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GHANA'S AUTHORITATIVE QUARTERLY MARITIME JOURNAL

VOLUME 21 NO. 2 | APRIL - JUNE, 2019

The Role of the Maritime Transport Sector in Ghana's Blue Economy

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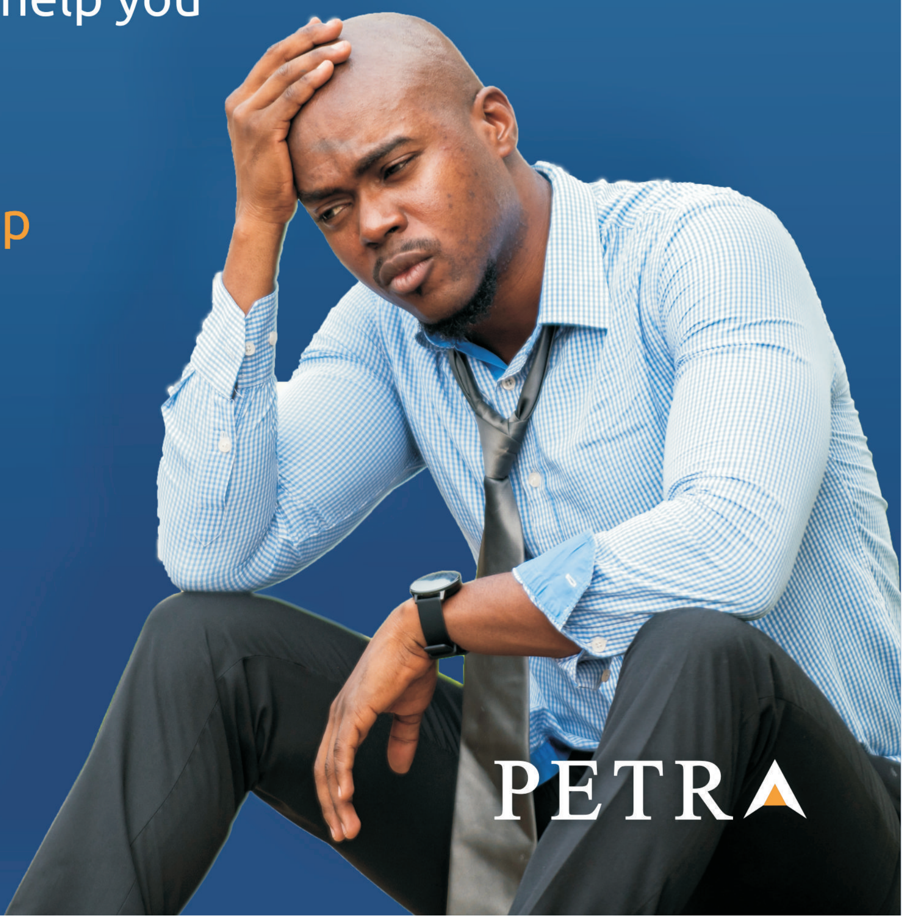

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To effectively and efficiently protect and promote the interests of shippers in Ghana's commercial shipping sector in relation to international trade and transport logistics.

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The Role of the Maritime Transport Sector Ghana's Blue Economy

Paper presented by the Chief Executive Officer of the Ghana Shippers' Authority, Ms Benonita Bismarck at the 6th WISTA Africa Regional Conference held in April, 2019

INTRODUCTION

The role that the oceans and seas play in humanity's quest for sustainable development is undeniable. Oceans and seas cover over two-thirds of Earth's surface, create sustainable livelihoods and decent work, provide food and minerals, generate oxygen, absorb greenhouse gases and mitigate the impact of climate change, determine weather patterns and temperatures and serve as highways for seaborne international trade.

UNCTAD 2016 reports that an estimated eighty percent (80%) of the volume of world trade is carried by sea. International shipping and ports provide crucial linkages in global supply chains and are essential to the ability of all countries to gain access to global markets.

Over the last decade, considerable attention has been drawn to the importance of ocean resources in setting the foundation for social, environmental and economic sustainability. The world has rallied around the enormous pressures facing our oceans and waters, from plastic pollution to the impacts of climate change which has culminated in the UN's 2030 Agenda for Sustainable Development, the 2015 Climate Change Conference in Paris, the UN Ocean Conference 2017 "Call to Action" and the 2018 Sustainable Blue Economy Conference in Kenya.

The blue economy has become a term that relates to the exploitation of the marine environment for sustainable development. It is understood as comprising a range of economic sectors and components, which is not limited to established traditional ocean industries such as fisheries and tourism, but also new and emerging activities, such as offshore renewable energy, aquaculture, seabed extractive activities, and marine biotechnology and bioprospecting. Larger industries such as coastal development, shipping and port infrastructure and services also rely on the oceans, seas and coasts.

The sustainable management of ocean resources requires collaboration across nation-states and across the public-private sectors and on a scale that has not been previously achieved.

CONCEPT OF THE BLUE ECONOMY

There have been several attempts by individual scholars and organizations to give the concept an acceptable definition. These have not been fruitful because the concept is an evolving phenomenon making it impossible for a complete definition which would be appropriate from the operational point of view.

The European Commission (2012) defined the concept of blue economy as "all economic activities related to the oceans, seas and coasts". The United Nations Conference on Sustainable Development (UNCSD) held in Rio de Janeiro in

2012, defined blue economy as an ocean economy that aims at the "improvement of human well-being and social equity, while significantly reducing environmental risks and ecological scarcities". The World Bank defined the concept, as "The Blue Economy is sustainable use of ocean resources for economic growth, improved livelihoods and jobs, while preserving the health of the ocean".

The "blue economy" concept seeks to promote economic growth, social inclusion, and the preservation or improvement of livelihoods while at the same time ensuring environmental sustainability of the oceans and coastal areas.

The need for the sustainability of the marine and its habitats stems from the fact that resources from the ocean is limited whilst the general health of the ocean is declining. It has further been realized that human interactions with the ocean is causing more harm to the health of the ocean.

The blue economy consists of sectors whose returns are linked to the living "renewable" resources of the oceans (such as fisheries) as well as those related to non-living and therefore "non-renewable" resources (including extractive industries, such as dredging, seabed mining, and offshore oil and gas, when undertaken in a manner that does not cause irreversible damage to the ecosystem). It also includes activities relating to commerce and trade in and around the oceans, ocean monitoring and surveillance, and coastal and marine area management, protection, and restoration.

GHANA's BLUE ECONOMY

A 2018 report for the UK Government has highlighted the huge economic potential presented by the world's oceans. It points out that the potential economic value of the ocean economy is set to double in the next 12 years to reach an estimated $3 trillion.

Ghana, like many other nations, has relied mainly on the blue economy for the provision of jobs, medicine and food. The importance of the blue economy to Ghana cannot be underestimated as it plays a special role in the productivity and growth of the nation. Ghana has been blessed with a lot of resources including the ocean, coastal lands, lakes and dams, streams and rivers and many others which when put to proper use will benefit the economy on a large scale.

The components of Ghana's blue economy is illustrated in the table below;

Industry/ Sector	Activities
Fishing	Capture fishery, Aquaculture, seafood processing
Marine Biotechnology	Pharmaceuticals, chemicals, seaweed harvesting, seaweed products, marine derived bio-products.
Marine Mining	Oil and gas, deep-sea mining (exploration of rare earth metals, hydrocarbon)
Marine Renewable Energy	Offshore wind energy production, wave energy production, tidal energy production
Marine Manufacturing	Boat manufacturing, sail making, net manufacturing, boat and ship manufacturing and repairing, marine instrumentation, aquaculture technology, water construction, marine industrial engineering.
Shipping, Port & Maritime logistics	Port operations, Ship building and repairing, ship owners and operators, shipping agents and brokers, ship management, liner and port agents, port companies, ship suppliers, container shipping services, stevedores, roll-on roll-off operators, custom clearance, freight forwarders, safety and training
Marine Tourism	Sea angling from boats, sea angling from the shore, sailing at sea, boating at sea, jet skiing, surfing, sail boarding, diving, swimming in the sea, bird watching in coastal areas, visiting coastal natural reserves, trips to the beach, seaside and islands
Marine Commerce	Marine financial services, marine legal services, marine insurance, ship finance & related services, charterers, fishing gears trading, media & publishing.
Marine ICT	Marine engineering consultancy, meteorological consultancy, environmental consultancy, hydro-survey consultancy, project management consultancy, ICT solutions, geo-informatics services, yacht design, submarine telecom.
Education and research	Education and training, Research & Development.

[Sources: Compiled from World Bank Document (2017), the potentials of the blue economy]

ROLE OF THE MARITIME TRANSPORT SECTOR

The maritime transport sector is an essential part and has a huge potential for the blue economy. Ghana's Maritime Transport Sector is under the Transport Ministry and consists of the following agencies; Ghana Maritime Authority, Ghana Ports and Harbours Authority, Ghana Shippers' Authority, Tema Shipyard and Drydock, Volta Lake Transport Company Limited and the Regional Maritime University. The above agencies make up the maritime and inland waterway subsector of the Ministry of Transport carrying out its policies and programmes.

The Agencies of Ghana's Maritime Transport Sector play a crucial role in Ghana's Blue Economy through the execution of their functions with regards to Maritime Safety, prevention of marine pollution, Maritime

Infrastructure, Maritime Education, Maritime Advocacy and Maritime Legislation.

Maritime Safety: Managing Ghana's maritime safety is one of the foremost roles that the Maritime Transport Sector plays in Ghana's Blue Economy. This is rigorously pursued through the efficient regulation of the activities of vessel operations and ensuring safety of navigation in Inland Waterways and territorial sea of Ghana. This activity is paramount as it seeks to protect the life of persons using the ocean and inland water ways as a means of transport and cargoes carried on board vessels and boats.

The Maritime Transport Sector through the Ghana Maritime Authority is enjoined to implement and enforce the provisions. It also sees to the implementation and enforcement of the requirements of International Maritime Conventions which Ghana has either ratified National Rules and Regulations. It also provides the appropriate facilities for the Survey and Certification of ships, the training, examination and certification of Seafarers to ensure the safety of life, cargo and logistics (oil and gas) operating on the oceans and inland water bodies. The Authority also ensures that sub-standard ships do not operate in Ghanaian waters through a strict port state central regime.

Maritime Infrastructure: The provision of maritime infrastructure is critical to the economic development of Ghana and revenue generated from the port contributes in no small measure to Ghana's economy. It is also another major role of the Maritime Transport Sector in Ghana's Blue Economy. The port authority, to wit the Ghana Ports & Harbours Authority, is mandated to build, plan, develop, manage, maintain, operate and control ports in Ghana. Some of its core duties include planning, development and maintenance of port infrastructure and superstructure, operation and management of port facilities, regulation of port operations and the use of the ports and environmental management, port security, property protection, emergency preparedness and response, provision of pilot age services and provision of accommodation of vessels.

The above activities seek to improve on existing facilities and infrastructure to industry standards as well as international best practices. An example is the current port expansion project which seeks to boost Ghana's competitive edge in port operations in the West Africa sub-region. It is expected to include dedicated cruise vessel terminals for the tourism industry and marinas for leisure boat activity. This is another way of the Maritime Transport Sector exploring Ghana's Blue Economy which expected to result in increased cruise ship tourism and other economic activities which will generate more revenue into the economy.

Maritime Education: The education and training of personnel to ensure the sustained growth and development of maritime industries in the sub-region is essential for the management of the ocean and its resources. Ghana's Maritime Transport Sector through the Regional Maritime University has tailor-made programmes and courses at graduate and post graduate levels as well as industry specific seminars to sharpen the skills of players in the maritime industry.

The Ghana Shippers' Authority also organises educational and sensitization programmes for the benefit on stakeholders and shippers.

These institutions continuously develop programmes that equip, train and update stakeholders, the shipping public and the general public on the maritime economy.

Maritime Advocacy: Within Ghana's shipping industry, there is the need for a policy focused approach not to only bring economic benefits but also sustain marine life and environment. The Ghana Shippers' Authority leads the charge in advocacy of policies that will bring about cost savings and prosperity for shippers and the business community.

To achieve this, the industry has commenced with dialogues on the need for a comprehensive maritime transport policy that will help guide the planning and execution as well as effectively managing of the ocean resources. A national maritime transport policy would improve port and harbours activities, safety, pollution prevention, environmental protection, port management and expansion.

Maritime Legislation: The country through the Maritime Transport Sector is consciously working to develop a conducive fiscal and regulatory environment for the blue economy that would encourage investment in economic activities such as local ship building, repair and maintenance, attract registration of ships in the country and discourage export of maritime services such as insurance.

CONCLUSION

Ghana has not managed its blue economy well and it is yet to appreciate its importance and impact on the economy and the country as a whole. The ocean-based economy boasts of remarkable opportunities and it requires effective multi-sectoral coordination and integration mechanism, and collaboration across the public-private sectors. The Maritime Transport Sector plays diverse roles in Ghana's blue economy and its stands to benefit the most from a blossoming ocean-based economy.

GHANA SHIPPERS' HOUSE

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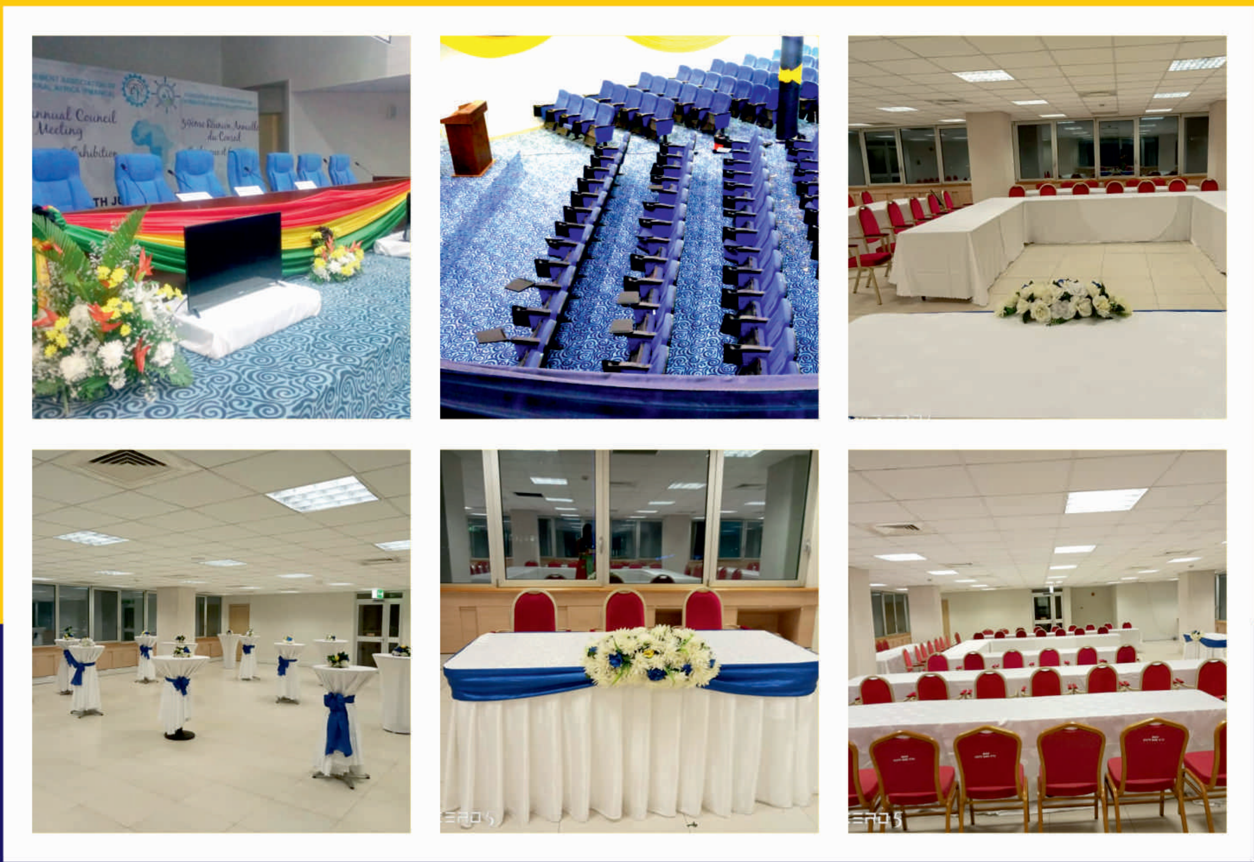

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Boost for Non-Traditional Exports- JDL Export House sets the pace

Mr. Emmanuel Darkey,
CEO of JDL Export House

As a wholly Ghanaian owned private limited liability company that has established an Export Trade House system in Ghana, JDL Export House seeks to expand the export of non-traditional products from Ghana through the identification, aggregation and consolidation of bulk shipment of supplies from producers and exporters.

With affiliates in the United Kingdom and Europe, the company understands the role the private sector could play as social entrepreneurs to bring to focus all the earlier attempts at group or joint marketing and to open a window of opportunity for existing and potential producers and exporters to participate more meaningfully in international trade.

The project is based on the concept of having a network of Ghana Trade Centres abroad linked to a central supply hub in Ghana. The concept is part of the National Export Strategy with the objective to increase non-traditional export values four-fold over a 10-year period.

Services

One of the key services of JDL Export House is Product or Commodity Aggregation. This provides a great opportunity, especially, to small exporters who face difficulties in accessing export markets mainly because of their small sizes and limited capacity. The Export House will take this burden off exporters by aggregating the produce from several such small exporters to reach competitive large volumes.

The company also ensures standardization of products to be shipped as the aggregation will enable quality control to be carried out more efficiently. The scheduling of shipments will be streamlined to ensure timeliness of delivery to comply with the buyer requirements.

JDL Export House is also into bulk storage, packing and packaging of non-traditional export products, warehousing services, shipping services, exports, import of inputs like packaging materials required by exporters. It also provides logistics, haulage, Customs House Agency, training and export management services as well as export market development.

In the words of the Chief Executive Officer (CEO) of JDL Export House, Mr Emmanuel Darkey, the company is poised to provide a one-stop shop pre-shipment inspection and documentation services to exporters.

The company would soon begin operations as an export terminal where it shall undertake inspection quality control, shipment documentation under one roof through the collaboration with partners such as the Ghana Export Promotion Authority (GEPA), Ghana Standards Authority (GSA), Food and Drugs Authority (FDA), Plant Protection and Regulatory Services Directorate (PPRSD) ,Ghana Revenue Authority (GRA)-Customs Division, Ghana Ports and Harbours Authority (GPHA) the Meridian Port Services (MPS) and the Ghana Shippers' Authority

"We plan in future to provide financial support in the form of pre-shipment financing and

Mr. Darkey in a meeting with officials of the GSA


Cashew being prepared for export

facilitation of other forms of trade financing.", he assured.

Export market
JDL Export House secures bulk orders from buyers and agents abroad for produced and export-ready items from its local customers such as registered exporters, group of farmers or agro-processing and other kinds of producers.

"We would engage a large number of producers and small exporters who will outsource the exporting function to us to enable them be relieved of such activity and concentrate on production. To a limited extent, the company will also purchase the products directly from local suppliers", he explained

The company exports to the United Kingdom, USA, Middle East and Asia, mainland European countries and the ECOWAS markets.

To increase its export share and penetration into new markets in future, JDL Export House plans to collaborate with trade promotion institutions to undertake new market research, development, promotion and penetration activities and to expand its share of export through its global network of trade centres

Success stories, challenges and the way forward
Since the company began operations in 2019, it has significantly renovated and converted its current premises of over 6,000 square meters of storage space, closer to the Tema port, into a national operating base.

"We have already been involved in cashew and yam exports this last season and we are looking forward to a successful operation which will impact the lives of small exporters and the various exporter groups whilst rolling out our export agenda in Ghana in line with the National Export Strategy.", Mr Darkey said.

In spite of the significant progress made within its short period of operation, JDL Export House is faced with challenges.

Key among these challenges include the low production capacity of exporters. This poses a risk to operation because the company may not be able to mobilize large volumes as may be required by the buyers when it scales up operations.

The JDL Export House CEO also mentioned challenges associated with transport within the sub-region – particularly challenges with road transport into the ECOWAS and bottlenecks with reaching markets in some of the landlocked countries. Exporters and suppliers are also limited in their capacity to meet the quality specifications and technical requirements from buyers.

To address these challenges, Mr Darkey said there should be a fostering of one-on-one relations with each customer to attend to their particular need. There should also be a fostering of collaborative efforts of stakeholders in the export community to deal with the collective needs of customers based on international quality standards and ensuring that shipment scheduling requirements as requested by buyers are met.

He cited, as an example, the opening up of short-haul sea-freight services in the subregion to effectively deliver exports from Ghana to the seaports nearest to the various West African countries including the landlocked ones.

"Furthermore, small exporters should be encouraged to switch to indirect exporting by using our Export House system to reach the buyers rather than attempting with difficulty to directly satisfy export orders individually and ending up defaulting. We would still pay them the foreign currency they would have earned if they had exported directly.", he advised.

Interventions from state agencies.
Since its establishment in 2019, JDL Export House has received support and collaboration from various state agencies

Mr Darkey commended the Ghana Shippers Authority for being its major partner for setting the pace by making available its warehouse facility, strategically located next to the Tema harbour, to help improve the efficiency of the services his company provides.

They also collaborate with other state agencies particularly GEPA. As part of plans to make the one – stop – export terminal concept a reality, officers from the FDA, GSA, GRA-Customs Division and PPRSD are stationed in the Export House.

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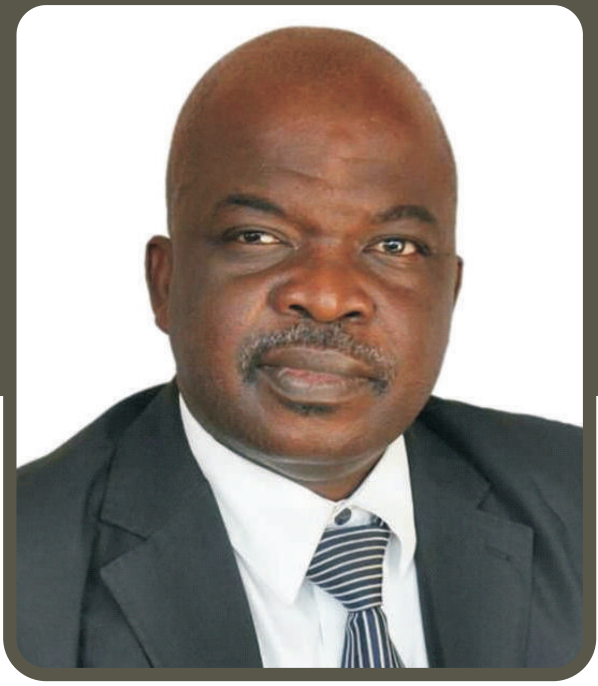

Personality Profile:

Mr. Thomas Kofi Alonsi
Director-General of the Ghana Maritime Authority (GMA)

Mr. Thomas Kofi Alonsi is a solicitor with over sixteen (16) years of working experience both in the private and public sectors. Until his appointment as the Director-General of the Ghana Maritime Authority(GMA) in March 2019, he worked with Sory @ Law, a law firm located at East Legon, Accra as a practicing lawyer. He also worked briefly with the National Commission for Civic Education as a Research Officer.

Mr. Alonsi holds a barrister-at-law certificate from the Ghana School of Law, Accra and a Dip. Ed/BA (Hons) in History from the University of Cape Coast, Ghana. After the undergraduate program, he enrolled into the university of Cape Coast to pursue an M. Phil in History in 1998 but upon his admission into Ghana School of Law in 1999, he had to truncate the MPhil program at the end of the first year of the Program. Before his admission into the University of Cape Coast for this afore-mentioned program, Mr. Alonsi was a History tutor at the Sandema Senior Secondary in the Upper East Region where he also doubled up as a House Master.

Mr. Thomas Alonsi was called to the Ghana Bar in 2003. He has also held various positions as parliamentary candidate for Builsa North Constituency (2016), NPP Upper East Regional Campaign Coordinator, 2012 elections and the District Chief Executive, Builsa District Assembly (2005-2008) under Local Government. Mr. Thomas Kofi Alonsi is a Builsa native who hails from Wiaga in the Builsa North District of the Upper East Region.

Thomas Alonsi is a man of vision, foresight and fortitude, an effective and eloquent communicator and an unrepentant believer in team work. Inspiring confidence through encouragement of professional ethics, responsible and proven leadership, he empowers employees of the Ghana Maritime Authority.

As a trustworthy, ethical and results oriented leader, Mr. Alonsi is poised to team up with the GMA Management, the Board, staff and all stakeholders in the shipping and logistics industry to ensure Safety of Navigation and Maritime Security in Ghana's maritime domain.

His vision is to build a GMA with potentials matching other renowned Maritime Administrations across the globe, thereby transforming the Authority into a regulatory iceberg capable of halting all non conformists to International Maritime standardization and norms.

The Writer

SHIP SOURCE MARINE POLLUTION- THE CONUNDRUM OF THE SULPHUR EMISSION REGULATIONS BY 2020

By Abdul Haki Bashiru-Dine, Ghana Shippers' Authority

INTRODUCTION

The United Nation Convention on the Law of the Sea, UNCLOS,1982 defines Marine Pollution as "the introduction by man directly or indirectly of substances or energy into the marine environment, including estuaries, resulting in such deleterious effect as harm to living resources, hazards to human health, hindrance to marine activities including fishing, impairment of quality for use of seawater and reduction of amenities". Marine pollution is a complex issue. While many know what it is and that it is bad, its meaning may not be the same for everybody.

Over 90% of the world's trade is carried across the world's oceans by some 90,000 marine vessels. Like all modes of transportation that use fossil fuels, ships produce carbon dioxide emissions that significantly contribute to global climate change and acidification. Besides carbon dioxide, ships also release a handful of other pollutants that contribute to the problem.

More than 3 per cent of the global carbon dioxide emissions can be attributed to ocean going ships. This is an amount comparable to major carbon emitting countries and the industry continues to grow rapidly. If global shipping were a country, it would be the sixth largest producer of green gas emission in the country. Only the United States, China, Russia, India and Japan emit more carbon dioxide than the world's shipping fleet.

One of the major environmental concerns today is the air pollution from maritime transportation. The main elements of pollution are Nitrogen Oxide (NOx) and Sulphur Oxide (SOx). Sulphur Oxides emissions are mainly due to the presence and burning of sulphur compounds in the fuel. The smoke containing SOx emitted by the combustion of marine fuel will further oxidise and in presence of catalyst like NOx will form sulphuric acid which is a major cause of acidic rain. Maritime industry mostly consumes low grade of fuel oil i.e. heavy oil and diesel oil with high sulphur content as compared to any other form of transportation medium.

SOURCES OF MARINE POLLUTION

Five sources of marine pollution have been identified. These are direct outfalls, river inputs, shipping, offshore inputs and atmosphere Inputs

Direct Outfalls: There are many instances when materials are discharged directly into the sea from urban and industrial wastes generated and discharged directly into an estuary.

River Inputs: All rivers flow into the sea via estuaries and all the different land-based materials including pesticides,

fertilizers, petroleum and oils washed off by rainfall and entering rivers eventually may get into the sea.

Shipping: Shipping contributes to Marine Pollution through accidents which could lead to release of toxic substances such as oils, liquefied natural gas and pesticides. Through routine operations ships may discharge oily ballast water, bilge water, cargo tank washings, garbage, etc.

Offshore Input: Offshore industrial activities contribute to marine pollution in different ways such as oil exploration, extraction of sand and gravel as well as mining contribute to offshore inputs. These activities result in waste materials such as dredge spoil, sewage sludge and radioactive waste which are also dumped offshore.

Atmospheric Inputs: The atmosphere contributes inputs into the marine environment in various ways such as discharges (e.g exhaust containing leaded additives) to the atmosphere which are returned to land or sea in rain or as a fall-out if possible.

SHIP SOURCE POLLUTION PREVENTION

The main International Convention for the prevention of Ship-Source Pollution is MARPOL 73/78 which regulates the prevention of pollution by oil, dangerous and hazardous substances whether in bulk or packaged, sewage and garbage and for ship engines emission into the air. In 1973, the IMO adopted the international Convention for the Prevention of Pollution from Ships (MARPOL).

The Convention was modified by the protocols of 1978 and came into force in 1983. Due to International Conventions to climate change and air pollution, the IMO Assembly amended the convention by the Protocols of 1997 where the sixth annex was adopted.

CURRENT REGULATION ON SULPHUR (SOx) IN SHIP EMISSION AND BY HOW MUCH IS THAT GOING TO BE IMPROVED

Maritime Transport bears a large share of global non-greenhouse gas (GHG) emissions among which Sulphur emissions. Ships produce approximately 5-10% of all anthropogenic sulphur emissions at a global level. Sulphur emissions from shipping are substantial in comparison to other transport modes. Shipping sulphur emissions are significantly higher than those of road transport. International shipping produced approximately 80 times more sulphur emissions than aviation in 2000.

The global sulphur cap stipulates the minimum sulphur content in ship fuels to be used throughout the world. Another vital system inserted in the Marpol Convention is the creation of Emission Control Areas (ECAs)- zones in the sea in which stringent conditions are applied to the content of Bunker Fuels being used.

Since 2015, the sulphur content allowed in ECAs is 0.10%. The global sulphur cap is expected to be reduced to 0.50% by 2020.

COMPLIANCE OPTIONS FOR SHIPOWNERS

There are three main compliance options for shipowners with the sulphur emission regulation:
i) using low sulphur fuels,
ii) scrubbers and
iii) liquefied natural gas (LNG).

Low Sulphur Fuels

About 80% of the total bunker fuel is heavy fuel oil (HFO) which contains a share of sulphur that is higher than what is allowed in ECAs. The first compliance option when sailing in an ECAs is to use fuels that have lower sulphur content. This could be Marine Diesel Oil (MDO)which is pure distillate oil that could be treated to reach a maximum sulphur content of 0.10%.

As most ships do not sail exclusively in ECAs, this compliance option implies switching to low sulphur fuels when entering an ECA and using high sulphur fuels outside an ECA.

This switching will take place because low sulphur cost is considerably more expensive than the regular heavy bunker fuel. For ship owners there are also cost savings from using low sulphur fuels. Distillate fuel have higher thermal value which

reduces engine wear so it requires less frequent maintenance and it lowers fuel consumption as it has higher energy content. Distillate fuel also results in less sludge on board. On the other hand, low sulphur fuels have a lower lubricity than a higher sulphur fuels and this requires use of different lubricants.

Fuel switching requires some adjustment to the ship. Ships would need to have two sets of segregated fuel tanks: one for HFO and one for LSFO. The fuel oil system for switching to low sulphur oil ideally allows LSFO to be completely segregated from HSFO from the storage to the service tank. Blending will only take place in the piping between the service tank and the inlet of the engine.

1. Scrubbers

Scrubbers are a cleaning system to remove sulphur from the exhaust, permitting ship to use heavy fuel oil in ECAs.

The investment cost of scrubbers ranges from EUR 2-8 Million per ship, depending on the ship type, scrubber type and new build or retrofit. In addition to investment costs, the operation of scrubbers increases fuel consumption estimated to be around 1-3% (EMSA, 2010).

Liquified Natural Gas

Liquified Natural Gas (LNG) is widely considered to be a promising energy source for shipping in the short to medium term. Although the price of LNG is currently lower than marine gas oil and heavy fuel oil, the cost of distributing LNG to ports and ships is very high. This distribution cost depends on the distance from LNG import terminals, the method of distribution and LNG volumes which currently make LNG a more expensive fuel than MDO or HFO. This might change if the LNG bunkering network would be expanded and more ports would be able to offer LNG bunkering possibilities.

2. Another Compliance Option

Methanol is another alternative compliance option. It has almost the same molecular structure and properties as natural gas and is used as fuel for racing cars and model planes, mainly because of its high octane rating. Methanol can also be used for ships through modification of existing engines and fuel systems.

THE IMPACT OF CLEANER FUEL ON THE COST OF FREIGHT

The rules, drawn by the U.N. International Maritime Organization (IMO), will ban ships using fuel with sulphur content higher than 0.5 percent, compared to 3.5 percent now, unless a vessel has equipment to clean up its sulphur emissions. Any vessels failing to comply will face fines, could find their insurance stops being valid and might be declared "unseaworthy" which would bar them from sailing. The International Maritime Organization, the UN body that regulates the safety and security of shipping is planning to reduce the amount of sulphur allowed in fuel. However, it is currently considering whether the change will take place in 2020 or it will be deferred to 2025.

When diesel ship engines burn poor-quality fuel, their smoke stacks release oxides of nitrogen, sulphur as well as carbon. These pollutants, aside from contributing to greenhouse warming, are highly toxic. Sulphur dioxide readily dissolves in water, creating acid rain that cause harm to both people and the environment. Refinement of crude oil removes sulphur, which reduces the amount of sulphur dioxide produced when the fuel is burned. Higher-grade diesel also reduces the volume of heat-trapping nitrous oxide, but is more expensive to produce because it requires more purification at the refinery.

Clean fuel is an important part of reducing emissions, but the higher cost of low-sulphur fuel will deter many companies. Another way for ships to meet clean-air requirements is by capturing engine exhaust and passing it through scrubbers. These scrubbers convert nitrous oxide gases into harmless nitrogen and water. This process requires retrofitting older ships, and updating the design of new ship exhaust systems. One advantage of this approach is that it allows ships to meet the different pollution regulations around the world without having to swap fuels.

Secretary General of IMO in a session

Another way to reduce production of nitrous oxide is by reducing the temperature at which diesel fuel burns, but this leads to decreased fuel efficiency and increased fuel consumption.

The global shipping fleet now consumes about 4 million barrels per day (bpd) of high sulphur fuel oil, but about 3 million bpd of that demand will "disappear overnight", according to the average market forecast calculated by Norway's SEB Bank.

Most demand is expected to shift to marine gas oil, a lower sulphur distillate fuel. Morgan Stanley predicts this will generate at least 1.5 million bpd in extra demand for distillate in the next three years, pushing up total distillate demand growth for the period to 3.2 million bpd. That, in turn, will drive up prices. Gas oil now trades at a premium of about $250 a ton to fuel oil, but the forward curve forecasts this will balloon to $380 per ton by early 2020.

Low-sulphur alternatives are generally more expensive and less widely available than bargain-rate bunker fuels. In some corners of the industry, this has led to many hand-wringing and anxious predictions of fuel shortages and spikes in cargo rates. But many companies are nevertheless working to comply with the cap, including installing exhaust scrubber systems and switching to liquefied natural gas.

Research conducted by Thomson Reuters estimates fuel accounts for about half a ship's daily operating cost. Based on average fuel consumption of 20 to 80 tonnes a day (MT/day), a ship using cleaner fuel faces extra daily expenses of about $6,000 to $20,000.The freight forwarder will bear the cost in the long run since the shipowner will pass on this cost to the charterer or shipper.

IMPACT ON LOCAL GHANAIAN INDUSTRY

The implementation of the IMO 2020 regulation and the planned response by the shipping lines will result in higher freight rates (bunker recovery surcharges) for all category of shipments.

At the 2018/19 cocoa Freight Negotiation Conference held on September 28, 2018 in Accra, all the twenty-eight Shipping Lines that the Ghana Team negotiated with gave indication that their freight rate proposals for the carriage of Ghana's cocoa in the ensuing years would include the Emergency Fuel Surcharge to cater for the huge increases expected following the coming into force of the IMO 2020 regulation.

Since freight is a major component for the calculation of import duties and import VAT, a higher freight will therefore result in higher cost of importation and consequently increased prices for the final consumer.

As an Agency with a mandate of protecting and promoting the interests of importers and exporters (shippers), any policy, enacted or activity that impacts shippers, also affects the work of the Ghana Shippers' Authority.

Having regard to the fact that the Shippers constitute a key constituency to be impacted by this IMO regulation, the Authority will have to undertake a comprehensive programme of Publications and Sensitization Workshops and Fora to enlighten Shippers on the Regulation and its expected impact on businesses.

CONCLUSION

Shipping fleets should implement technical and operational measures to reduce global warming pollution immediately. Such measures include speed reductions, weather routing, fuel switching and specialized hull coatings.

Fleets should begin to implement longer-term measures to reduce global warming pollution, such as fuel-efficient design of new ships and engines created specifically for slow steaming. The IMO should set international emission standards to reduce global warming pollutants from the shipping industry.

However, such measures may introduce cost to shipowners and ultimately high freight cost which will have negative implications for the shipping industry and the international logistics and supply value chain.

JAPTU, the driving force behind Ghana's Transit Trade

Some haulage trucks laden with cargo

Background

The ocean-leg of shipping which controls over 80 per cent of international trade buttresses the importance of ships in carting goods from one port to another. What is equally worth mentioning in the transportation chain of the movement of goods, most importantly, to the final consumer and buyer, is the significant roles played by haulage service providers.

The situation is no different in Ghana where 1,000s of trucks move goods to and from the ports, daily. As a result, truck drivers and owners have formed associations to formalise their activities in pursuit of their business interests and to engage state institutions and the private sector on emerging trade issues. One of such vibrant associations is the Joint Association of Port Transport Union (JAPTU).

The JAPTU, operators of inland transit haulage transport services, was inspired by a combination of factors amongst which is the need for a duly mandated body to institute internal and self-regulatory mechanisms that will enhance professionalism among transit haulage operators and sanitize the sector.

JAPTU was established with the vision of becoming a professional and reliable transit trade facilitator in the West African sub-region that delivers competent haulage services in accordance with the highest ethical standards and international best practices to guarantee, at all times, a safe and timely delivery of cargo.

After an extensive period of consultation and consensus building among six (6) transit cargo transporters, JAPTU was incorporated some 15 years ago to assume the role of an umbrella body of transit cargo transport and to chart a path of peace, growth and development amongst Ghanaian and foreign haulage transport operators.

At its inception, JAPTU comprised six (6) associations/unions. These were the Ghana Haulage Transport Owners' Association (GHATOA), Ghana Haulage Transport Drivers' Association (GHTDA),Ghana Private Road Transport Union (GPRTU) – Tema Port, Organisation des transporteurs routiers du Burkina (OTRAF), Conseil Malien des Transporteur Routers (C.M.T.R) and Syndicat National des Transporteurs Mechandise du Niger (S.N.T.M.N). Presently the Union can boast of some thirteen (13) affiliate members and still growing.

Relationship with state agencies and private sector

According to the General Secretary of JAPTU, Mr Ibrahim Musah, the Union has a good relationship with duty bearers in the inland transit cargo sector. This relationship and recognition are made manifest in the representation of JAPTU on some committees in the sector.

"Additionally, the offer of space by the Ghana Ports and Harbour Authority (GPHA) to JAPTU and its affiliates gives further credence to this symbiotic relationship. The role of the GPHA and the Ghana Shippers' Authority in the ongoing JAPTU reform process are all testaments to the good relation that JAPTU has with the sector.", he said

JAPTU has also participated in high-level national and sub-regional policy meetings such as the ECOWAS Trade Liberalization Scheme review mission in May 2019, National Road Safety Commission among others with the Ghana Police Service, Ghana Immigration Service, Ghana Revenue Authority (GRA)-Customs Division and the Ghana Highway Authority.

With respect to private sector operators, Mr Ibrahim said JAPTU remains very relevant to all its affiliates and stakeholders on that front as many are ready to join them. This, he said, was affirmed at the Special Stakeholders' Consultative meeting organized in April 2019 under the auspices of the Ghana Shippers' Authority (GSA) where the leadership of all JAPTU affiliates reaffirmed their commitment to the Union's vision.

Achievements

According to Mr Ibrahim, JAPTU has registered some significant achievements since its establishment over a decade ago.

These include the institution of a registration system for transit trucks from the Tema Port in collaboration with GRA-Customs Division which ensures the clearance of transit trucks before loading. The institution of internal controls and monitoring mechanisms have largely contributed to the 98 per cent non-diversion of transit cargo from Ghana, he said.

Despite the hikes in the costs of critical inputs such as fuel, vehicle parts and tyres over the past decades, JAPTU has contributed to the relative stabilization of transit cargo haulage rates.

Challenges and the way forward

Mr Ibrahim indicated that various obstacles are impeding the full realization the Union's goals and objectives.

He described the decision by the GRA-Customs Division to containerize transit haulage trucks as not properly thought through. “Our trucks are used for multiple haulage purposes, hence any attempt to containerize them will effectively restrict their use for other haulage purposes and significantly constrict the business viability of such trucks to the owners and for the execution of other equally important haulage businesses.”, he said

He added that the procedure to register transit haulage trucks already exists at the Tema Port which all members of JAPTU affiliate associations/unions are complying with to date and has not been shown to be deficient for the purpose for which it was instituted. Hence, the Union finds it unusual that Customs has instituted a new registration process for transit trucks without its input.

“We have also observed with great concern, the recent phenomenon, of the growing incidence of vehicles that are not registered with or cleared by JAPTU or any of its affiliate associations/unions having access to the transit yard and subsequently bypassing the prescribed process within the transit yard an eventually receiving clearance from Customs. This situation unacceptable and could contribut to the phenomenon of transit carg diversions if drastic action is not taken immediately to restore normalcy.”, Mr Ibrahim added.

The Union, he said, has not been adequately consulted in the construction and modification of road infrastructure, a situation that is contributing to the damage of their trucks and sometimes resulting in road accidents.

He mentioned, among others, the increasing police checkpoints and collection of illicit payments by some members of the security services, reluctance by some security and Customs officials to adhere to laid down protocols for transit trucks, particularly when they experience perils that require delays on their routes and the general lack of consultation of JAPTU on critical national policies as major challenges affecting their operations.

On the way forward, Mr Ibrahim said there would be a review of the JAPTU constitution and an overhaul of its financial and administrative systems and processes to reflect best international standards and practices. Substantive leaders would also be elected with fixed terms with a clear mandate.

Additionally, JAPTU would submit position papers to appropriate policy makers and also request for direct policy dialogue sessions on issues. He pledged the Union's commitment to sustain its collaboration with its counterparts in Burkina Faso, Mali and Niger to safeguard the welfare of its members and to also continue to intervene to resolve problems of drivers on the transit road corridor.

“Generally, JAPTU believes that policies and interventions such as the Paperless regime, port expansion project and tariff reductions are all laudable and if sustained, could make Ghana's port more attractive for our landlocked neighbours to bring in more transit cargo which will boost the business viability of JAPTU members in particular and the national economy as a whole.”, he said.

Council of Transport Union and e-platform on non-tariff barriers

Mr Ibrahim commended efforts by the Ghana Shippers' Authority in bringing all transport unions together under one umbrella to serve as a united front for transport owners and drivers to engage with stakeholders in and outside Ghana's maritime industry on issues affecting their trade.

On the e-platform created by the Borderless Alliance in collaboration with the GSA to resolve non-tariff barriers on Ghana's transit corridor, the JAPTU General Secretary said the platform has proven to be one of the most useful interventions in the sector in recent times.

“The platform has proven over time to be very responsive to the needs and challenges of operators in the sector.”, he added

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GHANA'S MARITIME TRADE REVIEW (January – March, 2019)

1.0 OVERVIEW

The World Trade Organization (WTO) predicts that world trade will continue to face strong headwinds in 2019 and 2020 after growing more slowly than expected in 2018 due to trade protectionism, tight credit policies, rising trade tensions between the US and China and increased economic uncertainty. The World Bank estimates global economic growth to slow down to 2.9% in 2019 from 3.1% in 2018, whilst WTO economists expect merchandise trade volume growth to fall from 3.0% in 2018 to 2.6% in 2019.

However, the two economic giants, the US and China, have defied the above predictions of further economic slowdowns by posting strong growth in Gross Domestic Product (GDP) of 3.2% and 6.4% respectively for the first quarter of 2019. Both economies got off to a good start in 2019 as more indicators showed positive signs of stabilization for the first quarter of 2019.

The positive performance of these two economies also correlated with the global Shipping Industry performance, with most shipping lines recording gains in their bottom line at the end of the first quarter of 2019. The global performance has always had a direct impact on Ghana's international trade performance.

Ghana's seaborne trade volume recorded an increase of 10.2% for the first quarter of 2019 over the same period in 2018, well above the projected world merchandized trade performance. This growth was on the back of an impressive performance in exports which grew by 44.2% in the first quarter of 2019 compared to the same period in 2018. This could be attributed to Government's strong trade policy of export-led growth for the economy. Imports on the other hand witnessed a decline of 7.8% for the same period.

2.0 COMPARISON OF GHANA'S CARGO THROUGHPUT PERFORMANCE

Cargo throughput for Q1 (Jan-Mar) 2019 increased by 10.22% compared to the same period of 2018 (i.e. Q1 2018). This comprised Total Import & Export trade volume of 6,507,581mt and 333,768mt of Transit/Transshipment cargo.

Total import trade volume decreased by 7.8% and export trade volume in Q1 2019 increased by 44.2% as compared to Q1 2018. Total transit/transshipment trade volume in Q1 2018 increased by 11.74 over Q1 2018. See Table 1 for details.

Table 1 SUMMARY COMPARISON OF GHANA'S CARGO THROUGHPUT			
Q1 2019 AND 2018			
TRADE TYPE	**Q1 2019 (mt)**	**Q1 2018 (mt)**	**CHANGE**
TOTAL IMPORT	3,568,471	3,869,481	-7.8%
TOTAL EXPORT	2,939,110	2,038,742	44.2%
TOTAL IMPORT & EXPORT	**6,507,581**	**5,908,223**	**10.2%**
TOTAL TRANSIT/TRANSH.	333,768	298,704	11.7%
CARGO THROUGHPUT	**6,841,349**	**6,206,927**	**10.2%**

3.0 PORTS SHARE OF CARGO THROUGHPUT FOR Q1 (JANUARY – MARCH) 2019

Cargo throughput for the seaports of Ghana (i.e. Tema and Takoradi) for Q1 2019 was 6.84 million metric tons (mt). Cargo throughput for the Port of Tema was 3.89 million mt representing 57% of the total, whilst the Port of Takoradi recorded 2.95 million mt, representing 43% of the total seaborne trade.

Transit/Transshipment imports amounted to 313,974mt, whilst transit/transshipment exports recorded 19,794 mt. Table 2 below shows the summary performance for the review period.

Table 2. SUMMARY OF GHANA'S SEABORNE TRADE (in mt)						
Q1 2019						
PORT	**IMPORT (mt)**	**TRANSIT/ TRANSHP. IMPORT (mt)**	***EXPORT (mt)**	**TRANSIT/ TRANSHP. EXPORT (mt)**	**TOTAL (mt)**	**SHARE**
TEMA	3,009,776	268,365	592,511	19,794	**3,890,446**	**57%**
TAKORADI	558,695	45,609	2,346,599	0	**2,950,903**	**43%**
TOTAL	**3,568,471**	**313,974**	**2,939,110**	**19,794**	**6,841,349**	**100%**

* Exports exclude Ghana's crude oil exports

4.0 COMPARISON OF GHANA'S SEABORNE TRADE for JANUARY – MARCH (Q1) 2019 AND 2018PER CARGO TYPE

4.1 Import Trade

Total imports for the review period Q1 2019 was 3.56 million mt. This comprised 1.27 million mt of Liner cargo, 299,399mt of Break Bulk, 1.08 million mt of Dry Bulk cargo and 907,906mt of Liquid Bulk imports.

In Table 3 below, it can be seen that imports for Q1 2019 decreased by 7.78% over Q1 2018. For the trade types, there were recorded decreases in Liner imports, Break Bulk imports and Liquid Bulk imports of 17.72%, 31.70% and 5.23% respectively. There was however an increase of 17.53% in Dry Bulk imports.

Table 3 COMPARISON OF GHANA'S SEABORNE TRADE PER CARGO TYPE			
TRADE TYPE	**Q1 2019**	**Q1 2018**	**CHANGE**
	(mt)	**(mt)**	
IMPORT:			
Liner	1,273,127	1,547,356	**-17.72%**
Break Bulk	299,399	438,355	**-31.70%**
Dry Bulk	1,088,039	925,753	**17.53%**
Liquid Bulk	907,906	958,017	**-5.23%**
TOTAL IMPORT	**3,568,471**	**3,869,481**	**-7.78%**
EXPORT:			
Liner	502,127	558,123	**-10.03%**
Break Bulk	222,351	83,748	**165.50%**

Dry Bulk	2,214,632	1,354,397	63.51%
Liquid Bulk	0	42,474	-100.00%
TOTAL EXPORT	**2,939,110**	**2,038,742**	**44.16%**
TOTAL IMPORT & EXPORT	**6,507,581**	**5,908,223**	**10.14%**

4.2 Export Trade

The total export trade volume for Q1 2019 was 2.93 million mt. This represents 44.16% increase over Q1 2018.This was made up of 502,127mt of Liner items, 222,351mt of Break Bulk items and2,214,632mt of Dry Bulk items.

Commodities that contributed to this performance includes manganese (an increase of 973,671 mt or 100.58%), timber logs (an increase of 92,559mt or 236.11%), bauxite (an increase of 51,885 mt or 31.69%), bagged cocoa beans (an increase of 45,044 mt or 100.36%) and cashew nuts (an increase of 29,873 mt or 47.03%).

5.0 PERFORMANCE IN LADEN CONTAINERS

Table 4 below shows the details of the performance in laden containers for Q1 2019. Total Laden Containers for imports and exports for Q1 2019 was 162,518 TEUs. This represents an increase of 3.58% compared to Q1 2018.

Total import Laden Containers for Q1 2019 was 117,817 TEUs; a 4.63% fall compared to Q1 2018.Total export Laden Containers for Q1 2019 was 44,701 TEUs; representing an increase of 33.98% compared to Q1 2018.

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

TRADE TYPE	PORT	Q1 2019 (in TEUs)	Q1 2018 (in TEUs)	CHANGE
IMPORT	TEMA	113,415	117,112	-3.16%
	TAKORADI	4,402	6,426	-31.50%
	TOTAL IMPORT	**117,817**	**123,538**	**-4.63%**
EXPORT	TEMA	35,420	29,099	21.72%
	TAKORADI	9,281	4,264	117.66%
	TOTAL EXPORT	**44,701**	**33,363**	**33.98%**
TOTAL	**IMPORT/EXPORT**	**162,518**	**156,901**	**3.58%**

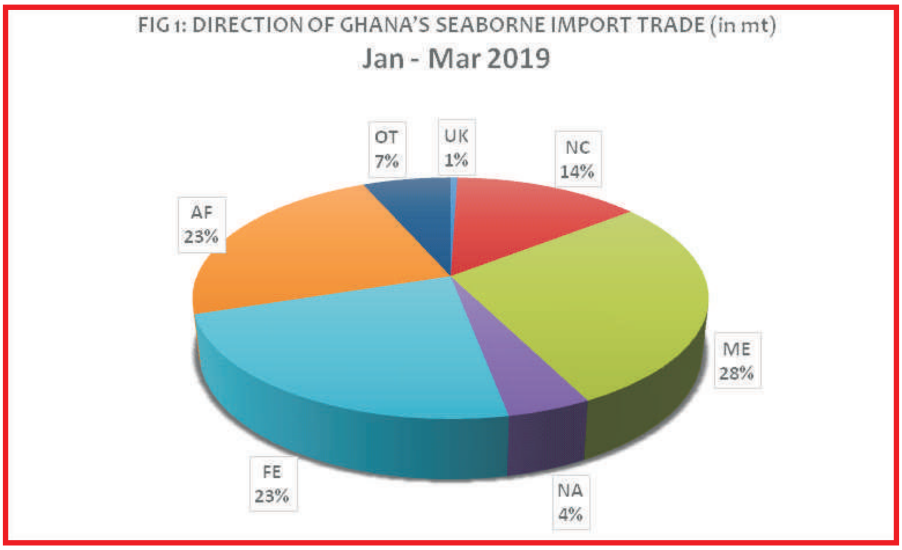
6.0 DIRECTION OF GHANA'S SEABORNE TRADE

6.1 Import Trade

Figure 1 and Table 5 shows that majority of Ghana's seaborne imports for Q1 2019 came from the Mediterranean Europe range, representing about 28% of the total import trade. Africa and Far East were next with 23% share each of Ghana's import trade. Imports from Africa was 834,181, a decrease of 76,305 mt (or -9.14%) over the previous year's figure of 910,486mt.The major commodities imported from the Africa Range which experienced significant changes were Petroleum Products, Clinker and Crude Oil.

Table 5. DIRECTION OF GHANA'S SEABORNE IMPORT TRADE (in mt) (Jan-Mar 2019)

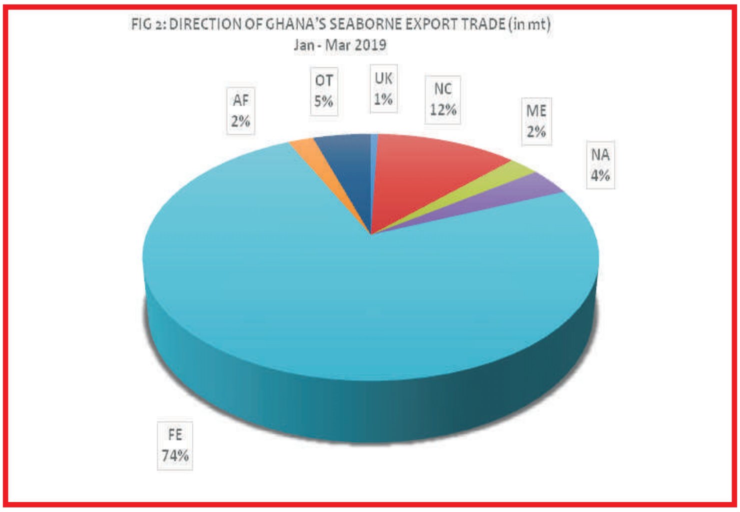
	UK	NC	ME	NA	FE	AF	OT	TOTAL
LINER	15,560	154,899	209,712	106,699	476,894	178,152	131,211	**1,273,127**
BREAK BULK	2,319	53,082	14,472	676.87	199,268	11,192	18,389	**299,399**
DRY BULK	0	87,093	776,996	52,026	62,357	31,839	77,727	**1,088,039**
LIQ. BULK	0	202,721	323	19.35	84141.97	612,998	7,703	**907,906**
TOTAL	**17,879**	**497,795**	**1,001,503**	**159,422**	**822,661**	**834,181**	**235,030**	**3,568,471**
SHARE	**1%**	**14%**	**28%**	**4%**	**23%**	**23%**	**7%**	**100%**



6.2 Export Trade

The 2.93 million mt of seaborne exports for Q1 2019 went to various destinations in the world. Majority of these exports went to the Far East range. The Far East range received a total of 2,182,972mt (i.e. 74% of total exports) whilst the North Continent range received a total of 351,597mt (or 12% of total exports). Table 6 gives more details about the direction of Ghana's seaborne export trade for Q1, 2019.

Table 6. DIRECTION OF GHANA'S SEABORNE EXPORT TRADE (in mt) (Jan-Mar 2019)								
	UK	NC	ME	NA	FE	AF	OT	TOTAL
LINER	12,378	106,136	57,538	26,476	199,536	53,788	46,275	502,127
BREAK BULK	5383	5,555	10,101	26,327	155,272	1,542	18,171	222,351
DRY BULK	0	239,906	6730	52610	1,828,164	7755	79,467	2,214,632
LIQ. BULK	0	0	0	0	0	0	0	0
TOTAL	17,761	351,597	74,369	105,413	2,182,972	63,085	143,913	2,939,110
SHARE	1%	12%	3%	4%	74%	2%	5%	100%



7.0 TRANSIT TRADE AND TRANSSHIPMENT THROUGH THE SEAPORTS OF GHANA

Total Transit/Transshipment trade volume for Q1 2019 shows a rise of 11.74% compared to Q1 2018. Total volume of transit/transshipment for Q1 2019 was 333,768 metric tons (mt).

Transit/Transshipment Imports for Q1 2019 amounted 313,974mt, an increase of 16.39% compared to Q1 2018.Transshipment/Transit Exports recorded 19,794mt in Q1 2019, a decrease of 31.60% compared to Q1 2018. Table 7 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.) 2019 AND 2018			
TRADE TYPE	Q1 2019 (mt)	Q1 2018 (mt)	CHANGE
TRANSIT/TRANSH. IMPORT	313,974	269,767	16.39%
TRANSIT/TRANSH. EXPORT	19,794	28,937	-31.60%
TOTAL	333,768	298,704	11.74%

8.0 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 275,339mt in Q1 2019. This represents a rise of 3.65% compared to Q1 2018. The transit trade comprises imports of 256,515mt and exports of 18,824mt.

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			
Q1 (JAN. - MAR.) 2019 AND 2018			
TRADE TYPE	**Q1 2019**	**Q1 2018**	**Change**
	(mt)	**(mt)**	
TRANSIT IMPORT	256,515	237,384	**8.06%**
TRANSIT EXPORT	18,824	28,266	**-33.40%**
TOTAL	**275,339**	**265,650**	**3.65%**

9.0 PERFORMANCE IN GHANA'S CONTAINERIZED CARGO TRADE

9.1 Shipping Line Performance in the Containerized Trade

Twenty-Two (23) Shipping Lines were involved in the containerized cargo trade which amounted to 162,518TEUs for the review period Q1 2019. The highest operators were Maersk Line, with 48,116TEUs (29.64% of the container trade) and Mediterranean Shipping Company (MSC), with 33,870TEUs (20.84% of the container trade). Details are shown in Table 9.

9.2 Shipping Agents' Performance in the Containerized Trade

Twenty - Two (22) Shipping Agents were involved in the containerized trade to and from Ghana. Together, they handled 162,518TEUs for the review period Q1 2019. The highest performing agencies were Maersk Ghana Ltd, with 48,116TEUs (29.61% of the containerized trade) and MSCA with 34,154TEUs (21.02%of the containerized trade). Details are shown in Table 10.

10.0 PERFORMANCE OF SHIPPING LINES AND AGENTS PER VOLUME OF SHIPMENT

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

A total of Sixty-Six (66) Shipping Lines and Charterers participated in transporting the over 6.5 million mt of Ghana's seaborne cargo (import & export) through the Ports of Tema and Takoradi during Q1 2019. The performance of the Lines per trade type (i.e. Liner, Break bulk, Dry bulk and Liquid bulk) is shown in Table 11.

The high performers in Liner Trade were Maersk Line (17.30%) and Mediterranean Shipping Company (15.86%). In the Break Bulk Trade, Maersk Line moved the highest volume (24.29%), followed by Mediterranean Shipping Company with 14.72%. High performers for the Dry Bulk Trade were I.M.T (57.72%) and H.C Trading with 16.14%. In the Liquid Bulk Trade, BP Oil International Ltd lifted the highest volume of 37.90%.

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

Fifty-Eight (58) Shipping Agents handled over 6.5million mt of seaborne trade (import & export) through the Ports of Tema and Takoradi during the period Q1 2019. Table12 below shows the performance in the various trades namely, Liner, Break Bulk, Dry Bulk and Liquid Bulk trade for the review period.

High performers in the Liner Trade were Maersk Ghana Ltd. with 17.30% of the volume and MSCA Ghana Ltd. with 15.86%. The leading Shipping Agents in the Break Bulk Trade were Maersk Ghana Ltd. with 24.9% and MSCA Ghana Ltd. with 14.72%. In the Dry Bulk Trade, the high performers were Supermaritime Ghana Ltd. with 60.79% of the share and Hull Blyth Ghana Ltd. with 19.27%. In the Liquid Bulk Trade, Inchcape Shipping Ltd handled 49.66% of the volume whilst Oil and Marine Agencies (OMA) handled 36.84%.

TABLE 9 PERFORMANCE OF SHIPPING LINES PER LADEN CONTAINERS (in TEUs)				
TOTAL (TEMA & TAKORADI)				
JAN– MAR (Q1) 2019				
SHIPPING LINE	**IMPORT**	**EXPORT**	**TOTAL**	**% of TOTAL**
AFRICA EXPRESS LINE	2,133	889	3,022	1.86%
ARKAS LINE	3,254	2,100	5,354	3.29%
BBC CHARTERING & LOGISTICS	4	20	24	0.01%
CHINA OCEAN SHIPPING	7,921	-	7,921	4.87%
CMA CGM	4,867	4,663	9,530	5.86%
COSCO SHIPPING LINE	2,968	3,022	5,990	3.69%
EUKOR CAR CARRIERS	2	-	2	0.00%
GMT SHIPPING	8	-	8	0.00%
GOLD STAR LINE	5,510	1,717	7,227	4.45%
GRIMALDI LINES	3,547	2,134	5,681	3.50%
HAPAG-LLOYD	13,507	3,217	16,724	10.29%
HC TRADING	352	-	352	0.22%
I.M.T.	27	-	27	0.02%
MAERSK LINE	39,925	8,191	48,116	29.61%
MEDITERRANEAN SHIPP. CO	25,592	8,278	33,870	20.84%
MESSINA LINES	1,001	359	1,360	0.84%
NILEDUTCH	467	616	1,083	0.67%
OCEAN NETWORK EXPRESS PTE	2,041	2,160	4,201	2.58%
OTHER	32	-	32	0.02%
PACIFIC INTL. LINES	4,640	1,668	6,308	3.88%
UNIVERSAL AFRICA LINE	19	10	29	0.02%
SAFMARINE	-	4,604	4,604	2.83%
ZIM LINE	-	1,053	1,053	0.65%
TOTAL	**117,817**	**44,701**	**162,518**	**100.00%**

TABLE 10 PERFORMANCE OF SHIPPING AGENTS PER LADEN CONTAINERS (in TEUs)				
TOTAL (TEMA & TAKORADI)				
JAN – MAR (Q1) 2019				
SHIPPING AGENT	**IMPORT**	**EXPORT**	**TOTAL**	**% SHARE**
ANTRAK GHANA LTD	1,001	359	1,360	0.84%
ARKAS GHANA LTD	3,254	2,100	5,354	3.29%
COMEXAS GH. LTD	486	626	1,112	0.68%
COSCO SHIPPING GH. CO. LTD	2,968	3,022	5,990	3.69%
CMA CGM GH. LTD	4,867	4,663	9,530	5.86%
DW CABLE NET SHIPPING GH. LTD	1	-	1	0.00%
EOLIS GHANA LTD	2,133	889	3,022	1.86%
GMT SHIPPING LTD	13	-	13	0.01%
GRIMALDI GHANA LTD	3,296	1,692	4,988	3.07%
HAFENGENTUR GHANA LTD	2	-	2	0.00%
HAPAG-LLOYD GHANA LTD	13,507	3,217	16,724	10.29%
HULL BLYTH GHANA LTD	70	-	70	0.04%
ISAG	-	2,770	2,770	1.70%
INTERMODAL SHIPPING AHENCY GH. LTD	5,510	-	5,510	3.39%

MAERSK GHANA LTD	39,925	8,191	48,116	29.61%
MSCA GHANA LTD	25,876	8,278	34,154	21.02%
MARITIME AGENCIES	4	20	24	0.01%
OCEAN NETWORK EXPRESS GH. LTD	2,041	2,160	4,201	2.58%
PIL GHANA LTD	4,640	1,668	6,308	3.88%
SAFMARINE	-	4,604	4,604	2.83%
SCANSHIP GHANA LTD	8,167	442	8,609	5.30%
SUPERMARITIME GHANA LTD	56	-	56	0.03%
GRAND TOTAL	**117,817**	**44,701**	**162,518**	**100.00%**

TABLE 11 PERFORMANCE OF SHIPPING LINES **IN GHANA'S SEABORNE TRADE** - JAN - MARCH. 2019

IMPORT AND EXPORT - TEMA - TAKORADI

SHIPPING LINES/CHARTERER	**IMPORT**	**EXPORT**	**TOTAL**	**% SHARE / TRADE TYPE**	**%SHARE**
LINER					
ADOM MBROSO COLDSTORES LTD	1,838	0	1,838	0.10	0.03
AFRICA EXPRESS LINE	22,448	24,305	46,753	2.45	0.72
AFRICA FISH GH. LTD	710	0	710	0.04	0.01
AFRITRAMP	279	677	956	0.05	0.01
AMISACHI LTD	1,604	0	1,604	0.08	0.02
ARKAS LINE	26,381	30,535	56,916	2.98	0.87
BBC CHARTERING	466	1,231	1,697	0.09	0.03
C&G FISHERIES CO. LTD	1,180	0	1,180	0.06	0.02
CHINA OCEAN SHIPPING	84,251	42,942	127,193	6.67	1.95
CMA CGM	41,335	80,215	121,550	6.37	1.87
DOLPHIN FROZEN FOODS	600	0	600	0.03	0.01
EUKOR CAR CARRIERS	4,473	98	4,571	0.24	0.07
EUROAFRICA	6,340	1,151	7,491	0.39	0.12
GLOVIS	3,375	0	3,375	0.18	0.05
GMT	2,520	0	2,520	0.13	0.04
GOLD STAR LINE	45,348	29,434	74,782	3.92	1.15
GRIMALDI LINES	41,521	25,754	67,275	3.53	1.03
HAPAG-LLOYD	108,341	47,226	155,567	8.16	2.39
HC TRADING	22,684	0	22,684	1.19	0.35
HOEGH AUTOLINERS	883	0	883	0.05	0.01
I.M.T	73,360	800	74,160	3.89	1.14
INCHCAPE SHIPPING SERVICES	1,503	0	1,503	0.08	0.02
K' LINE	366	0	366	0.02	0.01
LEONE FISHING CO. LTD	2,176	0	2,176	0.11	0.03
LOULITA ENT.	1,052	0	1,052	0.06	0.02
MAERSK LINE	254,409	75,483	329,892	17.30	5.07
MEDITERRANEAN SHIPPING CO.	198,485	104,035	302,520	15.86	4.65
MEDKON LINES	16	0	16	0.00	0.00
MESSINA LINES	10,119	5,040	15,159	0.79	0.23
MOL ACE	780	0	780	0.04	0.01
NILEDUTCH	13,935	7,726	21,661	1.14	0.33
NMT LINES	2,448	0	2,448	0.13	0.04
OCEAN FARE CO. LTD	3,405	0	3,405	0.18	0.05
OCEAN NETWORK EXPRESS PTE	20,089	30,244	50,333	2.64	0.77
OLAM GHANA	28,467	0	28,467	1.49	0.44

OTHER	115,565	369	115,934	6.08	1.78
PACIFIC INTL LINE	34,463	24,952	59,415	3.12	0.91
PIONEER FOOD CANNERY LTD	2,417	0	2,417	0.13	0.04
PRECIOUS COLDSTORE LTD	1,703	0	1,703	0.09	0.03
SAFMARINE	0	82,033	82,033	4.30	1.26
SEVENLOG LTD	59,764	0	59,764	3.13	0.92
SHELL INTERNATIONAL	7,918	0	7,918	0.42	0.12
SIKA KORABEA CO. LTD	475	0	475	0.02	0.01
SUCDEN MIDDLE EAST	2,501	0	2,501	0.13	0.04
TRUSTLINK VENTURES LTD	3,931	0	3,931	0.21	0.06
UNITED ARAB SHIPP. CO	4	0	4	0.00	0.00
UNIVERSAL AFRICA LINES	869	1,482	2,351	0.12	0.04
WE 2 SEAFOODS CO. LTD	7,831	0	7,831	0.41	0.12
YORK OVERSEAS	8,500	0	8,500	0.45	0.13
ZIM LINE	0	18,161	18,161	0.95	0.28
SUB-TOTAL	**1,273,130**	**633,893**	**1,907,023**	**100.00**	**29.30**
BREAK BULK					
AFRICA EXPRESS LINE	57	0	57	0.02	0.00
ARKAS LINE	5,447	0	5,447	1.82	0.08
CHINA OCEAN SHIPPING	20,952	0	20,952	7.00	0.32
CMA CGM	8,052	0	8,052	2.69	0.12
EUKOR CAR CARRIERS	96	0	96	0.03	0.00
GMT SHIPPING	31,172	0	31,172	10.41	0.48
GOLD STAR LINE	12,716	0	12,716	4.25	0.20
GRIMALDI LINES	3,480	0	3,480	1.16	0.05
HAPAG-LLOYD	17,137	0	17,137	5.72	0.26
HC TRADING LINES	752	0	752	0.25	0.01
MAERSK LINE	72,719	0	72,719	24.29	1.12
MEDITERRANEAN SHIPP. CO	44,083	0	44,083	14.72	0.68
MEDKON LINES	21	0	21	0.01	0.00
MESSINA LINES	808	0	808	0.27	0.01
NILEDUTCH	5,344	0	5,344	1.78	0.08
NMT LINES	3	0	3	0.00	0.00
OCEAN NETWORK EXPRESS PTE	3,647	0	3,647	1.22	0.06
OTHER	44,020	0	44,020	14.70	0.68
PACIFIC INTL. LINES	8,890	0	8,890	2.97	0.14
SIKA KORABEA CO. LTD	17,288	0	17,288	5.77	0.27
UNIVERSAL AFRICA LINE	2,715	0	2,715	0.91	0.04
SUB-TOTAL	**299,398**	**0**	**299,398**	**100.00**	**4.60**
DRY BULK					
CARMEUS TRADING	12,232	0	12232	0.36	0.19
CMA CGM	0	2,623	2623	0.08	0.04
GHANA NUTS CO.LTD	0	2,006	2006	0.06	0.03
GMT SHIPPING	355	0	355	0.01	0.01
GRIMALDI	0	4,930	4930	0.15	0.08
HC TRADING	544,660	3,000	547660	16.14	8.42
I.M.T	0	1,958,569	1958569	57.72	30.10
LH SHIPPING PTE LTD	30,433	0	30433	0.90	0.47

MAERSK LINE	724	51,201	51925	1.53	0.80
MEDITERRANEAN SHIPP. CO	2,597	78,985	81582	2.40	1.25
OTHER	335,607	187,906	523513	15.43	8.04
SEVEN LOG LTD	60,051	0	60051	1.77	0.92
UNICARGO LINES	0	7,000	7000	0.21	0.11
UNIVERSAL AFRICA LINES	0	9,000	9000	0.27	0.14
WESTERN BULK CARRIERS AS	29,350	0	29350	0.86	0.45
YORK OVERSEAS	72,030	0	72030	2.12	1.11
SUB-TOTAL	**1,088,040**	**2,305,220**	**3,393,260**	**100.00**	**52.14**
LIQUID BULK					
ALPHA PETROLEUM	13,039	0	13,039	1.46	0.20
ARKAS LINE	113	0	113	0.01	0.00
BLUE OCEAN INVESTMENTS	151,717	0	151,717	16.96	2.33
BP OIL INTERNATIONAL LTD	339,151	0	339,151	37.90	5.21
CHASE PETROLEUM	57,326	0	57,326	6.41	0.88
CIRRUS OIL SERVICES	24,963	0	24,963	2.79	0.38
FUELTRADE	13,169	0	13,169	1.47	0.20
GLENCORE ENERGY	4,203	0	4,203	0.47	0.06
HAPAG-LLOYD	28	0	28	0.00	0.00
I.M.T	10,880	0	10,880	1.22	0.17
INCHCAPE SHIPPING SERV.	14,393	0	14,393	1.61	0.22
JUWEL ENERGY	10,000	0	10,000	1.12	0.15
MAERSK LINE	299	0	299	0.03	0.00
MEDITERRANEAN SHIPP. CO	323	0	323	0.04	0.00
OTHER	179,231	0	179,231	20.03	2.75
TRAFIGURA PTE LTD	4,734	0	4,734	0.53	0.07
VITOL	77,308	0	77,308	8.64	1.19
UNIVERSAL AFRICA LINE	19	0	19	0.00	0.00
WILMAR AFRICAN LTD	7,009	0	7,009	0.78	0.11
SUB-TOTAL	**907,905**	**0**	**894,753**	**100.00**	**13.95**
GRAND TOTAL	**3,568,473**	**2,939,113**	**6,507,586**	**100.00**	**100.00**

TABLE 12 PERFORMANCE OF SHIPPING AGENTS IN GHANA'S SEABORNE TRADE - JAN - MARCH. 2019

IMPORT AND EXPORT - TEMA - TAKORADI

	IMPORT	**EXPORT**	**TOTAL**	**% SHARE / TRADE TYPE**	**%SHARE**
LINER					
AFRICA CARGO CENTRAL LTD	1,088	0	1,088	0.06	0.02
A&J SHIPPING SERVICES	12,935	0	12,935	0.68	0.20
ANDIPEX CO. LTF	8,267	0	8,267	0.43	0.13
ANTRAK GH. LTD	11,590	5,717	17,307	0.91	0.27
ARKAS GH. LTD	26,378	30,535	56,913	2.98	0.87
BAJ FREIGHT TEMA	8,247	0	8,247	0.43	0.13
BLUE FUNNEL GH. LTD	14	0	14	0.00	0.00
COMEXAS GH. LTD	14,804	9,208	24,012	1.26	0.37
CONSOLIDATED SHIPPING AGENCIES	0	0	0	0.00	0.00
COSCO SHIPPING LINE GHANA CO LTD	19,746	42,942	62,688	3.29	0.96
CMA CGM GH. LTD	0	80,215	80,215	4.21	1.23
DAMCO LOGISTICS GH. LTD	8,500	0	8,500	0.45	0.13
DELMAS SHIPPING GHANA	41,636	0	41,636	2.18	0.64
DOLPHIN SHIPP. SERVICES	1,703	0	1,703	0.09	0.03

EOLIS GHANA LIMITED	20,222	24,305	44,527	2.33	0.68
FACULTY LOGISTICS LTD	590	0	590	0.03	0.01
GLOBAL CARGO & COMMODITIES	36,233	0	36,233	1.90	0.56
GMT SHIPPING LTD	3,193	0	3,193	0.17	0.05
GRIMALDI GH. LTD	39,526	24,385	63,911	3.35	0.98
HAFENAGENTUR GHANA LTD TEMA	2,712	0	2,712	0.14	0.04
HASS LOGISTICS GH. LTD	7,341	0	7,341	0.38	0.11
HAPAG-LLOYD GH. LTD	108,274	47,226	155,500	8.15	2.39
HULL BLYTH GH. LTD	27,523	98	27,621	1.45	0.42
INCHCAPE SHIPP. SERVICES GH. LTD	1,503	0	1,503	0.08	0.02
INTERMODAL SHIPP. AGENCY GH. LTD	45,348	0	45,348	2.38	0.70
ISAG LTD	0	47,595	47,595	2.50	0.73
KHUDA SERVICE	6,008	0	6,008	0.32	0.09
KOYANKS COMPANY LIMITED	3,454	0	3,454	0.18	0.05
MACRO SHIPP. LTD	18,788	0	18,788	0.99	0.29
MAERSK GH. LTD	254,409	75,483	329,892	17.30	5.07
MAP SHIPPING LTD	12,000	0	12,000	0.63	0.18
MARINE & ENERGY SERVICES GH LTD.	4,470	195	4,665	0.24	0.07
MARITIME AGENCIES	466	1,231	1,697	0.09	0.03
MOL GHANA LTD	20	0	20	0.00	0.00
MSCA GH. LTD	198,485	104,035	302,520	15.86	4.65
OCEAN NETWORK EXPRESS GHANA LTD	20,089	30,244	50,333	2.64	0.77
PIL GHANA LTD	**34,463**	**24,952**	**59,415**	**3.12**	**0.91**
PORTS MARINE LTD	2,445	0	2,445	0.13	0.04
SAFMARINE	0	82,033	82,033	4.30	1.26
SCANSHIP GHANA LIMITED	65,827	2,520	68,347	3.58	1.05
SDV GHANA LTD	780	0	780	0.04	0.01
SEVENLOG LTD	60,222	174	60,396	3.17	0.93
SHARAF SHIPPING AGENCY LIMITED	3,375	0	3,375	0.18	0.05
STARDEX MARINE CONSULT	6,469	0	6,469	0.34	0.10
SUPERMARITIME GHANA LIMITED	118,955	800	119,755	6.28	1.84
TRAMSCO SHIPPING TEMA	600	0	600	0.03	0.01
UNITED ARAB SHIPPING AGENCIES	4	0	4	0.00	0.00
WATER FRONT ALL SERVICES LIMITED	5,000	0	5,000	0.26	0.08
SUB-TOTAL	**1,273,128**	**633,893**	**1,907,021**	**100.00**	**29.30**
BREAK BULK					
AFRICA CARGO CENTRAL LTD	3	0	3	0.00	0.00
ANTRAK GH. LTD	1,689	0	1,689	0.56	0.03
ARKAS GHANA LTD TEMA	5,447	0	5,447	1.82	0.08
BAJ FREIGHT	457	0	457	0.15	0.01
COMEXAS GH. LTD	8,059	0	8,059	2.69	0.12
COSCO SHIPPING LINE GHANA LTD	3,040	0	3,040	1.02	0.05
DELMAS SHIPPING GHANA	8,573	0	8,573	2.86	0.13
EOLIS GHANA LIMITED	56	0	56	0.02	0.00
FACULTY LOGISTICS	10,000	0	10,000	3.34	0.15
GLOBAL CARGO & COMMODITIES	17,288	0	17,288	5.77	0.27
GMT SHIPPING LTD	38,917	0	38,917	13.00	0.60
GRIMALDI GHANA LTD.	3,354	0	3,354	1.12	0.05
HAFENAGENTUR GHANA LTD TEMA	314	0	314	0.10	0.00
HAPAG-LLOYD GH. LTD	17,137	0	17,137	5.72	0.26

HULL BLYTH GHANA	848	0	848	0.28	0.01
INTERMODAL SHIPP. AGENCY GH. LTD	12,718	0	12,718	4.25	0.20
MAERSK GH. LTD	72,719	0	72,719	24.29	1.12
MSCA GH. LTD	44,083	0	44,083	14.72	0.68
OCEAN NETWORK EXPRESS GHANA LTD	3,647	0	3,647	1.22	0.06
PIL GHANA LTD	8,890	0	8,890	2.97	0.14
PORTS MARINE LTD	3	0	3	0.00	0.00
SCANSHIP GH LTD	14,126	0	14,126	4.72	0.22
SILVERMARITIME GH. LTD	18,000	0	18,000	6.01	0.28
SUPERMARITIME GH. LTD	33	0	33	0.01	0.00
WATER FRONT ALL SERVICES LIMITED	10,000	0	10,000	3.34	0.15
SUB-TOTAL	**299,398**	**0**	**299,398**	**100.00**	**4.60**
DRY BULK					
ANTRAK GH. LTD	1,314	0	1,314	0.04	0.02
BLUESEA MARITIME GH. LTD	0	7,000	7,000	0.21	0.11
CMA CGM GH. LTD	0	2,623	2,623	0.08	0.04
COMEXAS GH. LTD	0	9,000	9,000	0.27	0.14
DAMCO LOGISTICS GHANA LTD	72,030	0	72,030	2.12	1.11
GETMA GHANA LTD	2,489	0	2,489	0.07	0.04
GMT SHIPPING LIMITED	355	0	355	0.01	0.01
HAFENAGENTUR GHANA LTD TEMA	114,741	0	114,741	3.38	1.76
HULL BLYTH GH. LTD	650,780	3,000	653,780	19.27	10.05
INCHCAPE SHIPPING SERVICES	14,826	0	14,826	0.44	0.23
MACRO SHIPPING GH. LTD	0	165,460	165,460	4.88	2.54
MSCA GHANA TEMA	2,597	78,985	81,582	2.40	1.25
MAERSK GH. LTD	724	51,201	51,925	1.53	0.80
SCANSHIP GHANA LIMITED	0	4,930	4,930	0.15	0.08
SEVENLOG LIMITED	119,834	0	119,834	3.53	1.84
STAR MARITIME GH. LTD	0	14,500	14,500	0.43	0.22
SUPERMARITIME GH. LTD	96,116	1,966,515	2,062,631	60.79	31.70
TIDE-SHIPS MARINE CONSULT LTD	0	2,006	2,006	0.06	0.03
WESTERN FREIGHT AND LOGISTICS LTD	12,232	0	12,232	0.36	0.19
SUB-TOTAL	**1,088,040**	**2,305,220**	**3,393,260**	**100.00**	**52.14**
LIQUID BULK					
AFRICA INTERGRATED SERVICES GHANA	42,722	0	42,722	5	0.66
ARKAS GHANA LTD TEMA	113	0	113	0	0.00
BULKSHIP & TRADE LTD	49,492	0	49,492	5.45	0.76
COMEXAS GHANA LTD TEMA	19	0	19	0.00	0.00
INCHCAPE SHIPPING SERVICES	450,865	0	450,865	49.66	6.93
MAERSK GH. LTD	299	0	299	0.03	0.00
MSCA GHANA TEMA	323	0	323	0.04	0.00
OIL & MARINE AGENCIES	334,517	0	334,517	36.84	5.14
SUPERMARITIME GHANA LIMITED	26,076	0	26,076	2.87	0.40
TIGER HAULAGE SHIPPING AGENCY LTD	3,480	0	3,480	0.38	0.05
SUB-TOTAL	**907,906**	**0**	**907,906**	**100.00**	**13.95**
GRAND TOTAL	**3,568,473**	**2,939,113**	**6,507,586**	**100.00**	**100.00**

The Writer

LETTER OF COMMITMENT REGIME: What You Should Know

By Eric Kweku Hammond, Head of Foreign Banking Operation, Bank of Ghana

INTRODUCTION

Section 15 of the Foreign Exchange Act, 2006 (Act 723) relating to export activity, repatriation and surrender is as follows:

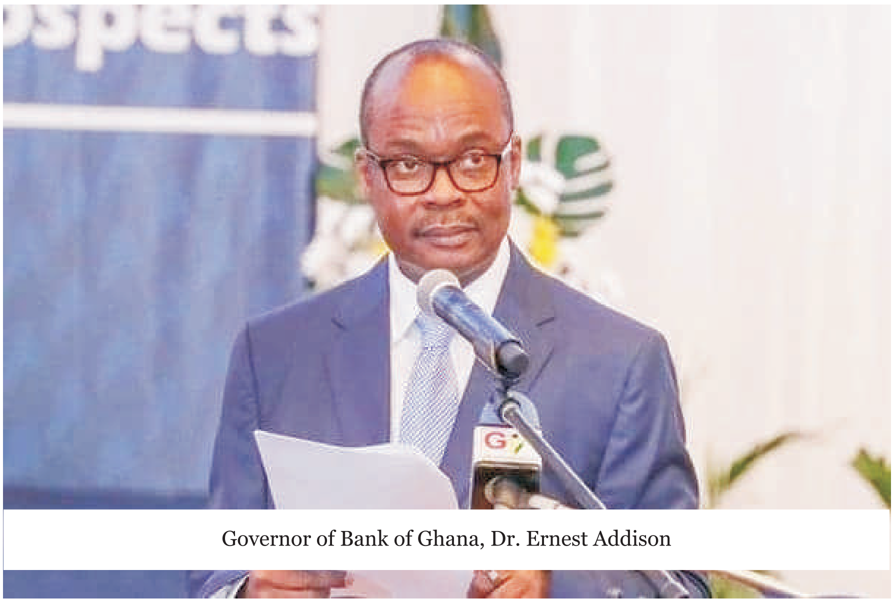
- Each payment in foreign currency to or from Ghana between a resident and a non- resident or between non- residents shall be made through a bank;
- Without limiting subsection (1), payments for merchandise exports from Ghana shall be made through the bank of the non - resident to the exporter's bank in Ghana;
- Each transfer of foreign exchange to or from Ghana shall be made through a person licensed to carry out the business of money transfers or any other authorized dealer.

An exporter who fails to repatriate proceeds from merchandise exports, through an external bank, commits an offence and is liable on summary conviction to a fine of not more, than five thousand penalty units or to a term of imprisonment of not more than ten years or to both. Section 17(1) also provides as follows;

The Bank may, by notice, make rules to prescribe information required by the Bank from a person licensed to carry out foreign exchange business or foreign exchange transfers between residents and non-residents in connection with the conclusion of a transaction that involves;

- **a.** Foreign currency;
- **b.** The maintenance of bank accounts within or outside Ghana;
- **c.** The settlement of the payment by a resident or non -resident.

Exporters are therefore enjoined by the provisions of Act 723 to repatriate proceeds from the export of merchandise commodities from Ghana. Bank of Ghana was also charged with licensing, regulatory and supervisory authority to give effect to Act 723 by monitoring exports from Ghana and ensuring repatriation of proceeds through the banking system to Ghana.



Governor of Bank of Ghana, Dr. Ernest Addison

PRE 1ST JULY 2016

The Old Regime – FEX 4a Form

Following the promulgation of Act 723, Bank of Ghana introduced the Foreign Exchange FORM 4A as the main export document to monitor all exports and repatriation of proceeds. Exporters obtained copies from Bank of Ghana, fill them and gave copies to relevant government agencies, including Bank of Ghana.

Bank of Ghana then monitored and received repatriated proceeds in foreign currency and transferred the cedi equivalent of forex received to exporters' banks for the credit of exporters. The FEX 4A regime was a manual system fraught with operational challenges in its implementation and enforcement of repatriation of export proceeds.

Later, the FEX 4A was uploaded on to the Bank's website for download by exporters. This partial automation did not help resolve most of the operational challenges as the difficulty in enforcing the repatriation of export proceeds persisted.

POST 1ST JULY, 2016

The New Regime-Letter of Commitment (LOC)

A committee set up to review the manual system for improvement recommended a fully automated web-based export monitoring system by Bank of Ghana and other relevant government agencies and departments. The objective was to develop a web-based IT application to ensure that the operational challenges encountered under the old manual regime were eliminated.

Discussions between Bank of Ghana and GCNet culminated in the design and implementation of the eMDA Portal, with the introduction of Letter of Commitment (LOC) as the as export document to replace the LOC as a web-based export document that is generated by exporters from the eMDA Portal to accompany all exports from Ghana. The eMDA Portal is therefore the central database for both export and import in Ghana FEX 4A FORM.

The eMDA Portal now becomes the main source of statistical data to Bank of Ghana and other relevant government departments and agencies. Compilation of imports and exports data from the eMDA Portal feeds into the Balance of Payment Statistics that Bank of Ghana prepares periodically. Thus, the use of the LOC has become mandatory for all exporters.

Furthermore, Bank of Ghana uses the LOC generated from the eMDA Portal to monitor all exports and ensure repatriation of export proceeds by exporters.

HOW TO GENERATE LOC FOR EXPORT

Exporters shall to apply to the GCNet to be set up on the eMDA Portal. Exporters shall provide information required by GCNet to enable her set up the applicant on the eMDA Portal. GCNet does not charge any fee for setting up exporters on the eMDA. The service is free of charge.

Once set up on the eMDA Portal, exporters shall log on to the eMDA Portal using a unique password. Currently, GCNet recommends exporters' Tax Identification Numbers (TIN) as the unique password.

Exporters shall generate an LOC for each export stating among others the following;

- Quantity of items being exported
- FOB price in foreign currency
- Total Value of export
- Importer's name and destination country
- Date of export etc,
- Banking particulars, including account details of the Electronic copies of LOC prepared are delivered electronically to Bank of Ghana, GCNet, GRA (Customs Division) and the Nominated Bank.

Each LOC has a unique system generated reference number that Bank of Ghana and other stakeholders shall use to monitor the export and repatriation of proceeds.

REPATRIATION OF EXPORT PROCEEDS

Payments for merchandise

Mr. Eric Kweku Hammond (standing), Head of Foreign Banking Operation, Bank of Ghana educating shippers in Koforidua on the importance of Letter of Commitment at a seminar organised by the Ghana Shippers' Authority

exports from Ghana shall be repatriated through the bank of the importer (non-resident) to the exporter's (residents) bank in Ghana using the SWIFT platform.

The nominated bank for the export shall receive the export proceeds to complete the export cycle.

Should a bank other than the nominated bank receive export proceeds, the bank shall transfer such funds to the nominated bank at no cost to the exporter.

When export proceeds (funds) are received, the nominated bank shall update the exporter's records and submit monthly report on all export proceeds received to Bank of Ghana.

The importer (non-resident) remitting funds to Ghana shall quote the unique LOC reference number on the SWIFT message.

PERIOD OF REPATRIATION

The eMDA Portal allows sixty (60) days within which exporters shall repatriate proceeds through the banking system to Ghana. If export proceeds are not repatriated within the sixty days allowed by the eMDA Portal, the exporter will be blocked and cannot do subsequent export.

The eMDA has a flexibility to allow repatriation beyond the mandatory sixty days. Any exporter who requires more days to repatriate shall apply to Bank of Ghana for extension. Bank of Ghana shall upon the request, approve a maximum of thirty (30) for the exporter to repatriate export proceeds.

Period of repatriation for gold exporters are currently under review to ensure shorter repatriation period since export of gold is purely cash-based transaction.

AMOUNT OF REPATRIATION

Except for exporters with retention arrangements with relevant government agencies and/or departments, repatriation shall be One hundred percent (100%) of the export value of merchandise export. In other words, exporters shall repatriate in full the total value of export through the banking system to Ghana.

Exporters who have the need to pay some expenditure in foreign exchange offshore shall apply to relevant government agency and/or department to retain certain proportion of export proceeds in an offshore account for the purpose of such expenditure only.

The government agency and/or department in consultation with the applicant shall determine realistic proportion of export proceeds to be retained by the exporter to meet such expenditure in forex.

No exporter shall be granted one hundred percent (100%) retention under the LOC regime.

Barter system of repatriation, that is a situation where exporters bring in imports in lieu of repatriation of export proceeds, is strictly prohibited under the LOC regime. Exporters are therefore enjoined to repatriate export proceeds and follow procedures to pay for their imports.

CONTACT

For further enquiries, contact the following:

The Director
Banking Department
Bank of Ghana
P. O. Box GP 2674
Accra – Ghana
Telephone: 0302-666902/6
Mobile: 0299502860; 0299502561
Email:

GHANA EXPORT PROMOTION AUTHORITY

BACKGROUND

The Ghana Export Promotion Authority (GEPA) is the National Export Trade Support Institution of the Ministry of Trade and Industry (MOTI) responsible for the facilitation, development and promotion of Ghanaian exports.

It was established by Act 396 in 1969 as an agency of the Ministry of Trade and Industry with the mandate to develop and promote Ghanaian exports. Our focus has primarily been to diversify Ghana's export base from the traditional gold and other unprocessed minerals, cocoa beans, timber logs and lumber.

Currently there are over 383 different Non-Traditional Export products categorised as agricultural, processed/semi processed and handicrafts. Export trade in services is a new and recent addition to the non-traditional export portfolio.

GEPA acquired its Authority Status earlier in 2011 and was publicly launched as such at the 72nd National Exporters' Forum in September 2011. The change to Authority is in accordance with the Revised Laws of Ghana Act 1998, (Act 562) (1) of the Ghana Export Authority Act, 1969 (NLCD 396). This new designation helps to more clearly define the core functions of GEPA in terms of the marketing and promotion of NTE products.

GEPA's clientele include over 3000 registered private sector exporting companies organized into 17 Export Product Associations. GEPA relates to these clients both on individual corporate basis and as groups / associations. GEPA also acts as an interface between these exporters and other public organizations.

Goal

To ensure that Ghana's export trade contributes to accelerated economic growth through strategic aggressive marketing of Made-in-Ghana products in the competitive global economy.

Vision Statement

To transform GEPA into a dynamic World-Class Trade Promotion Organisation playing a leading role in developing a dominant and sustained market position for Ghanaian Non-Traditional Exports.

Mission Statement

To build internal systems and strategic external networks to develop Ghanaian Non-Traditional Exports throughout the value chain and promote Made-in-Ghana goods and services in strategic markets to achieve national targets for economic development.

STRUCTURE OF GEPA

The GEPA is governed by a Board of Directors made up of a Chairman and ten (10) representatives from the Ministry of Trade and Industry, Ministry of Food & Agriculture, Ministry of Foreign Affairs, Ghana Investment Promotion centre, the Private Sector such as the Ghana National Chamber of Commerce & Industry. The Chief Executive Officer of GEPA is a member of the board and also responsible for the day-to-day management of the Authority.

There are five (5) main functional divisions in the organization, each headed by a director. These divisions are:

1. Product Development Division (PDD)
2. Marketing and Promotion Division (MPD)
3. Research and Information Division (RID)
4. Finance Division (FD)
5. Administration and Human Resource Division (AHRD)

GEPA Key Services

- The GEPA acts as a coordinating pivot for the various public sector and non-governmental bodies involved in trade facilitation.
- The Authority carries out advocacy services for bodies involved in exports.
- GEPA organizes workshops, forums, conferences, and seminars for both facilitators of export services and the exporting companies.
- Identifies products with export potential and adapts them for the export market.
- Organizes market/trade missions, Contact Promotion Programmes,

CEO of GEPA Ms Asabea Asare interacting with some exporters

Trade Fairs and Exhibitions, Buyer / Seller Meetings with the aim of penetrating the competitive international market.

- Training exporters and personnel of export facilitating institutions to upgrade their skills in export marketing.

GEPA'S STRATEGIC AREAS OF FOCUS

In line with international best practice of Trade Promotion Organisations and taking cognisance of our local situation, the strategic areas of focus of GEPA are:

- Market Access and Development – Market Access and Penetration Programs undertaken as outward and inward Trade Missions, Contact Promotion Programmes, Trade Fairs and Exhibitions, Buyer-Seller Meetings and Conferences, Group Marketing Schemes.

- Product Development and Supply Base Expansion for selected priority products through the organisation of contract production/supply schemes, establishment of Export Production Village Schemes, Technical Advisory Services to facilitate product and market development as well as supply chain management.

- Export Trade Information Dissemination and Communication support through the maintenance of a Trade Library, trade publications and operation of an internet-based Export Trade Information Centre.

- Export Human Resource Capacity Strengthening through operations of an Export School that organises export management, product development, market development and other specialised trade related courses, workshops and seminars for export companies, trade facilitators and businesses.

- Coordinating of Export Development Activities through consensus building with Stakeholders by holding consultative Exporters' For a and round table consensus building activities with various stakeholders with the view to coordinating export related programmes.

GEPA ZONAL OFFICES

Apart from the five (5) main Divisions, GEPA maintains five (5) Zonal Offices located in Bolgatanga, Tamale, Kumasi, Takoradi and Ho. These offices are responsible for the management and co-ordination of export related activities in their respective zones.

GEPA – UPPER REGIONS
Ministry Block, Bolga
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GEPA – ASHANTI REGION
Danyame-Kumasi,
near Bekwai Round About
Tel: 051-26610

GEPA – NORTHERN REGION
Box 2150,
Tamale Regional
Coordinating Council Ground Floor East
Tel: 071-23137

GEPA – VOLTA REGION
Private Mail Bag
Ho, Volta Region
Municipal Agric. Dev. Unit Premises
Tel/fax: 091-25179

GEPA – WESTERN REGION
Tarkoradi
Tel: 031-21220

The Vehicle and Asset Dealers Association of Ghana

Mr. Eric K. Boateng, Chairman of VADAG

Background

Vehicle and Asset Dealers Association of Ghana (VADAG) came into being in 2010 following a rebranding exercise in response to modern demands of the vehicle industry. It has however been in existence since 1999 under the name Used Car Dealers Association of Ghana.

Membership of the Association has been extended to include owners of buildings and earth moving machines such as excavators.It currently has a membership of about 72,000 comprising 72 associations across the country.

For the majority of vehicles,one sees on the roads in Ghana, be it Toyota, Hyundai, Honda, BMW, Ford, Kia or any other brand, VADAG has been hugely involved in their importation from South Korea, Japan, USA, Canada, Dubai and the European Union (EU) market.

Contribution to the economy of Ghana

The VADAG, according to its Chairman, Mr Eric K. Boateng, contributes significantly to the development of Ghana's economy. He said the Association is one of the biggest sources of government's revenue avenue through the payment of import duties and taxes on assets and the sale of vehicles.

The Association is a key player in the country's transport s system considering the critical roles vehicles play in the movement of goods and people across the country. Their operations have also provided thousands of jobs to car dealers and created markets for other businesses like spare part dealers, fuel importers, fuel stations, commercial vehicle operators (drivers and mates) and others.

Mr Boateng added that their existence is helping middle income earners to afford vehicles, particularly used cars since brand new cars are beyond the reach of many within that income bracket.

Position on Luxury Vehicle Levy

In the August 2018, the Government of Ghana, through the Driver and Vehicle Licensing Authority (DVLA) started the implementation of the Luxury Vehicle Levy to impose an annual levy on vehicles with high engine capacities in its effort to generate revenue to develop the country. Vehicles with engine capacity of 2950 Cubic Centimetres and more are required to pay respective levies. Levies ranging from GHC 1,000, GHC 1,500 and GHC 2,000 are imposed on vehicles with engine capacities from 2950cc-3549cc, 3550cc-4049cc and above 4049cc respectively.

According to the Ministry of Finance, the levy is to be paid on the registration of vehicles and subsequently on or before the annual renewal of roadworthy certificate of such vehicles, with engine capacities as listed above. However, tractors, ambulances, commercial vehicles with the capacity to transport more than 10 persons and commercial vehicles for the transport of goods are exempted from the levy.

The Association has however kicked against the introduction of the levy. With the support of other interest groups in the automobile industry, VADAF demonstrated in March 2019 and presented a petition to the Ministry of Finance and Parliament calling for the levy to be scrapped.

After registering their displeasure about the Levy by demonstrating and presenting a petition to authorities, Mr. Boateng disclosed that in subsequent meetings with government, it admitted that the imposition of levy was fraught with challenges and required a review- to be reduced or scrapped.

He said the introduction of the levy has led to over 5,000 luxury vehicles been parked in various garages across the country because prospective buyers are unwilling to buy them to incur extra cost of registration. As a result, capital investment of VADAG members are locked up while interest on loans acquired from banks keep piling up. The development, he lamented, is negatively affecting their businesses.

"If the government wants taxes to develop this country, it should be selective in its application. We advise government to evenly spread this levy on all vehicles and reduce it to a lower value. With the thousands of vehicles in the country, a lot of revenue can be generated for the national purse instead of burdening only the few percentage of vehicle owners who are affected by the luxury vehicle levy which invariably affects our businesses." he suggested

The VADAG, however, commended government for its recent decision to reduce the benchmark values and import duties on some selected vehicles imported into the country.

Challenges and way forward

Mr Boateng enumerated a number of challenges members of VADAG face at the port among which include the payment of demurrage, the high cost of doing business among others.

He added that most of the working capital of members of the Association are locked up in the payment of import duties and taxes to the state which most often takes time to recoup after sales.

On the way forward, he pleaded with government to give tax concessions to members of VADAG, particularly those who regularly import vehicles to clear their vehicles and only make payments for import duties after a reasonable number of months. Most of the established automobile companies who import vehicles into Ghana have this payment arrangement with the Ghana Revenue Authority. He argued that local car dealers also deserve this concession to enable them stay competitive considering the significant benefits the country enjoys from their businesses.

The VADAG is appealing to government for land for the construction of a vehicle commercial park – a one-stop shop for the sale of vehicles. This, Mr Boateng, CEO of Erico-B Enterprise, believes would bring dealers in and buyers of vehicles together to transact business in a more organised way.

The Writer

THIRD PARTY RIGHTS UNDER A BILL OF LADING

By Isaac Tersiah Ackwerh, Ghana Shippers' Authority

INTRODUCTION
The overarching developments of statutes, conventions and publications for the regulation of seaborne trade speak eloquently of the important role sea transport plays in the multi-modal transport chain.

Among the multimodal transport modes, seaborne trade accounts for 90% of the world's trade. Sea carriage documents facilitate the carriage of goods by sea and include commercial invoice, ship's delivery order, packing list, receipt, sea waybill and bill of lading (B/L).

Considering the huge volume of seaborne trade, developments in sea carriage documents has been of great interest to industry stakeholders and has become a subject of extensive industry and academic discourse.

The B/L is arguably the one most important document in international trade as it establishes contractual relations among carrier, consignor, consignee and endorsee. The international trade arena is inundated with copious traditional practices of the *lex mercatoria*, statutes and conventions that define and regulate trade relations through the B/L.

The transferable nature of the BOL allows goods on the high seas to be traded while ashore. Though the contract under the BOL is between the shipper and the Carrier under the doctrine of privity of contract, when the BOL is transferred to a third party, certain rights and responsibilities are also transferred to the third party.

This article discusses the legal foundation underpinning the adoption and use of the B/L and third-party rights flowing from its transfer by the consignor to consignee or endorsee.

NATURE OF A BILL OF LADING
The history of the B/L is deeply rooted in antiquity and has evolved through the *lex mercatoria*. Prior to 1250, merchants of old traded as peregrinators, accompanying their goods onboard the ship and therefore did not require the use of documents.

The practice continued until commercial activities began to increase and traders had to wait to receive their goods ashore as it became impractical for merchants to accompany their goods.

Disputes began to arise among shippers and ship masters as to the exactness of goods delivered and this consequently precipitated the need for some form of evidence of delivery.

Statutes were passed by States to require the ship master to be accompanied by a clerk to record goods received from a shipper in a parchment book or a register to serve as the receipt of goods from shippers.

The beginning of the use of B/L was marked by a statute of the city of Ancona, Italy in 1397 which obliged the clerk to hand copies of his register to the shipper. This was precipitated by the fact that during vessel accident, the ship master's only record of the goods is destroyed on board, thereby denying the shipper any evidence of details of his cargo.

In its primitve form, the BOL was just a receipt issued by the carrier to the shipper, describing the nature of the cargo and the quantity, but today it serves as a receipt for cargo on board a ship, a contract of carriage and a document of title.

The B/L has evolved from the fourteenth century as evidence of delivery of goods to evidence of the terms and conditions of contract of carriage and later acquiring its third characteristic as a document of title in the eighteenth century. In the era of ubiquitous technological advancement, the B/L is accepted not only in its conventional form as a paper B/L but also in its electronic form as electronic B/L.

LEGAL FRAMEWORK

Under the English law, the B/L has evolved through abundant case laws and statutes inclunding the Carriage of Goods by Sea Act (COSGA) 1992, The Sale of Goods Act 1979.

On the International arena, the B/L has witnessd development through the United States Act of Congress 1893 (Harter Act), International Convention for the Unification of Certain Rules relating to B/L 1924 (Hague Rules), Brussels protocol amending the Hague Rules relating to B/L (Hague-Visby Rules 1968), The United Nations Convention on the Carriage of Goods by Sea, 1978 (Hamburg Rules), The United Nations Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea, 2008 (Rotterdam Rules) which is not in force yet, and the United Nations Convention on Contracts for the International Sale of goods, 1980 (Vienna Convention) among others.

In Ghana the B/L is governed by the Bills of Lading Act 1961 (Act 42) and the contract of sale is regulated by the Sale of Goods Act 1962 Act 137). Ghana is a signitory to the Hagues rules and the Vienna Convention for the international regulation of the B/L and sale of goods respectively.

TRANSFERABILITY OF THE BILL OF LADING

One major function of the B/L is that it serves as evidence of the contract of carriage of the goods. Unlike the contract of sales which is between the seller and the buyer, the contract of carriage by sea is between the Carrier (shipowner) and the shipper (Consignor).

A third party may be a consignee or endorsee. Whiles the consignee is traditionally the original buyer, in the case of the indorsee, he may either be the original secondary buyer as the case may be in multiple sales under CIF contract. For example, where Kofi ships goods from London Gateway Port through Maesk Line to Ama at the Tema Port, Kofi will be the shipper, Maersk will be the Carrier (Shipping Line) and Ama will be the consignor.

Since the contract is between Kofi and Maersk Line, Ama becomes a third party to the contract. Under CIF contract of sale, the contract is usually between the seller and the buyer and the consignee's

name may be expressly stated in the BOL under a 'straight bill'.

Where the B/L is an 'order bill' the consignor is able to sell the goods to any importer or buyer while the goods are on the high seas by indorsing the BOL. It is the indorsement of the BOL that transfers rights to third parties

Under the doctrine of privity of contract, the terms of contract only binds the parties named in the contract. Third parties have limited rights of enforcement of the terms of the contract. However under the Hague Rules and the Ghanaian and English laws governing bills of lading, third parties have rights to enforce the contract as if they were parties to the contract.

Section 7 of the Bills of Lading Act 1961, (Act 42) provides that '*Every consignee of goods named in a bill of lading, and every endorsee of a bill of lading to whom the property in the goods passes under the contract in pursuance of which the endorsement was made, shall have transferred to and vested in him all rights, and be subject to the same liabilities in respect of the goods as if the contract expressed in the bill of lading had been made with himself*'

When the shipper indorses (transfers) the bill to the consignee, ownership right is then transferred to the consignee subject to the terms of the contract. This is known as 'symbolic delivery' and the carrier is bound on arrival to deliver the cargo to the consignee. The ownership right by the lawful possession of the B/L over goods on voyage is considered 'constructive possession'.

The B/L therefore remains a document of title at all times and the lawful holder is deemed to be in possession of the cargo even while it is on the high seas. Instructively, where the B/L is an "order bill" the consignee can also indorse the bill (sell the goods) to another party whiles the cargo is still on voyage. In essence the B/L in the hands of a third party (indorsee) is considered as the contract of carriage between the third party and the carrier.

It is important to note that not all B/L are transferable. A straight B/L is not transferable as title is conferred directly to a named party on the B/L who receives the goods at the destination. A straight B/L is issued generally under four circumstances; First where the consignee may have actually paid for the goods; Secondly, where the integrity of the consignee as to payment is unquestionable; and thirdly, where the goods is a donation and requires no payment; and finally where the transaction is among related companies.

The shipping line will deliver the goods to the named party upon presentation of identification. A straight B/L is therefore not a document of title. For a B/L to be transferrable, it must be drafted as an 'order bill' – that is to be delivered to 'a named consignee or to his order or assigns'.

An 'order bill' is to protect the interests of the shipper and the named party. The interest of the shipper includes the right of resale and the right to stop the goods in transit for reasons including non-payment by the consignee. The interest of the 'order of the named party' includes the ability to reassign the title in the goods to another party or for the purpose of securing funding.

THIRD PARTY RIGHTS UNDER THE BILL OF LADING

The principal right of a third party or any person of lawful possession of the bill of lading is the right of ownership to the goods described in the bill of lading.

[1] Sanders v. Maclean(1883) 11 Q.B.D. 327

In the case of *Sanders v. Maclean*, Lord Justice Bowen postulated that while the cargo is in voyage, the B/L is universally recognised as the symbol of the goods and therefore its endorsement and delivery to the indorsee operates as symbolic delivery of the goods.

Lawful possession of the B/L means lawful ownership of the goods and the indorsee has right to demand delivery of the goods on arrival. In simple terms the lawful possession of the B/L confers title of the goods described therein.

A lawful holder of B/L is deemed to be a bonafide transferee who gave valuable consideration. The rights acquired by the transferee is as good as the right of the transferor and the transferee cannot acquire a title better than he received. This flows from the *'Nemo dat quod non habet'* rule which literally means "no one gives what he does not have". By implication, giving valuable consideration for a B/L from a transferor who obtained it by fraud does not give you a good title.

The subject of B/L and fraud is quite complex and so you may do well to secure B/L in your custody before it falls into wrong hands. As a document of title, the lawful holder may trade it as a security or use it as a collateral against debt obligation.

As a document of title, the lawful holder retains the right to demand the goods from the carrier on arrival and the carrier is bound to deliver the goods to such holder. The B/L should serve as evidence of goods agreed by the seller against payment from the consignee.
A third party by the lawful possession of the bill of lading has right to enforce the express terms of the contract and shall not be bound by any oral agreements between the carrier and the shipper.

In the case of *Leduc v. Ward*, the shipowner orally agreed with the shipper to deviate during the voyage. This oral agreement led to delay in arrival and subsequent delivery of the goods. The BOL, however, did not reflect this agreement and consequently the indorsee (consignee) brought an action against the carrier for loss as a result of the deviation. The court held that the indorsee was only bound by the obligations expressed in the BOL and the shipowner is bound by those terms. Third parties are therefore not bound by agreements not represented therein.

A third party may make a claim for damage to the cargo under the law of Tort on the basis of negligence on the part of the carrier or his agents and the courts are amenable to enforce such rights. The enforcement rights of the third party against the carrier extends beyond damage of the cargo to right quantity and condition of the goods as evidenced in the BOL and for delivery of the cargo to the wrong claimant.

CONCLUSION

The bill of lading has evolved from a mere receipt of goods onboard a ship to a document of title. The transferability nature of the BOL enables a third party to acquire all the rights under it.

These rights affords a lawful holder of the BOL to sue and be sued on the terms of the contract; to claim delivery of the goods described therein upon arrival; use the title in the goods as a collateral security for funding and to assign or trade the goods with another party where it is an 'order bill'.

Common practical challenges inherent in the paper BOL include delays in forwarding the document to consignees and exposure to fraud by the issue of multiple original copies. The BOL is a valuable document in the hands of a lawful holder and the importer must jealously preserve it whiles in his custody.

[2] Leduc v. Ward (1888) 20 Q.B.D. 475

GHANA PORTS AND HARBOURS AUTHORITY

"BECOMING THE TRADE AND LOGISTICS HUB IN WEST AFRICA"

INTERNATIONAL MARITIME HOSPITAL, TEMA

BULK HANDLING JETTY AT TEMA PORT

NEW BULK JETTY / DREDGING / RECLAMATION IN TAKORADI

PLATES TO SUCTION RISERS IN TAKORADI PORT

STRATEGIC DIRECTION

The major corporate strategic direction is to seek win-win partnerships with the private sector to enhance efficiency in service delivery, improve financial viability and drive the modernization and development of the ports. The Authority thus seeks to position the Ports of Ghana as the trade and investment gateway to the West African sub-region.

At the moment the organisation has teamed up with the Maersk and Bollore Groups to form a Special Purpose Joint Venture Company called the Meridian Port Services Company Limited to establish and operate a new container terminal in Tema Port at the cost of $1.5 Billion.

BUSINESS INNOVATION

The Ports of Ghana were the first to Introduce far reaching innovation into the maritime industry in West Africa. The Ports have since seen significantly improved efficiency through the adoption of such systems as, Automatic Ship Identification System, The Jade Master Terminal Operating System, Microsoft Dynamics AX 2012 R3 geared towards improving management processes. GPHA was also first to introduce, Container scanning, Electronic cargo tracking by GPS, Electronic Data Interchange and Single Window, ECOWAS Axle load policy in its operations and the first to deploy CCTV, Optical Character Recognition Cameras and unmanned air drones in port security

CORPORATE SOCIAL RESPONSIBILITRY

One particular initiative that establishes the organization as one of the most socially responsible corporate citizens is the ultra-modern referral hospital the Authority has built to offer one stop shop medical care to the growing population of Tema and its environs at affordable cost. In addition to enhanced automation of its business processes, the Authority recycles its waste paper into other paper based products used by the same company.

HONOURS

Within these period, the Authority has received six national and international awards in recognition of the tremendous achievements of the ports. These include the Best Performing Port in West Central Africa-2012-2014; the Best Container Port in West and Central Africa- 2012-2014; Public Relations Organization of the year 2015- Public Sector; Public Relations Campaign of the year 2015 - Port Integrity Campaign and the Best Transit Port awarded by Burkina Faso Chamber of Commerce.

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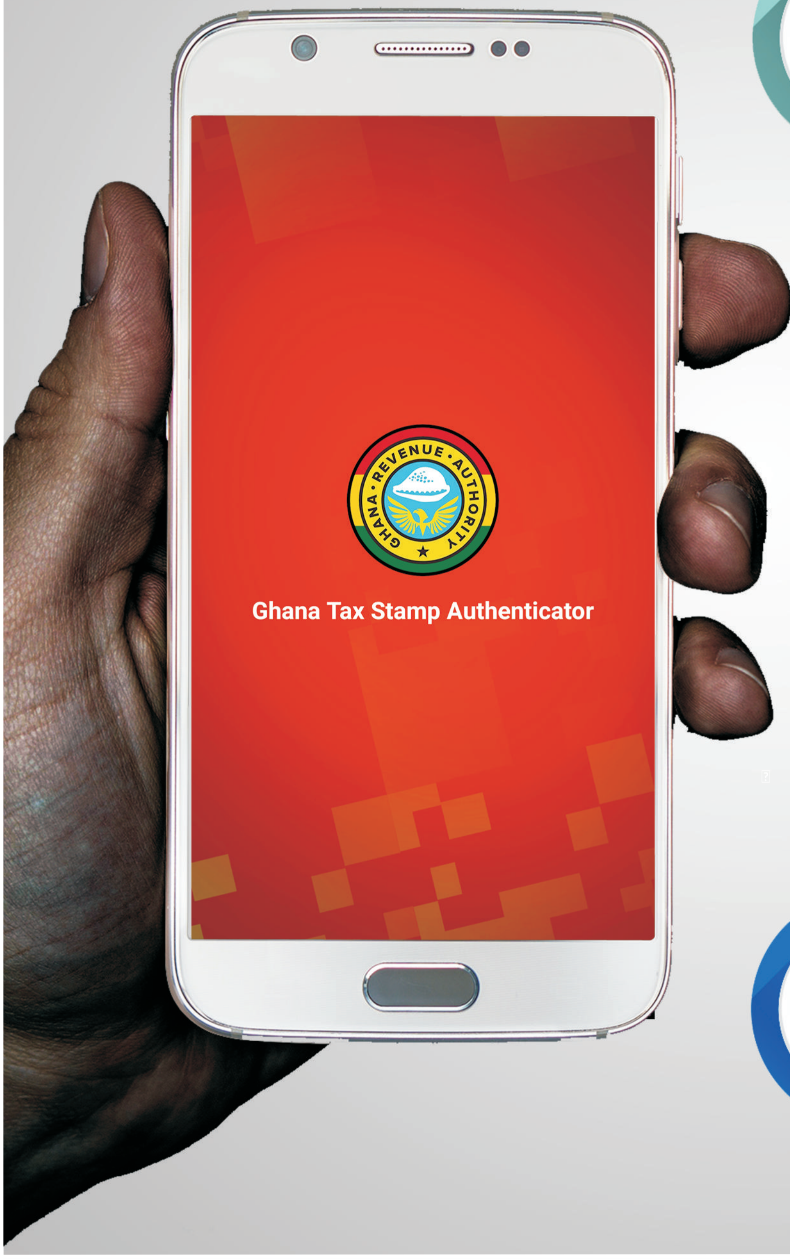
Email: portsghana@mail.bf.com
Website: www.ghanaports.gov.gh

GRA

GHANA TAX STAMP AUTHENTICATOR (GTSA)



How to install

Step 1
Go to Google Play Store on phone menu

Step 2
Search for Ghana Tax Stamp Authenticator

Step 3
Click on image and install

Step 4
Click to open the App and allow it to access your device's location

Step 5
Allow App to take pictures, record videos and manage calls

The Ghana Tax Stamp Authenticator

- It is an android based App which assists you to scan the Excise Tax Stamp on products to determine the genuineness of the Stamp.
- It can easily be accessed at any location
- You need an android phone with at least 5.0 android capacity, internet data and internet enabled

How to scan using the GTSA App

01 Tap the start button after installing the App to begin scanning

02

03 Click on the 'OK' button .You will receive the following ; Product Type, Origin, HR Code, Name of Organisation and Metric Name

04 Compare the phone information to the actual product in your hand

05 Report the difference in the scanned results and products to the nearest GRA office

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