

# SHIPPING REVIEW

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## Our Vision

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

## Our Mission

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

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# GHANA SHIPPERS' AUTHORITY

## NOTICE TO SHIPPERS

### ENFORCEMENT OF THE IMO MANDATORY CONTAINER WEIGHT VERIFICATION

The Ghana Shippers' Authority wishes to inform all Shippers (Importers and Exporters), that by virtue of amendments to Chapter VI of the IMO Safety of Life at Sea (SOLAS) Convention, 1974 as amended, it shall be compulsory for Exporters to weigh, certify and declare the weight of stuffed containers to the Shipping Line and Terminal Operator prior to their being loaded on board a ship, effective **July 1, 2016**.

This IMO Regulation was borne out of many years of maritime incidents and accidents resulting in considerable container loss and safety hazards. The search for the causes and probable solutions to this menace showed that 'misdeclared container weight'- the discrepancy between the actual weight of a container loaded for export and the declared weight in the cargo manifest, was a major contributory factor.

The Regulation is therefore the Industry's response to ensuring the safety of the ship, the safety of the workers, both on board and ashore, the safety of the cargo and the overall safety at sea.

In the light of the above, Exporters are required to verify the gross mass of their packed containers and to communicate same in their shipping documents sufficiently in advance to the shipping line and terminal operator (port) for the preparation of the stowage plan.

Failure to meet the above conditions is sufficient basis for a container not to be loaded on to the ship with all its attendant costs and delays.

All Shippers are therefore to take note of the following:

- From July 1, 2016, all laden Export Containers would have to be weighed and the weight verified and declared on the shipping documents before they can be loaded onto a ship.

- The verification of container weights can be achieved by either of two methods,

#### *Method 1*

By weighing the packed container upon completion of loading and sealing the container.

#### *Method 2*

By weighing all packages and cargo items including all packing and securing equipment/materials and adding it to the tare weight of the container to get the gross mass of the packed container

- Irrespective of the method adopted, a certifying system currently being put in place under the auspices of the Ministry of Transport, would ensure that all export containers are correctly weighed and certified at designated locations, in compliance with the IMO Regulation.
- Carriers will not load containers without certified container weight verification documentation.

The Ghana Shippers' Authority is rolling out a comprehensive programme of sensitization of shippers and other stakeholders across the country, to ensure a smooth and successful implementation of the Regulation in Ghana. It is also collaborating with other stakeholders in the establishment of the necessary infrastructure and the appropriate systems to facilitate the implementation.

Shippers are hereby assured that the Authority's commitment to the continued protection of their interest in all aspects of the implementation process.

All enquiries on the Container Weight Verification requirement, should be directed to the Head Office of the Ghana Shippers' Authority on **0302-666915/7, 0244230757, 0244147477 and 0243443013**.

#### *Signed*

HEAD OF SHIPPERS SERVICES  
GHANA SHIPPERS' AUTHORITY  
5<sup>TH</sup> FLOOR, ENTERPRISE HOUSE  
HIGH STREET, ACCRA



# IMO MANDATORY CONTAINER WEIGHT VERIFICATION: The Issue and Key Concerns of Shippers

*By Azoh-mbi Edward Chi-malang, Union of African Shippers Councils*

## BACKGROUND

A Container is a rectangular standard size metal box into which cargo is packed for shipment. The business of shipping cargo in containers is containerisation, which is an intermodal cargo transport system using ISO standard containers that can be loaded on container ships, trains and trucks.

Containerisation, which is a means of standardising loads for shipment originated from early 18<sup>th</sup> century coal mining activities in England. Uniform metal containers invented by Malcom McLean in 1956 revolutionised shipping and became crucial for the development of cost-effective world trade, requiring purpose-built ships known as container ships.

Subsequent developments brought about incremental standards in container manufacture, use and carriage. Relevant terminology, dimensions and ratings were set by ISO 668 in 1968 and R-790 defined identification markings.

Recommendations on corner fittings came out in 1970 (R-1161) and in October 1970, minimum internal dimensions of general purpose freight containers were defined.

There are air and sea freight containers, however, common ISO standard containers for general cargo sea trade include the 20ft, 40ft, 45ft and 48 ft containers. Container capacity of ships, yards and terminals is expressed in terms of TEU (Twenty-Foot Equivalent Units) or FEU (Forty-Foot Equivalent Unit). As to weights, containerisation operates with gross mass (the weight of the container itself plus the weight of its contents (cargo, pallets, dunnage and lashing materials) and tare mass (weight of an empty container alone). In terms of type, there are bulk, ventilated, open top, flat rack, platform, tank, dry freight, high cube, insulated and reefer containers.

Container transport dramatically reduced world trade expenses and losses based on standards, speed, cargo consolidation and economies

of scale. It has also conspicuously brought structural changes in the nature of port cities round the world.

In Europe, its growing significance by 1933 led to the establishment of the International Container Bureau (BIC) under the auspices of the International Chamber of Commerce and further on, containerisation celebrated its 50<sup>th</sup> anniversary in 2006.

Along the lines, increased world-wide container transport has repeatedly resulted in some incidents and accidents that have focused world attention on operational methods, practices and shortcomings of the industry. Studies have estimated the frequency, causes and effects in terms of losses and cost to ship-owners, shippers, personnel and environment and stakeholders have relentlessly pushed for a remedy to be sought until recently when the effort paid off hopefully.

## Introduction

It is no longer news that the International Maritime





Organisation's Maritime Safety Committee (MSC) at its 94<sup>th</sup> session in May, 2014 adopted amendments to Chapter VI of the Safety of Life at Sea Convention (SOLAS), making it mandatory for shippers to verify and declare the weight of stuffed containers prior to their being placed on board a ship. Consequently, as a new condition for loading a vessel, container weight verification is due to become legally binding on 1<sup>st</sup> July 2016, half a century after the introduction of containerisation in world shipping.

This maritime regulatory reform is a culmination of so many years of maritime incidents and accidents involving considerable container loss and safety hazards, plus a divergent series of interest-centred discussions by stakeholders on the causes and probable solutions and apportionment of blame by various sub-sectors of the shipping industry. Finally, the code name of the issue came to be known as “*Mis-declared container weight*”, thus underscoring the discrepancy between the actual weight of a container loaded for export and the declared weight in the cargo manifest. The wrangling has channeled liability first to shippers, responsible for loading containers and then to vessel stowage planners and container terminal operators.

Responsibility for a global solution to the problem of course pointed to IMO, the UN agency in charge of managing world maritime affairs, where it was assigned to the Maritime Safety Committee and to the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers accordingly.

In the history of maritime container transport, there had been many other incidents involving mis-declared container weight. But the case that highlighted the issue most was that of the grounding at the British coast of the MSC Napoli (2007) which was officially investigated by the UK Marine Accident Investigation Branch (MAIB) and the findings submitted in Report no. 9/208 of April 2008.

In that report the total weight of 137 containers was 132 tonnes heavier than that declared on the manifest.

The MSC Napoli accident and numerous other cases and studies especially by the World Shipping Council (WSC) and the International Chamber of Shipping (ICS), have laid the required level of emphasis for appropriate action to be taken.

However, other studies find that the improper stowage and the lack of international standards for lashing procedures and gear are the main cause of container loss at sea.

## THE ISSUE

The main issue stemming from the global problem affecting export and import trade and in fact running through the whole multimodal transport and supply chain involves overweight/underweight containers; misdeclared freight; poor weight distribution in the container and consequently in the ship and inadequate securing that results in poor container stacking and ship instability. These are the main issues of a subject that has triggered a series of debates until recently when some progress has been made towards a solution. The effect first and foremost, being the replacement of risky commercial practices very close to self-regulation with international shipping governance.

### The significance of container weight verification and declaration

Containers have standard forms and sizes and therefore look homogenous, but the contents vary just as standard loading regulations are hardly applied uniformly. Safe shipping of cargo in particular and maritime operations in general are necessarily based on the principle of equilibrium (trimming), proper weighing, calculated stowage and logical use of all the relevant data and logistics. Though loading the vessel with more tons than declared in ship documents can reduce shippers' costs, it is a very unsafe practice.

Thus, compliance with standards of packing, stowage, lashing and securing of cargo within a container and container stacking on the ship is crucial not only to the safety and security of the cargo, container carrier and crew, shore-based workers (dockers) and equipment but also to the environment and the shipping industry as a whole.

With due consideration of the shipping environment which is

characterised often by rough and unpredictable weather, absolutely keeping to these standards does not necessarily guarantee total safety. However, respecting current standards would mean doing first things first, so that the next necessary steps can become clearer.

Properly stuffing containers, weighing them rightly and correctly declaring this information in time is a crucial input to the ship's stowage plan. The epicentre of every loaded container has a consequential correlation with the vessels' epicentre which in turn determines ship stability. Overloaded containers push the ship to overcapacity and this often contributes to structural failure in the hull while making sailing a dangerous activity.

WSC rough assessments and surveys including official submissions at IMO put the number of containers lost at sea at 10 000 per annum and a good number are due to stowage, stacking and weight management related weaknesses.

Correct weight and content declarations work on the risk consciousness and quality management levels of stowage planners. So, working on false or wrong values paves the way for catastrophe at sea. BIMCO, The International Ports and Harbours Association and WSC inter alia, are all agreed on this. As containers move through the whole transport/supply chain, this multiplies the dangers of misdeclared weights.

All discussions on this topic so far underscore the role of shippers in any proposed solution, but it can be questioned whether this system of isolated responsibility can adequately address the issue rather

than a general analysis with the view to a chain of responsibilities being identified.

As shippers only drop their goods at the start of the trip and leave the rest throughout the multimodal chain to hands-on operators, could ships not be made stronger, ship Captains more responsible and ports given the responsibility to weigh containers prior to shipment? Could shippers' responsibility not be enforced efficiently?

### **EFFORTS TO RESOLVE THE ISSUE** **Work by IMO**

Top administrative responsibility in this issue lies with the International Maritime Organisation (IMO) which has given the problem extensive consideration with contributions from various governments, interest groups, NGOs and other stakeholders.

Accordingly, at the level of IMO, the work item to address container weighing was assigned to the Maritime Safety Committee (MSC) Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) (Carriage of Cargo and Containers sub-committee) and it commenced deliberations on the issue in September 2011.

The first step was of course to look into SOLAS Convention (VI/2) and VI/3) which was the existing regulation on the matter.

DSC observed that SOLAS as at then had addressed the issue of container weights by imposing an obligation on the shippers to provide accurate container weights to the ship master, but did not require a container to be weighed prior to its being shipped.

It also concluded that it was common for shippers to declare the wrong weight or for the incorrect weight to be used by the ship and port facilities in handling and stowing containers, or still for the incorrect weight to be the cause or a contributing factor in operational and safety incidents and accidents.

Having found SOLAS lacking in the effective enforcement of the existing requirements of accurate container weight declaration prior to shipment, further action had to be taken.

In January 2007, following the MSC Napoli containership case, the UK Marine Accident Investigation Branch (MAIB) on reviewing the accident report invited the WSC and ICS to develop Industry Best Practices for safe container handling. The outcome of that synergy was a document entitled *Safe Transport of Containers by Sea: Guidelines on Best Practices (endorsed by the Global Shippers' Forum)* that was presented to the MSC in 2008. Subsequently, IMO invited all member governments to





urge ship-owners and operators to make the said document available on board all container carriers. The guidelines also contained provisions on container weight verification by marine terminals, but as they were voluntary rather than compulsory, they were far from taking the shipping industry to the end of the tunnel.

After DSC 15 and 16 in September 2010 and 2011 had respectively considered reports reconfirming the need for accurately weighing and correctly declaring container weights, it invited WSC, ICS and BIMCO to submit a definitive joint proposal to amend SOLAS in view of mandatory container weighing for consideration by DSC 17 which agreed that SOLAS should be amended to require as a condition for loading vessels that the weight of a stuffed container be verified. A work group was set up to come out with a compromise proposal and consensus was reached.

### The Contribution of Shippers

Exporters and importers, being the weaker party in the whole supply chain of operators badly needed protection and leadership in the regulatory process leading to the final decision, especially as the international maritime community had been pointing at them for the failure in the best practices of their trade. The Global Shippers' Forum (GSF), an NGO consisting of the world's key shipper organisations, (USA, Canada, Britain, Africa, Asia) as always picked up their case amid the usual tough challenges of developing maritime safety solutions and defending shippers worldwide.

In the process of a regulatory reform that imposes new liability on shippers, the chief objective of GSF advocacy and leadership is to protect the interests of shippers to

the best possible extent and in the present case, it succeeded to prevent a course of action that would have resulted in more stringent requirements for shippers.

At the level of IMO, the GSF's objective of contributing in shaping the regulatory framework for shipping business has either been attained singlehandedly or in collaboration with WSC, ICS, CEFIC and UN bodies such as ILO, UNECE where they were members of the work group on the international agreement on a voluntary code of practice for the safe stowage and securing of cargo transport units, etc.

The GSF "Guide on Working with Containers" has also been published and the GSF is presently working on an accreditation scheme for container weighing for known shippers likened to the Authorised Economic Operator model.

In May 2014, MSC approved the following modifications to SOLAS with respect to mandatory container weight verification required on shippers.

### Chapter VI Part A (general provisions) Regulation 2 now reads as follows:

1 The new paragraphs 4, 5 and 6 are added after the existing paragraph 3,

as follows:

"4 In the case of cargo carried in a container, except for containers carried on a chassis or a trailer when such containers are driven on or off a ro-ro ship engaged in short international voyages as defined in regulation III/3, the gross mass according to paragraph 2.1 of this regulation shall be verified by the shipper, either by:

.1 weighing the packed container using calibrated and certified equipment; or

.2 weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed.

5 The shipper of a container shall ensure the verified gross mass is stated in the shipping document. The shipping document shall be:

.1 signed by a person duly authorized by the shipper; and

.2 submitted to the master or his representative and to the terminal representative sufficiently in advance, as required by the master or his representative, to be used in the preparation of the ship stowage plan\*\*\*.

6 If the shipping document, with regard to a packed container, does



*not provide the verified gross mass and the master or his representative and the terminal representative has not obtained the verified gross mass of the packed container, it shall not be loaded on to the ship.*

The amendments in SOLAS are geared towards reducing container loss from sailing ships; providing assurance to other parties in the supply chain and improving safety on board and shore-based personnel and equipment. That is why the changes were prepared in conjunction with other important technical instruments such as ISO 3874 (Freight Container Handling and Storage); Revision of the International Convention for Safe Containers (CSC) and IMO/ILO/UNECE – CTU Code.

#### Scope of Application

Mandatory verification of packed container gross weight applies to:

All containers to which the International Convention for Safe Containers (CSC) applies and containers include standard seafreight containers (40"/20"), tank containers, flat racks and bulk containers.

It also applies to all containers stowed onto a ship as determined by the administration to be subject to SOLAS chapter VI.

Mandatory weight verification as a regulation does not apply to:

- a) Containers carried on a chassis or trailer driven on or off a roll-on-roll-off ship engaged in short international voyages;

- b) Off-shore containers to which the CSC does not apply;
- c) Certain types of containers which do not meet the definition of containers as per the CSC.

The regulation of specific cargoes under this amendment remains problematic. Annex 2 paragraph 7.2.2 provides certain cargoes that are difficult to weigh such as scrap metal, unbagged grain and other unbagged bulk cargoes. Method 2 above is disrecommended for these cargoes because it is considered impractical and inappropriate. Thus, only method 1 is applicable.



Most noteworthy to shippers is that the regulation provides 2 methods of verifying the gross weight of a container, comprising the weighing and calculation approaches:

1. Weighing the packed container using calibrated and certified equipment; (at a location freely chosen by shipper);
2. Weighing all packages and cargo items, including pallets, dunnage and other securing material to be stuffed in the container and adding the tare weight of the container to the sum of the single weights, using a certified method approved

by the competent authority of the State in which packing of the container was completed (calculation method).

#### The Cost of Compliance: who does not count the cost?

Shippers' preoccupation with this new SOLAS amendment is mainly about the cost of regulation to their business. Complying with maritime regulation is costly.

To the state, the cost of compliance would involve the designation and functioning of the competent authority, acquiring weighing installations, calibration and certifying facilities, organising sensitisation and awareness seminars and workshops, legal domestication, etc.

To the shipper, the cost of commercial compliance includes weighing expenses in or out of the port, time wasting, paperwork, spot

checks, additional charges for eventual repacking of containers and contractual penalties, prosecution resulting in fines, catching up with delivery deadlines and the consequential loss of business, etc.

Whereas, the reduction of transport costs and general improvement of access to cost-effective quality transport services is a priority both to developing countries and UNCTAD.

With the world maritime transport trend of ship-owners digitising their cost and setting it off by pushing new surcharges on the shipper all





the time, it is definitely of the shippers' best interest to go cost-counting as well.

This amendment to the associations of shippers, freight forwarders and terminal operators will lead to a “dis-proportionate burden for the industry”. Thus, since to them the necessary regulation was already in place, only better enforcement and selective re-weighing based on risks assessment are the vital next steps to be taken rather than an outright amendment. But as it stands, there would be higher costs without necessarily stepping up the level of safety at sea.

This is particularly why the GSF has technically followed up the process with the view to mitigating the shipper's burden or stopping other transport chain operators from reflecting their troubles to the shipper.

One approach to mitigation of the trade burden could be to use existing standards and accreditations such as ISO 9001, ISO 28000, AEO etc. It may also be possible to use existing commercial documents instead of creating new ones at a cost.

#### **Constraints of implementation**

A number of difficulties relating to the implementation of the amended SOLAS chapter VI have

been mentioned at various international fora.

ITF, for example, has expressed doubts about the calculation method and is seeking more information.

So far, enforcement methods and penalties have not yet been defined. However, the outstanding sanction in SOLAS is that a packed container would not be loaded on board a ship unless weight verification has been declared to the ship's captain or his representative and terminal operator. The initial view was not to sanction in a way as to disrupt business and the supply chain.

Some believe that with the difficulties of sanctioning false declarations of weight and container contents, the amendment to SOLAS would still leave the system open to misuse and fraudulent paperwork.

The major constraint would be the dreadful task of weighing all of hundreds of containers which is unimaginable, especially in the same place within a short time frame, considering pressures relating to container delivery deadlines. Similarly, the USA has learned its lessons from the impracticable scheme to x-ray every single container as this led to container congestion in the USA ports.

Proponents of weighing all containers argue that some delay is a price worth paying for safety and security as it is a penny foolish and a pound wise.

Another major setback concerns implementation facilities which are lacking even in advanced countries. In Britain for example, it is reported there are only 200 public weighbridges, while Broma, a Swedish container handling equipment maker estimates that up to 1000 terminals worldwide would need load-sensing systems to be able to meet the requirements of the present SOLAS amendment.

In rejecting IMO mandatory verification of gross container weight in a statement issued on 27 September 2013 because 75% of world shippers (Europe and Asia) were not consulted, the Asian Shippers' Council (ASC) equally raised the difficulties of imposing a one-size-fits-all regulation on the millions of Small and Medium Sized (SMS) shippers in the emerging countries of Asia, South America and Africa where different levels of operational constraints and maturity maintain a “challenging environment” for a leveled implementation but this was ignored by the IMO decision making process.

It must be admitted that this criticism undermines IMO's commitment to participative consensus-building, besides regulation is expected to enhance the conditions in which shipping can best serve international trade.

As an international administration, IMO has once more used the command and control method to regulation to set requirements for the shipping industry expecting shippers in particular to improve on their work practices. However, as



with most international laws, it may be easier to command than to control as there is no police force to accompany implementation even if it is mandatory. IMO therefore relies on the policing capacity of member States all in good faith for the new chapter VI to make sense on the field.

### Conclusion

After sweeping away most of the problems of break-bulk cargo-handling and shipping, the importance of containerisation in trade globalisation as an economic transport solution cannot be overemphasised as it has “made the world smaller and the world economy bigger” (Marc Levinson). This is because about 60% of sea trade is containerised and there is a continuously emerging potential which calls for further transparency in the trade to make it safer and more reliable. The world maritime commitment to total quality management remains attainable in all sectors.

As containerisation gains more ground with ever larger container ships, negative aspects resulting especially from container cargo management have definitely reared their ugly heads, calling for a review of the system and enshrining of solutions. A pro-and-cons analysis would prove that the advantages of containerisation by and large surpass its negative effects. Yet, it is considered that if about a third of the total number of loaded containers exported in the world is lost in transit, it is too much and something must be done.

Very soon containers would only be accepted on board after their weight has been determined and declared properly. That would be so on the 1<sup>st</sup> of July 2016, when the verification of the weight of packed export containers would become a

legal obligation after six years of negotiation. This decision which traces its way back to the high profile accident of the MSC Napoli would be one more layer of maritime regulatory reform from the sectors' governing body, IMO, chiefly indicting shippers who are already faced with a lengthening and unjustified list of surcharges and trade constraints and are thus condemned to stay in the weaker position on the whole trade and transport chain. This neither fosters the shipper/ship-owner economic balance of power nor the competitiveness of the trade of developing countries.

The question is, does the present regulation adequately respond to the challenges of the foregoing debate? The answer depends on the inputs, structure of maritime policy development and stakeholder philosophy.

Some consider the step a landmark decision (IAPH, BIMCO, ICS, GSF, FONASBA), but others (ESC, ASC, CLECAT, FIATA, FEPORT) argue it is neither sufficiently based on a holistic approach, systematic analysis nor on a fully inclusive process of negotiation. However, there is overwhelming evidence for both subject and decision to be escaped by industry. Though the issue is straightforward and apparently uncontroversial, it has divided the shipping industry, pitting ship-owners against shippers because therein is a question of interest.

In the process of international regulation, it is customary for highly interested stakeholders to protect their interest directly or lobby to push any eventual burdens arising therefrom to the closest neighbour. In this context, the shipper is the ship-owner's closest neighbour. That is why it is important to bell the

right cat when identification of responsibility, cause and effect analysis are ongoing.

While the GSF outstandingly considers it the “best possible outcome” as it is flexible, workable and adaptable to industry without significant cost or delays in the distribution chain, the ESC holds that the debate focused on relatively small risks rather than on crucial safety issues such as lashing, stowing and ship maintenance. They insist that “additional legislation will not have any significant effect on container safety in transport overseas”. To them, weighing should be based on a proper risk analysis of the quality of the data shared between shipping lines, shippers and customs.

If properly enforced, this new regulation is expected to render the international trade and transport system more transparent especially if it applies in tandem with other supply chain processes and documents. It would distinguish and individualise operational responsibility.

Nevertheless, since the issue is a forgone conclusion, the pending responsibility is for Shippers' organisations to step up their efforts in mastering the reform and mitigating the onus on their industry. States have to lay the groundwork for implementation by resolving the issue of the competent authority / enforcement authorities / validators at home and putting in place the calibrated weighing and certifying facilities before the entry into force come July 2016. Awareness and dialogue especially among the state, port authorities, terminal operators, shipping lines and shippers would be mutually beneficial.



# Ghana Dock Labour Company Limited (GDLC)

The Ghana Dock Labour Company Limited (GDLC) is a registered limited liability company established in 2002 to provide non-permanent dock workers to Dock Labour Employers (DLEs), maritime institutions and other sectors of the Economy.

**The Vision** of the company is 'to become the most effective and respected Labour Supply Company in the Ports and other sectors of the Ghanaian Economy'

**The Mission** is 'to develop and deliver competent, disciplined, safety conscious and highly motivated labour pool that is tailored to constantly meet the needs of our clientele each and everyday, at highly competitive rates'

**The Core values** of the company are as follows;

Excellent Customer Relations, Professionalism, Reliability, Innovation, Excellence, Integrity, Discipline, Efficiency, and Teamwork.

GDLC has over 13,000 Dockers comprising, Record And Tally Clerks, Topside Men, Drivers, Plant Operators, Sew Bags, Lashing and Gangway Men. Other tradesmen include; Mechanics, Painters, Carpenters, IT Professionals, Audit and Accounting Personnel, Plumbers and Mason. The company have been supplying labour to the Dock Labour Employers (DLE) working in the Tema and Takoradi Ports since 2002. Labour is also supplied to the private container terminals in Tema, including MPS, GJT and TCT among others. In Takoradi, GDLC has been supplying labour to GPHA New Container Platform (NCP) and MACRO Group of Companies- A Shipping Agency and Logistics Company.

GDLC prides itself in the continuous development of its labour to meet the diverse changes in the business of its customers.

*For all your labour needs, contact the following:*

TEMA:  
THE OPERATIONS MANAGER  
GHANA DOCK LABOUR CO. LTD.  
PMB C1 TEMA  
Tel/Fax: 0303 202561  
Cell Phone: 0202015448 or 0277407925  
email: abaidoo@docklabourgh.com

TAKORADI:  
THE BRANCH MANAGER  
GHANA DOCK LABOUR CO. LTD.  
P. O. BOX TD 1433, TAKORADI  
Tel/Fax: 03120-24077  
Cell Phone: 0202015447  
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# WILL WEST AFRICA'S COMMON EXTERNAL TARIFF PROTECT CONSUMERS?

*By Abdul Haki Bashiru-Dine, Ghana Shippers' Authority*

One of the key objectives of the Economic Community of West African States (ECOWAS) is to promote economic integration/union in West Africa in order to raise the living standards of its people. In line with this objective and in accordance with a global movement towards Customs Unions, ECOWAS introduced a Common External Tariff (CET). It was launched in 2014 by heads of states and governments of member countries of ECOWAS but took effect in early February, 2016 in Ghana.

The CET implies that the same customs duties will apply to all goods entering ECOWAS member countries, irrespective of which country the goods first enter. The implementation of the CET will lead to a harmonization of taxes across the West African Sub-Region. In other words, taxes on some imports have been reduced while others have been increased.

The CET's adoption requires careful preparation and communication by

enforcing agencies. Changing tariffs will affect the prices of goods, many of which comprise core purchases of poor households. In addition, the CET's adoption will prompt a reaction from firms and producers, as external competition from imports will change.

Part of ECOWAS' new tariff regime includes "special protection measures". Governments will have to explain and justify this policy's design, as well as why some goods are or are not exempt from changes. Finally, in the interest of economic development, future CET negotiations should address appropriate tariff measures for the smaller ECOWAS economies.

Since its establishment in 1975, ECOWAS has formulated ambitious regional integration targets. Treaty revisions in 1993 stipulated a common market, including a CET, but progress in their implementation has been slow. Only in 2006 did members agree on the four levels of tariffs to be adopted. After several delays, the

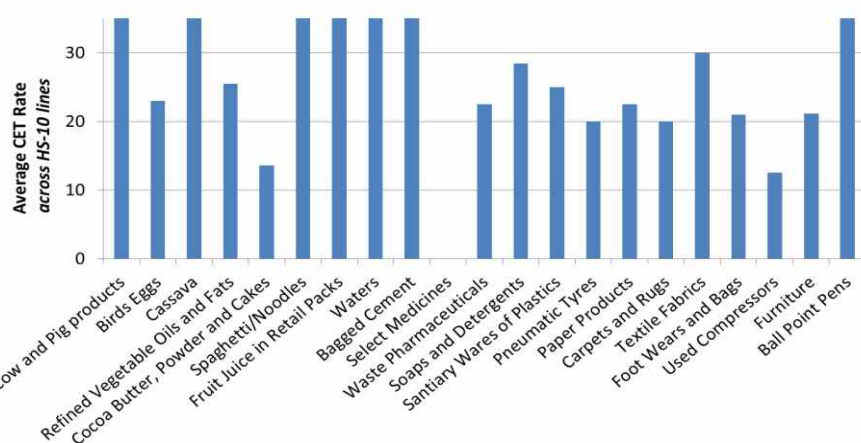
momentum for integration accelerated when the European Union (EU) required ECOWAS representation as a single customs union in the much anticipated EU Economic Partnership Agreement (EPA).

Actions undertaken by Nigeria have to a large extent determined much of the trajectory towards a single customs union. In 2004, Nigeria proposed a fifth-band tariff system at 50% on specific goods for regional development. But a fifth-band at 35% was approved in 2013. Furthermore, the CET includes an "exceptions list" of about 300 products eligible for exemption from the new tariffs.

The former Nigerian Import Ban list includes over 200 products on this list. The agreed date for implementing the CET was January 2016.

In a very heterogeneous group like ECOWAS - economically dominated by a hegemony pushing for high protections such as those above -

Figure 2: Common external tariff rates on a sample of imports on the Nigerian Import Ban List.



Source: International Growth Centre, January 2015

**NOTE:** Not included here: Bird and Poultry Products, Glass Bottles, Used Motor Vehicles, Telephone Voucher Cards, and Toothpicks, as they are not on the CET exceptions list.

177 goods out of a total 5899 defined in the CET.

The rationale of this measure is to protect important or nascent sectors. However, a major disadvantage for smaller members is that the IAT can only be used when the tariff is above the common external tariff; countries that currently apply tariffs below those in the CET cannot use an IAT.

For zinc, Liberia currently applies a 5% tariff rate, while zinc's CET rate is 35%. Thus, compliance with the CET would require increasing Liberia's current rate by at least 10 percentage points. By doing so, Liberia would stay within 20 percentage point range of the CET. That is the minimal adjustment possible. As the regulation stands, this minimal adjustment is not an option; Liberia would have to apply a new tariff of 35%, which raises prices much more than that of 15% (5% plus an IAT of 10 percentage points).

The exceptions list stipulated in the Special Protection Measures Regulation, offers no useful solution to upward adjustment. For current tariffs below the CET, members can apply the IAT to items

the smaller countries will be most severely affected as regional integration deepens. This includes Liberia, one of the small ECOWAS Members. Liberia will have to substantially increase its tariff across-the-board to implement the CET: 45% of goods imported into Liberia have current tariff rates below those specified in the CET for each good; only 25% have rates above it. Many of these products dominate poor households' consumption, implying a large impact on welfare due to higher prices.

The International Growth (IGC) research estimates that applying the five band CET and eliminating any product exemptions from tariffs will almost double Liberia's average tariff level if no products are exempt from tariffs. It also finds that price changes from adjusted tariffs will make rural and urban households' current costs of living 6% and 3% more expensive, respectively. The difference between household costs reflects the greater share of non-tradable expenses (like services) in urban household consumption. In Liberia this is not a trivial difference.

### Special Protection Measures

To mitigate the adjustment effects, in October 2013 a list of "Special Protection Measures" was introduced. One of the Special Protection Measures is the Import Adjustment Tax (IAT), which allows members to apply an extra tax on imports from non-ECOWAS members beyond the CET's 0%-35% range. Members can apply an IAT of up to 20 percentage points on a maximum of 3% of imported goods (as defined by the World Trade Organization product classifications) for five (5) years. This 3% comprises approximately



English rendition possible?





Mr. Kuudamnur Idin Uianrey - Ag. Commissioner, Customs Division of GRA

Whether or not waivers are permissible, certainly affects any assessment of the CET's effects on prices. As a second priority, members should push to

boost for the manufacturing sector because of the harmonization of tariff regime across the sub-region.

The Association of Ghana Industries and the Ghana National Chamber of Commerce all share the view that with the introduction of the CET, there will be a fair environment of the tax regime across the sub-region and consequently a level playing field for all businesses. However, the Ghana Union Traders Association, the Importers and Exporters Association of Ghana and the Food and Beverage Importers Association have all kicked against the implementation of the common external tariff. This is because in their view the introduction of the CET has led to some increases in the taxes on some imports.

Interestingly, some import taxes have also been reduced following the implementation of the CET. The essence of the CET is to harmonize taxes on imported goods across the sub-region. The Trade Union Congress for example is warning the consuming public of hikes in prices of goods and this is likely to create a negative perception among the public as far as the implementation of common external tariff is concerned which may not necessarily be the case.

The general expectation, especially from policy makers and ECOWAS is that in the long run, the CET implementation will lead to an acceleration of intra regional trade, creation of a common market and provide competitive prices for consumers in the West African market.

Communication of the CET's aims, objectives and provisions would be very crucial in the coming months for all stakeholders to embrace the implementation of the common external tariff.

on the abovementioned exceptions list, apparently largely handpicked by Nigerian producers' associations. Figure 2 shows the CET for products that are on both the CET exceptions list and the former Nigerian Import Ban List.

### Asymmetric benefits

The products on the exceptions list already have high CET tariffs. When combined with the CET's fifth band of 35%, this structure adversely affects the smaller ECOWAS economies that export less complex products but import manufactured goods, mostly from non-ECOWAS members.

Manufactured goods will have much higher tariffs (10-35%) under the CET than raw materials (5%), providing a leeway for trade diversion as manufactured goods previously imported from non-ECOWAS partners will now be sourced from customs union partners. Prices of imported food like rice, which weighs heavily on the consumption basket of the poor, will also rise.

Meanwhile, current regulation fails to discuss how current tariff exemptions, or waivers, will be treated. One immediate priority should be to correct this ambiguity, especially for products constituting a greater proportion of household consumption, such as rice.

re-enter negotiations to amend ECOWAS regulations to permit the application of the IAT to Most Favored Nation (MFN) duties below the CET, as explored above.

### Towards a better common trade policy regime

With the implementation of the CET taking effect, transparent communication of the CET will be immediately essential. So will clarifications of the technicalities of applying the Special Protection Measures. Next, the low-income countries would benefit from pushing for a renegotiation of the CET.

As the smaller low-income members have similar production and tariff structures, they would also benefit from closer cooperation and developing a common stance. Doing so is essential for these smaller countries to achieve the potential gains from ECOWAS trade integration.

### Conclusion

The Implementation of the CET was greeted with mixed reactions from the trade and business community in Ghana.

On one hand, the Association of Ghana Industries (AGI) embraced the introduction of the common external tariff regime because in their view, it will provide a real



# **GHANA MARITIME AUTHORITY**

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ITC Executive Director, Arancha Gonzalez delivers a speech at the WTO's Ministerial Conference

## THREE TRADE PRIORITIES FOR GLOBAL DEVELOPMENT IN 2016

While progress was made in 2015, the international community has to step up on trade and development in 2016

By DIRK WILLEM TE VELDE, Senior Research Fellow and Director of Supporting Economic Transformation, MASSIMILIANO MENDEZ-PARRA, Research Fellow, Overseas Development Institute

Much was at stake in 2015 regarding global trade and development, and the international community delivered only partially. It can only be hoped that 2016 will bring more concrete and identifiable results.

The Addis Ababa Action Agenda, agreed at the Third International Conference on Financing for Development in July 2015 acknowledged trade 'as an engine for development'.

It also argued that Aid for Trade 'can play a major role,' particularly in least developed countries (LDCs). 'Transforming our World: the 2030 agenda for sustainable development' agreed by United Nations member states in September 2015 includes 17 goals and 169 targets, with Aid for Trade being viewed as an important 'means of implementation'. However, reducing trade costs was not enshrined as a goal.

The World Trade Organization's (WTO) Ministerial Conference in December 2015 was also met with mixed reviews. Agreements were reached on a range of trade issues likely to have a modest impact but with disagreement on the future contents of trade negotiations and no agreement on the most relevant issues. Meanwhile, regional negotiations such as the Trans-Pacific Partnership were concluded last year, which could have even greater ripple effects than the Nairobi Declaration.

However, as these discussions were taking place, officials seem to have forgotten that countries including LDCs now face weaker trade growth despite modest income growth. The Chinese economy is slowing, commodity prices are declining and we have seen the beginning of monetary tightening. Against this background, the following three trade debates are likely to have the best possible impact on development in 2016.

### Revitalizing Trade Talks

The WTO failed to agree on either reaffirming the Doha Development Agenda or replacing it. The implications are not exactly clear. A range of possible scenarios are possible: (i) abandoning negotiations and focusing instead on implementing what has been agreed (for example, trade facilitation); (ii) finalizing the Doha Round, which now seems an unlikely option; and (iii) tabling and concluding new issues at the WTO, whether through the General Council or by formal adoption of a new negotiating agenda outside Doha. This could include new plurilateral agreements on, for example, access to natural resources, standards, competition, investment and clusters of services alongside active WTO coordination of regional trade agreements.

It may prove difficult to get full membership backing for multilateral negotiations on either



A woman works in a clothing factory in South Africa

the traditional or the new-issues scenario, though in economic terms the best option would likely be to combine finalizing the old Doha agenda and defining the framework for a new negotiation round.

This race to the top could be a grand bargain helping to get all countries out of the current impasse. It is a tall order as progress on each track is required. What is needed is much less mercantilism in trade negotiations. Instead, countries will need to understand more fully that trade is a powerful way of transforming economies and lifting people out of poverty.

#### Africa's Potential

The manufacturing share of GDP in sub-Saharan Africa (SSA) has fallen in recent decades to 11%, the lowest of all world regions. However, there are promising signs. Data from the World Development Indicators show that while manufacturing production increased on average by 2.3% annually between 1997 and 2012 across the world, it rose 3.4% in SSA. Overall, the share of SSA in world manufacturing increased from 0.9% in 2000 to 1.1% in 2012.

The East African region looks particularly buoyant. Its manufacturing exports increased from US\$1.4 billion in 2005 to US\$3.9 billion in 2012, while garment exports increased from US\$250 million in 2012 to US\$355

million in 2014. While the arrival of a number of new Chinese investments in African manufacturing is only the beginning, it shows debates are now as much about attracting Chinese investment and their linkages to the local economy as competing with imports from China.

African manufacturing is hampered by poor connectivity, weak access to networks and a relatively poor investment climate. Improvements in regional infrastructure – both hard and soft – will help to start with. In fact, much of the pressure to address infrastructure now comes from within Africa. For example, Rwandan exporters are increasingly weighing the costs and benefits of using different trade corridors through Kenya or United Republic of Tanzania, leading to enhanced competition in corridor development.

There is much more that can be done. For example, specific export promotion and foreign direct investment attraction policies could help. Support for harmonization or conformity of standards would assist firms in connecting to value chains, while the building and marketing of export processing zones, development of clusters and investment facilitation help to attract investors and foster productivity spill-over.

Diversification through a relative increase in manufacturing activity assists countries in withstanding the impact of volatile commodity prices. It could be a major option for net commodity exporters in 2016 with a Chinese economic slowdown weighing down on world commodity prices.

#### Balanced Growth

There has been a negative perception of the role of services in driving trade and economic transformation in the poorest economies. Recent data suggest the services sector is a major contributor to incomes, employment and productivity change even at low income levels.

While agriculture contributed a significant part of overall labour productivity change at low income levels and the manufacturing sector assumed that role at middle income levels, the services sector contributed more than half of productivity change in developing countries over the 1991-2013 period at nearly all income levels. Those countries that achieved the highest growth rates in productivity change were doing this on the basis of changes in both manufacturing and services.

Evidence shows that services exports have grown faster than exports of goods in most LDCs over the 1998-2012 timeframe. Services from LDCs are also increasingly becoming intermediates into production elsewhere. Value addition from services in goods exports is even greater than exports of services in several countries. It is time to look differently at trade in services.

*(Source: International Trade Forum – The Quarterly Magazine of the International Trade Centre, February, 2016)*





# MARITIME TRADE REVIEW (January - December , 2015)

## Introduction

Total maritime trade for the review period January to December 2015 amounted to over 16.05 million tons. This was made up of about 11.6 million tons of imports and 4.37

million tons of exports. The port of Tema handled over 74 percent of the total trade which was over 11.8 million tons while the port of Takoradi handled the remaining 4.22 million tons (or 26% of total

trade for the period). Total transit/transshipment through the ports of Ghana was only 6 percent of the total maritime trade of Ghana as shown in Table 1 below.

**TABLE 1 MARITIME TRADE REVIEW, JANUARY -DECEMBER,2015**

	IMPORT	EXPORT	TOTAL	%Share of Ports
<b>Takoradi</b>	1,401,075	2,822,875	4,223,950	26
<b>Tema</b>	10,281,318	1,547,349	11,828,667	74
<b>Total</b>	11,682,393	4,370,224	16,052,617	
<b>%Share</b>	73	27		
<b>Transshipment</b>	980,670	23,866	1,004,536	6
<b>Transit</b>	951,700	78	951,778	6

Comparing this performance to that of the 2014 period shows a an increase of 6 percent in total cargo throughput in 2015. Total import for the review period was 8 percent

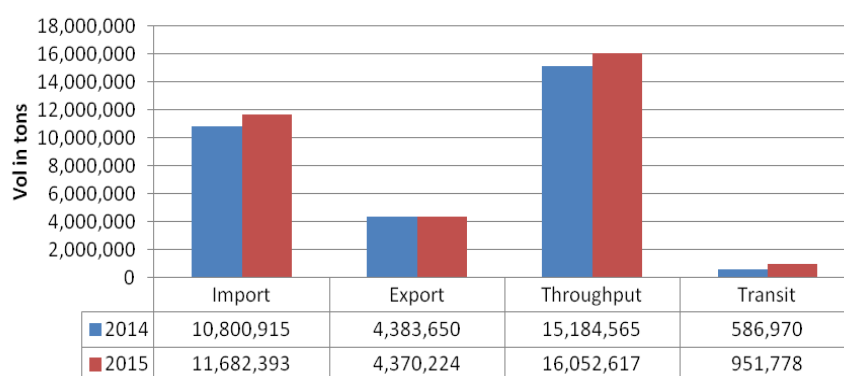
more than what was obtained in the previous year, 2014. Total export also showed no change over the peroid under rview. Transit trade also recorded an

increase of about 62% in 2015 compared to the same period in 2014. Table 2 below gives details of the two periods.

**Table 2 MARITIME TRADE COMPARISON IN TONS, JANUARY -DECEMBER,2014 &2015**

	TEMA			TAKORADI			TOTAL		
	2014	2015	%DIFF	2014	2015	%DIFF	2014	2015	%DIFF
<b>IMPORT</b>	9,612,541	10,281,318	7	1,188,374	1,401,075	18	10,800,915	11,682,393	8
<b>EXPORT</b>	1,806,829	1,547,349	-14	2,576,821	2,822,875	10	4,383,650	4,370,224	0
<b>TOTAL</b>	11,419,370	11,828,667	4	3,765,195	4,223,950	12	15,184,565	16,052,617	6
<b>TRANSIT/Tranship't</b>	577,628	951,700	65	14,107	78	-99	586,970	951,778	62

From Table 2 above it can be seen that total transit trade for the review period amounted to over 951,778 tons. This was a was an increase of 62 percent as compared to what was obtained in the previous year.

**Fig 1 Maritime Trade of Ghana in tons, January-December, 2015****IMPORT TRADE**

Total Import for the review period was above 11.6 million tons. This comprised of 4.6 million tons of liner items, 1.9 million tons of Break Bulk, 2.5 million tons of dry bulk items and 2.4 million tons of liquid

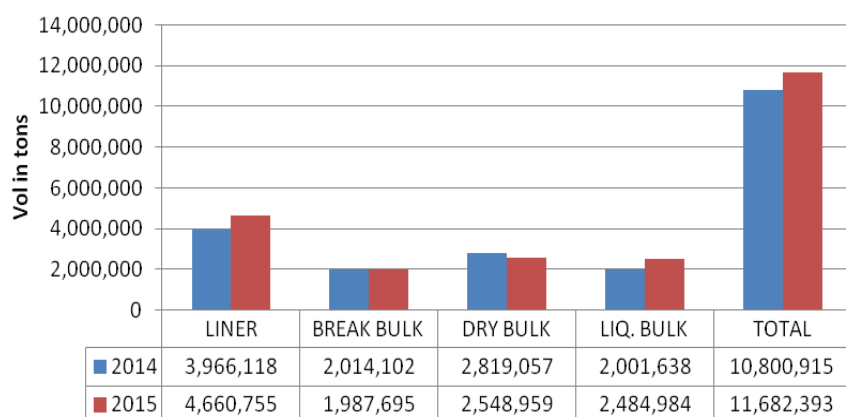
bulk items.

In Table 3 below it can also be seen that maritime import for the review period increased by 8 percent compared to the same period in 2014. For the other types of trade,

Liner trade increased by 18%, dry bulk import decreased by 10 percent while liquid bulk increased by 24 percent. The situation is depicted pictorially in table 3 below.

**TABLE 3 MARITIME TRADE BY TYPE, JANUARY-DECEMBER, 2015 IN TONS**

	2014	2015	%DIFF
<b>IMPORT</b>			
LINER	3,966,118	4,660,755	18
BREAK BULK	2,014,102	1,987,695	-1
DRY BULK	2,819,057	2,548,959	-10
LIQ. BULK	2,001,638	2,484,984	24
<b>TOTAL</b>	<b>10,800,915</b>	<b>11,682,393</b>	<b>8</b>
<b>EXPORT</b>			
LINER	1,581,219	1,432,615	-9
BREAK BULK	473,966	497,035	5
DRY BULK	2,291,502	2,423,424	6
LIQ. BULK	36,963	17,150	-54
<b>TOTAL</b>	<b>4,383,650</b>	<b>4,370,224</b>	<b>0</b>

**Fig 2 Maritime Import Trade in tons, January-December, 2015****Liner Import Trade**

The liner import trade for 2015 is made up of items such as , processed foods (486,513 tons) and chemicals amounting to over 403,999 tons. Other items include tiles (394,283 tons), frozen meat and food (390,814 tons), machinery and equipment (171,286 tons), polythene raw materials (388,472 tons) and Rice (34,384 tons).

**Break Bulk Import Trade**

The total break bulk import for 2015 was 1.9 million tons or 1% decline compared to 2015 for the review



period. The major trade commodities were iron/plates /pipes which recorded 1.0 million , bagged rice 558,014, and bagged fertilizer recorded, 6,833 tons and bagged sugar also recorded 249,492 tons.

#### Dry Bulk Import Trade

Total dry bulk import for the year 2015 2.5 million tons, 10 percent decrease over the performance in the previous year (2014). Clinker was the highest import item in this trade recording over 1.25 million tons, an decrease of 17% over the previous year tonnage. There were decline in the tonnage of the following; Bulk cement( 526 788), and bulk wheat (346,731), Limestone(173,393) and other dry bulk imports(140,595).

#### Liquid Bulk Import Trade

This trade showed an overall increase of 24 percent during the review period. Most of the items saw increases in the quantities imported compared to the figure recorded in 2014. Petroleum products increased marginally by 12% ( 2.0million tons) while Bitumen increased by 70% percent. while Liquefied Petroleum Gas saw a decrease of 25 percent.

#### DIRECTION OF THE MARITIME IMPORT TRADE

Table 3 below shows that majority of the maritime import for the year 2015 came from the Far East, Africa and the North Continent, the Mediterranean, the Others ranges.

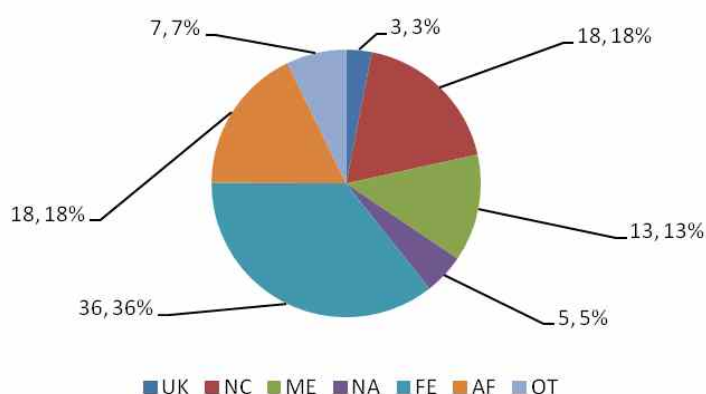
Each of these ranges recorded tonnages as follows: Far East 4.1 million tons or 36 percent, Africa 2.0 million tons or 18 percent, North Continent 2.1 million or 18 percent, Mediterranean 1.5 million tons or 13 percent, and the Others range 842,538 tons or 7 percent.

Maritime import from the North America range recorded 571,992 tons or close to 5 percent of the total import trade for the review period. The UK range recorded 359,825 tons amounting to only 3 percent of total maritime import for the period. The direction of the maritime import trade is also depicted in Fig. 3 below.

**Table 3 DIRECTION OF MARITIME IMPORT TRADE IN TONS, JAN -DEC, 2015**

	UK	NC	ME	NA	FE	AF	OT	TOTAL
<b>LINER</b>	125,775	660,052	410,745	197,827	2,198,051	601,837	466,468	4,660,755
<b>BREAK BULK</b>	234,050	66,093	39,893	15,902	1,323,721	44,191	263,846	1,987,695
<b>DRY BULK</b>	0	440,293	1,054,605	302,837	622,274	89,085	39,864	2,548,959
<b>LIQ. BULK</b>	0	989,377	6,312	55,427	29,589	1,331,919	72,359	2,484,984
<b>TOTAL</b>	359,825	2,155,815	1,511,556	571,992	4,173,635	2,067,032	842,538	11,682,393
<b>%SHARE</b>	3	18	13	5	36	18	7	100

**Fig3 DIRECTION OF MARITIME IMPORT TRADE IN TONS, JAN-DEC, 2015**



#### Performance of Laden Import Container Trade (Jan-Dec, 2015)

Total laden import containers for the review period recorded 410,723 TEUs representing 9% increase from 2014 figure of 376,166 TEUs. the highest performer in this category was the Far East which recorded over 200,000 TEUs , 12% increase from 2014. Table 4 below shows the performance of the laden import container trade for the review period per range.

**Table 4 PERFORMANCE OF LADEN IMPORT CONTAINER TRADE, JAN -DEC 2015**

	2014		2015		%DIFF	
	NO.	TEU	NO.	TEU	NO.	TEU
<b>United Kingdom</b>	8,859	14,873	8,762	15,371	-1	3

<b>North Continent</b>	30,806	46,912	33,115	51,096	7	9
<b>Med. Europe</b>	18,308	25,596	21,796	30,716	19	20
<b>North America</b>	16,378	28,672	16,184	29,068	-1	1
<b>Far East</b>	136,788	186,801	155,518	209,741	14	12
<b>Africa</b>	24,124	33,930	23,080	32,709	-4	-4
<b>Others Range</b>	26,010	39,382	28,787	42,031	11	7
<b>Total</b>	261,275	376,166	287,242	410,732	10	9

## EXPORT TRADE

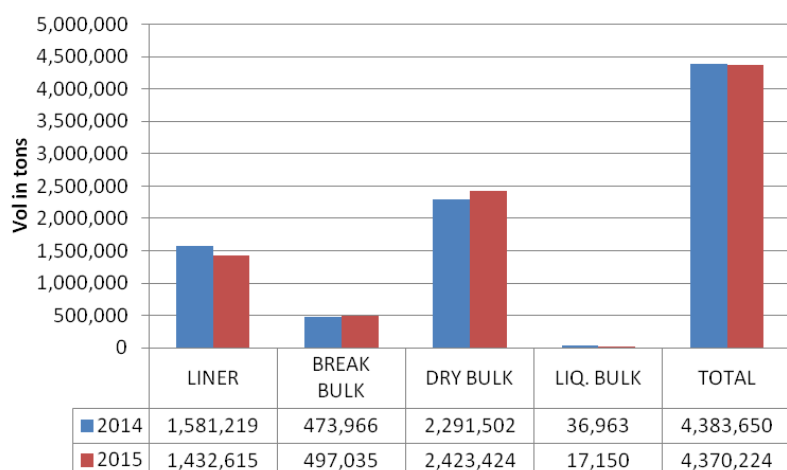
The total export trade for the review period amounted to about 4.37 million tons. This was made up of over 1.4 million tons of liner items, 497,035 tons of break bulk items, 2.4 million tons of dry bulk items. The remaining 17,150 tons

percent was made up of liquid bulk items.

Compared to the previous year total tonnage, the review year recorded no real change in exports volumes. Table 3 above shows that

the liner trade recorded a decline of 9% while the dry bulk trade recorded an increase of 6% and Break bulk of 5%. The liquid bulk trade recorded a decrease of nearly 54 percent. Fig. 4 below gives details of the comparison.

**Fig 4 Maritime Export Trade in tons, JAN-DEC, 2015**



sheanut export also saw about 19 percent increase in tonnage during the review period recording over 1.2 million tons.

## Liquid Bulk Export Trade

Total liquid bulk export for the review period decreased by over 54 percent. Petroleum products trade(13,109) saw decrease in tonnage by 79 percent while other liquid bulk (4,041 tons) decreased by 10 percent.

## DIRECTION OF THE MARITIME EXPORT TRADE

The 4.3 million tons of maritime export recorded for the review year 2015 was shipped to various destinations in the world. Majority of the items exported went to the Far East, Others and the North Continent ranges. The Far East range received a total of 2.2 million tons (51% of total export), Others range 764,414 tons, and while the North Continent range had a tonnage of over 657,659 tons or 15 percent of total export. Table 5 below and fig 5 gives a pictorial view of the situation.

## Liner Export Trade

The liner export trade for the year 2015 was made up of cocoa beans which recorded a tonnage of 397,207 tons, depicting a decrease of 8 percent as compared to the previous year performance. Other items include cocoa products, 211,645 tons, an increase of 2% from the 2014 tonnage; sawn timber recording 69,697 tons (a decline of over 100%); Sheanut and Sheabutter recording 59,350 tons which amounted to a decline of over 43 percent.

## Break Bulk Export Trade

The break bulk export trade for the

review period amounted to 497,035 tons representing 55 increase compared to 2014. the major export commodities in this trade category are Bagged Cocoa Beans( 174,480 tons) and Timber logs (322,556) details are shown in the table below.

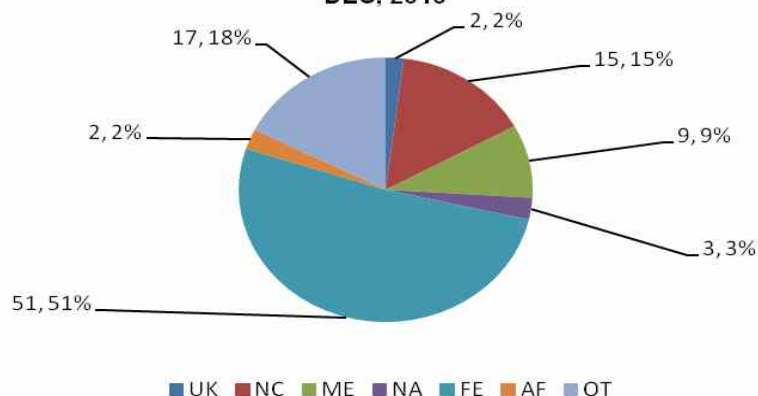
## Dry Bulk Export Trade

The dry bulk export items for the review period recorded 2.4 million tons representing a decline of 6%. Dry bulk items include Bauxite which decreased by over 6 percent(76,968tons). Manganese export decreased by 36% and bulk



**Table 5 DIRECTION OF MARITIME EXPORT TRADE IN TONS, JAN-DEC,2015**

	UK	NC	ME	NA	FE	AF	OT	TOTAL
<b>LINER</b>	76,812	359,855	195,573	83,410	485,952	100,744	130,269	1,432,615
<b>BREAK BULK</b>	405	20,674	15,366	21,872	373,220	1,687	63,811	497,035
<b>DRY BULK</b>	8,950	275,624	180,061	813	1,387,642	0	570,334	2,423,424
<b>LIQ. BULK</b>	0	1,506	0	9,880	0	5,764	0	17,150
<b>TOTAL</b>	86,167	657,659	391,000	115,975	2,246,814	108,195	764,414	4,370,224
<b>%SHARE</b>	2	15	9	3	51	2	17	100

**FIG 5 DIRECTION OF MARITIME EXPORT TRADE, JAN-DEC, 2015****Performance Of Laden Export Container Trade (Jan-Dec,2015)**

Total export laden containers for the review period was 111,638 TEUs representing a decline of 3% compared to 2014. Table 6 below shows the performance of the laden export container trade for the review period.

**Table 6 PERFORMANCE LADEN EXPORT CONTAINER TRADE, JAN-DEC 2015**

	2014		2015		%DIFF	
	NO.	TEU	NO.	TEU	NO.	TEU
<b>United Kingdom</b>	2,265	2,779	2,602	3,338	15	20
<b>North Continent</b>	14,307	19,976	14,664	21,589	2	8
<b>Med Europe</b>	7,637	11,310	8,745	13,848	15	22
<b>North America</b>	3,220	5,758	4,272	8,076	33	40
<b>Far East</b>	47,300	55,497	39,102	48,986	-17	-12
<b>Africa</b>	7,840	10,381	5,399	7,506	-31	-28
<b>Others Range</b>	6,694	8,961	6,184	8,295	-8	-7
<b>Total</b>	<b>89,263</b>	<b>114,662</b>	<b>80,968</b>	<b>111,638</b>	<b>-9</b>	<b>-3</b>

**TRANSIT TRADE**

Total transit trade for the period was 951,778 tons in 2015 or 6% of total maritime trade for the review period. Most of the Transit trade recorded (import/export) was

recorded in the Far East range (Over 500,000 tons). This was followed by the North Continent Range (195,893 tons). Burkina Faso recorded the highest tonnage of

the transit trade (848,226 tons or 90%), Mali (57,589 tons) and Niger recorded 45,964 tons. Table 7 above showed the transit trade for the review.

**TABLE 7 TRANSIT TRADE THROUGH THE SEAPORTS OF GHANA IN TONS,2015**

	UK	NC	MED	NA	FE	AF	OT	TOTAL
<b>BURKINA FASO</b>	3,963	188,881	35,866	3,595	432,327	131,050	52,545	848,226
<b>MALI</b>	0	1,025	2,299	80	45,034	1,875	7,275	57,589
<b>NIGER</b>	59	5,987	2,189	778	26,977	2,460	7,515	45,964
<b>TOTAL</b>	4,022	195,893	40,354	4,453	504,337	135,385	67,335	951,778

Total transit trade for the period was 951,778 tons in 2015 or 6% of total maritime trade for the review period. Most of the Transit trade recorded (import/export) was recorded in the Far East range (Over 500,000 tons). This was followed by the North Continent Range

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### Transshipments Through Ghana's Seaports Jan-Dec, 2015

Table 8 below shows the transit/transshipment trade volumes through the seaports of Ghana. Total Transit/transshipment trade was over 1 million tons.

	UK	NC	MED	NA	FE	AF	OT	TOTAL
<b>BENIN</b>	0	2,416	873	4,078	256	4,350	3,216	15,189
<b>BURKINA FASO</b>	3,963	188,881	35,866	3,595	356,238	131,050	52,545	796,018
<b>CAMEROON</b>	0	0	0	0	16	313	0	329
<b>OTHERS</b>	0	2,220	3	34	4,853	5,865	71	13,046
<b>COTE D'IVOIRE</b>	488	3,194	3,485	498	7,904	2,848	3,141	21,559
<b>GUINEA</b>	0	27	0	0	17	69	0	112
<b>MALI</b>	0	1,025	2,299	80	44,956	1,875	7,275	57,511
<b>NIGER</b>	49	5,987	2,189	700	26,977	2,460	7,515	45,876
<b>NIGERIA</b>	0	0	0	18	3	0	0	21
<b>SENEGAL</b>	0	0	0	0	0	136	0	136
<b>TOGO</b>	228	13,294	5,482	2,101	25,841	1,675	6,133	54,754
<b>TOTAL</b>	4,729	217,044	50,197	11,103	467,061	150,641	79,895	1,004,536

### PERFORMANCE OF SHIPPING AGENTS IN GHANA'S SEABORNE TRADE (JAN-DEC, 2015)

One hundred and forty Eight (148) shipping agencies handled the over 16.0 million tons of maritime trade (import & export) through the Port of Tema and Takoradi during the review period as shown in Table 9 below.

#### Liner Trade

Sixty-Three shipping agencies (63) handled the liner trade of 6.4 million tons. The highest performer was Maersk Gh Ltd with 1.4 million tons which amounted to over 9.0% of the total volume of trade for the period. This was followed by MSCA Shipping which handled 780,732 tons or over 4.85% of the total volume of trade. The next was PIL Gh Ltd with 564,318 tons or 3.52%. MOL Shipping came next with 403,889 tons amounting to over

2.53% of the total volume of trade. Other participants with good performances in the maritime trade for the period ranged from 0.00% to 1.87%

#### Break Bulk Trade

In the break bulk trade, forty two shipping agencies (42) participated in handling the 1.94 million tons of cargo. The highest performer here was GMT Shipping with 280,216 tons or 1.75% of the total trade for the period. The next were Maersk Gh Ltd (1.66%), Global cargo Shipping Ltd (1.62%) and GETMA GH LTD (1.5%). Other agencies within this trade performed between 0.01% and 0.77%.

#### Dry Bulk Trade

The dry bulk trade saw 24 participating agencies. Supermaritime GH Ltd handled the highest tonnage of 1.5 million tons

or 9.6% of total trade of the total volume trade. Hullyblyth Came next handling 1.4 million or 8.9% tons of cargo through the Ports of Tema and Takoradi. Macro Shipping Ltd was next with a tonnage of over 6%. Other major performers include Scanship Gh Ltd, GMT Shipping LTD and others with percentages ranging from 0.02 to 0.97.

#### Liquid Bulk Trade

The liquid bulk trade had 19 shipping agencies which handled the over 2.5 million tons of cargo. Oil and marine agencies Ltd handled the highest tonnage of 1.0 million tons (6.7%). The next was Inchcape Shipping Services with 358,390 tons (2.23%) and Sea & Shore, 247,279 tons (1.54%). The rest of the agencies in this trade handled between 0.00% and 0.27%.



Table 9 GHANA SHIPPERS' AUTHORITY

## PERFORMANCE OF SHIPPING AGENTS IN GHANA'S SEABORNE TRADE - JAN - DEC. 2015

## IMPORT AND EXPORT - TEMA – TAKORADI

	<u>IMPORT</u>	<u>EXPORT</u>	<u>TOTAL</u>	<u>%SHARE/ TRADE TYPE</u>	<u>%SHARE</u>
<b>LINER</b>					
ADVANCED MARITIME	14,676	0	14,676	0.23	0.09
AFRICA INDEPENDENT FEEDER GH. LTD	132	0	132	0.00	0.00
AFRICAN STEAM SHIP	3,564	0	3,564	0.06	0.02
A&J SHIPPING SERVICES	27,311	0	27,311	0.42	0.17
AMT GH. LTD	0	2,438	2,438	0.04	0.02
ANDIPEX CO. LTD	36,810	0	36,810	0.57	0.23
ANTRAK GH. LTD	161,192	36,550	197,742	3.06	1.23
AQUA MARINE SHIPP. GH. LTD	4,314	93	4,407	0.07	0.03
BAJ FREIGHT T EMA	921	0	921	0.01	0.01
BEACON SHIPP. HANJIN GH.	61,072	0	61,072	0.94	0.38
BLUE FUNNEL GH. LTD	105,599	0	105,599	1.63	0.66
BLUESEA GH. LTD	0	5,080	5,080	0.08	0.03
BMA GH. LTD	0	9	9	0.00	0.00
BOLLORE AFRICA LOGISTICS	129,428	40,246	169,674	2.63	1.06
BULKSHIP & TRADE LTD	47	0	47	0.00	0.00
COMEXAS GHANA LTD TEMA	2,676	0	2,676	0.04	0.02
CONSOLIDATED	7,781	0	7,781	0.12	0.05
DADDO MARITIME	4,768	0	4,768	0.07	0.03
DAMCO LOGISTICS GHANA LTD	59,751	13,059	72,810	1.13	0.45
DELMAS SHIPP. GH. CMA CGM	64,002	111,928	175,930	2.72	1.10
DOLPHIN SHIPP. SERVICES	33,281	0	33,281	0.51	0.21
DW CABLE NET SHIPPING GH LTD	734	0	734	0.01	0.00
ELDER DEMPSTER GHANA	269	0	269	0.00	0.00
FACULTY LOGISTICS LTD	2	0	2	0.00	0.00
FAIRPOINT BUSINESS T EMA	3,500	0	3,500	0.05	0.02
GETMA GHANA LTD	46,416	3,493	49,909	0.77	0.31

GLOBAL CARGO & COMMODITIES	71,912	0	71,912	1.11	0.45
GMT SHIPPING LTD	23,459	44	23,503	0.36	0.15
GRIMALDI GH. LTD	138,434	53,693	192,127	2.97	1.20
HELP MARINE GHANA	4,080	0	4,080	0.06	0.03
HULL BLYTH GH. LTD	93,150	130,034	223,184	3.45	1.39
ICM LOGISTICS SERVICES LTD	0	0	0	0.00	0.00
INCHCAPE SHIPP. SERVICES GH. LTD	106,937	0	106,937	1.65	0.67
ISAG LTD	166,397	193,673	360,070	5.57	2.24
ICM LOGISTICS SERVICES LTD	470	0	470	0.01	0.00
KHUDA SERVICE T EMA	12,927	0	12,927	0.20	0.08
KOYANKS COMPANY LIMITED	30,364	0	30,364	0.47	0.19
MAC LOGISTICS LIMITED	614	0	614	0.01	0.00
MACRO SHIPPING LTD	19,082	7,130	26,212	0.41	0.16
MAERSK GH. LTD	1,186,635	268,255	1,454,890	22.51	9.06
MAP SHIPPING LTD	82,346	0	82,346	1.27	0.51
MARITIME AGENCIES	682	146	828	0.01	0.01
MOL GHANA LTD	315,385	88,504	403,889	6.25	2.52
MSCA GH. LTD	481,122	299,610	780,732	12.08	4.86
NAVITRANS GH. LTD	63,348	15,072	78,420	1.21	0.49
OIL & MARINE AGENCIES	120,782	105,527	226,309	2.41	1.41
PANALPINA GH LTD	92	0	92	0.00	0.00
PIL GHANA LTD.	472,659	91,659	564,318	8.73	3.52
PORTS MARINE LTD	4,349	0	4,349	0.07	0.03
SAFMARINE	0	74,528	74,528	1.15	0.46
SCANSHIP GHANA LIMITED	164,967	99,265	264,232	4.09	1.65
SEATRADE SHIPPING AND LOGISTICS	0	0	0	0.00	0.00
SEATRANS GHANA LTD	5	0	5	0.00	0.00
SEVENLOG LIMITED	49,448	30	49,478	0.77	0.31
SHARAF SHIPPING AGENCY LIMITED	15,000	0	15,000	0.23	0.09
SIFAX AGENCIES GHANA LTD	694	0	694	0.01	0.00
SILVERMARITIME GHANA LTD	5	0	5	0.00	0.00
STARDEX MARINE CONSULT	21,495	0	21,495	0.33	0.13
SUPERMARITIME GHANA LIMITED	198,046	115,103	313,149	4.85	1.95



TRAMSCO SHIPPING TEMA	4,194	0	4,194	0.06	0.03
TRANSGLOBAL SHIPPING	7,874	0	7,874	0.12	0.05
TTV LIMITED	10,641	0	10,641	0.16	0.07
UNITED ARAB SHIPPING AGENCIES	71,858	0	71,858	1.11	0.45
<b>SUB-TOTAL</b>	<b>4,707,701</b>	<b>1,755,169</b>	<b>6,462,870</b>	<b>100.00</b>	<b>40.26</b>
<b><u>BREAK BULK</u></b>					
ADVANCED MARITIME TAKORADI	24	0	24	0.00	0.00
ANTRAK GH. LTD	17,956	0	17,956	0.92	0.11
AQUA MARINE SHIPP. GH. LTD	24	0	24	0.00	0.00
BAJ FREIGHT TEMA	21	0	21	0.00	0.00
BEACON SHIPPING HANJIN GH.	17,544	0	17,544	0.90	0.11
BLUE FUNNEL GH.	15,839	0	15,839	0.81	0.10
BOLLORE AFRICA LOGISTICS	22,365	0	22,365	1.15	0.14
COMEXAS GHANA LTD	2	0	1	0.00	0.00
CONSOLIDATED SHIPP. AGENCIES LTD	3,347	0	3,347	0.17	0.02
DAMCO LOGISTICS GHANA LTD	4,017	0	4,017	0.21	0.03
DELMAS SHIPPING GHANA	12,953	0	12,953	0.67	0.08
FACULTY LOGISTICS	98,607	0	98,607	5.07	0.61
GETMA GH. LTD.	244,026	0	244,026	12.55	1.52
GLOBAL CARGO & COMMODITIES	260,439	0	260,439	13.40	1.62
GMT SHIPPING LTD	280,216	0	280,216	14.41	1.75
GRIMALDI GHANA LTD.	14,943	0	14,943	0.77	0.09
HELP MARINE GHANA LTD	181	0	181	0.01	0.00
HULL BLYTH GH. LTD	5,119	0	5,119	0.26	0.03
ICM LOGISTICS SERVICES LTD	39	0	39	0.00	0.00
INCHCAPE SHIPPING SERVICES	79,814	0	79,814	4.11	0.50
INTERMODAL SHIPP. AGENCY GH. LTD	34,633	0	34,633	1.78	0.22
MAC LOGISTICS LIMITED	430	0	430	0.02	0.00
MACRO SHIPPING LTD	5,927	0	5,927	0.30	0.04
MAERSK GH. LTD	266,926	0	266,926	13.73	1.66
MARITIME AGENCIES	141	0	141	0.01	0.00
MAXITIDE VENTURES LTD	6,846	0	6,846	0.35	0.04

MOL GH. LTD	47,727	0	47,727	2.45	0.30
MSCA GH. LTD	102,701	0	102,701	5.28	0.64
NAVITRANS GHANA LIMITED	14,647	0	14,647	0.75	0.09
OIL & MARINE AGENCIES	9,763	0	9,763	0.50	0.06
PANALPINA GH LTD	3	0	3	0.00	0.00
PIL GHANA LTD	68,160	0	68,160	3.51	0.42
PORTS MARINE LTD	1,715	0	1,715	0.09	0.01
SAFMARINE	0	0	0	0.00	0.00
SCANSHIP GH LTD	52,212	0	52,212	2.69	0.33
SEATRADE SHIPPING AND LOGISTICS	2,994	0	2,994	0.15	0.02
SEATRANS GHANA LTD	17,193	0	17,193	0.88	0.11
SEVENLOG LTD	58,789	0	58,789	3.02	0.37
SHARAF SHIPPING AGENCY LTD	6,008	0	6,008	0.31	0.04
SILVERMARITIME GHANA LTD	30,828	0	30,828	1.59	0.19
SUPERMARITIME GH. LTD	111,488	0	111,488	5.73	0.69
UNITED ARAB SHIPP. AGENCIES	27,531	0	27,531	1.42	0.17
SUB-TOTAL	1,944,137	0	1,944,112	100.00	12.11
<b>DRY BULK</b>					
AMT GH. LTD	0	762	762	5.88	0.00
ANTRAK GH. LTD	5,533	6,444	11,977	0.23	0.07
BLUE MARITIME AGENCY	0	21,548	21,548	0.42	0.13
BOLLORE AFRICA LOGISTICS	0	278	278	0.01	0.00
DAMCO LOGISTICS GHANA LTD.	160,082	0	160,082	3.11	1.00
DELMAS SHIPP. GH. CMA CGM	0	13,193	13,193	0.26	0.08
GETMA GHANA LTD	6,200	0	6,200	0.12	0.04
GLOBAL CARGO & COMMODITIES	489,173	0	489,173	9.51	3.05
GRIMALDI GHANA LTD	1,430	0	1,430	0.03	0.01
HULLBLYTH GHANA LTD	1,336,722	91,706	1,428,428	27.78	8.90
INCHCAPE SHIPP. SERV	4,000	11,745	15,745	0.31	0.10
ISAG LTD	2,848	15,543	18,391	0.36	0.11
MACRO SHIPP. GH. LTD	0	973,676	973,676	18.93	6.07
MAERSK GH. LTD	132	62,748	62,880	1.22	0.39
MOL GH. LTD	0	778	778	0.02	0.00
MSCA GHANA LTD	2,649	19,448	22,097	0.43	0.14
NAVITRANS GHANA LTD	623	0	623	0.01	0.00
OIL & MARINE AGENCIES	52,844	2,491	55,335	1.08	0.34
PIL GHANA LTD	1,799	0	1,799	0.03	0.01



SCANSHIP GH. LTD	13,017	102,959	115,976	2.26	0.72
SEVENLOG LIMITED	129,788	0	129,788	2.52	0.81
SUPERMARITIME GH. LTD	266,614	1,274,587	1,541,201	29.97	9.60
UNITED ARAB SHIPPING AGENCIES GHANA	102	0	102	0.00	0.00
WESTERN FREIGHT AND LOGISTICS	72,025	0	72,025	1.40	0.45
SUB-TOTAL	2,545,582	2,597,906	5,142,726	100.00	32.04
LIQUID BULK					
ANTRAK GHANA LTD	607	0	607	0.02	0.00
BLUESEA MARITIME AGENCY LTD.	61,582	0	61,582	2.46	0.38
BULK SHIP & TRADE LTD	265,571	0	265,571	10.61	1.65
CONSOLIDATED SHIPPING AGENCIES LTD	1	0	1	0.00	0.00
DADDO MARITIME	292,644	3,229	295,873	11.82	1.84
DELMAS SHIPPING GHANA	2,058	0	2,058	0.08	0.01
GETMA GHANA LTD	78,130	1	78,131	3.12	0.49
HULL BLYTH GHANA	16	0	16	0.00	0.00
INTERMODAL SHIPPING AGENCY GH LTD	18	0	18	0.00	0.00
INCHCAPE SHIPPING SERVICES	356,884	1,506	358,390	14.32	2.23
MARINE MOR	15,372	0	15,372	0.61	0.10
MAERSK GHANA TEMA	81	0	81	0.00	0.00
MSCA GHANA TEMA	100	0	100	0.00	0.00
MULTI-PLAN	8,924	0	8,924	0.36	0.06
OIL AND MARINE AGENCIES	1,069,070	9,880	1,078,950	43.12	6.72
SCANSHIP GHANA LTD	472	0	472	0.02	0.00
SEA AND SHORE SERVICES GHANA LTD	247,279	0	247,279	9.88	1.54
SUPERMARITIME GHANA LTD	85,664	2,535	88,199	3.52	0.55
UNITED ARAB SHIPPING AGENCIES GH.	502	0	502	0.02	0.00
SUB-TOTAL	2,484,973	17,151	2,502,124	100.00	15.58
GRAND TOTAL	11,682,393	4,370,226	16,052,619	100.00	99.99

### SHIPPING LINES PERFORMANCE IN GHANA'S MARITIME TRADE OF GHANA IN TONS (JAN-DEC 2015)

A total of Three Hundred and four (304) shipping lines and charterers participated in transporting the over 16.0 million tons of seaborne trade (import & export) through the Ports of Tema and Takoradi for the year 2015 as can be seen Table 10 below.

#### Liner Trade

The liner trade saw 106 shipping companies and operators loading and unloading cargo at the sea Ports of Tema and Takoradi during the review period. The highest performer was Maersk Line which handled 1.45 million tons of liner cargo amounting to over 9.05% of the total volume of trade through the Ports for the period.

Mediterranean Shipping Company was next with 780,717 tons (4.86%), Pacific International Lines followed with 563,548 tons (3.51%) and Mitsui O.S.K Lines with 403,711 tons (2.51%). Goldstar Lines came next with 283,445 (1.78%) the rest fell between 0.00% and 1.17%.

#### Break Bulk Trade

Sixty-six (66) shipping lines carried break bulk cargo amounting to 1.94

tons to and from the Ports of Tema & Takoradi during the review period.

Maersk Line handled the highest tonnage of 266,929 tons which was 1.66% of total cargo discharged and loaded at the Ports of Tema & Takoradi. Other Lines followed with 223,433 tons or 1.39% of break bulk cargo handled at the Port of Tema for the review period. China Ocean Shipping recorded 1.35%. The rest

of the companies performing in the break bulk trade handled between 0.00% and 0.92%.

#### Dry Bulk Trade

The dry bulk trade amounting to 5.1 million tons was handled by 50 shipping lines and operators. High performers include HC Trading with 1.3 million tons (8.32%), I.M.T. with 1.4 million tons (8.72%) and Universal Africa Line with 797,066 tons (4.97%). Dangote saw 392,070

(2.44%) The remaining participants handled between 0.05% and 0.87%.

#### Liquid Bulk Trade

Fifty (50) shipping lines participated in the liquid bulk trade which amounted to 2.49 million tons for the period. The highest operators were Hapag-Lloyd with 508,637 tons (3.17%), Fuel trade with 203,775 tons (1.27%), Volta River Authority with 160,493 tons (1%).

**Table 10 GHANA SHIPPERS' AUTHORITY**

**PERFORMANCE OF SHIPPING LINES IN GHANA'S SEABORNE TRADE - JAN - DEC. 2015**

**IMPORT AND EXPORT - TEMA – TAKORADI**

SHIPPING LINES/CHARTERER	IMPORT	EXPORT	TOTAL	% SHARE / TRADER TYPE	%SHARE
<b>LINER</b>					
A. M. T.	0	612	612	0.01	0.00
ADOM MBROSO COLDSTORES LTD	17,009	0	17,009	0.26	0.11
ADVANCED MARITIME TRANSPORT	14,676	0	14,676	0.23	0.09
AFCOTT GHANA LTD	13,200	0	13,200	0.20	0.08
AFRICA EXPRESS LINE	16,241	39,839	56,080	0.87	0.35
AFRITRAMP	620	1,759	2,379	0.04	0.01
AFRICA STAR LINE	0	180	180	0.00	0.00
AFRIKA BIO ENERGY	0	6,009	6,009	0.09	0.04
ALPHA REEFER	700	0	700	0.01	0.00
AMT LINES	0	1,826	1,826	0.03	0.01
AMISACHI LTD	2,971	0	2,971	0.05	0.02
APOLLO SHIPPING	9,000	0	9,000	0.14	0.06
ARKAS LINE	106,829	35,422	142,251	2.20	0.89
ASIA MARITIME PACIFIC	3,106	0	3,106	0.05	0.02
AUG BOLTEN	403	0	403	0.01	0.00
AVNASH IND. GHANA LTD	11,003	0	11,003	0.17	0.07
B. M. A.	0	9	9	0.00	0.00
BBC CHARTERING & LOGISTICS	358	146	504	0.01	0.00
BOCS	4	0	4	0.00	0.00
BOLLORE AFRICA LTD	69,408	9,167	78,575	1.22	0.49
CARIN	4,080	0	4,080	0.06	0.03
CCB LA COMPAGINE DU CAP BLAN C	3,192	0	3,192	0.05	0.02
CHINA OCEAN SHIPPING	133,154	81,565	214,719	3.32	1.34
CHINA SHIPPING	63,513	15,072	78,585	1.22	0.49
CIRRUS	178	0	178	0.00	0.00
CMA CGM	47,973	65,638	113,611	1.76	0.71

COMMODITIES TADING	1,130	0	1,130	0.02	0.01
CONTI GMT SHIPPING	6,826	0	6,826	0.11	0.04
CONSHIP LINES	151	0	151	0.00	0.00
COSCO LINES	40,840	0	40,840	0.63	0.25
COSMO SEAFOODS CO.	1,885	0	1,885	0.03	0.01
CTCC GH. LTD	1	0	1	0.00	0.00
DAMCO SHIPPING	0	7,050	7,050	0.11	0.04
DANGOTE	31,529	0	31,529	0.49	0.20
DELMAS	16,030	46,290	62,320	0.96	0.39
DOLPHINE FROZEN FOODS	5,239	0	5,239	0.08	0.03
DREAM SEAS	562	0	562	0.01	0.00
EAGLE WEST AFRICA SERV.	37,837	43,986	81,823	1.27	0.51
ED&F MAN SHIPPING	27,550	0	27,550	0.43	0.17
EITZEN CHEMICAL A/S	6,307	0	6,307	0.10	0.04
EUKOR CAR CARRIERS	4,324	0	4,324	0.07	0.03
EUROAFRICA	3,200	508	3,708	0.06	0.02
EUROPA SHIPPING LINES	0	0	0	0.00	0.00
EVERGREEN SHIPPING LINE	129,804	40,181	169,985	2.63	1.06
FACULTY LOGISTICS	2	0	2	0.00	0.00
FAIR PORT SHIPPING	1,098	0	1,098	0.02	0.01
FERTICHIM	9,200	0	9,200	0.14	0.06
FIRESTONE NATURAL RUBBER CO.	598	0	598	0.01	0.00
FUELTRADE	47	0	47	0.00	0.00
GLOBAL ACE	305	0	305	0.00	0.00
GLOVIS	9,788	0	9,788	0.15	0.06
GMT SHIPPING	3,002	0	3,002	0.05	0.02
GOLD STAR LINE	129,626	153,819	283,445	4.39	1.77
GREEN REEFERS	1,378	0	1,378	0.02	0.01
GRIMALDI LINES	141,823	67,494	209,317	3.24	1.30
HANBRIDGE LTD	1,323	0	1,323	0.02	0.01
HANJIN SHIPPING	60,684	41,775	102,459	1.59	0.64
HAPAG-LLOYD	118,248	105,527	223,775	3.46	1.39
HARTMANN PROJECT LINES	0	9,500	9,500	0.15	0.06
HB SHIPPING	812	91	903	0.01	0.01
HC TRADING	87,286	13,605	100,891	1.56	0.63
HEAD OF COMPASS ROSE SHIPPING	2	0	2	0.00	0.00
HERNING SHIPPING AS	4,976	0	4,976	0.08	0.03
HOEGH AUTOLINERS	8,872	239	9,111	0.14	0.06
HUAL LINES	52	0	52	0.00	0.00
IMC SHIPPING	143	0	143	0.00	0.00
I.M.T	31,527	11,345	42,872	0.66	0.27
INCHCAPE SHIPPING	0	0	0	0.00	0.00
J. MARR (SEAFOODS) LTD.	35,477	0	35,477	0.55	0.22
JAPAN TUNA ASSOCIATION	74	0	74	0.00	0.00
K' LINE	2,008	0	2,008	0.03	0.01
KASAPREKO	1,783	0	1,783	0.03	0.01
L&C MARINE TRANSPORT	32,250	0	32,250	0.50	0.20



LATEX FOAM	800	0	800	0.01	0.00
LAURITZEN BULKERS A/S	55	0	55	0.00	0.00
LOUIS DREYFUS COMMODITIES	4,039	0	4,039	0.06	0.03
MAERSK LINE	1,186,820	265,999	1,452,819	22.48	9.05
MACRO SHIPPING	0	0	0	0.00	0.00
MARVEL OCEANWAY S.A	1	0	1	0.00	0.00
MEDITERRANEAN SHIPPING CO.	481,107	299,610	780,717	12.08	4.86
MESSINA LINES	36,736	8,525	45,261	0.70	0.28
MIDLAND	6,091	0	6,091	0.09	0.04
MITSUMI O.S.K LINES	315,207	88,504	403,711	6.25	2.51
NAVITRANS	8	0	8	0.00	0.00
NECOTRANS	25,313	0	25,313	0.39	0.16
NIPPON YUSEN KAISHA	40,242	20,401	60,643	0.94	0.38
NMT LINES	4,456	0	4,456	0.07	0.03
NOVELLE	1,885	0	1,885	0.03	0.01
OCEAN FARE CO. LTD	13,843	0	13,843	0.21	0.09
OCEANCREST TRANSPORT INC.	27,171	0	27,171	0.42	0.17
OLAM GHANA	33,324	0	33,324	0.52	0.21
OLAM INTERNATIONAL	0	0	0	0.00	0.00
OLDENDORF	0	0	0	0.00	0.00
ORION BULKERS	16,030	0	16,030	0.25	0.10
OTHER	148,404	6,620	155,024	2.40	0.97
PACIFIC GLORY SHIPPING	1,161	0	1,161	0.02	0.01
PACIFIC INTL LINE	472,285	91,263	563,548	8.72	3.51
PIONEER FOOD CANNERY LTD	12,025	0	12,025	0.19	0.07
PRANSBULK LTD	70	0	70	0.00	0.00
RAFFLES SHIP CHARTERING	31,000	0	31,000	0.48	0.19
RAMANI DISTRIBUTION	10,000	0	10,000	0.15	0.06
RMR SHIPPING	2	0	2	0.00	0.00
ROYAL BOW CO. LTD	5	0	5	0.00	0.00
SAFMARINE	15,245	76,783	92,028	1.42	0.57
SALLAUM LINES	4,309	93	4,402	0.07	0.03
SBM SHIPPING	761	0	761	0.01	0.00
SCHULTE & BURNS	30	0	30	0.00	0.00
SDIC	20	0	20	0.00	0.00
SEA FISH TRADE	2,954	0	2,954	0.05	0.02
SEABOARD OVERSEA LTD	9,079	0	9,079	0.14	0.06
SEAFOODS CO. LTD	104	0	104	0.00	0.00
SEVENLOG	123,327	30	123,357	1.91	0.77
SOL GH. LTD	1,207	0	1,207	0.02	0.01
SONITE GH. LTD	1,760	0	1,760	0.03	0.01
SPLIETHORFF	102	7,250	7,352	0.11	0.05
SUPERMARITIME	0	0	0	0.00	0.00
TED SHIPPING	559	0	559	0.01	0.00
THE COCA-COLA BOTTLING CO. GH	132	0	132	0.00	0.00
TOPSHEEN SHIPPING BOTTLING CO. GH.	47	0	47	0.00	0.00
TRUSTLINK VENTURES LTD	334	0	334	0.01	0.00

THORCO SHIPPING A/S	0	6,873	6,873	0.11	0.04
TTV LTD	383	0	383	0.01	0.00
UAB SEAFISH TRADE	10,137	0	10,137	0.16	0.06
UNICARGO LINES	0	5,080	5,080	0.08	0.03
UNITED ARAB SHIPP. CO	71,870	29,726	101,596	1.57	0.63
UNIVERSAL AFRICA LINE	20,419	7,383	27,802	0.43	0.17
VANBLOOM SHIPPING LTD	674	0	674	0.01	0.00
VERTON	24	0	24	0.00	0.00
VITOL SA	8,479	0	8,479	0.13	0.05
VOLTA ALUMINIUM CO.	0	2,401	2,401	0.04	0.01
WE 2 SEAFOODS CO. LTD	11,062	0	11,062	0.17	0.07
WILHELMSSEN SHIPS SERVICES	1,050	0	1,050	0.02	0.01
WILMAR AFRICAN LTD	9	0	9	0.00	0.00
WORLD FOOD PROGRAM	45	0	45	0.00	0.00
YARA GH. LTD	520	0	520	0.01	0.00
YARA SWITZERLAND LTD	4,700	0	4,700	0.07	0.03
ZIM LINE	37,061	39,854	76,915	1.19	0.48
ZOLA MARITIME	0	120	120	0.00	0.00
<b>SUB-TOTAL</b>	<b>4,707,701</b>	<b>1,755,169</b>	<b>6,462,870</b>	<b>100.00</b>	<b>40.26</b>
<b><u>BREAK BULK</u></b>					
ADVANCE MARITIME TRANSPORT	24	0	24	0.00	0.00
AFRICA EXPRESS LINE	98	0	98	0.01	0.00
AFRITRAMP	97	0	97	0.01	0.00
AKDENIZCILIK	560	0	560	0.03	0.00
ARKAS LINE	15,839	0	15,839	0.81	0.10
ASIA MARITIME PACIFIC	14,933	0	14,933	0.77	0.09
BBC CHARTERING & LOGISTICS	143	0	143	0.01	0.00
BOCS	619	0	619	0.03	0.00
BOLLORE AFRICA LTD	4,322	0	4,322	0.22	0.03
CARIN	181	0	181	0.01	0.00
CHINA OCEAN SHIPPING	216,625	0	216,625	11.14	1.35
CHINA SHIPPING	14,650	0	14,650	0.75	0.09
CMA CGM	11,580	0	11,580	0.60	0.07
CONSHIP LINES	2,717	0	2,717	0.14	0.02
CONTI GMT SHIPPING	111,575	0	111,575	5.74	0.70
COSCO LINES	335	0	335	0.02	0.00
COURAGEOUS SHIPP. & TRADIND S.A	20,000	0	20,000	1.03	0.12
CTCC GH. LTD	4,999	0	4,999	0.26	0.03
DELMAS	1,373	0	1,373	0.07	0.01
ED & F MAN SHIPPING	24,922	0	24,922	1.28	0.16
EUKOR CAR CARRIERS	81	0	81	0.00	0.00
EVERGREEN SHIPPING LINE	22,365	0	22,365	1.15	0.14
FACULTY LOGISTICS	19,047	0	19,047	0.98	0.12
FIRESTONE NATURAL RUBBER CO.	1,000	0	1,000	0.05	0.01
GLOVIS	6,008	0	6,008	0.31	0.04
GMT SHIPPING	1,091	0	1,091	0.06	0.01

<b>GOLD STAR LINE</b>	23,998	0	23,998	1.23	0.15
<b>GRIMALDI LINES</b>	15,172	0	15,172	0.78	0.09
<b>HANJIN SHIPPING</b>	17,542	0	17,542	0.90	0.11
<b>HAPAG-LLOYD</b>	9,763	0	9,763	0.50	0.06
<b>HB SHPPING</b>	1,066	0	1,066	0.05	0.01
<b>HC TRADING</b>	3,506	0	3,506	0.18	0.02
<b>HEAD OF COMPASS ROSE SHIPPING</b>	698	0	698	0.04	0.00
<b>HIPPO GH. LTD</b>	13,545	0	13,545	0.70	0.08
<b>HOEGH AUTOLINERS</b>	183	0	183	0.01	0.00
<b>IMC SHIPPING</b>	3,594	0	3,594	0.18	0.02
<b>I.M.T.</b>	88	0	88	0.00	0.00
<b>K' LINE</b>	0	0	0	0.00	0.00
<b>LOUIS DREYFUS COMMODITIES</b>	9,248	0	9,248	0.48	0.06
<b>MAERSK LINE</b>	266,929	0	266,929	13.73	1.66
<b>MANSELL GH. TD</b>	10,000	0	10,000	0.51	0.06
<b>MARVEL OCEANWAY S.A.</b>	4,498	0	4,498	0.23	0.03
<b>MAXITUDE VENTURES</b>	4,237	0	4,237	0.22	0.03
<b>MEDITERRANEAN SHIPP. CO</b>	102,692	0	102,692	5.28	0.64
<b>MESSINA LINES</b>	1,731	0	1,731	0.09	0.01
<b>MTSUI O.S.K. LINES</b>	47,727	0	47,727	2.45	0.30
<b>MUR SHIPPING</b>	1,034	0	1,034	0.05	0.01
<b>NECOTRANS</b>	12,163	0	12,163	0.63	0.08
<b>NIPPON YUSEN KAISHA</b>	9,960	0	9,960	0.51	0.06
<b>NMT LINES</b>	1,715	0	1,715	0.09	0.01
<b>NOVELLE SUGAR PLUS LTD</b>	1,000	0	1,000	0.05	0.01
<b>OCEANCREST TRANSPORT INC</b>	4,000	0	4,000	0.21	0.02
<b>OLAM GHANA</b>	51,947	0	51,947	2.67	0.32
<b>OLAM INTERNATIONAL</b>	997	0	997	0.05	0.01
<b>OLDENDORFF</b>	1,947	0	1,947	0.10	0.01
<b>OTHER</b>	223,433	0	223,433	11.49	1.39
<b>PACIFIC GLORY SHIPPING</b>	1,034	0	1,034	0.05	0.01
<b>PACIFIC INT'L. LINES</b>	68,157	0	68,157	3.51	0.42
<b>PRANSBULK LTD</b>	4,131	0	4,131	0.21	0.03
<b>RAMANI DISTRIBUTION</b>	5,300	0	5,300	0.27	0.03
<b>ROYAL BOW CO. LTD</b>	178,695	0	178,695	9.19	1.11
<b>SAFMARINE</b>	224,981	0	224,981	11.57	1.40
<b>SALLAUM LINES</b>	24	0	24	0.00	0.00
<b>SBM SHIPPING</b>	34	0	34	0.00	0.00
<b>SDIC</b>	5,348	0	5,348	0.28	0.03
<b>SEVENLOG</b>	45,463	0	45,463	2.34	0.28
<b>SPLIETHORFF</b>	111	0	111	0.01	0.00
<b>SGM SHIPPING SERVICES</b>	13,242	0	13,242	0.68	0.08
<b>TED SHIPPING</b>	2,048	0	2,048	0.11	0.01
<b>THORCO SHIPPING A/S</b>	826	0	826	0.04	0.01
<b>TOPSHEEN SHIPPING GROUP LTD</b>	409	0	409	0.02	0.00
<b>UNITED ARAB SHIPP. CO.</b>	27,532	0	27,532	1.42	0.17
<b>UNIVERSAL AFRICA LINE</b>	6,530	0	6,530	0.34	0.04



VITRANSCHART	10,032	0	10,032	0.52	0.06
WIND BV	3	0	3	0.00	0.00
ZIM LINE	10,636	0	10,636	0.55	0.07
<b>SUB-TOTAL</b>	<b>1,944,136</b>	<b>0</b>	<b>1,944,136</b>	<b>100.00</b>	<b>12.11</b>
<b>DRY BULK</b>					
AFRICA EXPRESS LINE	0	1,517	1517	0.03	0.01
AFRITRAMP	0	3,277	3277	0.06	0.02
AMT LINES	0	762	762	0.01	0.00
AMP SHIPPING	16,000	0	16000	0.31	0.10
ARKAS LINE	0	575	575	0.01	0.00
BOCS	4,400	0	4400	0.09	0.03
BOLLORE LINES	16	3,827	3843	0.07	0.02
CARMEUS TRADING	72,025	0	72025	1.40	0.45
CHINA OCEAN SHIPPING	13,017	66,509	79526	1.55	0.50
CHINA SHIPPING	623	0	623	0.01	0.00
CMA CGM	0	10,541	10541	0.20	0.07
DANGOTE	392,070	0	392070	7.62	2.44
DELMAS	0	2,652	2652	0.05	0.02
EUROPA SHIPPING LINES	0	10,000	10000	0.19	0.06
EVERGREEN SHIPPING LINES	0	278	278	0.01	0.00
FLOUR MILLS GH. LTD	6,500	0	6500	0.13	0.04
GOLD STAR LINE	2,848	15,543	18391	0.36	0.11
GRIMALDI LINES	1,430	0	1430	0.03	0.01
HAPAG-LLOYD	52,844	2,491	55335	1.08	0.34
HB SHIPPING	77,022	0	77022	1.50	0.48
HC TRADING	1,259,701	76,624	1336325	25.98	8.32
I.M.T	110,740	1,288,254	1398994	27.20	8.72
INCHCAPE SHIPPING	0	5,000	5000	0.10	0.03
L&C MARINE TRANSPORT	24,252	0	24252	0.47	0.15
LAURITZEN BULKERS A/S	18,650	0	18650	0.36	0.12
LOUIS DREYFUS COMMODITIES	6,200	0	6200	0.12	0.04
MACRO SHIPPING	0	66,280	66280	1.29	0.41
MAERSK LINE	132	62,748	62880	1.22	0.39
MEDITERRANEAN SHIPP. CO	2,649	19,448	22097	0.43	0.14
MITSUI O.S.K. LINES	0	778	778	0.02	0.00
NILEDUTCH	4,370	0	4370	0.08	0.03
OCEANCREST TRANSPORT INC.	108,300	0	108300	2.11	0.67
OLAM GHANA	67,103	0	67103	1.30	0.42
OTHER	53,530	35,511	89041	1.73	0.55
PACIFIC INTL. LINE	1,799	0	1799	0.03	0.01
SBM SHIPPING	2,528	0	2528	0.05	0.02
SCHULTE & BURNS	23,500	0	23500	0.46	0.15
SEABOARD OVERSEAS LTD	7,861	0	7861	0.15	0.05
SELINAT SALT INDUSTRIES LTD	8,000	0	8000	0.16	0.05
SEVELOG	101,608	0	101608	1.98	0.63
SPIETHOFF	6,300	0	6300	0.12	0.04

<b>SUPERMARITIME</b>	0	106,000	106000	2.06	0.66
<b>TED SHIPPING</b>	28,181	0	28181	0.55	0.18
<b>THORCO SHIPPING A/S</b>	7,999	0	7999	0.16	0.05
<b>TOPSHEEN SHIPPING GROUP LTD</b>	19,964	0	19964	0.39	0.12
<b>UNICARGO LINES</b>	0	21,548	21548	0.42	0.13
<b>UNITED ARAB SHIPP. CO</b>	102	1,794	1896	0.04	0.01
<b>UNIVERSAL AFRICA LINE</b>	1,117	795,949	797066	15.50	4.97
<b>VAN BLOOM SHIPPING LTD</b>	24,376	0	24376	0.47	0.15
<b>VERTOM</b>	17,826	0	17826	0.35	0.11
<b>SUB-TOTAL</b>	<b>2,545,582</b>	<b>2,597,906</b>	<b>5,143,488</b>	<b>100.00</b>	<b>32.04</b>
<b>LIQUID BULK</b>					
<b>AFRICA EXPRESS LINE</b>	0	2,535	2,535	0.10	0.02
<b>ASIA MARITIME PACIFIC</b>	8,550	0	8,550	0.34	0.05
<b>BLUE OCEAN</b>	181,223	0	181,223	7.25	1.13
<b>BOLLORE AFRICA LTD</b>	591	0	591	0.02	0.00
<b>BP OIL INTERNATIONAL LTD</b>	44,268	0	44,268	1.77	0.28
<b>BRITISH PETROLEUM</b>	64,000	0	64,000	2.56	0.40
<b>BULK OIL &amp; TRANSPORT</b>	91,584	0	91,584	3.66	0.57
<b>CENIT ENERGY</b>	34,335	0	34,335	1.37	0.21
<b>CHASE PETROLEUM</b>	84,795	0	84,795	3.39	0.53
<b>CIRRUS</b>	43,137	0	43,137	1.73	0.27
<b>CIRRUS/VIHAMA</b>	45,364	0	45,364	1.81	0.28
<b>CMA CGM</b>	2,058	0	2,058	0.08	0.01
<b>CONSHIP LINES</b>	0	0	0	0.00	0.00
<b>COSCO LINES</b>	472	0	472	0.02	0.00
<b>EBONY OIL &amp; GAS</b>	215,563	0	215,563	8.62	1.34
<b>EBONY/STRATA/MISYL/VIHAMA</b>	15,760	0	15,760	0.63	0.10
<b>ECO</b>	29,719	0	29,719	1.19	0.19
<b>EITZEN CHEMICAL A/S</b>	1,049	0	1,049	0.04	0.01
<b>FUELTRADE</b>	203,775	0	203,775	8.15	1.27
<b>GLENCORE</b>	61,795	0	61,795	2.47	0.38
<b>GOLD STAR LINE</b>	18	0	18	0.00	0.00
<b>GUNVOR</b>	39,630	0	39,630	1.59	0.25
<b>HAPAG-LLOYD</b>	508,637	0	508,637	20.35	3.17
<b>HC TRADING</b>	2,281	0	2,281	0.09	0.01
<b>JUWEL ENERGY</b>	80,828	0	80,828	3.23	0.50
<b>I.M.T</b>	22,439	0	22,439	0.90	0.14
<b>K' LINE</b>	1,770	0	1,770	0.07	0.01
<b>MANGIFERA</b>	32,991	0	32,991	1.32	0.21
<b>MAERSK LINE</b>	81	0	81	0.00	0.00
<b>MEDITERRANEAN SHIPP. CO</b>	100	0	100	0.00	0.00
<b>NECOTRANS</b>	39,956	0	39,956	1.60	0.25
<b>OTHER</b>	91,220	1,506	92,726	3.71	0.58
<b>P.W.S.L</b>	12,853	0	12,853	0.51	0.08
<b>PACIFIC GLORY SHIPPING</b>	2,623	0	2,623	0.10	0.02

PETROINEOS TRADING LTD	32,735	0	32,735	1.31	0.20
PIONEER FOOD CANNERY LTD	5,902	0	5,902	0.24	0.04
PLATON	7,581	0	7,581	0.30	0.05
RAFFLES SHIP CHARTERING	3,000	0	3,000	0.12	0.02
SAHARA	3,020	0	3,020	0.12	0.02
TEAM TANKERS MANAGEMENT	1,200	0	1,200	0.05	0.01
TEMA OIL REFINERY	82,451	13,109	95,560	3.82	0.60
TUNE CHEMICAL TANKERS	9,003	0	9,003	0.36	0.06
UNITED ARAB SHIPP. CO	502	0	502	0.02	0.00
UNIVERSAL AFRICA LINE	16	0	16	0.00	0.00
VIHAMA	49,674	0	49,674	1.99	0.31
VIHAMA & HASK	24,133	0	24,133	0.97	0.15
VIHAMA/JUWELL	38,174	0	38,174	1.53	0.24
VITOL	60,203	0	60,203	2.41	0.38
VOLTA RIVER AUTHORITY	160,493	0	160,493	6.42	1.00
WILHELMSSEN SHIPS SERVICE	43,423	0	43,423	1.74	0.27
SUB-TOTAL	2,484,973	17,150	2,499,588	100.00	15.57
GRAND TOTAL	11,682,392	4,370,225	16,052,617	100.00	99.98



## HON. FIFI KWETEY APPOINTED AS MINISTER OF TRANSPORT

Transport has oversight responsibility for 15 Agencies including, Ghana Civil Aviation Authority, Driver Vehicle Licensing Authority, Ghana Road Safety Commission, Ghana Railway Development Authority, Ghana Shippers' Authority, Ghana Ports and Harbours Authority and the Ghana Maritime Authority among others.

Prior to assuming his current position, he served as a Minister of Food and Agriculture from July 2014 to January, 2016. He earlier served as Minister of State at the presidency in charge of Financial and Allied Institutions from February, 2013.

Hon. Fifi Kwetey also served as a Deputy Minister of Finance with direct supervisory responsibility for

Economic Strategy, Financial Services sector and Oil and Gas issues between 2009 and 2013.

Honourable Fifi Kwetey has an Economics background and worked for a number of years in the investment banking industry as a Financial Analyst, Funds Manager and a Stockbroker. His vast and laudable work experience also includes lectureship in capital market courses at the Ghana Stock Exchange.

Honourable Kwetey has a blazing passion for the economic transformation of Africa and believes one of the key ways to achieving this is to unleash the creative and entrepreneurial capacity of especially young Africans.

The Honourable Member of Parliament for Ketu South, Hon. Fifi Kwetey, was appointed as the Minister for Transport by the President, His Excellency John Dramani Mahama on 19th January, 2016.

He becomes the fourth Minister for the Ministry since the renaming of the Ministry from the former Ministry of Ports, Harbours and Railways in 2009. The Ministry of





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## PICTURE REPORT OF THE 10TH UASC GEN ASSEMBLY HELD IN ACCRA GHANA 27 - 30 JAN. 20TH AT THE ALL



Dr. Kofi Mbiah, CEO of the Ghana Shippers' Authority delivering his welcome address



Hon. Akwasi Oppong-Fosu Mensah, Min. of State at the Presidency delivering an address on behalf of Vice President of Ghana, H. E. Kwesi Bekoe Amissah-Arthur



Mrs Joyce A. Mogtari, Deputy Transport Minister delivering her Address



Mr. Adamou Saley Abdurahamane, Secretary General of the UASC delivery his address



The Deputy Minister of Trade and Industry, Ibrahim Murtala Muhammed, delivering and address



Former Chairman of UASC



Dr. Nortey Omaboe, Executive Chairman of GCNet chaired the Opening Ceremony







The Secretary General of the UASC, Mr Abdou Saley Abdourahamane



Dr. Kofi Mbiah, CEO of the Ghana Shippers' Authority in a chat with Mr Jacob Gbati, MD, Global Cargo and Commodities Ltd



Some delegates at the Ceremony



L\_R Dr. Kofi Mbiah, CEO; Ms Sylvia A. Dauda-Owu, Deputy CEO and Mr. Emmanuel Martey former Deputy CEO; all of the Ghana Shippers' Authority



The Board Chairman of the Ghana Shippers' Authority presenting an award to the CEO of the Cameroun Shippers Council, Mr. Mbape



The Police providing good music at the dinner and awards night



Dance time at the Gala Dinner



The Ghana Dance Ensemble welcoming Mr Samson Asaki Awingobit, Executive Director of Importers and Exporters Association.



# CHIEF EXECUTIVE OF GHANA SHIPPERS' AUTHORITY AND CHAIRMAN OF THE UNION OF AFRICAN SHIPPERS COUNCILS' (UASC) MEETS THE EUROPEAN SHIPPERS' COUNCIL AND THE ASSOCIATION OF TRANSPORT USERS OF FRANCE (AUTF)



The Chief Executive of the Ghana Shippers' Authority, Dr. Kofi Mbiah who is also the Chairman of the Union of African Shippers Councils (UASC) recently met with his counterpart Mr. Dennis Chourmet, Chairman of the European Shippers Council (ESC) who is also Chairman of the Association of Users of Freight Transportation (AUTF) based in France.

The two discussed efforts aimed at greater collaboration and cooperation in dealing with multi-dimensional issues confronting the shipping industry today.

The Chairmen of the two strong unions of Africa and Europe discussed the trading, transport and logistics relations between Africa and Europe, noting in particular the increased trade between Africa and Asia. It was

noted that Europe had still a lot to offer by way of expertise and information for new and developing trends in international trade and logistics.

The discussion also centred on the amendment to the SOLAS Convention which mandates the weighing of all export containers before shipment.

Discussing the modalities, the two emphasised

the need for information sharing and the adoption of best practices to ensure that the adoption of the Container Weight Verification did not affect the seamless flow of international seaborne trade.

The two discussed modalities for the implementation and the need for shippers organisations to sensitise and educate shippers on the new Rules accepted by their governments. The two parties noted in particular the challenges with respect to the procurement of equipment, acknowledging that it was not a problem peculiar to developing countries but very much an issue with some developed countries.

The Chairman of the ESC pledged that Europe stands prepared to assist African countries and their

shippers organisations put in place the necessary mechanisms for a smooth and unhindered implementation of the new rules on container weight verification.

The two chairmen also discussed collaborative partnerships that would enable African countries benefit from the pilot projects underway in some notable European ports.

The discussions also focussed on the need to work towards a merger between the Asian Shippers Alliance, the European Shippers Council (ESC), the AUTF, and the Global Shippers Forum.

The Chairman of the UASC implored his colleague to ensure European participation at the upcoming Global Shippers Forum in Colombo Sri-Lanka in July, 2016.

The meeting also discussed representation of shippers at the International Maritime Organisation (IMO) and the need to create a formidable force to protect the interest of shippers and other players in the logistics chain.

The two personalities pledged to work towards increased collaboration and cooperation towards improving the lot of shippers and cutting down costs. They emphasised the need for the adoption of Trade Facilitation measures as enshrined in the WTO Agreement and the removal of Non-tariff barriers to trade, noting that the streamlining of procedures and removal of bottlenecks would significantly reduce costs and make shippers competitive in the global market place.



## GHANA CHAIRS THE UNION OF AFRICAN SHIPPERS COUNCILS

The Chief Executive Officer of the Ghana Shippers Authority, Dr. Kofi Mbiah has assumed office as the Chairman of the Union of African Shippers Councils at a ceremony to climax the 10<sup>th</sup> General Assembly of the Union which came off in Accra on 27<sup>th</sup> – 29<sup>th</sup> January, 2016 at the Accra International Conference Centre.

He followed his election by popular acclamation as Chairman of the Union for the next two years by Chief Executives of the various Shippers Councils. He takes over from Mr. Anatole Kikwa Nwata Mukambo, Chief Executive Officer of the Shippers Council of the Democratic Republic of Congo.

In his acceptance remarks, Dr. Mbiah lauded the achievements chalked by the UASC since its establishment in 1977 noting in particular that the Union had worked hard to remove most of the bottlenecks impeding trade. Some of the achievements he mentioned included putting in place structures for the negotiation of tariffs and other

charges affecting shippers; introduction of the Electronic Cargo Tracking Systems to ensure that shippers received timely information on their shipments to make them more competitive.

Dr. Mbiah commended the outgoing Chairman, Mr. Mukambo, for his hard work, dedication and commitment which saw the Union make monumental strides in its development and more importantly for championing the production of a five-year vision and

strategic plan.

In the other elected offices, Burkina Faso was elected Vice-Chairman with the Statutory Treasurer position going to Cameroun. Rapporteurs No.1 and No.2 positions went to Benin and Angola respectively while the Chairmen for the Permanent Committees One and Two went to Nigeria and Cote d'Ivoire. The First and Second Auditors positions went to Congo Brazzaville and Togo.







Mrs Dzifa Aku Attivor, former Minister of Transport

## UNION OF AFRICAN SHIPPERS COUNCILS HONOURS MRS DZIFA AKU ATTIVOR

As part of its 10<sup>th</sup> General Assembly held in Accra-Ghana, the Union of African Shippers Councils honoured Madam Dzifa Attivor, the former Minister of Transport, for her enormous support and contribution to shippers in Ghana and the West and Central African Sub-Region.

A citation presented to her at a dinner and awards night at the Banquet Hall in Accra, read “Your efforts at improving the clearance processes at the ports of Ghana to the benefit of shippers in particular, and the shipping industry in general cannot be allowed to pass without recognition, your tenure of office also saw a number of initiatives that transformed the transport industry leading to improvements in infrastructure at the sea and airports in Ghana.”

Addressing the gathering, the Chief Executive of the Ghana Shippers' Authority, Dr. Kofi Mbiah said the objective of the UASC was to strengthen the cooperation among member councils and foster trade facilitation including intra-Africa and transit trade.

He said, “our 2012-2015 report indicated that the Shippers Union has seen an improvement and we have also mapped out some strategies for confronting the challenges in the coming years.” The Chief Executives of the various Shippers Organisations in the Union were also recognised for their commitment to help drive the agenda of shippers forward. Other dignitaries that were also awarded were; Mrs Joyce A. Bawa Mogtari, Deputy Minister of

Transport as well as past officers of the Authority including Mr. Magnus Teye Addico, former Chief Executive, Mr. Emmanuel Martey, former Deputy Chief Executive Officer and Commander Kwaku Tsidi Dovlo (Rtd), former Chairman of the Governing Board of the Ghana Shippers' Authority (2009-2013).

Companies that sponsored the 10<sup>th</sup> General Assembly of the UASC were also recognised. They were the Ghana Ports and Harbours Authority, Ghana Maritime Authority, Unilever Ghana Ltd, Ghana Community Network Services, Hisense and Interplast Ghana Ltd.

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An Officer of the Ghana Shippers' Authority, Haki Bashiru-Dine making a presentation on the Authority's role in the E-Platform

## STAKEHOLDER SENSITIZATION WORKSHOP ON THE E-PLATFORM FOR REPORTING NON-TARIFF BARRIERS TO TRADE IN KUMASI

The Ghana Shippers' Authority and the Borderless Alliance, with support from USAID-Trade Hub Network, organized a sensitization workshop on the e-platform for reporting non-tariff barriers (NTB) to trade in Kumasi on 23<sup>rd</sup> February, 2016. This event followed a similar one organized for stakeholders in Accra in December, 2015.

The Workshop brought together, stakeholders from the Trade and Transport Industry including relevant MMDAs and the Private sector.

The Ghana Shippers' Authority is the Lead Focal Point for the implementation of this reporting tool to ensure that trade facilitation is given an added boost to improve on the competitiveness of shippers. The other key focal points supporting this agenda include XXXX

The e-platform aims at improving the management and handling of concerns from

stakeholders and to provide transparency in the process of resolving each barrier identified. It also contributes to streamlining of non-tariff barriers in the West African region, thereby promoting a better business environment. It will also facilitate trade through information dissemination, awareness creation and improved advocacy roles with policy makers and trade and transport stakeholders; including port authorities, freight forwarders, logistics operators, manufacturers, and traders. The regional platform

is being piloted on the Tema-Ouagadougou corridor.

A highly interactive e-platform is now available at to facilitate the reporting, processing and resolution of NTBs in the West African Region. The E-platform is an advocacy tool that allows continuous collection and monitoring of constraints encountered by traders, drivers, transport owners, freight forwarders and other key stakeholders in the industry.



A section of participants at the Workshop



Mrs. Naa Densua Aryeetey making the presentation on the Container Weight Verification

## STAKEHOLDER SENSITIZATION FORUM ON CONTAINER WEIGHT VERIFICATION

As part of efforts to sensitize the exporting community on the new IMO requirement of the Container Weight Verification (CWV), the Ghana Shippers' Authority organized regional stakeholder Forums in Tema, Sunyani, Tamale, Bolga, Koforidua, Takoradi and Cape Coast.

The IMO requirement for Container Weight Verification is a tacit amendment to the International Convention on the Safety of Life at Sea (SOLAS) Chapter VI. Its purpose is to obtain an accurate gross weight of packed containers so that vessels and terminal operators can prepare vessel stowage plans prior to loading cargo ships. The requirement is also intended to protect vessels, personnel and assets of terminal.

The requirement is expected to address safety issues at sea and on shore arising from container shipments that have incorrect weight declarations. It also requires of the shipper, shipping line and terminal operators to ensure that

the weight of a packed export container has been verified by a competent Authority. Exporters will be responsible for the verification of the packed container's weight and run the risk of missing an intended sailing if Verified Gross Mass (VGM) documentation compliance is ignored.

The sensitization event at each of the above-mentioned venues, attracted key industry stakeholders including Members of the Regional Shipper Committees, Major

Exporting Companies, Yam Exporters Association, Federation Association of Ghanaian Exporters (FAGE), the Ghana Export Promotion Authority, Ghana Standards Authority (GSTA), Ghana Union of Traders Association (GUTA), Ghana Institute of Freight Forwarders (GIFF), Ghana Ports and Harbours Authority (GPHA), Ghana Revenue Authority –Customs Division, Customs Brokers Association of Ghana (CUBAG), Times End 'C', Shipper Owners and Agents Association of Ghana (SOAAG).

