-through charges [e.g. THCs] or beyond the basic ocean transport services" and are applicable to every shipment (Maersk Line). Mandatory here is in contrast with voluntarily assumed surcharges for extra services requested by shippers.

The Geography of Transport Systems includes surcharges among the determinants of sea transport costs. However, all surcharges are a cost component to shippers and only those surcharges imposed for extra services actually rendered or to recover expenses actually incurred can be legitimately factored as costs generators on the supply side.

Examples of most questionable surcharges include, Cleaning (CLE, CLV) Seals (SEA, SEV), Lashing Charges, Inspection empty container (IEC) Document Fee/Stamp (DOS, DOZ) etc.

Table of categorised surcharges

<i>Surcharge</i>	<i>Approx. number imposed</i>	<i>Remarks</i>
<i>Administrative/Documentation/Formalities</i>	300	Facilitation required
<i>Container shipping</i>	200	Globally applicable
<i>Ports</i>	153	
<i>Terminals</i>	23	Some are 'pass-through' charges
<i>Cargo</i>	151	
<i>Taxes/commissions</i>	36	Largely Country-based
<i>Penalties/Fines</i>	84	
<i>Customs</i>	57	Many disputed
<i>Equipment</i>	47	
<i>Cleaning</i>	13	Seriously contested
<i>Piracy</i>	3	
<i>Agency</i>	18	
<i>Primary Factor-based (BAF/CAF)</i>	17	
<i>Security</i>	20	
<i>Assistance</i>	19	
<i>Inspections/Surveys</i>	25	Mostly statutory requirements
<i>Weight /Volume/Seize</i>	12	
<i>Insurance</i>	10	
<i>Handling</i>	9	
<i>Routes/Passages/Bridges</i>	13	Customary/Statutory requirements
<i>Emergency</i>	21	
<i>Wasted time /Lateness/Delays</i>	25	
<i>Weather</i>	17	
<i>IMO/Regulatory surcharges</i>	18	
<i>Labeled costs recoveries</i>	5	
<i>Services requested by customers</i>	47	Unlike mandatory surcharges

<i>Surcharges applicable to all shipments</i>	15	Surprisingly low
<i>Special /Exceptional services</i>	11	
<i>Customary surcharges</i>	2	
<i>Surcharges not applicable to shipper containers</i>	2	
<i>Transit</i>	10	
<i>Environmental Surcharges</i>	11	More expected
<i>Health</i>	11	
<i>Miscellaneous</i>	270	

What mystifies surcharges?

- Some surcharge names /codes undergo changes and as such, old and new names/codes may still be mixed up (see Maersk Line Surcharge Names before Feb 27, 2012 and Surcharge Names after Feb 27, 2012 (<https://www.maerskline.com>))
- Shipping lines hardly provide detailed billing of surcharges which may figure only in their public tariffs;
- Overwhelming numbers and assortment: 1300 surcharges is not easy to master, with many changing weekly;
- No standard process of communication/information about surcharges; mostly scantily explained, haphazardly issued at short notice and hidden in shipping line websites;
- Some are based on half truths, illegitimacies, too many divergent basis or baseless;
- Excessive differentiation of little similar services just to bring in a few more dollars: cleaning alone has about 13 surcharges, emergencies (21) and containerization (about 200) minutely different service surcharges;
- Indefinite surcharge duration raising legitimacy issues;
- Complex categorization and invoice indications with similar names/codes/sub-codes in several languages disguises the numerous surcharges;
- Involves several contradictions e.g., FCL and LCL surcharges; normally if one is a problem, the other should be a solution;
- Lack of basic analysis of surcharges by most shippers to get a broad view of the phenomenon;
- Benefit of business data opacity: many revenue inlets such as charges/surcharges and tax-related data are typical areas of information asymmetry and confidentiality. Transparency is thus limited for fear of fiscal regulations and price management failure.

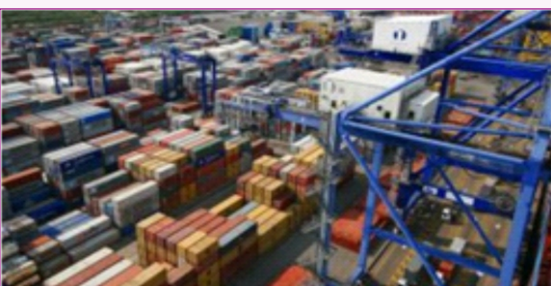
Basic Surcharge Analysis

A general analysis of 953 charges/surcharges listed by zim.com (out of about 1300 existing world shipping surcharges) on table 2 yields some observations:

(Table 2)

Table of Observations	
1	Though the estimated total number is quite high, there are country, zonal, sector, seasonal, local and ocean shipping surcharges; not all surcharges are simultaneously applicable in all regions of the world only about 15 surcharges are applicable to all shipments.
2	Surcharge names/codes in several languages change constantly and thus may not be cases of duplicity.
3	With 17 fuel related surcharges, it remains questionable why BAF is permanent and yet EBS is still imposed.
4	The assorted categorisation/labelling of extra costs as: tax, levy, commission, collection, registration, fee, premium, charge, surcharge, additional, deposit, dues, expenses, cost, recovery, rent, discount, refund, disbursement, addition, allowance, interest, differential, contribution, fund, adjustment, guarantee, calculation, demurrage, brokerage, hire, cost, fine, penalty, permit, etc., effectively disguises the numerous surcharges.
5	If 60% of world trade is containerised with an emerging potential, it means that the about 200 existing container related surcharges affect shippers and consumers worldwide.
6	Routes/passages/bridges; regulatory, customary and several inspection surcharges result from statutory requirements and thus the carrier is not entirely to blame except he adds a few more dollars for profit.

7	The about 47 surcharges for services requested by customers are not mandatory surcharges required by the nature of cargo and transport services. Shippers have no cause to complain if they are paying for what they requested.
8	The number of plainly labeled cost recovery surcharges is curiously low (5) whereas most surcharges are said to be imposed for reasons of expense recovery.
9	Environmental, IMO/regulatory, some inspection, health and insurance surcharges are simply passed-on to the shipper from another source using the ship-owner's dominant position. But, how much of the Green House Gas (GHG) tax for example is borne by the shipper and ship-owner respectively remains a pertinent question
10	It is surprising to count about 21 emergency charge/surcharges and yet including a Circumstance Emergency Surcharge (CRC) or Emergency Rate Restoration (ERR), whereas there is a General Rate Increase (GRI) and a Freight Rate Restoration Surcharge (G.R.R).
11	Surcharges such as demurrage/detention/delays etc., (DEM/EO1/DTN) are eventualities that cannot be determined in advance as they result for example from the shipper's unexpected inability to clear his goods from the warehouse in time (11 days - Douala Port) or release an empty container in time.
12	The surcharge categorisation above also shows the changing distribution of supply chain expenses. Traditional expenses used to focus on cargo, ports, insurance etc, but new areas attracting shipping expenses increasingly include the environment, security, health and inspections etc., all correlating with zz safety and security which take priority in contemporary shipping policy.
13	About 84 penalty/fine related surcharges show the number of logistics discrepancies often centred on filing deadlines, delays and time for clearing goods. public holidays, equipment break-down, lack of a caution fund for container clearance, bureaucracy, etc., push many shippers over into demurrage deadlines and some cargo ends up being auctioned. This surcharge category is thus an important port and Single Window performance indicator.
14	Some of the additions to core freight rate components are passed on from other parties (Terminal Operators or Freight Forwarders) sometimes for freight tracking and consolidation, etc.



The Role of Surcharges

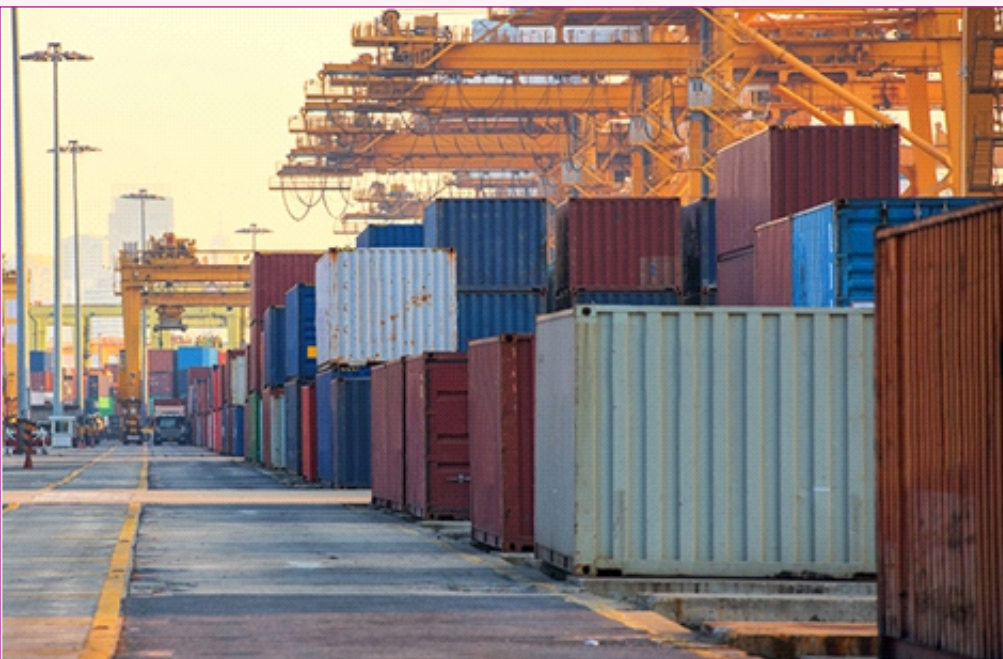
Cost-recovery and revenue-seeking: The avowed purpose of surcharges is to recover additional transport expenses and compensation for going beyond contractual terms by exceptional or emergency services. Surcharges are thus successive cost complements and adaptations to changing conditions of sailing, cargo and

carriage. However, many unjustified surcharges are revenue-seeking and as Adam Robinson (2014) puts it "most carriers are using accessorial to make money..."

Deterrence and spurring of best practices: Ship-owner communication with shippers seems more effective through surcharges since people tend to feel the cost pinch better than any other form of advice. Penalty/fine surcharges discourage bad shipping practices while spurring efficiency in shipping logistics planning and decision-making. Avoidable multiple requests for modifications of already processed documents, re-routing, re-

programming ports of call, re-booking, bureaucracies, excess weight and dimensions, hazardous/unhealthy cargo, misdeclarations, etc., are thus discouraged.

Development-inducing surcharges: Surcharges such as PCS, WRS ask for port development, facilitation and modernization of shipping business conditions. Ultra Low Sulphur Sub-charge (ULS), Low Sulphur Sub-charge (LSS) etc., for instance are reminders of global health and climate protection and the message of policy-makers through ship-owners respectively to operators and governments is clear enough. Canal/bridge usage



surcharges (BDG, PCC, SSD) are pay backs for route-shortening infrastructural developments and as such represent cost-spreading.

Regulatory surcharges: Incentives and surcharges ensure compliance with international regulations. Environmental policy has led to considerable emission control surcharges such as ULS/ECA. Shipboard safety and ecological concerns likewise sustain a number of regulations resulting in surcharges (IMDG/IMO Label).

However, the foregoing reasons all constitute the means by which ship-owners may be taking more than necessary advantage for profit.

Characteristics of surcharges

- Surcharges/arbitraries are generally not initially agreed upon;
- Often substantively unjustified, scantily described or codenamed;
- Are an easier alternative than addressing the inefficiencies that push ship-owners to this bad practice;
- Unilaterally imposed at short notice (3 day notice or less

than 3 weeks) unlike basic freight rates with a three months pre-notice;

- Are sometimes market-driven such as PCS/PSS and thus are justifiable as cost recoveries;
- Often disproportionate to the services provided and unfairly timed, with no clear triggering event;
- Constitute a non-tariff trade barrier and can be damaging to international trade development;
- As an offset for inefficiency and a short-cut to profiteering, surcharges absolve carrier innovation or R&D initiative;
- Are an informal residual risk-shifting mechanism that complements risk-transfer.
- Strengthen the ship-owner while further sinking the shipper;
- Have rendered cost management chaotic, hindering data processing on transport costs;
- Are in principle provisional but in practice often long lasting;

Crack-down and questioning of surcharges

Countries/organisations that have cracked down or slammed shipping surcharges as unclear and unreasonably high include Sri Lanka, (2013) Vietnam (2015), China (2015); Global Shippers Forum (GSF), British International Freight Association (BIFA) (2016), Union of African Shippers Councils (UASC) and European Association of Freight Forwarders Transport and Customers related Services (CLECAT). Besides, Tariff Level Factor (TLF) Overseas by communiqué (23/3/2015) protested against skyrocketing ocean shipping surcharges, asking for international consultation on the matter which they entitled the continuous stacking of a thousand surcharge invoices'. Furthermore, FIATA in a 2014 press release said 'it is time for the world's container shipping lines to provide greater clarity on the ever increasing variety of surcharges that they apply often with questionable names and purposes... it is time ...to stop accepting at face value opaque and unjustified surcharges'.

Why academics and policy-makers focus on trade costs

Surcharges draw a lot of attention to trade costs which are "all the costs of transaction and transport associated with the exchange of goods across national borders" (David S. Jacks, Christopher M. Meissner and Dennis Novy, 2006). Meanwhile, the OECD argues in Clarifying Trade Cost and Maritime Transport (2011) that maritime transport matters not only because it is a key economic sector, but is also an important world trade facilitator and as such should be cost-effective.

While Hugh Griffith and Michael Jenks (2012) hold that "maritime trade is one of the pillars of globalization", Gerardo Polo

(2011) states that the rate of globalization (closer integration of production and markets) has been determined by 3 factors: global shipping efficiency, ICT revolution and the lowering of trade barriers. In support, David S. Jacks et al conclude that such economic integration can be impeded by international trade costs. Certainly, the said costs are being drastically inflated by ocean shipping surcharges.

Moreover in 2007, Matthias Helbe, Ben Shepherd and John S. Wilson grounded the definition of transparency on importer/exporter transaction costs analysis focusing on predictability (reducing the cost of uncertainty) and simplification (reducing information costs). Industry acknowledges that the opacity of costs including surcharges has increased this uncertainty.

A greater understanding of trade costs has been underscored by Maurice Obstfeld and Kenneth Rogoff (2001) because 'the six major puzzles of international macroeconomics can be explained by explicitly accounting for trade costs'. James E. Anderson and Eric van Wincoop (2004) on their part hold that "Better measurement of trade costs is highly desirable" for progress. However, it would be realised that the "difficulties of measuring and inferring the height of trade costs and their decomposition into economically useful components" are magnified by shipping surcharges. When Ocean Transportation Intermediaries (OTIs) and shippers complain about surcharges distorting their logistics, it is partly because the practice renders ocean transport costs unpredictable and immeasurable and this can lead to balance sheet failures as well as the inability to master and fully account

for a company's trade costs.

If raising transport costs by 10% reduces trade volumes by more than 20% (Rodrigue and Notteboom, 2013), then the impact of each surcharge on the value of trade can be calculated as per different shipping variables. It is for the foregoing reasons that maritime transport costs are a common concern to both academics and policy makers.

Who is affected by surcharges?

The impact of surcharges on shippers besides violating basic contractual principles, is that they result in serious economic loss, rendering their operations unpredictable and uncompetitive. OTIs suffer logistics distortions such as contract reviews and frustrations (affecting supply chain planning, execution and control processes).

Less Developed Country (LDC) governments are criticised for maintaining an unfavourable shipping/port business environment which affects their economies and credibility.

The practice exposes regulatory bodies such as WTO, UNCTAD and IMO concerned with trade and transport facilitation and are thus criticised for being indifferent to escalating surcharges which constitute a trade barrier.

To mitigate their losses, shippers relay a portion of the extra costs from carriers to consumers as the risk-shifting chain rolls on. Carriers complain about high Terminal Handling Charges (THCs) imposed on them by container terminal operators (CTOs) when they are a separate entity, but remain responsible in World Cargo Association (WCA) where the latter are often part of the same group of

shipping companies.

Finally, ship-owners who perpetually service their basic freight rates with surcharges are considered inefficient, unscrupulous and abusive of value-chain power. Though the convenience of this poor image is priceless to the latter, it is what incites the popular call for external regulation of liner shipping practices. The complete logistics chain is therefore affected through direct and indirect economic loss and contractual complications resulting from an unfavourable operating cost-benefit analysis.

In *Why Surcharges Are the Biggest Risk to the Ocean Shipping Industry, Not Low Rates*, Catapult (2016) estimates that surcharges set at the carrier's discretion can make up to 40% or more of the total cost of a shipment. It is understandable where the shipper is the cause of the problem such as the carriage of the shipper's dangerous goods (IMO surcharge), congestion or war in the shippers' country etc., but this covers very little compared to the hundreds of cases with no shipper causal link such as environmental surcharges that 'spill over' to the shipper from an activity operated entirely by another party and should be considered a negative externality (like driving a car and splashing water on a diligent passer-by). The basic legal principle that he who organises an activity should bear both detrimental and rewarding consequences no longer seems applicable, even when the shipper's contractual freight duty has been duly discharged. Have shippers become shareholders in shipping companies? If so, then surcharges must be assigned along with dividends to the shipper.

To be continue in the next issue

GOIL PROFILE

GOIL PROFILE

Ghana Oil Company Limited (GOIL) was incorporated as a private limited liability company on June 14, 1960 as AGIP Ghana Company Limited. The shareholders were AGIP SPA of Italy and SNAM S.P.A. In 1974, Government of Ghana acquired the shares of AGIP SPA and Hydrocarbons International Holdings in AGIP Ghana Company Limited and by a special resolution in 1976 changed the name of the company to Ghana Oil Company Limited (GOIL). GOIL was converted into a public company in August 2007. In 2012, GOIL underwent a major rebranding exercise to position the company to play its role as an emerging national oil marketing giant. The rebranding involved the changing of the company's corporate logo, adoption of a new slogan 'Good energy' and complete face-lifting and revamping of existing stations as well as expansion of service stations. GOIL is the leading Oil Marketing Company in the retail sector while its subsidiary, GOenergy a Bulk Distribution Company (BDC), is the market leader in the bulk distribution supply chain.

MISSION

- To market quality petroleum and other energy products and services in an ethical, healthy, safe, environmentally friendly and socially responsible manner.
- To produce and manufacture goods or provide services which enhance or support the marketing, distribution and

sale of the company's products and services.

VISION

- To be a world-class provider of goods and services in the petroleum and other areas of the energy industry.

SHARES

GOIL was listed on the Ghana Stock Exchange in 2007. This followed a major restructuring. The company has one of the best performing shares on the Ghana Bourse. There is increasing investor confidence resulting in positive gains in terms of share price movements. There are over 16,000 shareholders consisting of individuals and local companies. GOIL was adjudged the 'Best Listed Company' by the prestigious Ghana Club 100 in 2015.

PRODUCTS AND SERVICES

The Products and services of GOIL are mainly Fuel Retailing, supply of Aviation Fuel, the sale of Marine Gas Oil (MGO) to ships and vessels, retail of Liquefied Petroleum Gas (LPG) and lubricants.

GOIL FUEL: GOIL sells premium, quality fuel, super XP and Diesel XP. GOIL fuels are additivated, to enhance the quality and efficiency of the product and ensures the longevity of vehicles.

BUNKERING: The supply of MGO has picked up tremendously following the completion of two big projects. They are the 4,000 m³ MGO bunkering facility fitted at the Sekondi Naval Base and the completion of the 13,500 m³ capacity MGO) bunkering facility at the expanded Takoradi Harbour. The completion of the Takoradi Facility in particular, will enable ocean-going vessels to fuel at the Takoradi

Port positioning GOIL and Ghana as a significant player in the bunkering business in West Africa.

LUBRICANTS: GOIL lubricants are based on ENI SpA (formerly Agip Petroli) formulation. Most of GOIL's engine oils (excluding synthetic oils); gear oils and hydraulic oils are produced from Tema Lube Oil Company Ltd (TLOC). The rest are imported. GOIL lubricants meet all international standards and requirements and the range spreads from synthetic engine oils, mineral based engine oils for both petrol and diesel engines, multi-grade and single grade lubricants for both petrol and diesel engines to high quality gear oils, hydraulic oils, Automatic Transmission Fluids (ATF), brake fluids, (DOT 3, and DOT 4) and greases.

AVIATION: GOIL supplies aviation fuel to major airlines (local and international). Strategic alliances have also been formed with major international players on safety, training and other related issues.

LIQUEFIED PETROLEUM GAS: GOIL is a major player in the (Liquefied Petroleum Gas (LPG) market with hundreds of clients comprising retail outlets and direct bulk consumers. The product is supplied by a fleet of LPG BRVs. There are over fifty (50) LPG filling plants, two LPG depots nationwide and more than 200 direct bulk consumers (i.e. schools, factories, hotels, restaurants, government agencies/institutions, etc) country-wide. GOIL's support is in the distribution, marketing and the provision of technical support services.

THE GOIL COUPON: The GOIL Coupon which has been in use over the years allows for less cash handling and management of fleet and driver's fuel consumption. The GOIL Coupons which are in various denominations have security features that ensure safe and convenient use.

THE GOCARD: GOIL has in place an upgraded electronic prepaid card to assist customers to reduce volume of physical cash business transaction. GOCard offers a reliable way of planning, managing and controlling fuel purchases for individuals or company vehicles, and it comes with tight security features. GOCard is easy to use and allows customers to load cash onto the card.

NETWORK

GOIL currently has the largest and growing retail network of geographical spread. They comprise over 310 service stations spread across the country. There are also over 150 consumer outlets such as companies, schools, hospitals, factories, hotels and banks the company deals with.

STANDARDS

GOIL is certified by the International Organisation for Standardisation (ISO). Our first ISO certification was received in 2008. The ISO certification is in line with ensuring quality product delivery and better customer care. GOIL has since been awarded the ISO 9001:2015, Quality Management Systems certification from TÜV Intertec SAAR. The new certification is an endorsement of the company's commitment towards continual improvement of its business processes based on risk based thinking and the process approach, and in line with strategic direction and contribution to the local content.

GOENERGY

As part of its strategic positioning, GOIL established a subsidiary, Bulk Distributing Company (BDC) in 2015, known as GO Energy. It is now fully operational and distributes products to Oil Marketing Companies (OMCs).

CORPORATE SOCIAL RESPONSIBILITY

GOIL aims at making a difference in the lives of communities. To this end, GOIL's Corporate Social Responsibility programs have concentrated in the Water and Sanitation, Health and Sports sectors as well the provision of direct financial support to orphanages, needy institutions and deprived communities. Over the last three years for example, GOIL has provided at least 10 boreholes every year to deprived communities, donated over one thousand (1000) beds to hospitals across the country, and supported the National Blood Bank with the donation of a vehicle. GOIL has also promoted sports especially the development of local soccer.

AMBITION

GOIL aims at moving beyond the frontiers of Ghana to market and distribute energy products in West Africa and the entire continent. To this end, plans are underway to construct a Bitumen plant and invest in Liquefied Natural Gas Production.

RECENT RECOGNITIONS

- **NUMBER ONE OIL MARKETING COMPANY (NPA)**
- **NUMBER 2 COMPANY ON THE PRESTIGIOUS CLUB 100 (GIPC-2015)**
- **BEST LISTED COMPANY ON THE GSE- (GIPC-2015)**
- **BEST PETROLEUM COMPANY BY CIMG, (GIPC-2015)**
- **CIMG MARKETING MAN OF**

THE YEAR 2015 (PATRICK AKORLI, CEO&MD)

- **ASHANTI EXCELLENCE AWARDS - BEST PETROLEUM COMPANY-2015**
- **WESTERN REGION AWARDS - BEST PETROLEUM COMPANY - 2015**
- **COPEC OVERALL BEST PETROLEUM COMPANY-2016**
- **COPEC BEST BRAND, (MARKETING CATEGORY-2016**
- **COPEC "BEST FUEL QUALITY 2016**
- **COPEC BEST CEO-2016 (MR PATRICK AKORLI)**

PORT EFFICIENCY CONFERENCE HELD



Dr. Mahamudu Bawumia
Vice President

The Vice President Dr. Bawumia in his keynote address at the Port Efficiency Conference in Accra on the theme: “Improving Port Efficiency and Trade Facilitation in Ghana” has charged various stakeholders in the maritime industry rendering services at the country’s ports to adopt practical approaches towards removing bottlenecks to improve the competitiveness of the ports, businesses as well as importers and exporters.

He mentioned that port infrastructure, as well as the efficiency of customs procedures are among the most important determinants of the final cost of imports and exports. He noted that an efficient port translates into competitiveness for importers and exporters and increases government’s revenue. Ports around the world are creating value through efficiency and revenue increases by their position as economic and trade drivers.

Vice President Dr. Bawumia said ports were the main gateway used by countries to access global trade and a critical component of a country’s ease of doing business. GPHA handles about 70 percent of the national and neighbouring

landlocked Burkina Faso, Mali and Niger’s trade and traffic, adding that the importance of the ports to the overall socio-economic development of the country and the sub-region could not be over emphasised.

He stated that “Ghana’s ports have seen some improvements over the years. The Government has created new berths, built new terminals, upgraded equipment and implemented several reforms to raise the efficiency of the ports, facilitate trade, and improve revenue mobilization.

The Vice President Dr. Bawumia, therefore, charged participants to delve deep into finding ways to improve access to berths, turnaround time for vessels calling at the port, dwelling time for containers, and processing and clearing times for imports and exports to enhance port efficiency.

In a 2013 study conducted by renowned researchers Brian Slack and Claude Comto on “Ships Time in Port, an International Comparison”, the average time for vessels in Europe was about 25 hours, East & North Asia is about 17 hours, South Africa was 64 hours, and the Port of Tema did about 103 hours in 2016.

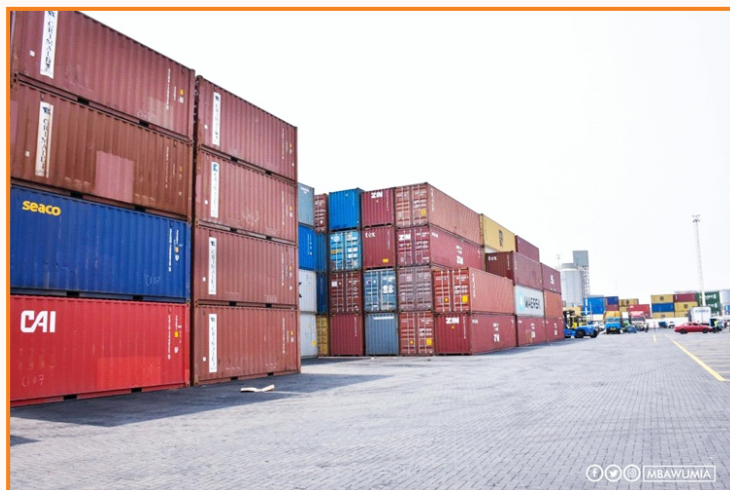
In 2016 shippers (importers) paid an estimated amount of USD100 million in demurrage charges. I am told that the last time a similar estimate was conducted in 2013, the demurrage amount was about USD75 million.

“Demurrage” he said is a punitive cost, an

inefficiency cost and avoidable cost, and it only goes to demonstrate that shippers are not releasing containers to the shipping lines in good time. There are other inefficiency and nuisance costs, including those used in “facilitating” clearance through the Regulatory agencies and GRA Customs itself. These contribute greatly to the high cost of goods and services in the country, renders our exports uncompetitive, and most important leads to high dissatisfaction among port clients.

He gave the assurance that Government would work with the GPHA and other stakeholders towards the realisation of the objectives of the Tema and Takoradi Port expansion to ensure rapid industrialisation.

The conference brought together experts in marine operations worldwide including Dubai, Singapore and Antwerp as well as key stakeholders from the Ghana Ports and Harbours Authority (GPHA), Ghana Shippers’ Authority, Customs Division of the Ghana Revenue Authority, freight forwarders and importers and exporters.





UNDERSTANDING THE IMPORTANCE OF MARITIME LABOUR CONVENTION (MLC, 2006)

By Abdul Haki Bashiru-Dine

INTRODUCTION

"Experience shows that economic growth is not sufficient. We must do more to empower individuals through decent work, support people through social protection, and ensure the voices of the poor and marginalized are heard. As we continue our efforts to achieve the Millennium Development Goals and shape a post-2015 development agenda, let us make social justice central to achieving equitable and sustainable growth for all¹."

Since 1919, the International Labour Organization has maintained and developed a system of international labour standards aimed at promoting opportunities for women and men to obtain decent and productive work, in conditions

of freedom, equity, security and dignity. In today's globalized economy, international labour standards are an essential component in the international framework for ensuring that the growth of the global economy provides benefits to all².

The Maritime Labour Convention (MLC) was established in the year 2006 in Geneva, Switzerland as a part of the International Labour Organisation (ILO) through tripartite negotiations. The convention was established with a view to ensure that the rights and needs of the seamen are safeguarded and they are enabled to get what is rightfully due them without being exploited. At present the maritime convention requires ratification by 30 countries

engaged in marine trade of which only 13 countries have confirmed or ratified it.

Additionally, it is required that these 30 countries, who have to be members of the ILO, have to have a minimum stake of 33% in the international shipping sector (calculated on the basis of share percentage of gross tonnage of ships)³.

Based on the ratification by all countries, the convention is expected to be brought into active force within a year of ratification – in this case, in the year 2011 or latest by early-2012. Some of the 13 countries that have ratified the convention are the Bahamas, Bosnia and Herzegovina, Croatia, Switzerland, Spain, Canada and

¹UN Secretary-General Ban Ki-moon Message for the World Day of Social Justice, 20 February 2014

²www.ilo.org

³Ibid

Denmark. The Marine Labour Convention forms the fourth mainstay of the International Maritime Organisation in terms of providing quality transportation in the marine areas.⁴

The other three mainstays include the International Convention for Prevention of Pollution from Ships (MARPOL), Standards of Training Certification and Watch keeping for Seafarers (STCW) and Safety of Life at Sea (SOLAS) conventions. The main reason that the convention was to be implemented was because of the nature and extent of trade and business activities through the marine channels. According to statistics, nearly 90% of international trading is carried out through the oceanic routes, involving nearly 1.2 million people as professional seamen.⁵

In order to unify the rights of the seamen, many concepts from both the maritime and the international labour organisation – 68 in total over the past eight decades – have been amalgamated so as to create a

complete and thorough law body on maritime labour. Some of the concepts and laws that have been taken into account for the MLC preparation are as follows:⁶

- 1). Equal Remuneration Convention, 1951
- 2). Minimum Wage Convention, 1973
- 3). The Worst Forms of Child Labour Convention, 1999
- 4). The Abolition of the Forced Labour Convention, 1957
- 5). The labour convention also seeks to revise some of the current conventions and laws which are part of the maritime labour organization. A few of these prospective revisable laws can be listed down as follows:
 - Minimum Age (Sea) Convention, 1920;
 - Placing of Seamen Convention, 1920;
 - Certification of Ships' Cook Convention, 1946;
 - Hours of Work and Manning (Sea) Convention, 1936;
 - Seamen's Articles of

Agreement Convention, 1926;

- Paid Vacations (Seafarers) Convention, 1946;
- Merchant Shipping (Minimum Standards) Convention, 1976
- Recruitment and Placement of Seafarers Convention, 1996
- Placing of Seamen Convention, 1920 (No.9)
- Medical Examination of Young Persons (Sea) Convention, 1921 (No.16)
- Seamen's Articles of Agreement Convention, 1926 (No.22)
- Repatriation of Seamen Convention, 1926 (No.23)
- Officers' Competency Certificates Convention, 1936 (No.53)
- Holidays with Pay (Sea) Convention, 1936 (No.54)
- Shipowner's Liability (Sick and Injured Seamen) Convention, 1936 (No.55)
- Sickness Insurance (Sea) Convention, 1936 (No.56)
- Hours of Work and Manning (Sea) Convention, 1936 (No.57)
- Minimum Age (Sea) Convention (Revised), 1936 (No.58)
- Food and Catering (Ships' Crews) Convention, 1946 (No.68)
- Certification of Ships' Cooks Convention, 1946 (No.69)
- Social Security (Seafarers) Convention, 1946 (No.70)
- Paid Vacations (Seafarers) Convention, 1946 (No.72)
- Medical Examination (Seafarers) Convention, 1946 (No.73)



⁴Ibid

⁵Ibid

⁶<http://www.marineinsight.com/maritime-law/understanding-the-importance-of-maritime-labour-convention-mlc/>



- Certification of Able Seamen Convention, 1946 (No.74)
- Accommodation of Crews Convention, 1946 (No.75)
- Wages, Hours of Work and Manning (Sea) Convention, 1946 (No.76)
- Paid Vacations (Seafarers) Convention (Revised), 1949 (No.91)
- Accommodation of Crews Convention (Revised), 1949 (No.92)
- Wages, Hours of Work and Manning (Sea) Convention (Revised), 1949 (No.93)

Divided into three parts, the Articles, Regulations and the Code, the MLC is highly detailed and lists the rights, requirements in the form of duties and the rationales of the countries which confirm the marine labour convention by ratifying it, in its first two parts.

In addition, the MLC also lists the manner of implementation of the prescribed regulations in its third

and final part – the Code. The implementation of the set and prescribed convention is the obligation of the marine offices of the countries which have ratified the convention. For this purpose, a body has been set-up to supervise and govern the implementation of the MLC stipulations. This set-up will also act as the mediator in case of any troubles and conflicts posed to arise while the convention is being practically carried out⁷.

With the help of the Maritime Labour Convention, it has been envisioned that a universally applicable body of law will come into force which would be a unique achievement for the marine sector on the whole.

Why was the Maritime Labour Convention adopted?

It is widely agreed that, given the global nature of the shipping industry, seafarers need special protection, especially since one can be exempted from national labour

laws. The Maritime Labour Convention, 2006 (MLC), otherwise known as the Seafarers' Bill of Rights, incorporates and builds on sixty eight(68) existing maritime labour conventions and recommendations, as well as more general fundamental principles, to ensure decent working and living conditions for all seafarers. A list of these conventions is included for reference at the end of this book. Some important conventions not included are those relating to seafarers' identity documents (ILO 108 and 185) and pensions (ILO 71). The MLC is designed to sit alongside regulations such as the International Maritime Organization (IMO) standards on ship safety, security and quality ship management (such as SOLAS, STCW and MARPOL). Where they deal more with the vessel and its operation, the MLC deals more with your rights as a seafarer. It should be remembered that the MLC sets out minimum requirements; many flag States that ratify the Convention may have higher standards. States may not reduce existing rights when they ratify a new convention⁸.

How and when will the MLC come into force?

The MLC was adopted in February 2006 with a ratification requirement of a minimum of 30 countries representing at least one third of the world fleet in gross tonnage. Twelve months after meeting this requirement, the Convention comes into force. There are some key features of the MLC that should make the Convention relatively easy for governments to ratify and should enable its provisions to be put into practice

⁷Peter B. Payoyo, *A Primer on the International Bill of Rights for Seafarers*, Parola, 2006

⁸The International Labour Organization has a section of its website devoted to the MLC, 2006.
http://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:91:0::NO:91:P91_ILO_CODE:C186:NO



regulations respect certain fundamental rights relating to work. These are:

- the right to freedom of association – your right to join a trade union of your choice
- Effective recognition of the right to collective bargaining – the right of your union to negotiate a CBA (Collective Bargaining Agreement) on your behalf
- Elimination of all forms of forced or compulsory labour – your right to work of your own free will and to be paid for that work
- Effective abolition of child labour
- Elimination of discrimination in respect of employment and occupation – your right to be treated in the same way as your fellow seafarers doing the same work regardless of race, religion, national origin, gender, or political views¹⁰.

In brief, you have a right to a safe and secure workplace, where safety standards are complied with, where you have fair terms of employment, decent living and working conditions, including social protection such as access to medical care, health protection and welfare.

Seafarers' Rights

The rights referred to above are expanded in the requirements of the MLC, 2006 under four headings¹¹:

- Minimum requirements for seafarers to work on a ship
- Conditions of employment
- Accommodation, recreational

and fairly enforced.

Some parts of the Convention are compulsory, other parts take the form of guidelines. The intention is to make sure that seafarers are protected without being too specific as to how it is done. This is to encourage the maximum number of States to ratify the Convention. The MLC provides a way of enforcing the standards through a system of certification and inspection by flag States and port State authorities.

A key to enforcement will lie in the ability to detain vessels if they are in breach of the Convention.

Who is covered under the MLC 2006?

Which vessels?

All ships are covered except:

- ships navigating exclusively in inland waters, close to the coast, in sheltered waters or areas where port regulations apply;
- fishing vessels;
- ships of traditional build, such

as dhows or junks;

- warships and naval auxiliaries
- Ships below 200 GT, that are not carrying out international voyages, can be excluded by the flag State from some of the requirements if the seafarers rights concerned are already covered by national laws, collective agreements, or other measures.

Which Seafarers?

Any person who is employed, engaged or working in any capacity on board a ship to which the Convention applies. This includes riding gangs and hotel staff on cruise ships – anyone working on board⁹. If there is any doubt as to whether a category of ship or person is covered by the Convention, the situation has to be clarified between the State authorities in consultation with the shipowner and seafarer Organisations concerned.

Fundamental Rights, Workers' Rights and the MLC, 2006

The MLC requires governments to make sure that their laws and

⁹2 5987 ITF Bill of Right's TEXT GB 15/2/10 16:51 Page 8

¹⁰<http://www.marineinsight.com/maritime-law/understanding-the-importance-of-maritime-labour-convention-mlc/>

¹¹Ibid

- facilities, food and catering
- Health protection, medical care, welfare and social security protection

Under these headings there are more details of the obligations of States and shipowners to ensure that you have the same sort of protections afforded to people working ashore, bearing in mind the particular circumstances of life working at sea. This is broadly referred to as seafarers' rights. If your rights are not respected there are processes to follow for making complaints. If the problems are serious and repeated or a hazard to your health, safety or security, this can result in the detention of the ship.

How does the Maritime Convention (MLC, 2006) Work?

The minimum rights that you have under this Convention are put into place either through national laws, regulations, CBAs or simply through good practice. To make sure they are actually carried out, there is a strong enforcement regime backed by a system of inspection and certification.

Every ship of 500 GT or above operating internationally has to have a maritime labour certificate and a declaration of maritime labour compliance, both issued by the flag State. Through these documents, the flag State provides details of how the ship complies with the requirements in the Convention. These details form the basis of the inspection regime in that the Port State authorities can check against them for compliance. In enforcing compliance with the MLC, the authorities have to make

sure that ships flying the flag of a State that has not ratified the Convention do not get any advantages over those flying a flag that has. This is referred to as the no more favourable treatment clause¹².

Structure of the MLC, 2006

The MLC starts with a Preamble setting out the context in which the Convention was adopted. Then the Articles covering general obligations for the States ratifying the Convention, the fundamental rights and principles and how the Convention works. After that, the Regulations and the Code. This part is divided into five parts:

- Title 1: Minimum requirements for seafarers to work on a ship
- Title 2: Conditions of employment
- Title 3: Accommodation, recreational facilities, food and catering
- Title 4: Health protection, medical care, welfare and social security protection
- Title 5: Compliance and enforcement

In each part there are Regulations,

Standards and Guidelines. The Regulations are general, non-negotiable points of principle. The Standards are referred to as Part A, and the Guidelines are called Part B. Part A is mandatory, Part B contains recommendations that set out in more detail how Part A can be put into practice, and has to be given due consideration. Together Part A (the standards) and Part B (the guidelines) are called The Code.

Substantial Equivalence

The MLC allows for a certain amount of flexibility as to how it is put into practice. If a flag State can prove that its approach is substantially equivalent to the MLC's requirement, that is, if it covers the basic principles but in a different way from that set out in the MLC, this can be acceptable for the Part A requirements in Titles 1 to 4. For Title 5 there can be no substantial equivalent, the measures for compliance and enforcement must be followed according to the Convention.¹³



¹² John Isaac Blanck Jr., *Reflections on the Negotiation of the Maritime Labor Convention 2006 at the International Labor Organization*, 31 *Tulane Maritime Law Journal* 121 (Winter 2006)

¹³ MLC, 2006 at http://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:91:0::NO:91:P91_INSTRUMENT_ID:312331:NO



Consultation with Seafarers and Shipowners Organisations

Where there is any doubt over how compliance is to be achieved, the Convention requires consultation with representatives of seafarers and shipowners¹⁴.

CONCLUSION

Advantages of the Maritime Labour Convention, 2006

The MLC provides a global reference on maritime labour issues. It is regarded as the fourth pillar (4th) pillar of quality shipping (with SOLAS, STCW, MARPOL)¹⁵

The MLC, 2006 is a comprehensive set of basic maritime labour principles and rights and Simplification of international requirements pertaining to Seafarer's rights and privileges. Among others the MLC, 2006 provides a strong enforcement regime, backed by a certification system and verifiable compliance

with basic minimum employment and social requirements.

The Convention applies to all ships including those of non-ratifying Members and also provides for improved working and living conditions for seafarers.

The Convention is a basis for a more secure and responsible maritime workforce and a more socially responsible shipping industry to summarize, one can argue that the MLC, 2006 if effectively implemented will bring about the following;

- Improved social dialogue at all levels;
- Seafarers better informed of their rights and remedies;
- Improved supervision at all levels: the ship, the company, the

flag state, the port state, and the ILO;

- Global and uniform compliance and verification;
- Improved possibilities of keeping labour conditions up to-date;
- Permanent review of maritime labour situation;
- Positive impact on safety at sea
- Positive impact on the protection of the environment

Advantage of the Implementation of the MLC, 2006 to Governments

The Implementation of the MLC, 2006 for member countries will lead to the simplification of reporting obligations (One convention rather than many)¹⁶;

- Wider powers of enforcement on all ships,
- Improved quality of shipping services,
- Improved protection of the environment;
- Additional flexibility with



¹⁴Ibid

¹⁵http://www.ilo.org/global/standards/maritime-labour-convention/what-it-does/WCMS_153450/lang-en/index.htm

¹⁶http://www.ilo.org/global/standards/maritime-labour-convention/what-it-does/WCMS_153450/lang-en/index.htm

firmness of rights as to how to implement, making the Convention easier to ratify and implement;

- Certification system mandatory only for ships over 500 GT;
- Protection against unfair competition from substandard ships through “No more favourable treatment” for ships of non-ratifying countries;
- Implementation of mandatory requirements through measures that are substantially equivalent, except for Part V;
- Advantages given to ships of ratifying countries

Advantages of the Implementation of the MLC 2006 to Shipowners

The implementation of the MLC, 2006 will provide a more level playing field to help ensure fair competition and to marginalize substandard operations for Shipowners and among others;¹⁷

- Will benefit from a system of certification, including a certification of ship less than 500 GT, if the Shipowner so requests;
- A more socially responsible shipping industry;
- A better protected and more efficient workforce;
- Help ensure that ships are operated safely and securely with few problems and few delays in ports;
- New Convention contains minimum standards that are well within the current industry practice and should easily be met by most shipowners

Advantage of the Implementation of MLC, 2006 to Seafarers

For Seafarers, the implementation of the MLC, 2006 will lead to a comprehensive set of basic maritime labour principles and rights as well as ILO fundamental rights¹⁸;

- The Convention spells out in one place and in a clear language seafarers' basic employment rights;
- Seafarers better informed of their rights and of remedies available;
- Improved enforcement of minimum working and living conditions;
- Right to make complaints both on board and ashore;
- Clear identification of who is the shipowner with overall responsibility, for the purposes of this Convention;

The Maritime Labour Convention, 2006 (MLC, 2006) is the most significant development in the long

history of seafarers' rights law. It provides in one convention a comprehensive statement of seafarers' rights that reflect both seafarers' rights that have withstood the test of time as well as modern shipping realities. The Convention is easy to understand, is capable of ratification, and it is enforceable. The most important aspect of the Convention is its underlying principle of respecting and honoring merchant mariners.

The MLC, 2006 sets international standards for seafarers' working and living conditions. The Convention consolidates more than 65 international labor conventions and recommendations that have been adopted by the International Labour Organization since 1920. The Convention has been designed to be acceptable for ratification internationally, easily understandable, and enforceable.



¹⁷<http://www.marineinsight.com/maritime-law/understanding-the-importance-of-maritime-labour-convention-mlc/>

¹⁸http://www.ilo.org/global/standards/maritime-labour-convention/what-it-does/WCMS_153450/lang-en/index.htm

MAIDEN EDITION OF GHANA SHIPPERS AWARDS MARKED



In all, awards were given in 36 categories, including the following: Anas Transparency Award, Freight Forwarder of the Year, Terminal Operator of the Year, Maritime and Logistics Insurer of the Year, Shipping Agent of the Year, Logistics Service Provider of the Year, Haulier of the Year, Air Cargo Carrier of the Year, Importer of the Year, Exporter of the Year, Shipper of the Year, Maritime Reporter of the Year, Courier Service Provider of the Year and the 10 Most Transparent Shippers of the Year.

In particular, the Top Ten Most Transparent Shippers award was to reward shippers who submitted genuine declarations for cargo clearance with exceptionally high levels of compliance. The purpose is to provide motivation for all shippers to strive for excellence in this area.

There is no doubt that these stakeholders deserve recognition and commendation for their invaluable contribution to the economic development of Ghana.

The maiden edition of the Ghana Shippers Awards was held at the Movempic Ambassador Hotel on June 30, 2017. It was a great assembly of stakeholders of the shipping industry including Shippers (Importers and Exporters), Shipping Lines and Agents, Air Cargo Carriers, Freight Forwarders, Insurance Companies, Hauliers, Terminal Operators and other service providers.

The awards ceremony was organized by the Globe Production in partnership with Ghana Shippers' Authority and Graphic Communications Group Business.

The awards provide a platform to recognize individuals and companies that play a significant role in the growth and development of the industry while recognizing the key functionaries within the industry that promote

growth and sustainability.

The awards cut across road transportation, ocean carriers, air transportation, freight forwarding, shipping agents, shipping lines, courier agencies, government agencies, insurance & financial institutions and many more.

The event was graced by the Honourable Minister for Transport, Mr. Kwaku Ofori Asiamah, the Chief Director of the Ministry of Transport, Mr. T. A. Selby; Mr. Michael Luguje, Executive Secretary of the Ports Management Association of West and Central Africa; Ms. Benonita B. Bismarck, Chief Executive of the Ghana Shippers' Authority and Mr. Paul Asare Ansah, Director General of the Ghana Ports and Harbours Authority.





THE LAUNCH OF

THE ADMIRAL - A COMPENDIUM AND A SEMINAR ON ROTTERDAM RULES

Over the past decade, the Ghana Shippers' Authority has collaborated with the Judicial Training Institute to organize annual Maritime law Seminar series for the Judges of the Superior Courts of Judicature as an avenue for continuing legal education with respect to pertinent legal developments in the Maritime Industry.

The Authority from the maiden seminar in 2004 published the papers delivered at the seminars under the publication name 'The Admiral'. Following from this, the publications of the papers presented at second to the eight Maritime Law Seminars were christened The Admiral I, to VIII respectively.

'The Admiral' – A Compendium, is a compilation of all the papers presented by national and international seasoned experts in Maritime Law at these seminars over the past ten years was launched on 18th May, 2017 at the M.T. Addico Hall in the Ghana Shippers' House, Accra.

Dr. Kofi Mbiah, the immediate past Chief Executive Officer of Ghana Shippers Authority indicated that

the objectives for instituting the maritime seminars for members of the Judiciary and producing the compendium is the creation of awareness for the bench and bar in the area of maritime law and to ensure a deeper appreciation of the nuances in this specialized field.

He revealed that the compendium has been arranged under specific topics for the purposes of order, easy comprehension, and research and also divided into nine parts with 38 chapters and covers topics such as Admiralty Jurisdiction and Practice, the Carriage of Goods by Sea, Marine insurance and Oil and Gas Law. He said while these topics do not by any stretch of the imagination cover all aspects of maritime law, they nevertheless touch on key topics of relevance essential for the development of Ghana's maritime law jurisprudence.

Chairman for the occasion, a retired supreme court judge, Justice Akamba said unlike most books on maritime law, 'The Admiral – A Compendium' is more eclectic due to its varied thematic areas in maritime law and international trade. He expressed hope that it turns out to be one of the most

sought-after reference materials in the area of Maritime Law.

The chief Justice, Madam Georgina Theodora Wood, delivering the keynote address and launching the book described the compendium as a "treasure jewelry", she commended the Ghana Shippers' Authority for putting the book together and said it will not only be useful to judges and lawyers in addressing trade and transport disputes but also to academicians, local experts, students and researchers for varied purposes.

She also mentioned that, the rule of law can only effectively operate within a framework of laws, including Maritime Law dutifully administered by independent minded men and women of sound knowledge in the various disciplines in law, with undoubted integrity and fidelity to the basic principles of natural justice.

Madam Theodora Wood was hopeful with the compendium in hand, Judges are in a position to adjudicate international maritime trade and transport disputes that come before them.

The Transport Minister, Hon.

Kweku Ofori Asiamah noted that the recent discovery of oil and gas brings about some legal implications which requires readily available and reliable reference source as well as training of the Judiciary. He said disputes in areas of transportation of the oil and gas, theft, piracy, damage to pipelines, etc which are associated with oil

and gas production requires legal resolutions. He noted that the judiciary should be continuously updated on internationally accepted laws as well as local rules and legislation in the area of Maritime Law.

A Deputy Attorney General and Minister of Justice, Godfred Yeboah

Dame said the book will facilitate the human resource capacity for the understanding of complex and intricate transport and maritime issues.

IMLI AWARDS THE REMPEC MARINE ENVIRONMENT LAW PRIZE



Mr. Abdul Haki Bashiru-Dine (Ghana) receiving the REMPEC Marine Environment Law Prize from Mr. Gabino Gonzalez (Head of Office, REMPEC).

Mr. Abdul Haki Bashiru-Dine (Ghana) was awarded the REMPEC Marine Environment Law Prize during the Institute's 28th Annual Graduation Ceremony held at the Malta Maritime Museum, Vittoriosa, Malta on 27 May 2017. The Prize was presented to Mr. Bashiru-Dine by Mr. Gabino Gonzalez (Head of Office, REMPEC).

The Prize (the REMPEC Marine Environment Law Prize) is awarded to a student who achieved the best performance in marine environment law examination for the academic year.

Mr. Bashiru-Dine, the winner of the Prize for the 2016-2017 academic year, is a Research, Monitoring and Evaluation Officer of the Ghana

Shippers Authority. He is one of the pioneer students of the newly introduced Master of Humanities (M.HUM) programme in International Maritime Legislation.



MARITIME TRADE REVIEW (January-March 2017)

1.0 OVERVIEW

The year 2016 was tumultuous for the global shipping industry. The first three quarters of 2016 saw freight rates dipping on the major trading routes, and mergers, acquisitions and new alliances ensued. Shipping lines operating in Africa attempted to shore up their earnings through the introduction of Terminal Handling Charges (THC), but these were fiercely resisted by shippers and key stakeholders.

In 2017, however, ocean freight rates were forecast to rebound due to factors such as supplier consolidation, increase in bunker prices and slower capacity growth. Drewry Shipping Consultants also forecasts a rebound of container shipping market which will reverse the reported deficit incurred in 2016 by the shipping lines. This

turnaround is to be largely driven by a growing cargo demand and higher freight rates. A key driver of the higher than expected growth in the first quarter of 2017 was China's intra-regional trade. China recorded a 31.1% increase in imports and 14.8% increase in exports compared to the same period in 2016. China's total trade with Africa also rose 16.8% in the first quarter of 2017, its first year-on-year increase since 2015.

In the wake of the strong volume growth recorded across key container ports in the first quarter of 2017, the full year global port throughput growth forecast was revised from 2% - 3%, to 4.6%.

On the other hand, Ghana's seaborne trade volumes recorded a weak, albeit positive, increase of 0.24% for the first quarter (Q1) 2017 over the same period in 2016. This

can be attributed to election drab hangover, the change in government and the general economic difficulty in the country.

2.0 COMPARISON OF CARGO THROUGHPUT OF Q1 2017 AND Q1 2016

Cargo throughput for Q1 2017 increased by 0.24% compared to the same period of 2016 (i.e. Q1 2016). Total import and export trade volume in Q1 2017 increased by 2.67% compared to Q1 2016. However, total transit/transshipment trade volume in Q1 2017 decreased by 36.62% over Q1 2016. See Table 1 for details.

Table 1 SUMMARY COMPARISON OF GHANA'S CARGO THROUGHPUT

Q1 2017 AND 2016			
TRADE TYPE	Q1 2017	Q1 2016	CHANGE
	(mt)	(mt)	
TOTAL IMPORT & EXPORT	4,650,493	4,529,551	2.67%
TOTAL TRANSIT/TRANSH.	189,031	298,258	-36.62%
CARGO THROUGHPUT	4,839,524	4,827,809	0.24%

3.0 PORTS SHARE OF CARGO THROUGHPUT FOR JANUARY – MARCH (Q1) 2017

Cargo throughput for the seaports of Ghana (i.e. Tema and Takoradi) for Q1 2017 was 4.84 million metric

tons (mt). Cargo throughput for the Port of Tema was 3.20 million mt representing 66.2% of the total, whilst the Port of Takoradi recorded 1.63 million mt, representing 33.8% of the total seaborne trade.

Transit/Transshipment imports amounted to 172,433mt, while transit/transshipment exports recorded 16,598mt. Table 2 below shows the summary performance for the review period.

Table 2. SUMMARY OF GHANA'S SEABORNE TRADE (in mt)

Q1 2017					
PORT	IMPORT	TRANSIT/	*EXPORT	TRANSIT/	TOTAL
	(mt)	TRANSHIP. IMPORT	(mt)	TRANSHIP. EXPORT (mt)	(mt)
		(mt)			
TEMA	2,620,135	155,835	413,549	16,598	3,206,117
TAKORADI	534,386	16,598	1,082,422	0	1,633,406
TOTAL	3,154,522	172,433	1,495,971	16,598	4,839,524

* Exports exclude Ghana's crude oil exports

4.0 COMPARISON OF GHANA'S SEABORNE TRADE for JANUARY – MARCH (Q1) 2017 AND 2016 PER CARGO TYPE

4.1 Import Trade

Total imports for the review period Q1 2017 was 3.15 million mt. This

comprised 1.09 million mt of Liner cargo, 315,640mt of Break bulk, 724,085mt of Dry bulk cargo and 1.02 million mt of Liquid bulk imports.

In Table 3 below, it can be seen that imports for Q1 2017 decreased by

5.4% below Q1 2016. For the trade types, there was a decline in Liner imports by 14.3%. Break bulk imports decreased by 28.8%, Dry bulk imports decreased by 0.13% and Liquid bulk imports increased by 14.86%.

Table 3 COMPARISON OF GHANA'S SEABORNE TRADE PER CARGO TYPE

TRADE TYPE	Q1 2017	Q1 2016	CHANGE
	(mt)	(mt)	
IMPORT:			
Liner	1,099,053	1,283,092	-14.34%
Break Bulk	315,640	443,203	-28.78%

Dry Bulk	724,085	725,002	-0.13%
Liquid Bulk	1,015,743	884,317	14.86%
TOTAL IMPORT	3,154,521	3,335,614	-5.43%
EXPORT:			
Liner	360,199	388,889	-7.38%
Break Bulk	135,331	124,506	8.69%
Dry Bulk	990,030	680,542	45.48%
Liquid Bulk	10,411	0	-
TOTAL EXPORT	1,495,971	1,193,937	25.30%
TOTAL IMPORT & EXPORT	4,650,492	4,529,551	2.67%

4.2 Export Trade

The total export trade volume for Q12017 was 1.49 million mt. This represents a 25.3% increase over Q1 2016. This was made up of 360,199mt of Liner items, 135,331mt of Break bulk items, 990,030mt of Dry Bulk and 10,411mt of Liquid Bulk.

5.0 PERFORMANCE IN LADEN CONTAINERS

Table 4 below shows the details of the performance in laden containers for Q1 2017. Total Laden Containers for imports and exports for Q1 2017 was 133,200 TEUs. This represents an increase of 1.10% compared to Q1 2016.

Total import Laden Containers for Q12017 was 106,173 TEUs; a 2.9% decline compared to Q1 2016. Total export Laden Containers for Q1 2017 was 27,027 TEUs; representing an increase of 21.2% compared to Q1 2016.

Table 4 GHANA'S SEABORNE TRADE IN LADEN CONTAINERS (in TEUs) PER PORT

TRADE TYPE	PORT	Q1 2017 (in TEUs)	Q1 2016 (in TEUs)	CHANGE
IMPORT	TEMA	103,445	106,029	-2.44%
	TAKORADI	2,728	3,419	-20.21%
	TOTAL IMPORT	106,173	109,448	-2.99%
EXPORT	TEMA	21,009	19,156	9.67%
	TAKORADI	6,018	3,143	91.47%
	TOTAL EXPORT	27,027	22,299	21.20%
TOTAL	IMPORT/EXPORT	133,200	131,747	1.10%

6.0 DIRECTION OF GHANA'S SEABORNE TRADE

6.1 Import Trade

Figure 1 and Table 5 below show that majority of Ghana's seaborne imports for Q1 2017 came from the

Far East range, representing about 29% of the total import trade. Africa was next with 27% share of Ghana's import trade. Imports from Africa were 852,918mt, an increase of 120,923mt (or 16.5%) over the previous year's figure of 731,995mt.

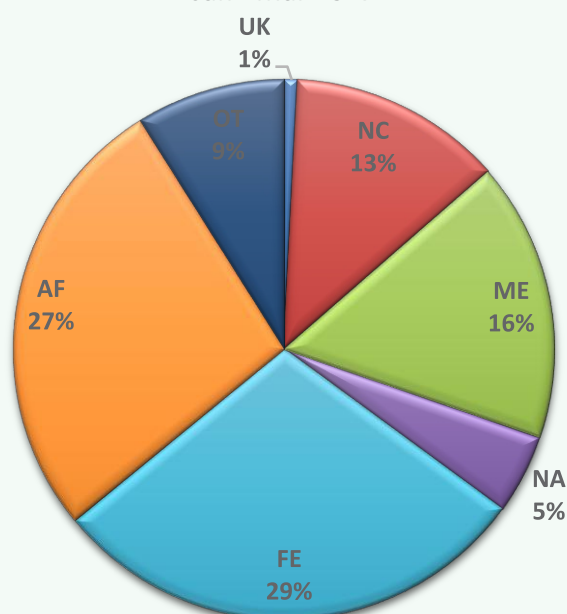
The major commodities imported from the African Range which experienced significant increases were Petroleum Products, Clinker and Crude Oil.

Table 5. DIRECTION OF GHANA'S SEABORNE IMPORT TRADE (in mt)
(Jan-Mar 2017)

	UK	NC	ME	NA	FE	AF	OT	TOTAL
LINER	24,974	119,394	163,017	68,552	504,513	131,261	87,342	1,099,053
BREAK BULK	650	8,242	28,728	727	198,621	14,368	64,304	315,640
DRY BULK	0	94,929	336,019	29,000	133,351	128,030	2,756	724,085
LIQ. BULK	0	179,682	0	51,657	78,465	579,259	126,680	1,015,743
TOTAL	25,624	402,247	527,765	149,937	914,950	852,918	281,082	3,154,522
SHARE	1%	13%	17%	5%	29%	27%	9%	100%

FIG 1: DIRECTION OF GHANA'S SEABORNE IMPORT TRADE (in mt)

Jan - Mar 2017



7.2 Export Trade

The 1.49 million mt of seaborne exports for Q1 2017 went to various destinations in the world. Majority of these exports went to the Far

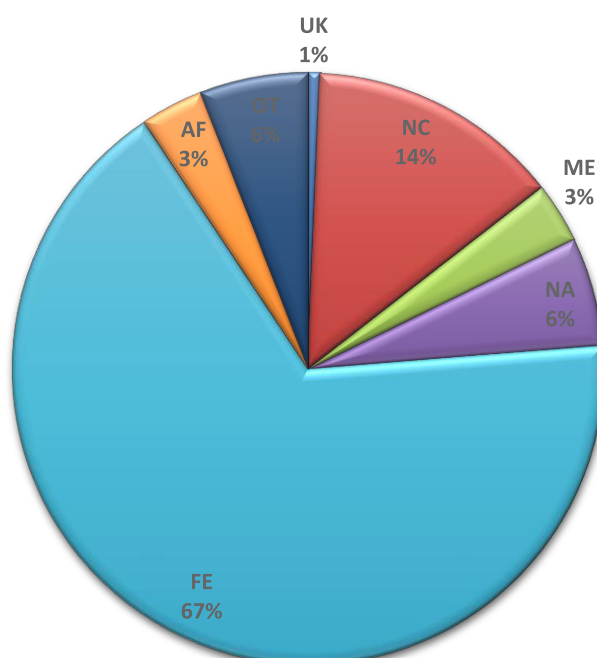
East and the North Continent ranges. The Far East range received a total of 1,001,134mt (i.e. 67% of total exports) whilst the North Continent range received a total of

206,670mt (or 13% of total exports). Table 6 below gives more details about the direction of Ghana's seaborne export trade for Q1 2017.

Table 6. DIRECTION OF GHANA'S SEABORNE EXPORT TRADE (in mt)
(Jan-Mar 2017)

	UK	NC	ME	NA	FE	AF	OT	TOTAL
LINER	8,795	79,016	43,825	15,633	131,132	40,936	40,862	360,199
BREAK BULK	1000	6,412	6,233	13,688	90,990	110	16,898	135,331
DRY BULK	0	121,242	0	59140	779,012	0	30,636	990,030
LIQ. BULK	0	0	0	0	0	10411	0	10411
TOTAL	9,795	206,670	50,058	88,461	1,001,134	51,457	88,396	1,495,971
SHARE	1%	14%	3%	6%	67%	3%	6%	100%

FIG 2: DIRECTION OF GHANA'S SEABORNE EXPORT TRADE (in mt)
Jan - Mar 2017



8.0 TRANSIT TRADE AND TRANS SHIPMENT THROUGH THE SEAPORTS OF GHANA

Total Transit/Transshipment trade volume for Q12017 shows a decline of 33.1% compared to Q12016. Total volume of transit/transshipment

for Q12017 was 199,420 metric tons (mt).

Transit/Transshipment Imports for Q12017 amounted to 172,433mt, a decrease of 39.6% compared to Q12016. Transshipment/Transit Exports recorded 26,987mt in

Q12017, an increase of 110.9% compared to Q12016. Table 7 below shows the details of the transit/transshipment trade volumes for the review period.

**Table 7. SUMMARY COMPARISON OF TRANSIT TRADE AND TRANSHIPMENT
THROUGH GHANA**

(JAN. - MAR.) 2017 AND 2016

TRADE TYPE	Q1 2017	Q1 2016	CHANGE
	(mt)	(mt)	
TRANSIT/TRANSH. IMPORT	172,433	285,466	-39.60%
TRANSIT/TRANSH. EXPORT	26,987	12,792	110.97%
TOTAL	199,420	298,258	-33.14%

9.0 TRANSIT TRADE PERFORMANCE FOR BURKINA FASO, MALI AND NIGER

Total transit volume for the three (3) landlocked countries of Burkina

Faso, Mali and Niger amounted to 176,021 mt in Q12017. This represents a decline of 32.9% compared to Q12016. The transit trade comprises imports of 149,521mt and exports of 26,500mt.

Major transit trade commodities included Processed Foods/ Beverages and Iron/ Steel/ Plates/ Pipes. Details are shown in Table 8.

Table 8. SUMMARY COMPARISON OF TRANSIT TRADE for BURKINA FASO, MALI & NIGER

(JAN. - MAR.) 2017 AND 2016

TRADE TYPE	Q1 2017	Q1 2016	Change
	(mt)	(mt)	
TRANSIT IMPORT	149,521	251,937	-40.65%
TRANSIT EXPORT	26,500	10,706	147.52%
TOTAL	176,021	262,643	-32.98%

10.0 SHIPPING LINE PERFORMANCE IN GHANA'S SEABORNE TRADE

10.1 Shipping Line Performance in the Containerized Trade

Twenty eight (28) Shipping Lines were involved in the containerized cargo trade which amounted to 139,982TEUs for the review period Q12017. The highest operators were Maersk Line, with 44,198TEUs (31.6% of the container trade) and Mediterranean Shipping Company (MSC), with 21,353TEUs (15.3%).

Details are shown in Table 9.

10.2 Performance of Shipping Lines per Volume of Shipment and Trade Type

A total of Seventy Six (76) Shipping Lines and Charterers participated in transporting the over 4.65million mt of Ghana's seaborne cargo (import & export) through the Ports of Tema and Takoradi during Q1 2017. The performance of the Lines per trade type (i.e. Liner, Break bulk, Dry bulk and Liquid

bulk) is shown in Table 10 below.

11.0 PERFORMANCE OF SHIPPING AGENTS IN GHANA SEABORNE TRADE

11.1 Shipping Agents' Performance in the Containerized Trade

Twenty Four (24) Shipping Agents were involved in the containerized trade to and from Ghana. Together, they handled 139,982TEUs for the review period Q12017. The highest performing agencies were Maersk

Ghana Ltd. with 44,222TEUs (31.6% of the containerized trade) and MSC with 21,353TEUs (15.3% of the containerized trade). The details of the shipping agents performance per TEUs are shown in Table 11.

11.2 Performance of Shipping Agents per Volume of Shipment and Trade Type

FortyNine (49) Shipping Agents handled over 4.65million mt of seaborne trade (imports & exports) through the Ports of Tema and Takoradi during the period Q1 2017.

Table 12 below shows the performance in the various trades

namely, Liner, Break Bulk, Dry Bulk and Liquid Bulk trade for the review period.

TABLE 9 PERFORMANCE OF SHIPPING LINES PER LADEN CONTAINERS (in TEUs)				
TOTAL (TEMA & TAKORADI)				
JAN MAR (Q1) 2017				
SHIPPING LINE	IMPORT	EXPORT	TOTAL	% of TOTAL
ADVANCED MARITIME	2	0	2	0.00%
AFRICA EXPRESS LINE	421	150	571	0.41%
ARKAS LINE	1,849	751	2,600	1.86%
BOLLORE AFRICA LTD	116	198	314	0.22%
CHINA OCEAN SHIPPING	3,779	1,229	5,008	3.58%
CHINA SHIPPING	4,476	199	4,675	3.34%
CMA CGM	5,430	2,445	7,875	5.63%
EAGLE WEST AFRICA SERV.	1,043	266	1,309	0.94%
EVERGREEN SHIPPING	0	101	101	0.07%
GOLD STAR LINE	5,241	2,142	7,383	5.27%
GRIMALDI LINES	4,049	829	4,878	3.48%
HANJIN SHIPPING	1,902	890	2,792	1.99%
HAPAG-LLOYD	6,706	2,731	9,437	6.74%
HC TRADING	384	218	602	0.43%
HOEGH AUTOLINERS	0	18	18	0.01%
I.M.T	17	0	17	0.01%
MAERSK LINE	38,139	6,059	44,198	31.57%
MEDITERRANEAN SHIPP. CO	16,661	4,692	21,353	15.25%
MESSINA LINES	897	339	1,236	0.88%
MITSUI O.S.K. LINES	6,641	1,475	8,116	5.80%
OTHER	38	0	38	0.03%

PACIFIC INTL. LINE	7,085	1,184	8,269	5.91%
PORTSIDE SHIPPING SERVICE	0	6	6	0.00%
SAFMARINE MPV N.V	17	1,828	1,845	1.32%
UNITED ARAB SHIPP. CO	4,038	1,658	5,696	4.07%
UNIVERSAL AFRICA LINE	22	11	33	0.02%
VAN BLOOM SHIPPING LTD	1	0	1	0.00%
ZIM LINE	494	1,115	1,609	1.15%
TOTAL	109,448	30,534	139,982	100.00%

TABLE 10 PERFORMANCE OF SHIPPING LINES IN GHANA'S SEABORNE TRADE**IMPORT AND EXPORT - TEMA - TAKORADI****JAN - MAR. (Q1) 2017**

SHIPPING LINES/CHARTERER	IMPORT	EXPORT	TOTAL	% SHARE / TRADER TYPE	%SHARE
LINER					
ADVANCE MARITIME TRANSPORT	502	0	502	0.03	0.01
ADOM MBROSO COLDSTORES LTD	5,681	0	5,681	0.37	0.12
AFRICA EXPRESS LINE	1,450	5,796	7,246	0.47	0.16
ARKAS LINE	11,240	13,421	24,661	1.60	0.53
AFRITRAMP	8,767	0	8,767	0.57	0.19
BOLLORE AFRICA LTD	2,028	14,470	16,498	1.07	0.35
CHEMSHIP OPERATION, NL	1,271	0	1,271	0.08	0.03
CHINA OCEAN SHIPPING	89,044	13,623	102,667	6.65	2.21
CHINA SHIPPING	165	0	165	0.01	0.00
CMA CGM	36,088	26,513	62,601	4.05	1.35
COSMO SEAFOODS CO.	616	0	616	0.04	0.01
DANGOTE	139,745	0	139,745	9.05	3.00
EUROAFRICA	1,800	0	1,800	0.12	0.04
DOLPHINE FROZEN FOODS	1,988	0	1,988	0.13	0.04
EAGLE WEST AFRICA SERV.	12,703	12,145	24,848	1.61	0.53
EUKOR CAR CARRIERS	1,098	0	1,098	0.07	0.02
GLOVIS	1,551	0	1,551	0.10	0.03
GMT SHIPPING	16,433	0	16,433	1.06	0.35

GOLD STAR LINE	44,407	0	44,407	2.87	0.95
GOLD STAR FISH CO. LTD	305	0	305	0.02	0.01
GRIMALDI LINES	27,013	7,303	34,316	2.22	0.74
HAPAG-LLOYD	27,379	25,290	52,669	3.41	1.13
HB SHIPPING	82	0	82	0.01	0.00
HC TRADING	42,521	2,192	44,713	2.89	0.96
HOEGH AUTOLINERS	1,001	0	1,001	0.06	0.02
I.M.T	1,792	734	2,526	0.16	0.05
K' LINE	155	0	155	0.01	0.00
KASAPREKO	3,399	0	3,399	0.22	0.07
MAERSK LINE	234,935	104,072	339,007	21.94	7.29
MEDITERRANEAN SHIPPING CO.	105,140	74,012	179,152	11.60	3.85
MESSINA LINES	261	3,409	3,670	0.24	0.08
MITSUMI O.S.K LINES	17,942	15,656	33,598	2.17	0.72
NECOTRANS	2,304	0	2,304	0.15	0.05
NILEDUTCH	5,113	0	5,113	0.33	0.11
NMT LINES	1,710	0	1,710	0.11	0.04
OCEAN FARE CO. LTD	2,341	0	2,341	0.15	0.05
OCEANCREST TRANSPORT INC.	29,938	0	29,938	1.94	0.64
OLAM GHANA	5,000	0	5,000	0.32	0.11
OTHER	72,741	6,504	79,245	5.13	1.70
PACIFIC INTL LINE	40,455	31,815	72,270	4.68	1.55
PIONEER FOOD CANNERY LTD	3,283	0	3,283	0.21	0.07
PIONEER FOOD/COSMO SEAFOODS	216	0	216	0.01	0.00
PRECIOUS COLDSTORE LTD	3,224	0	3,224	0.21	0.07
SAFMARINE	0	47,350	47,350	3.06	1.02
SONITE GH. LTD	512	0	512	0.03	0.01
SEVENLOG	61,382	0	61,382	3.97	1.32
TEAM TANKERS VENTURES LTD	4,992	0	4,992	0.32	0.11
TEMA OIL REFINERY	6,143	0	6,143	0.40	0.13
TRUSTLINK VENTURES LTD	452	0	452	0.03	0.01
UNITED ARAB SHIPP. CO	12,605	15,373	27,978	1.81	0.60
UNIVERSAL AFRICA LINE	879	0	879	0.06	0.02
WE 2 SEAFOODS CO. LTD	3,214	0	3,214	0.21	0.07
UAL	0	182	182	0.01	0.00
YARA GH LTD	15,000	0	15,000	0.97	0.32

ZIM LINE	5,485	9,534	15,019	0.97	0.32
SUB-TOTAL	1,099,053	445,827	1,544,880	100.00	33.22
BREAK BULK					
AFRITRAMP	18	0	18	0.01	0.00
ARKAS LINE	1,091	0	1,091	0.35	0.02
BOLLORE AFRICA LINES	112	0	112	0.04	0.00
CHEMSHIP OPERATIONS, NL	9,930	0	9,930	3.15	0.21
CHINA OCEAN SHIPPING	16,977	0	16,977	5.38	0.37
CMA CGM	14,874	0	14,874	4.71	0.32
CONTI GMT SHIPPING	3,580	0	3,580	1.13	0.08
EAGLE WEST AFRICA SERV.	1	0	1	0.00	0.00
GOLD STAR LINE	6,022	0	6,022	1.91	0.13
GRIMALDI LINES	1,429	0	1,429	0.45	0.03
HAPAG-LLOYD	3,624	0	3,624	1.15	0.08
HC TRADING	9,536	0	9,536	3.02	0.21
HB SHIPPING	1	0	1	0.00	0.00
I.M.T	608	0	608	0.19	0.01
J. MARR (SEAFOODS) LTD	21,610	0	21,610	6.85	0.46
MAERSK LINE	66,131	0	66,131	20.95	1.42
MEDITERRANEAN SHIPP. CO	36,372	0	36,372	11.52	0.78
MITSUMI O.S.K. LINES	3,071	0	3,071	0.97	0.07
NMT LINES	2	0	2	0.00	0.00
NILEDUTCH	3,245	0	3,245	1.03	0.07
OTHER	21,245	0	21,245	6.73	0.46
PACIFIC INT'L. LINES	14,161	0	14,161	4.49	0.30
RAMANI DISTRIBUTION	31,414	0	31,414	9.95	0.68
SEVENLOG	45,971	0	45,971	14.56	0.99
UNITED ARAB SHIPP. CO.	2,566	0	2,566	0.81	0.06
UNIVERSAL AFRICA LINE	166	0	166	0.05	0.00
ZIM LINE	1,883	0	1,883	0.60	0.04
SUB-TOTAL	315,639	0	315,639	100.00	6.79
DRY BULK					
BOLLORE LINES	0	5,041	5041	0.29	0.11
CARMEUS TRADING	19,003	0	19003	1.08	0.41

CHINA OCEAN SHIPPING	0	115,143	115143	6.53	2.48
CMA CGM	0	1,524	1524	0.09	0.03
DANGOTE	78,750	0	78750	4.46	1.69
GOLD STAR LINE	0	7,355	7355	0.42	0.16
GRIMALDI LINES	0	4,024	4024	0.23	0.09
HC TRADING	420,690	122	420812	23.86	9.05
I.M.T	43,000	849,106	892106	50.58	19.18
MAERSK LINE	101	7,726	7827	0.44	0.17
MEDITERRANEAN SHIPP. CO	256	17,923	18179	1.03	0.39
NILEDUTCH	2,756	0	2756	0.16	0.06
OCEANCREST TRANSPORT INC.	6,000	0	6000	0.34	0.13
OTHER	0	19,088	19088	1.08	0.41
SAFMARINE	0	3,556	3556	0.20	0.08
SEVENLOG	153,530	0	153530	8.70	3.30
PACIFIC INTL. LINES. CO	0	1,956	1956	0.11	0.04
UNICARGO LINES	0	7,159	7159	0.41	0.15
SUB-TOTAL	724,086	1,039,723	1,763,809	100.00	37.93
LIQUID BULK					
BLUE OCEAN	73,200	0	73,200	7.13	1.57
BOST	4,592	10,411	15,003	1.46	0.32
BP SHIPP. LTD	259,697	0	259,697	25.31	5.58
CIRRUS	33,000	0	33,000	3.22	0.71
CIRRUS/EBONY	35,000	0	35,000	3.41	0.75
EBONY OIL & GAS	9,978	0	9,978	0.97	0.21
FUELTRADE	5,000	0	5,000	0.49	0.11
GLENCORE	75,393	0	75,393	7.35	1.62
HAPAG-LLOYD	148,586	0	148,586	14.48	3.20
MOCOH	148,895	0	148,895	14.51	3.20
NAVIG 8 CHEMICAL	19,910	0	19,910	1.94	0.43
I.M.T	9,646	0	9,646	0.94	0.21
OTHER	55,416	0	55,416	5.40	1.19
RAFFLES CHARTERING	19,901	0	19,901	1.94	0.43
RAFFLES SHIPPING INTERNATIONAL	9,967	0	9,967	0.97	0.21
TOTSA - TOTAL OIL TRADING	3,911	0	3,911	0.38	0.08

TRAFIGURA PTE LTD	49,557	0	49,557	4.83	1.07
VOLTA RIVER AUTHORITY	54,095	0	54,095	5.27	1.16
SUB-TOTAL	1,015,743	10,411	1,026,154	100.00	22.07
GRAND TOTAL	3,154,520	1,495,961	4,650,481	100.00	100.00

TABLE 11 PERFORMANCE OF SHIPPING AGENTS PER LADEN CONTAINERS (in TEUs)

TOTAL (TEMA & TAKORADI)				
JAN MAR (Q1) 2017				
SHIPPING AGENT	IMPORT	EXPORT	TOTAL	% SHARE
ADVANCE MARITIME	2	0	2	0.00%
ANTRAK GHANA LTD	1,018	561	1,579	1.13%
BEACON SHIPPING GHANA	1,902	-	1,902	1.36%
BLUE FUNNEL GHANA	1,849	-	1,849	1.32%
BOLLORE AFRICA LOGISTICS	0	205	205	0.15%
COMEXAS GHANA LTD TEMA	17	0	17	0.01%
DELMAS SHIPPING GH. CMA CGM	5,430	2,445	7,875	5.63%
DW CABLE NET SHIPPING GH LTD	28	-	28	0.02%
GETMA GHANA LTD	17	-	17	0.01%
GMT SHIPPING LTD	118	-	118	0.08%
GRIMALDI GHANA LTD	3,930	735	4,665	3.33%
HULL BLYTH GHANA	393	3,517	3,910	2.79%
INTERMODAL SHIPPING AGENCY GH	5,735	3,257	8,992	6.42%
MAERSK GHANA LTD	38,139	6,083	44,222	31.59%
MOL GHANA LTD	6,641	1,475	8,116	5.80%
MSCA GHANA	16,661	4,692	21,353	15.25%
NAVITRANS GHANA LTD	4,476	199	4,675	3.34%
OIL AND MARINE AGENCIES	6,706	2,731	9,437	6.74%
PIL GHANA LTD	7,085	1,091	8,176	5.84%
PORTS MARINE	0	6	6	0.00%
SAFMARINE	0	1,804	1,804	1.29%
SCANSHIP GHANA LIMITED	3,781	1,317	5,098	3.64%
SUPERMARITIME GHANA LIMITED	1,482	416	1,898	1.36%
UNITED ARAB SHIPPING AGENCIES GH.	4,038	-	4,038	2.88%
TOTAL	109,448	30,534	139,982	100.00%

TABLE 12 PERFORMANCE OF SHIPPING AGENTS IN GHANA'S SEABORNE TRADE -**IMPORT AND EXPORT - TEMA - TAKORADI****JAN - MARCH. 2017**

	IMPORT	EXPORT	TOTAL	% SHARE / TRADE TYPE	%SHARE
LINER					
A&J SHIPPING SERVICES	1,688	0	1,688	0.11	0.04
ADVANCED MARITIME LTD	502	0	502	0.03	0.01
AFRICA CARGO CENTRAL LTD	2,015	0	2,015	0.13	0.04
ANDIPEX CO. LTD	7,055	0	7,055	0.46	0.15
ANTRAK GH. LTD	14,345	17,899	32,244	2.09	0.69
BAJ FREIGHT T EMA	11,971	0	11,971	0.77	0.26
BLUE FUNNEL GH. LTD	11,240	0	11,240	0.73	0.24
CMA CGM GH. LTD	36,088	26,513	62,601	4.05	1.35
COMEXAS GH. LTD	8,018	182	8,200	0.53	0.18
DAMCO GH LTD	29,938	0	29,938	1.94	0.64
DOLPHIN SHIPP. SERVICES	4,462	0	4,462	0.29	0.10
FAIRPOINT BUSINESS TEMA	2,064	0	2,064	0.13	0.04
GETMA GHANA LTD	2,304	0	2,304	0.15	0.05
GLOBAL CARGO & COMMODITIES	32,725	0	32,725	2.12	0.70
GMT SHIPPING LTD	1,707	0	1,707	0.11	0.04
GRIMALDI GH. LTD	25,966	6,344	32,310	2.09	0.69
HULL BLYTH GH. LTD	43,439	30,986	74,425	4.82	1.60
INTERMODAL SHIPP. AGEN. GH. LTD	49,318	25,967	75,285	4.87	1.62
KHUDA SERVICE T EMA	4,615	0	4,615	0.30	0.10
KOYANKS COMPANY LIMITED	4,755	0	4,755	0.31	0.10
MACRO SHIPP. LTD	11,816	0	11,816	0.76	0.25
MAERSK GH. LTD	232,909	108,608	341,517	22.11	7.34
MAP SHIPP. LTD	15,000	0	15,000	0.97	0.32
MIDLAND INTL. GH. LTD	3,399	0	3,399	0.22	0.07
MOL GHANA LTD	17,942	15,656	33,598	2.17	0.72
MSCA GH. LTD	105,140	74,012	179,152	11.60	3.85
NAVITRANS GH. LTD	165	0	165	0.01	0.00
OIL & MARINE AGENCIES	43,176	25,290	68,466	4.43	1.47

PIL GHANA LTD.	41,029	31,815	72,844	4.72	1.57
PORTS MARINE LTD	1,711	476	2,187	0.14	0.05
SAFMARINE	0	42,813	42,813	2.77	0.92
SCANSHIP GHANA LIMITED	91,324	14,561	105,885	6.85	2.28
SEVENLOG LIMITED	61,419	0	61,419	3.98	1.32
SHARAF SHIPPING AGENCY LIMITED	2,639	0	2,639	0.17	0.06
TRAMSCO SHIPP. LTD	1,007	0	1,007	0.07	0.02
SIFAX AGEN. GH. LTD	56,900	0	56,900	3.68	1.22
STARDEX MARINE CONSULT	2,141	0	2,141	0.14	0.05
SUPERMARITIME GHANA LIMITED	47,567	24,703	72,270	4.68	1.55
UMAL SHIPPING AGEN. GH.	55,120	0	55,120	3.57	1.19
TTV LIMITED	1,832	0	1,832	0.12	0.04
UNITED ARAB SHIPPING AGENCIES	12,605	0	12,605	0.82	0.27
SUB-TOTAL	1,099,055	445,825	1,544,880	100.00	33.22
<u>BREAK BULK</u>					
ANTRAK GH. LTD	143	0	143	0.05	0.00
AFRICA CARGO CENTRAL LTD	4,045	0	4,045	1.28	0.09
BLUE FUNNEL GH.	1,091	0	1,091	0.35	0.02
COMEXAS GH. LTD	3,412	0	3,412	1.08	0.07
CMA CGM SHIPPING GHANA	14,874	0	14,874	4.71	0.32
FACULTY LOGISTICS	15,250	0	15,250	4.83	0.33
GLOBAL CARGO & COMMODITIES	31,414	0	31,414	9.95	0.68
GMT SHIPPING LTD	21,213	0	21,213	6.72	0.46
GRIMALDI GHANA LTD.	1,168	0	1,168	0.37	0.03
HULL BLYTH GH. LTD	9,537	0	9,537	3.02	0.21
INTERMODAL SHIPP. AGENCY GH. LTD	7,905	0	7,905	2.50	0.17
MAERSK GH. LTD	66,129	0	66,129	20.95	1.42
MOL GH. LTD	3,071	0	3,071	0.97	0.07
MSCA GH. LTD	36,372	0	36,372	11.52	0.78
OIL & MARINE AGENCIES	3,624	0	3,624	1.15	0.08
PIL GHANA LTD	14,162	0	14,162	4.49	0.30
SCANSHIP GH LTD	9,522	0	9,522	3.02	0.20
SEVENLOG LTD	45,971	0	45,971	14.56	0.99
STARDEX MARINE CONSULT	21,610	0	21,610	6.85	0.46
SUPERMARITIME GH. LTD	2,560	0	2,560	0.81	0.06

UNITED ARAB SHIPP. AGENCIES	2,566	0	2,566	0.81	0.06
SUB-TOTAL	315,638	0	315,638	100.00	6.79
DRY BULK					
ANTRAK GH. LTD	0	5,499	5,499	0.31	0.12
BLUESEA MARITIME GH. LTD	0	7,159	7,159	0.41	0.15
CMA CGM GH. LTD	0	1,524	1,524	0.09	0.03
DAMCO LOGISTICS GHANA LTD.	6,000	0	6,000	0.34	0.13
GLOBAL CARGO & COMMODITIES	22,750	0	22,750	1.29	0.49
HULLBLYTH GHANA LTD	420,689	122	420,811	23.86	9.05
COMEXAS GH. LTD	2,756	0	2,756	0.16	0.06
ISAG LTD	0	7,355	7,355	0.42	0.16
MACRO SHIPP. GH. LTD	0	211,312	211,312	11.98	4.54
MAERSK GH. LTD	101	11,282	11,383	0.65	0.24
MSCA GHANA LTD	256	17,923	18,179	1.03	0.39
PIL GH. LTD	0	1,956	1,956	0.11	0.04
SCANSHIP GH. LTD	0	137,799	137,799	7.81	2.96
SEVENLOG LIMITED	153,530	0	153,530	8.70	3.30
SUPERMARITIME GH. LTD	43,000	637,794	680,794	38.60	14.64
SIFAX AGEN. GH. LTD	28,500	0	28,500	1.62	0.61
UMAL SHIPP. AGEN. GH. LTD	27,500	0	27,500	1.56	0.59
WESTERN FREIGHT AND LOGISTICS	19,003	0	19,003	1.08	0.41
SUB-TOTAL	724,085	1,039,725	1,763,810	100.00	37.93
LIQUID BULK					
BLUESEA SHIPP. SERV. LTD	20,822	0	20,822	2.03	0.45
BULKSHIP & TRADE LTD	106,407	0	106,407	10.37	2.29
DADDO MARITIME SERV. GH. LTD	47,570	10,411	57,981	5.65	1.25
INCHCAPE SHIPPING SERVICES	507,926	0	507,926	49.50	10.92
LD AND T LOGISTICS LTD	8,500	0	8,500	0.83	0.18
OIL AND MARINE AGENCIES	256,786	0	256,786	25.02	5.52
SEA AND SHORE SERVICES GHANA LTD	54,095	0	54,095	5.27	1.16
SUPERMARITIME GHANA LTD	13,637	0	13,637	1.33	0.29
SUB-TOTAL	1,015,743	10,411	1,026,154	100.00	22.07
GRAND TOTAL	3,154,521	1,495,961	4,650,482	100.00	100.00