Meet Ghana's Newly Appointed Minister for Transport

SHIPPING REVIEW

GHANA'S AUTHORITATIVE MARITIME QUARTERLY JOURNAL

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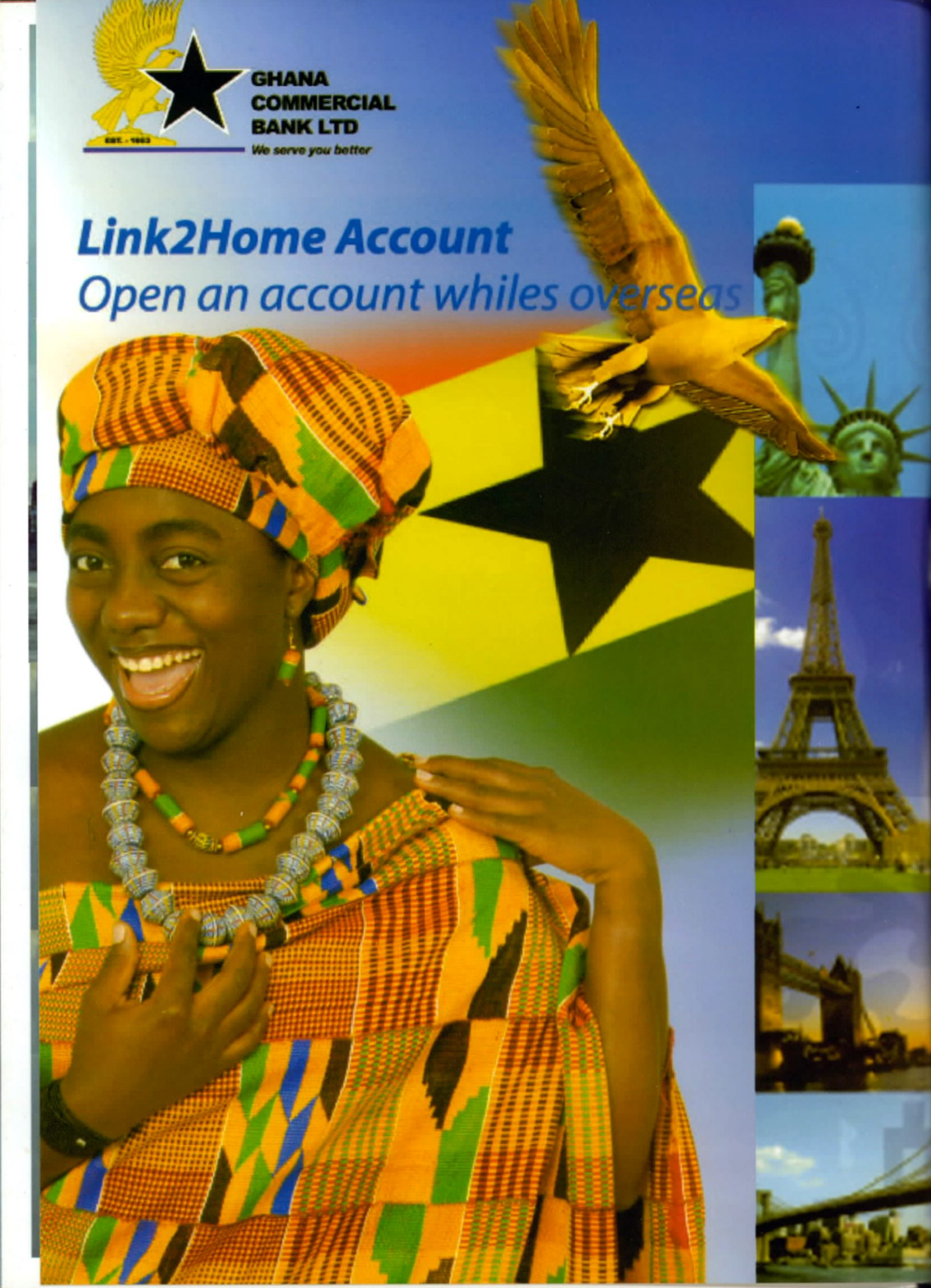
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SHIPPING REVIEW

GHANA'S AUTHORITATIVE QUARTERLY MARITIME JOURNAL

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MEET GHANA'S NEWLY APPOINTED MINISTER FOR TRANSPORT

Hon. Hammah's vision for the Ministry of Transport, one of the largest Ministries in Ghana, is to create an integrated, cost effective, safe, secure and sustainable transportation system responsible to the needs of society, supporting growth and poverty reduction and capable of establishing Ghana as a transportation hub of West Africa.

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Safety in Ghana's Emerging Upstream Petroleum and Gas Industry - Getting the Basics Right

The concern for safety of life, as well as for the environment during the quests for the oceans resources, has always been of a public concern, and like those that occur ashore, there has always been a public expectation that risks from maritime activities will also be equally regulated and controlled.

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Ghana Shippers' Council

Our Vision

To ensure for the Ghanaian Shipper, quick, safe and reliable delivery of import and export cargoes by all modes of transport at optimum cost.

Our Mission

To be a state-of-the-art organisation that effectively managers the demand side of shipping with the view to protecting and promoting the interest of Ghanaian shippers in relation to port, ship, inland transportation problems and provision of ancillary shippers services

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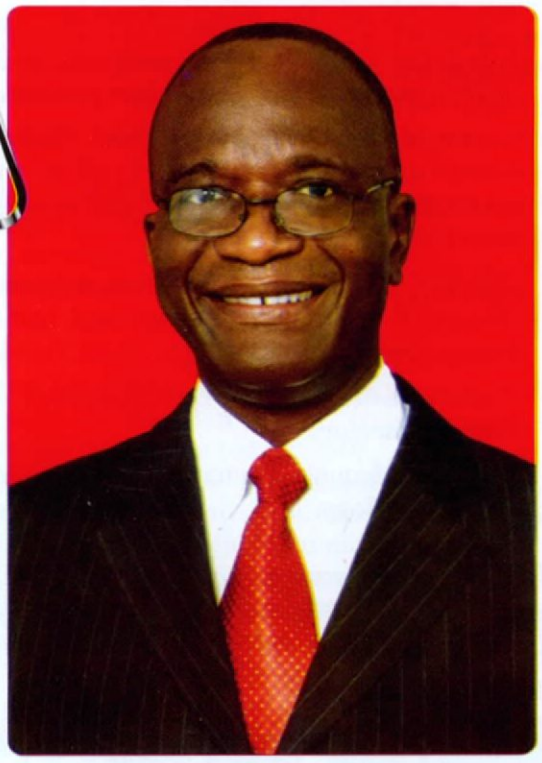
MEET GHANA'S NEWLY APPOINTED MINISTER FOR TRANSPORT



Hon. Mike Allen Hamma
(Minister for Transport)

Honourable Mike Allen Hammah was appointed as the Minister for Transport in February, 2009. He is the Member of Parliament for the Effutu Constituency in the Central Region.

Prior to his current position and role as Member of Parliament, Hon. Hammah was the Principal Consultant of Strategic Heritage Service, a Construction Cost Consultant firm where he worked from 2004.

The Minister was also the Member of Parliament for Effutu Constituency from 1996 to 2000. During this period he also served as Deputy Minister for Roads and Transport in charge of Railways, Aviation and Maritime affairs. He also served on the Select Committee on Privileges.

He retained his seat as Member of Parliament for Effutu Constituency during the 2000 elections and from 2001 to 2004. During this period, he served on the Committee of Roads and Transport as Deputy Ranking Member. He also doubled as Deputy Ranking Member, Committee of Holding Office of Profit.

Honourable Hammah was born on 28th August, 1955 at Winneba in the Central Region of Ghana. He attended Ghana Secondary Technical School from 1969 to 1976 during which period he obtained certificates at GCE Ordinary and Advanced Levels.

He proceeded to the Kwame Nkrumah University of Science and Technology where he obtained Bachelor of Science degree in Building Technology from 1976-1980.

The Minister also holds a Masters Degree in Business Administration (Finance option) from the Central University College. He is a member of the Ghana Institute of Surveyors.

Honourable Hammah has rich and enviable working experience spanning several years and from varied organizations. After his National Service at the Public Works Department (PWD) in Tamale where he worked as the acting Regional Quantity Surveyor from 1980 to 1981, Hon. Hammah took on his first employment as the Resident Quantity Surveyor of Odail and Partners in Nigeria from 1981 to 1985.

He returned to Ghana in 1986 to take on the job of Acting Chief Quantity Surveyor at the PWD Headquarters in Accra. He was responsible for coordinating all quantity surveying activities, including Pre-contract / Post Contract administration of projects in the ten regions of Ghana.

Hon. Hammah was also a Partner and Technical Director of Fonani Services Ltd, a building construction company where he worked for two years, 1988-1990.

He moved on to assume the position of Managing Director of Ebonabe General Construction and Suppliers Ltd from 1990 to 1993. His work experience and capabilities also earned him the position of Managing Director of Strats Services, also a building construction company from 1993 to 1996.

The Minister has attended several courses and workshops locally and abroad for personal development and capacity building. He has taken courses in Public Investment Programmes and Entrepreneur Development at the Management Development and Productivity Institute and Empretech, both in Ghana.

He also attended a workshop on the Commercialization of African Railways in Johannesburg, South Africa. He again attended a seminar on Open Skies African Perspective at the United States Department of Transportation in Chicago, United States.

Vision and Mission

Hon. Hammah's vision for the Ministry of Transport, one of the largest Ministries in Ghana, is to create an integrated, cost effective, safe, secure and sustainable transportation system responsible to the needs of society, supporting growth and poverty reduction and capable of establishing Ghana as a transportation hub of West Africa.

His mission is to provide leadership and guidance for the development of Ghana's transportation system through effective policy formulation, market regulation, asset management and service provision.

The Departments and Agencies that fall under his leadership and Ministry are the Ghana Shippers' Council, Ghana Ports and Harbours Authority, Ghana Maritime Authority, Volta Lake Transport Company Ltd, Ghana Civil Aviation Authority, Metro Mass Transport Company Ltd, National Road Safety Commission, Ghana International Airlines, Ghana Railways Company, the Driver and Vehicle Licensing Authority (DVLA) Tema Shipyard and the Regional Maritime University.

Policy Objectives:

The National Transport Policy objectives for the Transport sector addresses the national development Goals under GPRS II. It also defines the sectoral Goals out of which the sector policy objectives are derived as follows:

- Establish Ghana as a Transportation Hub for the West African Sub-Region
- Create a sustainable, accessible, affordable, reliable, effective, efficient, safe and secure transport system that meets user needs.
- Integrate land use, transport planning, development planning and service provision.
- Create a vibrant investment and performance-based management environment that maximizes benefits for public and private sector investors.
- Develop and implement a comprehensive and integrated Policy, Governance and Institutional Framework.
- Ensure Sustainable Development in the Transport sector
- Develop adequate Human Resources and apply new Technology.

The Shipping Review, your authoritative maritime journal in Ghana wishes the Minister the best in his efforts at realizing his vision for the country's Transport sector.

GHANA SHIPPERS' COUNCIL AT A GLANCE-2008

The year 2008 was very significant in the life of the Ghana Shippers' Council (GSC). Aside from it being an election year, the country was confronted by global economic crisis of high crude oil prices, world food shortage, the credit crunch and reduction in remittances from Ghanaians abroad.

In spite of these challenges, cargo throughput for Ghana increased from 13.8 million tons in 2007 to approximately 15 million tons in 2008. The increase in cargo throughput translated into vibrant economic activities for operators such as terminal operators, stevedoring companies, freight forwarders, transporters, etc. in the supply chain of Ghana's international trade.

For the GSC, the increase in throughput of about 7.2% over the previous year is quite significant and this lends credence to the trade facilitation efforts of the Council, among others. During the year the Council vigorously pursued its core objectives of promoting and protecting the interest of shippers. Below are the highlights of the year 2008:

Cocoa Freight Negotiations

During the year 2008, the GSC teamed up with the Cocoa Marketing Company (CMC) to negotiate new freight rates and conditions of shipment with the shipping lines serving Ghana's cocoa trade. At the end of the negotiations, the Bunker Adjusted Factor (BAF) was increased from 25% to 30% in spite of bunker price increment of over 60% over the last one year.

The negotiations resulted in a savings of about US$8.2 million, using an assumption of the price of 600,000 tonnes of cocoa exports for the 2008/9 cocoa season. The savings stemmed from the difference between the final average position of the shipping lines and the final announced rates.

Inauguration of Central Region Shipper Committee

The Council inaugurated the Central Regional Shipper Committee (CRSC) on 21st August, 2008 at the Cape Coast Hotel in Cape Coast. The inauguration of the Committee marked the formal extension of the Council's services to import/export shippers in the Central Region. The Chief Executive of the Council, Mr. Kofi Mbiah in an address said the CRSC was established more than two years ago to help importers and exporters to come together to discuss common problems confronting them in their daily business transactions.

Improved Road Transport Governance (IRTG)

The Council continued to support the Improved Road Transport Governance (IRTG) research project during the period under review. It ensured that its staff assisted the West Africa Trade Hub with the sensitisation of cargo truck drivers to acquire necessary documents and maintain their trucks in conditions as required by law. They also administered questionnaires to transit drivers, under the auspices of UEMOA.

The IRTG system is a research project designed to gather and analyse information on the costs of delays and unauthorized payments on the transit corridors of Ghana-Burkina-Faso and Ghana-Niger.

Toll Free Line

A Toll Free Line was installed at Council's Branch office in Tema to assist in improving communication with importers, exporters, business and shipping public. Challenges such as loss/damage to cargo, illegal levying of charges, late arrival of shipping documents, unnecessary delays and many more can now be reported to the Council via 080030005 for the needed assistance.

Shipper Complaints and Support Units

During the year, the Council completed its Shipper Complaints and Support Units in Takoradi Port and at the Elubo Border. Work on the establishment of similar Units at Tema Port, Aflao, Paga, Bawku and Kotoka International Airport is ongoing.

The establishment of the Shipper Complaints and Support Units at the strategic Ports and entry points of the country is meant to offer assistance and solutions in real time to importers and exporters who face challenges in their business transactions.

Seminar on Transit Trade organised for Members of the UASC

The Council in collaboration with the Union of African Shippers' Councils (UASC) organized a seminar on Transit Trade and the Draft Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea on 10th and 11th September, 2008 at the Accra International Conference Centre. It was attended by delegates from ten member countries of the UASC in addition to stakeholders of the maritime industry in Ghana.

The seminar afforded participants the opportunity of discussing among other issues the experiences and challenges of Member countries of the UASC operating in the transit trade as well as the application of latest technologies in facilitating the trade.

The seminar also addressed the concerns of Member countries about article 17 of the draft UNCITRAL Convention on Contracts for International Carriage of Goods.

The papers that were presented at the seminar are:

- ☒ Coordination and Harmonisation of Policies towards Effective Transit Trade in West and Central Africa
- ☒ Transit Trade Operation in Ghana; The Experience of an Operator
- ☒ Balancing Shipper and Carrier Interests: The Convention on Contracts for the International Carriage of goods, Wholly or Partly by Sea
- ☒ How Dreadful is Article 17 of the Draft Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea ?

Open Fora for Trade Associations

In line with its policy of reaching out and interacting with importers, exporters and traders at their trading localities to learn of problems confronting them in their day-to-day business transactions, the Council organized three well attended open fora as follows:

- ☒ Accra Central Shop Owners Association (ACSHOA): 31st January, 2008 at the Rawlings Park in the Accra Business District.
- ☒ Suame Spare Parts Dealers Association: 30th May, 2008 at the Nurom Hotel in Suame, Kumasi.
- ☒ Shippers in the Western Region: 22nd August, 2008 at the Takoradi Shippers' Centre, Takoradi.

Addressing all three events, the Chief Executive of the GSC, Mr. Kofi Mbiah noted that the Council embarked on the open fora to facilitate interactions between importers and exporters and the major stakeholders who they encounter in their trading activities.

The fora, according to him, offered the traders the opportunity to ask questions and seek clarification to issues bothering them with regard to processes at the country's entry points, trade requirements and policies, among others. He said it also enabled shippers to seek relevant advice and information to enable them to obtain the quality service they desire from the service providers.

The resource persons at the three fora included representatives from Ghana Ports and Harbours Authority, Destination Inspection Companies, Shipping Agencies, Ghana Community Network Systems (GCNet), the Police Service, Customs Excise and Preventive Service, Customs Brokers Association of Ghana, Ghana Institute of Freight Forwarders, and other stakeholders in the shipping industry.

The fora discussed questions, comments and observations from participants. Some of the major concerns that were raised included:

- ☒ High cost of container charges for both stuffing and unstuffing by shipping agencies.
- ☒ High demurrage charges by Shipping Lines.
- ☒ Influx of foreign traders to the local retail markets.
- ☒ Shippers wanted to know the lists of exempted goods from the import duty tax list and the procedure for clearing goods at the Ports.

Fourth Maritime Seminar for Ghanaian Judges

The fourth in the series of annual Maritime Law Seminars was organized by the GSC on 10th October, 2008 at the Coconut Grove Regency Hotel in Accra. It was to update the knowledge of Judges of the Superior Courts of Ghana on current developments in international maritime law.

The seminar featured speakers of high acclaim and repute, including eminent jurists and distinguished maritime lawyers drawn from Ghana and the international maritime community.

The topics that were discussed at the seminar were:

- ☒ Limitation of Liability in Maritime Law: A Matter of Commercial Convenience?
- ☒ The International Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea: A Balance of Interests
- ☒ Understanding the Principles of Contribution, Subrogation and the Doctrine of Proxima Causa in Insurance Policies.
- ☒ Exploitation of Oil and Gas: Expounding a Local Content Policy for Ghana

Seminar for the Media

A Maritime Transport Seminar for journalists and media practitioners was organized for the first time by the GSC on 3rd September, 2008, at the Coconut Regency Hotel, Accra.

It was to afford the journalists the opportunity to exchange ideas and hence provide a deeper understanding of the workings of the maritime and transport industry. The seminar was not only meant to keep media practitioners abreast with new developments in international transport but to harness the instruments of the media to execute their mandate of informing and educating the public.

About 60 journalists from various media houses participated in the seminar. Presentations were made by the GSC, the GPHA and the Ministry of Harbours and Railways.

Shipper Complaints

The Council received and investigated several complaints about import and export shipments during the year. Swift and lasting solutions were found to most of the complaints. Some of the complaints related to exorbitant clearing charges by Freight Forwarders, short landing of cargo, request for waivers in charges by the Port Authority, demurrage charges and several others.

Boankra Inland Port

The Council, in collaboration with its development partner, the Ghana Ports and Harbours Authority (GPHA), took steps to provide primary infrastructure at the Inland Port. In this regard, the contract for the construction of access road from the Kumasi-Kononogo road to the Boankra Shippers' Centre was awarded for construction.

The Council continued in its efforts at providing utilities namely, water, telecommunication and electricity to the Inland port site. Consequently, Consultants were engaged and contracts awarded to ensure that the utilities were extended to the site in good time.

Corporate Social Responsibility

As part of its corporate social responsibility towards the people residing around the Inland Port, the GSC during the year assisted the people of Hwereso and Boankra by extending electricity to the basic schools which it constructed for the community after it had closed down the old dilapidated one that was within the perimeter of the Inland port.

The GSC also took advantage of a street naming project which was being embarked on in Takoradi by the Shama Ahanta East Metropolitan Assembly to get a street named "*Shippers' Street*". As part of the project, the GSC adopted a roundabout which it reconstructed and decorated.

Council Award

The GSC was adjudged the Best Maritime Agency in trade Facilitation in West Africa for the year 2007 by the West Africa Maritime Awards (WAMA) and consequently presented with the award at a ceremony organized by Balm of Gilead Communications and Associates on 28th August, 2008 at the Airport West Hotel in Accra.

According to the organizers, the GSC won the award after a rigorous nomination and screening exercise that was done by respected industry experts from diverse backgrounds within the West Africa sub-region.

MINISTRY OF TRADE AND INDUSTRY

Public Notice

EXEMPTION FROM DESTINATION INSPECTION OF COMMERCIAL IMPORTS

The Ministry of Trade and Industry wishes to inform the general public, especially the importing community, that the granting of exemptions from destination inspection of certain categories or values of commercial imports, has been temporarily suspended pending the regularization of the legal authority of the Minister to grant such exemptions.

Importers are therefore to bear with the Ministry during the process of regularization and clear their goods by paying the levies.

It is hoped that the situation would be rectified during the next meeting of Parliament. The inconvenience is deeply regretted.

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SAFETY IN GHANA'S EMERGING UPSTREAM PETROLEUM AND GAS INDUSTRY - *Getting the Basics Right*

By Capt William Amanhyia, *Lecturer, Regional Maritime University*

The Piper Alpha Rig Before the Fire

INTRODUCTION

Throughout history, man has always exploited the resources of the oceans in an effort to augment those found ashore. From the relentless quest for the giant whales found in the frigid zones of the poles to the rare minerals hidden deep below the mighty oceans man has braved the hash elements of the marine environment in the quest for this perceived unlimited amount of resources nature has endowed the oceans.

The quest has not been easy because although the sea gives up its resources willingly sometimes it extracts a high price in human lives. The sea is an unforgiving and at times unpredictable environment in which to work, and it is good for those of us who have been privileged to serve at sea to keep reminding those in charge of policy decisions of the nature of the conditions in which marine activities are carried out.

The concern for safety of life, as well as for the environment during the quests for the oceans resources, has always been of a public concern, and like those that occur ashore, there has always been a public expectation that risks from maritime activities will also be equally regulated and controlled. This is usually done through regulations enacted by the respective Governments concerned.

The safety regulator provides an 'independent' assurance to society, governments, and industry that in every industrial activity, the concerned organisations have identified the risks to health and safety and have put appropriate measures in place to control these risks. This 'control' is exercised in a variety of ways, from a 'license to operate' regime at one end of the continuum to 'safety case regime' at the other.

However, sometimes such controls fail and the causes of the failure are used to improve the controls. This has always been the practice in the maritime industry

On 14th April 1912, the Royal Mail Ship Titanic on her maiden voyage from Southampton to New York City struck an iceberg in the North Atlantic Ocean and sank with a loss of 15,22 lives. The cause of such a catastrophic loss of life was attributed to a woeful lack of appropriate lifesaving equipment carried on board. Current maritime safety regulations all have their origin from this tragedy.

Thereafter, subsequent maritime accidents that followed, such as the sinking of tankers like the "Exon Valdez, Amoco Cadiz and others all brought about a new spate of regulations in attempts to ensure an improvement in operations and safety of life at sea. The Safety of Life at Sea (SOLAS) Convention under which most present day maritime regulations fall, originated from the Titanic incident.

Much of the conventions which originated from these tragedies were, however, all prescriptive under which regulations that were enacted prescribed specific laws that had to be complied with.

In practice, the regulations identified what was safe or not for the industry and operators were required to comply with them. However, rapid changes in technology and operations in the maritime industry meant that legislation and regulations constantly needed to 'catch up'.

On July 6th, 1988, the British oil rig "Piper Alpha in the North Sea caught fire as a result of a series of operational lapses, killing 167 men. Most of the victims suffocated in toxic fumes which developed after a gas leak set off the blasts and sparked the fire.

The total insured loss was US$3.4 billion, and to date it is the world's worst offshore disaster. From this disaster, objective based (or goal setting) regimes in safety management became the norm.

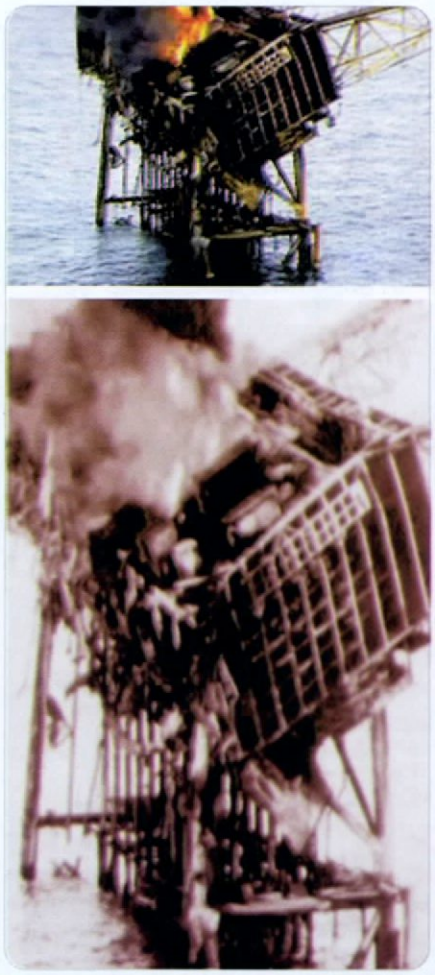
Safety Case regime, under objective based system are based on the principle that the legislation sets the broad safety goals to be attained and the operator of the facility develops the most appropriate methods of achieving those goals. A basic tenet is the premise that the ongoing management of safety is the responsibility of the operator and not the regulator.

What Is A Safety Case?

A safety case is a document produced by the operator of a facility which identifies the hazards and risks and describes how the risks are controlled. It describes the safety management system in place to ensure that the controls are effectively and consistently applied. Safety cases are produced by the operator of a facility on the principle that those who create the risk must manage it.

It is the operators' job to assess their processes, procedures and systems to identify and evaluate risks and implement the appropriate controls, because the operator has the greatest in-depth knowledge of their installation. Modern day offshore operations rely heavily on Safety Case regime to ensure safety of operations

The safety case identifies the safety critical aspects of the facility, both technical and managerial and defines the appropriate performance standards for the operation of the safety critical aspects. It also identifies the means by which the operator will ensure adequacy of the design, construction, installation, maintenance and any possible modification of the facility.



The Piper Alpha after the fire

There is also the necessity for workforce involvement so the workforce knows what happens in practice and why. This makes it more likely that they do the right thing because they know why, rather than relying on a "the rules- say-so" culture.

The most relevant aspect of this system, however, is that the safety case is produced in the knowledge that it will be properly examined by a competent and an independent regulator. The independent regulator ensures the tenets of the safety case are adhered to through regular system audits.

Ghana's upstream industry goes on stream in about two years' time. In the meantime there appears to be no established authority identified and prepared for regulating safety offshore. Building a competent Authority to manage safety in a risk prone environment like the marine environment in a period of two years is pushing the limits quite hard.

The Ghana National Petroleum Corporation (GNPC) has been mandated to explore, develop, produce and dispose of petroleum in Ghana and I am not sure if it has been set up to carry out this very important job. There is, therefore, a need to identify a Safety Authority and equip it adequately for the purposes of regulating, in a nationally consistent manner, safety in Ghana's offshore petroleum and gas industry.

Most of the prospective operators in our emerging offshore industry having had international operation experience will surely be using safety cases. A Ghanaian regulatory body will therefore, be needed for the purpose of promoting, monitoring and enforcing safety regulations.

A previous edition (January-March, 2008) of the *Shipping Review* carried a feature article by Kofi Mbiah, the Chief Executive of the Ghana Shippers' Council in which the legal responsibilities of Ghana as the operator of offshore facilities were outlined. Like everything else this brilliant piece will probably go unnoticed and ignored reinforcing the generally accepted belief that "if you want to hide something from a Blackman, put it in a book".

The article mentioned the responsibility of Ghana as the respective Coastal state to take charge of the proper management of Safety of Life, operations and environment in its exclusive and contiguous economic zones. The need to maintain no go zones around offshore installations, inspect the integrity of such structures and ensure acceptable level of operating competencies were some of the responsibilities implied under the various international conventions Ghana is signatory to, which need to be addressed.

It takes good management and direction from the top to create and maintain a safe working environment, by encouraging a safety culture and safe working practices.

This can only come about when the appropriate Safety Authority is properly established, empowered and adequately resourced. Ghana's maritime expertise particularly when it comes to safety of operations has traditionally been enshrined in and associated with three sectors of the industry, the Ghana Maritime Authority as the legally designated apex body responsible for regulatory oversight of all activities in the maritime industry, the Regional Maritime University, as the purveyor of required industry operational know-how and a hitherto unknown body outside the maritime community, the Ghana Association of Marine Surveyors (GAMS). The activities of these three organizations collectively ensure the congruency of safety operations in the maritime industry.

THE ROLE OF GHANA MARITIME AUTHORITY (GMA) AS A REGULATORY AUTHORITY

Until the Government comes out with a specially designated Safety Regulator for the offshore oil industry (which in my opinion as a maritime professional is not needed) the law as it stands now makes the GMA the safety regulatory body for all maritime activities in the country and therefore *ipso facto* for the offshore industry. This in itself is desirable since it ensures that there is a single authority for safety and therefore a required systematic coordination for the development of the maritime sector.

In Ghana, the GMA's role could best be compared to the combined roles played by the Federal Maritime Commission (FMC), Maritime Administration (MARAD) and to some extent the US Coast Guard in the USA. For those who may like to think otherwise, the functions of the FMC and MARAD were separated when it was found that there was a need to separate US commercial interests in shipping with safety interests because of size.

In Ghana, these interests are all intertwined and the Government has seen it fit to combine both commercial and operational interests under one Authority, the Ghana Maritime Authority. It creates a leaner and a more efficient infrastructure needed to ensure a systematic development direction for the industry .both in terms of commercial needs as well as operational needs (Safety etc)

The GMA as the Safety regulator in the offshore industry needs to build capacity for assessing the suitability of submitted Safety cases. It should be in a position to ensure structural and operational integrity of offshore facilities, conduct required safety audits, ensure competence of the workforce and above all ensure dissemination of Safety information as required by various SOLAS conventions. This entails a well established hydrographic department, and the ability to ensure suitable loading terminals.

Towards this end, the Authority needs to be well and adequately resourced and should be in a position to levy users of our maritime services and assets to generate needed finances for its operations. A levy to consider for the GMA is a "petroleum levy on the tonnage of oil/gas cargo lifted from our facilities which will be used by the GMA to maintain operational capacity. I believe there is a similar levy in Australia and other oil producing countries.

The GMA should be perceived as the operational arm of the Government and must be accorded all required assistance to safeguard the safe working environment our oil industry needs. The GMA needs to be strengthened technically because technology is the most crucial factor in the upstream's exploration and extraction of oil and gas industry.

THE ROLE OF THE REGIONAL MARITIME UNIVERSITY (RMU)

The energy sector, particularly the oil and gas sectors are facing some profound changes. Global competition is forcing all organisations in this sector to concentrate on the development of strong management and operational competencies. There is, therefore, a need to locally develop better subject knowledge and how to apply strategic principles within the oil and gas industries. It is here that the RMU's role should be appreciated because as an Institute it has always risen up to meet the nation's skill requirements when the need arose.

With a record in the training of personnel for the maritime industry, the RMU is best placed to identify and provide the training needs of artisans, instrument technicians, pipeline welders and all other skills needed to operate offshore facilities.

As the only tertiary institute in the maritime industry, the RMU should be in a position to coordinate the activities of those other local non tertiary institutions that will also be engaged in the training of personnel for manning and operating offshore installations and terminals.

The RMU should therefore by now be preparing to carry out this vital task by being given required resources. To this end a reconsideration of the RMU's status to be a part of the country's mainstream education system will be in order so that the institute can benefit from the abundant education resources made available by the government.

THE ROLE OF THE GHANA ASSOCIATION OF MARINE SURVEYORS (GAMS)

Marine Surveyors conduct inspections, surveys or examinations of marine equipment, vessels and installations to assess, monitor and report on their conditions. They also inspect equipment intended for new or existing installations to ensure compliance with various standards or specifications. Among the many tasks that a Marine Surveyor may perform are:

- Conduct surveys throughout the installations life, annual survey, interim survey, special survey to ensure standards are maintained;
- Perform inspections required by domestic statutes and international conventions by the IMO;

- ☒ Witness tests and operation of emergency and safety machinery and equipment;
- ☒ Investigate marine accidents

Most members of GAMS are gazetted by the Ghana government. Most are classification surveyors, meaning they are independent surveyors acting for some of the independent classification organisations. Increasingly, both Government and Classification surveyors are becoming involved in confirming compliance with international treaties associated with such issues as pollution, international security, and safety management schemes. GAMS is, therefore, the natural backbone of any regulatory system set up for regulating and monitoring safety of operations in the upstream industry.

GAMS members are Ex-Chief Engineers, Ship Captains and very Senior Naval Officers all of who have had considerable experience working at sea. Together, the group is probably the country's best repository of Maritime Expertise both operationally and security wise. It is therefore proper that this group be actively involved in any Safety Management system set up, since most of the statutory surveys of government are carried out by members.

As seasoned mariners used to pre-voyage planning, GAMS has already started building capacity in anticipation of the monumental task ahead. The association is building a website and making arrangements for online courses and putting in place measures to attract new members. It has already approached the GNPC to offer their services. However, in this area I believe it is the responsibility of government to assist the group with needed resources that will put it in a position to better serve in the capacity it will be needed.

CONCLUSION

Often when tragedy occurs, the first thing that comes into our minds is the phrase "it will never happen to me", we normally console ourselves that accidents happen to other people. It is the phrase that gives us the courage to do anything, but accidents are real and do happen. It is, therefore, a matter of importance that provision be made for the GNPC,GMA, RMU and GAMS to come together to find workable solutions to the establishment of an acceptable Safety Regime for our emerging Upstream oil and gas industry. In the matter of Safety of Life, Operations and the Environment in our emerging upstream oil and gas industry, we need to get the basics right.

Ghana Shippers' Council Receives another International Award

The efforts of the Ghana Shippers' Council at realizing its vision of ensuring for the Ghanaian shipper, quick, safe and reliable delivery of import and export cargoes by all modes of transport at optimum cost have once again been recognized, this time by the West Africa International, a leading sub-regional magazine with focus on issues concerning West Africa.

The Council received an award for being the West Africa Most innovative Shippers' Council of the year 2008 at an awards ceremony on January 16, 2009 at the Airport Holiday Inn in Accra, Ghana.

The West Africa International magazine has in recent past presented similar awards to a few West Africans or companies in West Africa that have made the various sectors/fields they operate in proud by their extraordinary, distinctive achievements in that sectors or fields.

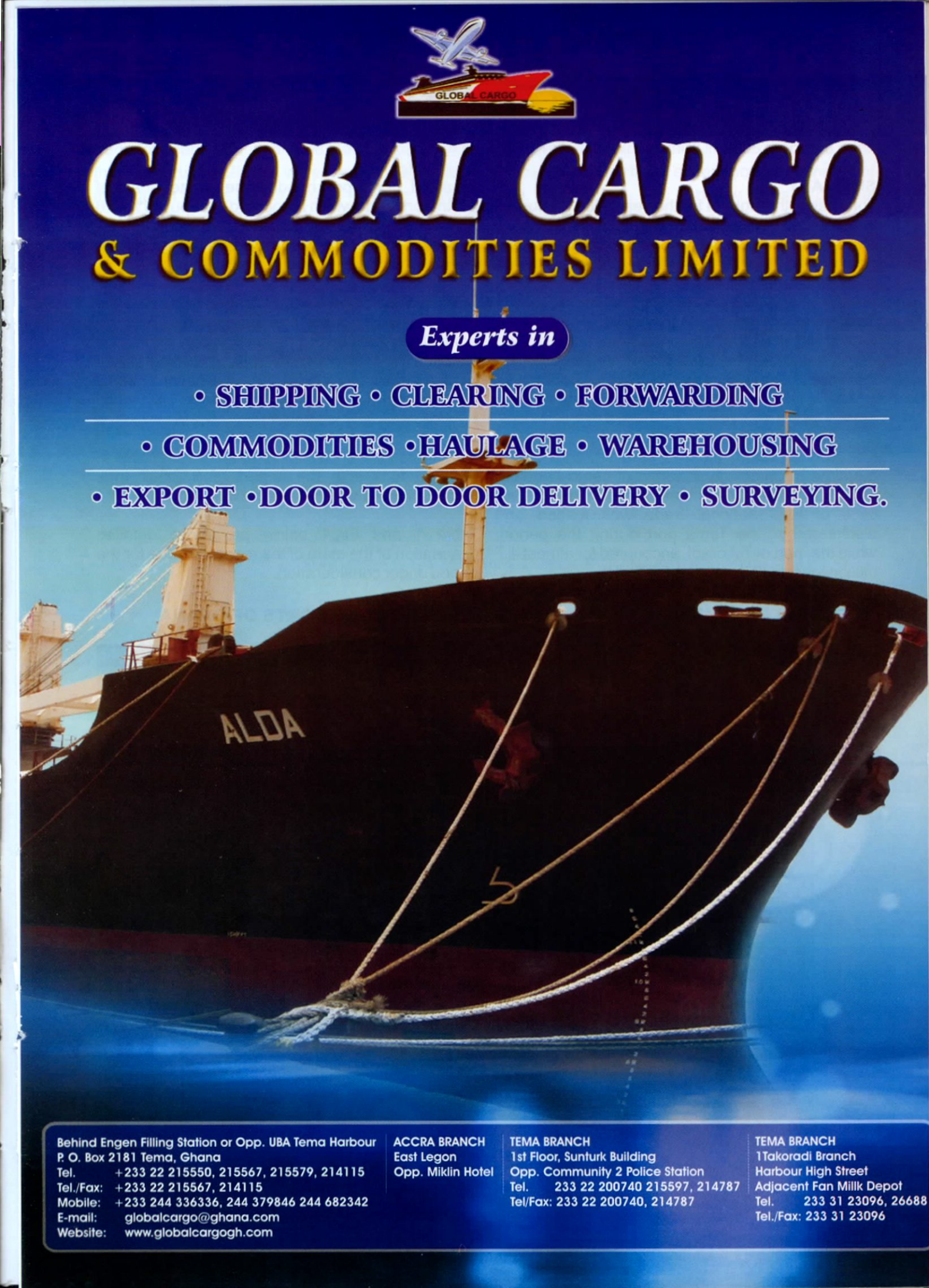
According to the magazine, the Council was selected for the award because it exhibited sterling qualities (courage, steadfastness, hard-work, integrity and foresight) that have endeared it to importers, exporters, the maritime industry, the nation and the West Africa sub-region.

In nominating the Council for the award, the magazine also took into consideration the Chief Executive's leadership qualities, transparent and prudent management of staff and resources and quality of the Council's services to shippers.

Previous recipients of the Magazine's awards include Ghana Post Company Ltd, Antrak Airline, DVLA, CFAO-Nigeria and many other reputable organizations.

It will be recalled that in August 2008, the Council received a similar international award, the Best Maritime Agency in Trade Facilitation of the Year 2007 in West Africa. This was awarded to the Council by West Africa Maritime Awards.

The Council's PR Manager, Nana Agyekum Gyamera, receiving the Award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MARITIME TRADE REVIEW - 2008

SUMMARY

Total cargo throughput for the year 2008 amounted to more than 15.1 million tons. This was made up of more than 14.5 million tons of cargo for the domestic trade of Ghana and 589,316 tons of cargo meant for transit trade.

Total import cargo for Ghana accounting for over 74% stood at 10.8 million tons whereas total export cargo amounted to 3.7 million tons representing 26% of the national trade. Total transit import was 572,507 tons with transit export amounting to 16,809 tons for the period.

The port of Tema had the greater share of the maritime trade activity in terms of cargo handled. Over 9.8 million tons of cargo accounting for over 68% of total national trade was loaded and discharged at the Tema port during the period, while the port of Takoradi accounted for almost 4.7 million tons or 32%.

As usual, Tema port handled the greater share of the import cargo which amounted to about 80% (8.6 million tons) while the Takoradi port accounted for 67% (2.5 million tons) of the export cargo for the period.

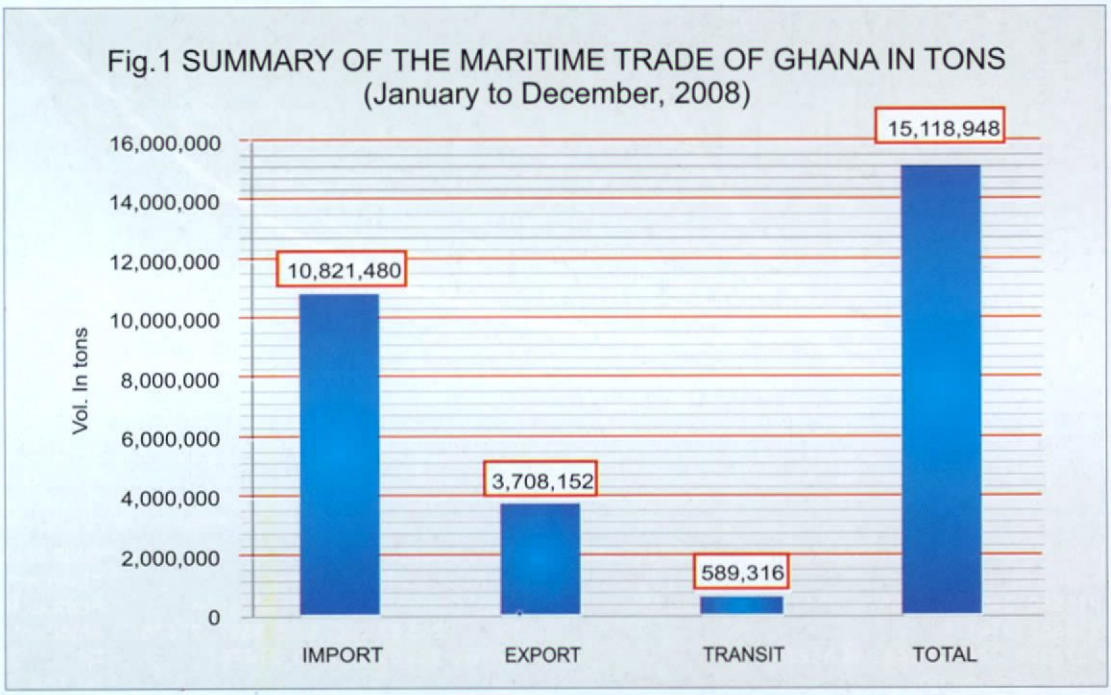
The national import trade continues to outstrip the national export trade, recording over 74% as against the 26% by the national export trade. The situation for the total port traffic including transit cargo was slightly higher than the national traffic with import trade recording more than 74% while the export trade was about 25%.

Total transit trade was 4% of the total port traffic at 589,316 tons with the import of 572,507 tons outstripping the export trade of 16,809 tons.

Table 1 and Fig.1 below provide a detailed description of the state of the maritime trade for the period under consideration.

TABLE 1 SUMMARY OF CARGO THROUGHPUT AT THE PORTS OF GHANA
(January - December, 2008)

	IMPORTS	EXPORTS	TOTAL	Ports % Share of Total	% Share of Total Traffic
TEMA	8,630,744	1,222,869	9,853,613	68	65
TAKORADI	2,190,736	2,485,283	4,676,019	32	31
Total	10,821,480	3,708,152	14,529,632		
TRANSIT	572,507	16,809	589,316		4
TOTAL TRAFFIC	11,393,987	3,724,961	15,118,948		
% Share of Total Traffic	75	25			



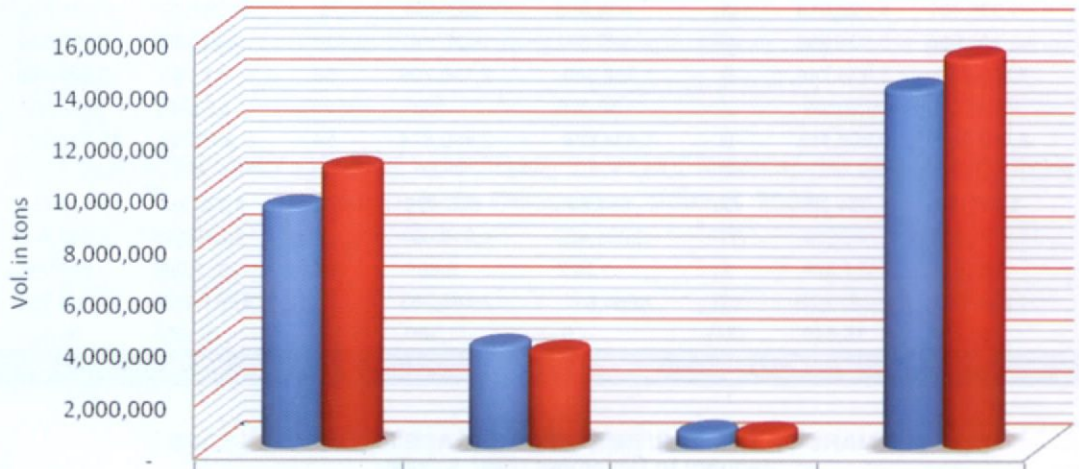
YEAR 2007 AND 2008 COMPARED

Table 2 below gives a brief comparison of maritime trade for years 2007 and 2008. Total throughput at the seaports of Ghana increased in 2008. Total throughput for the port of Tema increased in 2008 by 7% while that of Takoradi port saw an increase of 14% over the 2007 figure. Total import through the two sea ports in both years saw a 16% increase in 2008 while the export trade in 2008 recorded a fall of 6%. The transit trade experienced a decrease of over 7% in 2008. Fig. 2 below gives a pictorial representation of the situation.

TABLE 2 MARITIME TRADE OF GHANA (January-December, 2007 & 2008)

	TEMA			TAKORADI			TOTAL		
	2007	2008	% Diff	2007	2008	% Diff	2007	2008	% Diff
IMPORTS	7,926,669	8,630,744	9	1,388,579	2,190,736	58	9,315,248	10,821,480	16
EXPORTS	1,265,145	1,222,869	(3)	2,684,811	2,485,283	(7)	3,949,956	3,708,152	(6)
TOTAL	**9,191,814**	**9,853,613**	**7**	**4,073,390**	**4,676,019**	**15**	**13,265,204**	**14,529,632**	**10**
TRANSIT	596,947	588,018	(1)	36,308	1,298	(96)	633,255	589,316	(7)
THRU'PUT	9,788,761	10,441,631	7	4,109,698	4,677,317	14	13,898,459	15,118,948	9

Fig.2 SUMMARY OF THE MARITIME TRADE OF GHANA IN TONS
January-December 2007 & 2008



	IMPORT	EXPORT	TRANSIT	THRU'PUT
2007	9,315,248	3,949,956	633,255	13,898,224
2008	10,821,480	3,708,152	589,316	15,118,948

THE IMPORT TRADE

During the year 2008, the total Ghanaian import trade through the ports of Takoradi and Tema amounted to more than 10.8 million tons as against 9.3 million tons obtained in 2007 indicating a 16% increase over the previous year's performance.

The port of Tema accounted for more than 8.6 million tons of cargo representing nearly 80% of total import as against about 2.2 million tons (20%) at the Takoradi port. For the 2007 period, the volume of import trade handled in the port of Tema was 9% lower than the 2008 figure, while in the Takoradi port the volume was 58% lower than the 2008 figure.

The total liner import was more than 4.8 million tons which was 5% more than the previous year tonnage of 4.5 million tons.

Tema port had a share of about 4.2 million tons, a decrease of 3% from the previous year's total. The Takoradi port had 604,045 tons which was more than a 100% increase over the figure for the previous year.

Total dry bulk amounted to 2,211,312 tons, a decrease of 2% from the previous year tonnage of 2,254,751 tons. The port of Tema had 1,225,818 tons, about 8% less than the previous year tonnage of 1,325,801 tons. The Takoradi port had an increase of 6% with a tonnage of 985,494 tons as against 928,950 tons for the previous year.

The total liquid bulk for the year under consideration was 52% more than what was recorded in the previous year moving from about 2.5 million tons in 2007 to over 3.8 million tons in 2008. The port of Tema handled a tonnage of 3.2 million ton representing a 40% increase over the previous year tonnage while the port of Takoradi handled 601,197 tons recording an increase of more than100% over the previous year tonnage of 222,592 tons.

Total import for the period including transit tonnage was 15% more than what was obtained in the previous year. Tema port handled 9% more than what was obtained in 2007, while Takoradi port recorded 54% increase over the 2007 performance.

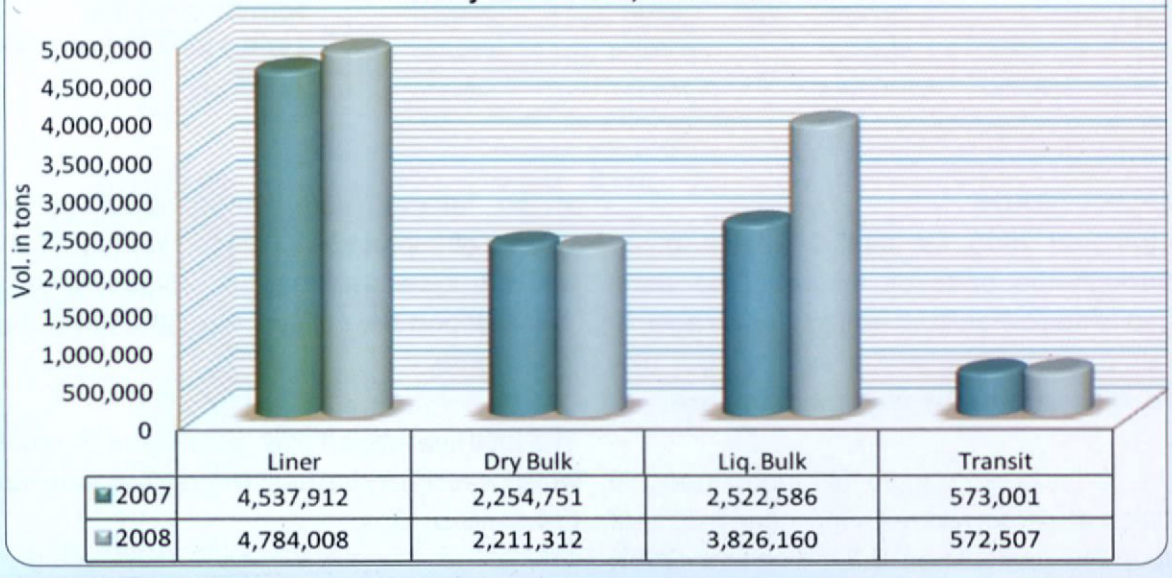
See Table 3 and Fig 3 below for detail.

TABLE 3 COMPARISON OF MARITIME TRADE THROUGH THE PORTS OF GHANA

January- December, 2007 & 2008

	TEMA			TAKORADI			TOTAL		
	2007	2008	% diff	2007	2008	% diff	2007	2008	% diff
IMPORTS									
Liner	4,300,874	4,179,963	(3)	237,038	604,045	155	4,537,912	4,784,008	5
Dry Bulk	1,325,801	1,225,818	(8)	928,950	985,494	6	2,254,751	2,211,312	(2)
Liq. Bulk	2,299,994	3,224,963	40	222,592	601,197	170	2,522,586	3,826,160	52
Total	7,926,669	8,630,744	9	1,388,580	2,190,736	58	9,315,249	10,821,480	16
Add Transit	536,693	572,369	7	36,308	138	(100)	573,001	572,507	(0)
Total Import	8,463,362	9,203,113	9	1,424,888	2,190,874	54	9,888,250	11,393,987	15
EXPORTS									
Liner	1,081,446	1,054,226	(3)	651,836	565,528	(13)	1,733,282	1,619,754	(7)
Dry Bulk	64,122	47,309	(26)	2,031,453	1,916,094	(6)	2,095,575	1,963,403	(6)
Liq. Bulk	119,577	121,335	1	1,522	3,661	141	121,099	124,996	3
Total	1,265,145	1,222,870	(3)	2,684,811	2,485,283	(7)	3,949,956	3,708,153	(6)
Add Transit	60,254	15,649	(74)	0	1,160	#DIV/0!	60,254	16,809	(72)
Total Export	1,325,399	1,238,519	(7)	2,684,811	2,486,443	(7)	4,010,210	3,724,962	(7)

Fig.3 SUMMARY OF THE MARITIME IMPORT TRADE OF GHANA IN TONS
January to December, 2007 & 2008



THE EXPORT TRADE

Total Ghanaian maritime export trade for the period under consideration amounted to 3.7 million tons, a decrease of 6% from the previous year volume. Takoradi port handled the highest tonnage of about 2.5 million tons which was 7% less than what was recorded for 2007. The port of Tema handled 1.2 million tons representing a 3% fall from the previous year's tonnage.

Total transit export for the period was 16,809 tons, a decrease of 72% from the previous year's tonnage of 60,254 tons. The transit export tonnage recorded for Tema port was 74% lower than what was recorded in the previous year while in the port of Takoradi, 1,160 tons of transit export was shipped as against zero tonnage in the previous year.

Liner export for the period was 7% lower than what was recorded for the previous year, decreasing from 1.7 million tons in 2007 to 1.6 million tons in 2008. There was a fall of 3% in the tonnage recorded at the port of Tema, and a decrease of 13% in the tonnage handled at the port of Takoradi.

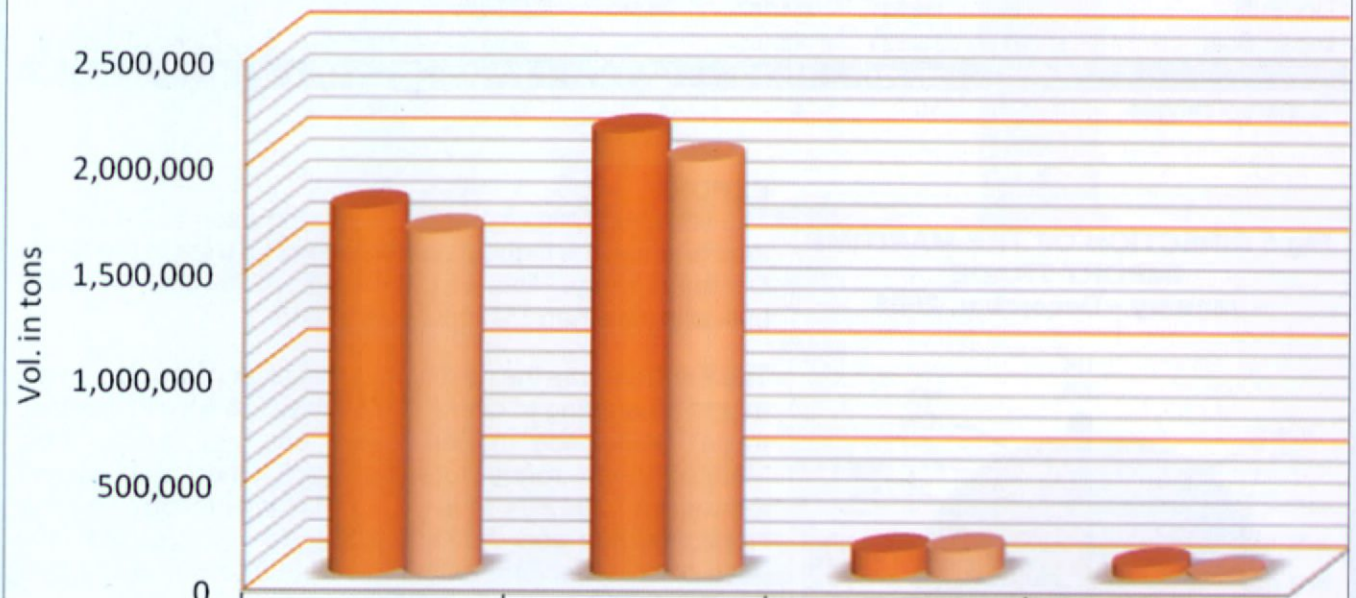
Total dry bulk export for the period amounted to 1,963,403 tons, a decrease of 6% from the previous year tonnage of 2,095,575 tons. There was a 26% decrease in the dry bulk export in the port of Tema and a 6% decrease in the tonnage handled at Takoradi port.

Liquid bulk export for the period was 124,996 tons, an increase of 3% from the previous year tonnage of 121,099. Over 97% of this tonnage was recorded for the port of Tema, while Takoradi port had only 3,661 tons.

Total export including transit export was 3,724,962 tons recording a decrease of 7% from the previous year's tonnage of 4,010,210 tons. The port of Takoradi and Tema both experienced decreases in the export cargo trade. The Takoradi port handed 7% less than the previous year tonnage of 2,684,811 tons and the port of Tema also saw a 7% decrease from 1,325,399 tons in 2007 to 1,238,519 tons in 2008.

Table 3 above and Fig. 4 below give details of the export situation for the year 2008.

Fig.4 SUMMARY OF THE MARITIME EXPORT TRADE OF GHANA IN TONS
January to December, 2007 & 2008



	Liner	Dry Bulk	Liq. Bulk	Transit
2007	1,733,282	2,095,575	121,099	60,254
2008	1,619,754	1,963,403	124,996	16,809

DIRECTION OF THE MARITIME TRADE OF GHANA

The total maritime trade of Ghana (import and export) for year 2008 recorded more than to 14.5 million tons. This was loaded and discharged at various ports in the United Kingdom (UK), the North Continent (NC), the Mediterranean Europe (ME), the North America (NA), the Far East (FE), the Africa (AF), and the Others ranges.

IMPORT

During the year, the import trade amounted to more than 10.8 million tons. The highest of this import tonnage to Ghana came from the Far East range from where over 3.4 million tons of cargo representing over 32% of total import was recorded.

The Africa range recorded over 2.6 million tons representing 24% of total import. Dry bulk import contributed the highest percentage of 86 to the tonnage on this range.

The next highest tonnage was contributed by the Others range where more than 2.4 million tons representing 22% of the total import trade was recorded. The biggest performer on this range was liquid bulk import which recorded about 50% of the tonnage imported on this range.

The North Continent range contributed more than 1.1 million tons representing 10% of the total maritime import. The highest performer on this range was the liner trade which recorded 65% of the tonnage imported.

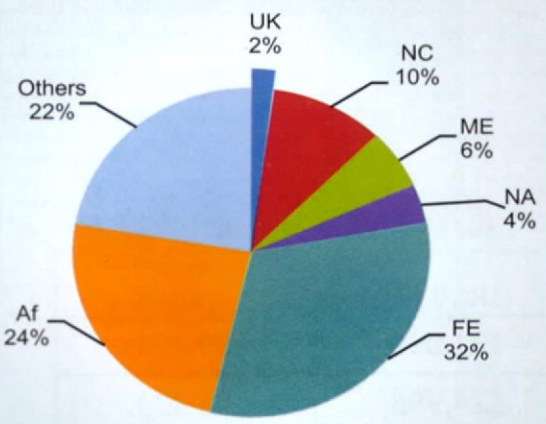
Mediterranean Europe came next contributing 616,464 tons of cargo which represents 6% of total maritime import trade. The liner trade was the highest performer contributing over 51% to the tonnage on this range. The North America and the United Kingdom ranges contributed 4% and 2% each to the maritime import trade for the period. On both ranges, liner import was the major contributor recording more than 82% on the North America range and 78% on the United Kingdom range.

Table 4 and Fig. 5 below give a detailed explanation on the direction of the maritime import for the year 2008.

TABLE 4 DIRECTION OF MARITIME IMPORT OF GHANA - January-December 2008

Range/Trade	UK	NC	ME	NA	FE	Af	Others	Total
Liner	181,648	731,887	317,597	349,213	1,930,579	309,469	963,615	4,784,00
Dry Bulk	0	138,321	255,762	74,555	1,442,416	45,700	254,558	2,211,312
Liquid Bulk	52,097	249,723	43,105	-	64,417	2,214,515	1,202,304	3,826,16
Total	233,745	1,119,931	616,464	423,768	3,437,412	2,569,684	2,420,477	10,821,481
% shareof ranges	2	10	6	4	32	24	22	

Fig.5 DIRECTION OF THE MARITIME IMPORT TRADE - January - December, 2008



EXPORT

The total maritime export for 2008 amounted to 3.7 million tons of which the highest percentage of 55 went to the North Continent range. This was made up of 22% liner, 77% dry bulk with less than 1% liquid bulk export.

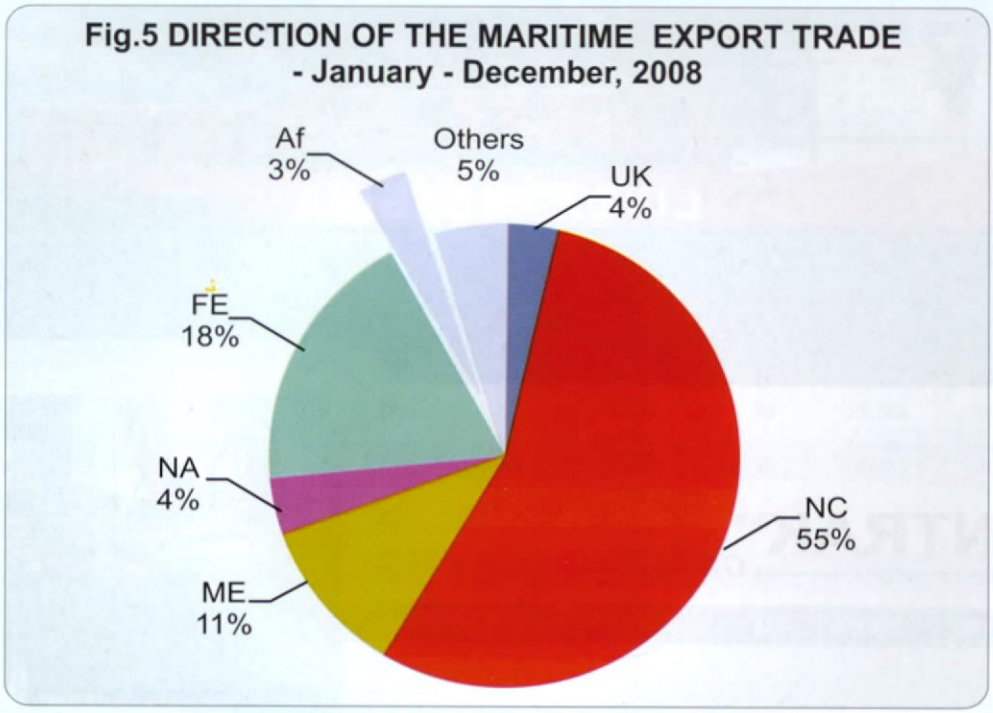
The Far East was the next highest receiver of the Ghanaian export amounting to over 670,766 tons (18%) with the liner trade being the major trade on the range. The Mediterranean range took the third place with export tonnages of 394,634 tons (11%). This was followed by the North America and the United Kingdom ranges with 4% each of tonnages amounting to 146,869 tons and 132,680 tons respectively.

The Others range received export items from Ghana amounting to 188,007 tons with liquid bulk and liner trades being the biggest performers on this range recording over 48% and 42% of the tonnage exported on this range. The Africa range had 3% of the total export of Ghana with liner trade dominating.

TABLE 5 DIRECTION OF MARITIME EXPORT OF GHANA - January-December 2008

Range/Trade	UK	NC	ME	NA	FE	Af	Others	Total
Liner	129,180	460,524	126,950	55,486	657,766	110,931	78,916	1,619,753
Dry Bulk	3,500	1,588,404	267,684	71,187	13,000	1,846	17,782	1,963,403
Liquid Bulk	-	1,318	-	20,196	-	12,173	91,309	124,996
Total	132,680	2,050,246	394,634	146,869	670,766	124,950	188,007	3,708,152
% Share of ranges	4	55	11	4	18	3	5	

Table 5 and Fig. 6 below give a detailed explanation on the maritime export of Ghana for the period under consideration.



TRANSIT TRADE THROUGH THE PORTS OF GHANA

The total maritime transit traffic through the ports of Takoradi and Tema amounted to 589,316 tons for the 2008 period with transit import amounting to 572,507 tons while transit export was 16,809 tons. The total transit traffic for the year was 7% less than what was routed through the ports of Ghana for the year 2007.

The transit export decreased by 72% from 60,254 tons in 2007 to 16,809 tons in 2008 while the transit import trade did not record any significant change in moving from 573,001 tons in 2007 to 572,507 tons in the review year period.

Burkina Faso was the highest performer in the transit import trade for the year, recording 205,132 tons, a decrease of 2% from what was recorded for 2007. Niger and Mali were the other countries whose import cargo passed through the ports of Ghana to the tune of 143,395 tons and 147,343 tons respectively.

For Niger, there was an increase of over 54% over the 2007 figures while Mali saw a fall of 23% from last year figure. Other countries whose import cargoes came through the ports of Ghana were Nigeria (31,641 tons), Togo (13,363 tons), Senegal (169 tons), Cote D'Ivoire (3,520 tons), Benin (2, 728 tons), and Others.

The highest transit export tonnage of 6,841 tons was shipped from Nigeria, followed by 4,261 tons from Burkina Faso. The third highest export cargo of 2,433 tons was shipped from Benin, followed by Niger with 1,427 tons.

Table 6 below gives a detailed explanation of the transit trade for the period.

ANTRAK *Ghana*

Antrak Ghana Limited

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Fax: +233 22 218461

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Fax: +233 31 22454

Antrak Ghana Limited
Harper Road
Adum, Kumasi
Tel: +233 51 32260
Fax: +233 51 32261

Table 6 TRANSIT TRADE THROUGH THE PORTS OF GHANA - January to December 2007 & 2008

	IMPORTS			EXPORTS			TOTAL		
COUNTRY	2007	2008	%DIFF	2007	2008	%DIFF	2007	2008	%DIFF
ALGERIA	-	64	#DIV	-	-	#DIV	-	64	#DIV
BURKINA FASO	209,160	205,132	2	37,298	4,261	89	246,458	209,393	15
BENIN	7,054	2,728	61	8,107	2,433	70	15,161	5,161	66
CAMEROUN	2,521	758	70	49	24	51	2,570	782	70
CHAD	-	130	#DIV	-	-	#DIV	-	130	#DIV
GAMBIA	71	11	85	-	-	#DIV	71	11	85
CONGO	33	-	100	-	-	#DIV	33	-	100
COTE D'IVOIRE	1,398	3,520	152	3,045	228	93	4,443	3,748	16
GABON	57	-	100	-	-	#DIV	57	-	100
GUINEA	24	-	100	-	4	#DIV	24	4	83
MALI	191,283	147,343	23	1,296	63	87	192,579	147,506	23
NIGER	93,370	143,395	54	4,729	1,427	70	98,099	144,822	48
NIGERIA	52,236	31,641	39	346	6,841	93	55,782	38,482	31
OTHERS	5,088	24,253	377	1,433	1,220	15	6,521	25,473	291
SENEGAL	872	169	81	-	-	#DIV	872	169	81
TOGO	9,834	13,363	36	751	208	- 72	10585	13,571	28
TOTAL	573,001	572,507	0	60,254	16,809	- 72	633,255	589,316	- 7

PERFORMANCE OF SHIPPING AGENTS IN THE MARITIME TRADE OF GHANA - JANUARY - DECEMBER, 2008

Fifty-nine (59) shipping agencies handled the total maritime trade of over 14.5 million tons for the year 2008. Twenty-nine (29) of them took part in the liner trade, handling over 6.4 million tons representing 44% of total cargo throughput for the period under review.

The highest performer in the liner trade, Maersk Gh Ltd., handled 1,637,884 million tons representing 26% of the trade. Of this tonnage, 1,200,812 million tons were import and 437,073 tons were export.

MSCA Gh. Ltd. handled the second largest share of 928,296 tons comprising 792,375 tons of imports and 135,921 tons of exports. This represents approximately 15% of the total liner trade for 2008. Delmas Shipping Ghana followed in the third place with 788,788 tons representing 12% of total liner traffic, with 535,788 tons being import while 253,000 tons were handled as exports.

The fourth spot went to Supermaritime and MOL Ghana Limited who handled 6% each of the liner trade amounting to 413,148 tons and 402,196 tons respectively. Scanship handled 214,548 tons of liner import and 55,452 tons of liner export amounting to 270,000 tons representing 4%.

Thirteen (13) Shipping Agencies participated in the dry bulk trade which amounted to approximately 4.2 million tons or 29% of total maritime traffic for the year 2008. Hullblyth with 1,830,590 tons was the major carrier of this trade. The tonnage carried was solely import and represented 44% of the total dry bulk cargo. Supermaritime followed in the second place with 1,350,122 tons or 32% of the dry bulk trade. The third place was occupied by Macro Shipping which handled 653,656 tons or 16% which wase solely export of the dry bulk cargoes from Ghana.

This was followed by Cross Ocean Agency with 100,000 tons or 2% of the dry bulk traffic. Maersk Ghana Ltd, Scanship and Panalpina followed in that order with 2%, 1% and 0.6% respectfully.

In the liquid bulk trade, seventeen (17) agencies altogether handled the 3,951,157 tons of liquid cargo that was discharged and loaded at the ports of Ghana. SECTEL was the highest performer in the liquid bulk trade with 787,881 tons representing 20% of the trade. The second position was occupied by Maritime Services Ltd. with 689,557 tons representing 17% of the liquid bulk trade. MSCA Ghana Ltd followed with 548,534 tons or 14% of total liquid bulk trade. Bulk Shipping, GEK Shipping and Afritramp were next with 10%, 9.8% and 7% respectively of the trade.

Table 7 below gives details of the performance of the shipping agencies.

Table 7 PERFORMANCE OF SHIPPING AGENTS IN THE MARITME TRADE OF GHANA JANUARY DECEMBER, 2008

SHIPPING AGENTS/ CHARTERER	IMPORT	EXPORT	TOTAL	% SHARE OF AGENTS
ANTRAK GH.LTD	142,491	51,031	193,522	3.02
BLUE SEA MARITIME	-	21,700	21,700	0.34
COAL GH. LTD	6,882	-	6,882	0.11
CONSHIP GH. LTD	6,373	-	6,373	0.10
CROSS OCEAN AGENCY	25,425	-	25,425	0.40
DELMAS SHIPP.GH CMA CGM	535,788	253,000	788,788	12.32
DOLPHIN SHIPPING	7,457	-	7,457	0.12
GLOBAL CARGO	120,959	3,495	124,454	1.94
GMT SHIPPING	195,883	-	195,883	3.06
GRIMALDI GH.LTD	173,965	45,661	219,626	3.43
HULLBLYTH	136,984	15,637	152,621	2.38
ISAG	142,431	66,880	209,311	3.27
MACRO SHIPPING	2,883	-	2,883	0.05
MAERSK GH.LTD	1,200,812	437,073	1,637,885	25.58
MAP SHIPPING	108,365	29	108,394	1.69
MARITIME	5,070	6,648	11,718	0.18
MAXITIDE VENTURES	303	-	303	0.00
MOL GH. LTD	296,228	105,968	402,196	6.28
MSCA GH. LTD	792,375	135,921	928,296	14.50
OCEANLANE	46,917	-	46,917	0.73
PANALPINA	106,539	41,516	148,055	2.31
PIL GH. LTD	159,640	40,271	199,911	3.12
SAFMARINE	-	54,399	54,399	0.85
SCANSHIP	214,548	55,452	270,000	4.22
SDV GH. LTD	12,448	84,832	97,280	1.52
SEATRANS	122,189	-	122,189	1.91
SILVER MARITIME	1,428	-	1,428	0.02
SUPERMARITIME	212,907	200,241	413,148	6.45
TRASGLOBAL	6,718	-	6,718	0.10
SUB-TOTAL	**4,784,008**	**1,619,754**	**6,403,762**	**44.07**
DRY BULK				
ANTRAK GH. LTD	889	-	889	0.02
BLUE SEA MARITIME	-	5,300	5,300	0.13
CROSS OCEAN AGENCY	100,000	-	100,000	2.40
GLOBAL CARGO	18,049	-	18,049	0.43
HULLBLYTH	1,830,590	-	1,830,590	43.85
MACRO SHIPPING	-	653,656	653,656	15.66
MAERSK GH.LTD	53,304	43,190	96,494	2.31
MAP SHIPPING	18,853	-	18,853	0.45
MARITIME	3,680	-	3,680	0.09
PANALPINA	17,785	8,827	26,612	0.64
SCANSHIP	5,275	41,185	46,460	1.11
SEATRANS	24,010	-	24,010	0.58
SUPERMARITIME	138,877	1,211,245	1,350,122	32.34
SUB-TOTAL	**2,211,312**	**1,963,403**	**4,174,715**	**28.73**
LIQUI BULK				
AFRITRAMP	209,601	65,256	274,857	6.96
BULK SHIPPING	400,461	-	400,461	10.14
CELTIC	48,640	-	48,640	1.23

DUNCAN INTL	10,786	-	10,786	0.27
GEK SHIPPING	390,844	-	390,844	9.89
GEOGAS	1,694	-	1,694	0.04
GRIMALDI GH.LTD	30,092	-	30,092	0.76
HULLBLYTH	182,265	-	182,265	4.61
MARITIME	643,309	46,248	689,557	17.45
MAXITIDE	141,288	-	141,288	3.58
MSCA GH. LTD	548,534	-	548,534	13.88
MULTIPLAN	157,381	-	157,381	3.98
PANALPINA	10,328	1,318	11,646	0.29
SCANSHIP	167,289	-	167,289	4.23
SECTEL	787,881	-	787,881	19.94
SECTOR	5,393	-	5,393	0.14
SUPERMARITIME	90,376	12,173	102,549	2.60
SUB-TOTAL	**3,826,162**	**124,995**	**3,951,157**	27.19
GRAND TOTAL	**10,821,482**	**3,708,152**	**14,529,634**	**100.00**

PERFORMANCE OF SHIPPING LINES IN THE MARITIME TRADE OF GHANA JANUARY-DECEMBER 2008

One hundred and seventy-three (173) shipping lines participated in the carriage of the 14.5 million tons of maritime cargo comprising 10.8 million tons of imports and 3.7 million tons of exports recorded for the year 2008.

One hundred and two (102) shipping lines handled the 4.8 million tons of liner imports and the1.6 million tons of liner exports making a total of 6.4 million tons or 44% of total traffic through the ports of Ghana. Of this Maersk Sealand carried 1,633,185 tons accounting for 26% of total liner cargo making it the number one carrier in the carriage of liner cargo for the year 2008.

Mediterranean Shipping Company carried the next highest tonnage of 947,583 tons representing 15% of the liner trade followed by Delmas with 494,418 or about 8% of the liner trade. T

He fourth, fifth and sixth positions were taken by Mitsui O.S.K. Lines (6%), Other (5%) and CMA CGM (4.7%) respectively.

Dry bulk cargo amounting to approximately 4.2 million tons representing 29% of total maritime trade for 2008 was carried by thirty-seven (37) shipping lines. HC Trading took the top position with 1,678,517 tons representing over 40% of the total dry bulk trade followed by I.M.T with 1,090,332 million tons representing 26% of the trade. They were followed by Bulkhandling who carried 656,546 tons accounting for 16% of the trade. The fourth, fifth and sixth places were taken by Others, Novel and Maersk Sealand carrying 164,891 tons (4%) , 100,000 tons (2%) and 96,494 tons (2%) respectively.

Thirty- four (34) shipping lines engaged in the liquid bulk trade carrying 3,951,156 tons of cargo which accounted for 27% of total maritime trade. Vitol took the lead with the carriage of 1,445,993 tons representing 37% of total liquid bulk.

With 548,534 tons representing 14% of the liquid bulk trade, Mediterranean Shipping Company took the second position followed by Sahara with 407,776 tons representing over 10% of the liquid bulk trade.

Bulkship carried 9% which was 347,590 tons earning it the fourth position. The fifth and sixth highest carriers in the liquid bulk trade were Others with 230,408 tons (6%) and Tema Oil Refinery with 195,529 tons (5%).

Table 8 below gives detail explanation of the performance of shipping lines for the year.

PERFORMANCE OF SHIPPING LINES IN THE MARITIME TRADE OF GHANA
JANUARY - DECEMBER, 2008.

SHIPPING LINES LINER	IMPORT	EXPORT	TOTAL	% SHARE OF AGENTS
K LINE	4,066	-	4,066	0.06
AFRICA EXPRESS LINE	3,361	12,798	16,159	0.25
AFRITRAMP	176	-	176	0.00
AGENCES MARITIMES	1,573	441	2,014	0.03
ALLIED MARITIME	72,335	-	72,335	1.13
ALRAINE	79	-	79	0.00
B-BURKE	65	-	65	0.00
BABURA SHIPPING	-	722	722	0.01
BACO LINER	-	6,563	6,563	0.10
BAKER HUGHES CO. LTD	-	28	28	0.00
BARWIL SHIPPING SERV	303	-	303	0.00
BASDEN AGENCY	2,921	-	2,921	0.05
BAUCHE/UNISHIPPING	11,525	-	11,525	0.18
BBC CHARTERING	3,085	-	3,085	0.05
BREADBOX SHIPPING	498	8,832	9,330	0.15
BRUNO	63,825	3,495	67,320	1.05
C.L.T.M	2,645	-	2,645	0.04
CEC	355	-	355	0.01
CEREAL INV. CO.	22,442	-	22,442	0.35
CEVAS SHIPPING	-	2,540	2,540	0.04
CHINA OCEAN SHIPPING	13,641	-	13,641	0.21
CHINA SHIPPING	93,268	4,739	98,007	1.53
CIAMPORTADORA	16,551	-	16,551	0.26
CLTM	839	-	839	0.01
CMA CGM	249,425	54,464	303,889	4.75
CONTI GMT	60,089	-	60,089	0.94
CONTI LINES	69,223	-	69,223	1.08
CONTINENTAL LINES	22,354	-	22,354	0.35
COSCO	93,562	33,339	126,901	1.98
DARYA SHIPPING	53,506	-	53,506	0.84
DE SAFI	3,500	-	3,500	0.05
DELMAS	232,390	262,027	494,417	7.72
DOLE SHIPPING	-	47,398	47,398	0.74
ECOMARINE	-	520	520	0.01
EUKOR	5,019	-	5,019	0.08
EUROAFRICA	54,649	13,606	68,255	1.07
EUROL SHIPPING	575	-	575	0.01
EURO LINE	1,569	-	1,569	0.02
EUXOR CAR CARRIERS INC	309	-	309	0.00
GMT SHIPPING	13,732	-	13,732	0.21
GMT SL LINES	12,147	-	12,147	0.19
GNPC/KOSMOS ENERGY	-	73	73	0.00
GOLD STAR LINE	118,891	59,101	177,992	2.78
GRIMALDI LINES	166,515	48,531	215,046	3.36
HAPAG-LLOYD	21,098	6,178	27,276	0.43
HASSAN ALI RICE EXP.	17,800	-	17,800	0.28
HASSAN RICE EXPORT CO.	15,506	-	15,506	0.24
HC TRADING	11,087	-	11,087	0.17
I.A MERIDIONALE SPA	425	-	425	0.01
INCHCAPE SHIPPING SERV.	-	825	825	0.01
J & J OFFSHORE	497	-	497	0.01
JAPAN TUNA ASSO.	180	-	180	0.00
JUMBO SHIPPING	867	-	867	0.01

L&C MARINE TRANSPORT	39,576	-	39,576	0.62
MAERSK SEALAND	1,205,297	427,888	1,633,185	25.50
MAP	326	-	326	0.01
MARADA	19,500	-	19,500	0.30
MARITIME OVERSEAS	202	-	202	0.00
MARKOV	467	-	467	0.01
MARUBA	4,073	200	4,273	0.07
MED/WEST AFRICA SERV.	1,371	9,004	10,375	0.16
MEDITERRANEAN SHIPP.CO	811,662	135,921	947,583	14.80
MENTOR SHIPPING	1,871	-	1,871	0.03
MERADA	19,650	-	19,650	0.31
MESSINA LINES	74,075	46,978	121,053	1.89
MITSUI O.S.K LINES	296,228	105,968	402,196	6.28
NOBEL SHIPPING PVT	63	-	63	0.00
NORDANA LINE	10,144	230	10,374	0.16
NOVEL	15,182	-	15,182	0.24
OCEAN WORLD	5,118	-	5,118	0.08
OTAL	67,952	24,311	92,263	1.44
OTHER	318,714	19,013	337,727	5.27
PACIFIC INTL. LINES	159,640	40,139	199,779	3.12
PETRONAS LTD	151	-	151	0.00
S. BACO LINER	-	7,437	7,437	0.12
S.A.I.L.S	37,284	4,474	41,758	0.65
S.B. LINER	-	7,500	7,500	0.12
S.M.B.	21,077	-	21,077	0.33
SAFMARINE	5,196	63,583	68,779	1.07
SAMARTEX	546	3,594	4,140	0.06
SEABOARD OVERSEAS	-	892	892	0.01
SOCAR SHIPPING	571	3,089	3,660	0.06
SPLITHORFF	-	50,161	50,161	0.78
SUCDEN DO BRASIL	12,619	-	12,619	0.20
SUCDEN MIDDLE EAST	8,000	-	8,000	0.12
SWEDISH ORIENT LINE	3,658	-	3,658	0.06
TATE & LYLE	15,537	-	15,537	0.24
THOR SHIPPING	378	-	378	0.01
TRAMPS	2,044	-	2,044	0.03
UAL	5,238	6,000	11,238	0.18
UNICARGO	-	15,700	15,700	0.25
UNIVERSAL AFRICA LINES	2,974	-	2,974	0.05
VERTOM	-	73,674	73,674	1.15
WAC	2,946	-	2,946	0.05
WALLEM SHIPPING	7,897	-	7,897	0.12
WEST AFRICA EXPRESS SERV.	8,179	-	8,179	0.13
WEST LINE SHIPPING	4,989	-	4,989	0.08
WILHELMSEN	2,187	-	2,187	0.03
WINDROSE-SERVICOS	4,000	-	4,000	0.06
YARA INTL.	4	-	4	0.00
YOUNNOUSSA	25,425	-	25,425	0.40
ZIM LINE	23,528	7,779	31,307	0.49
SUB- TOTAL	**4,784,007**	**1,619,755**	**6,403,762**	**44.07**
DRY BULK				
AGENCES MARITIME BARWIL	-	2,605	2,605	0.06
BACO LINER	-	3,500	3,500	0.08
BARWIL SHIPPING	7,169		7,169	0.17
BARWIL UNITOR SHIPS SERV.	5,104		5,104	0.12

BREADBOX SHIPPING	-	26,513	26,513	0.64
BULKHANDLING	-	656,546	656,546	15.73
CARMEUS TRADING	40,393	-	40,393	0.97
CHINA SHIPPING	394	-	394	0.01
COSCO	-	205	205	0.00
D & F CORP	21,700	-	21,700	0.52
DARYA SHIPPING	-	1,110	1,110	0.03
EUROAFRICA	2,735	8,200	10,935	0.26
FALCON SHIPPING	7,031	-	7,031	0.17
GLOBAL LOGISTICS	21,100	-	21,100	0.51
GRIMALDI LINES	22,353	-	22,353	0.54
HASSANALI EXP. CO	9,000	-	9,000	0.22
HC TRADING	1,636,200	42,317	1,678,517	40.21
I.M.T	-	1,090,332	1,090,332	26.12
ISS-GEMADEPT CO.	24,068	-	24,068	0.58
K.I.GH LTD	-	11,244	11,244	0.27
MAERSK SEALAND	53,304	43,190	96,494	2.31
MERADA	5,500	-	5,500	0.13
MESSINA LINES	889	-	889	0.02
N.I.L	9,992	-	9,992	0.24
NAVITRANS SHIPPING	16,093	-	16,093	0.39
NOVEL	100,000	-	100,000	2.40
OTHER	122,298	42,593	164,891	3.95
POLYTRA	26,264	-	26,264	0.63
S.M.B.	12,500	-	12,500	0.30
SCALIFT N.V. ANTWERP	14,854	-	14,854	0.36
SEABOARD OVERSEAS	-	998	998	0.02
SEPORSUR	27,921	-	27,921	0.67
SPLITHORFF	-	6,000	6,000	0.14
TA-HO MARITIME	24,450	-	24,450	0.59
UNICARGO	-	5,300	5,300	0.13
VERTOM	-	21,200	21,200	0.51
WEST AFRICA COMM.	-	1,550	1,550	0.04
SUB- TOTAL	**2,211,312**	**1,963,403**	**4,174,715**	**28.73**
LIQUID BULK				
ADDAX	50,961	-	50,961	1.29
AFRICA SEA SHIPPING N.V	3,325	-	3,325	0.08
AGENCES MARITIME	4,286	1,318	5,604	0.14
ALBA PLANT LLC	2,059	-	2,059	0.05
BNP PARIBAS	19,985	-	19,985	0.51
BULKSHIP	347,590	-	347,590	8.80
CARMEUS TRADING	8,500	-	8,500	0.22
CHEMSHIP OPERATIONS,NL	5,060	-	5,060	0.13
CHINA SHIPPING	2,274	-	2,274	0.06
CREDIT AGRICOLE	75,302	-	75,302	1.91
FORTIS BANK	31,545	-	31,545	0.80
GEOGAS TRADING	3,925	-	3,925	0.10
GLENCORE	127,577	-	127,577	3.23
GRIMALDI LINES	30,092	-	30,092	0.76
IBEX MARITIME LTD	-	3,150	3,150	0.08
JO TANKERS	2,498	-	2,498	0.06
MARITIMA FLUVIALE DI	5,729	-	5,729	0.14
MEDITERRANEAN SHIPP.CO	548,534	-	548,534	13.88
MERCURIA TRADING	34,925	-	34,925	0.88
N.N.P.C	162,120	-	162,120	4.10
N.P.A	84,131	-	84,131	2.13

NEW FRONTIER	31,577	-	31,577	0.80
NIMEX	10,024	-	10,024	0.25
OTHER	230,408	-	230,408	5.83
S.M.B.	7,165	-	7,165	0.18
SAHARA	407,776	-	407,776	10.32
SCALIFT N.V. ANTWERP	8,800	-	8,800	0.22
SOCIETE INT. DE BITUMEN	3,735	3,661	7,396	0.19
SOPCL	10,786	-	10,786	0.27
TEMA OIL REFINERY	104,715	90,814	195,529	4.95
TOTAL INT. LTD	21,546	-	21,546	0.55
VITOL	1,419,941	26,052	1,445,993	36.60
WILHELMSEN	16,100	-	16,100	0.41
YARA INTERNATIONAL	3,171	-	3,171	0.08
SUB- TOTAL	**3,826,162**	**124,995**	**3,951,157**	**27.19**
GRAND-TOTAL	**10,821,481**	**3,708,153**	**14,529,634**	**100.00**

Ghana Shippers' Council Commissions SHIPPER COMPLAINTS and SUPPORT UNIT

The Ghana Shippers' Council on 19th February, 2009 commissioned a Shipper Complaints and Support Unit at the Elubo entry point as part of efforts to find solution to some of the challenges facing shippers and traders plying their trade between Ghana, Cote d'Ivoire and beyond.

Inaugurating the Unit, Mr Emmanuel Martey, Deputy Chief Executive of the Council said the establishment of the Shipper Complaints and Support Unit at strategic Ports and entry points of the country is meant to readily assist shippers who use those points in finding solutions to challenges they face in the course of their business transactions.

According to him the Shipper Complaints and Support Unit of Elubo is the first of a number of Units to be replicated by the Council at Aflao, Paga, Bawku, Kotoka International Airport, Takoradi and Tema ports to offer shippers readily available assistance in the clearance of goods at these ports/entry points.

"It is important to place on record that as part of its efforts at facilitating the speedy clearance of goods, the Council supported the introduction of the GCNet system at the seaports and some of the border posts including Elubo, and has since rallied behind its operations which undoubtedly has inured to the benefit of shippers" Mr Martey said.

The Deputy Chief Executive of the Council said the commissioning of the Shipper Complaints and Support Unit is yet another innovation in the Council's service delivery which would facilitate the work milieu of the Ghanaian shipper. According to him, until the establishment of the Shipper Complaints and Support Unit, the Council handled complaints related to the Elubo border crossing involving inspection companies, freight forwarders, etc from its Takoradi office.

"Indeed the establishment of these Units was in response to the increasing requests by shippers for the Council's presence at the entry points of the other modes of transport that serve Ghana's international trade, namely, road and air. I am certain that traders using this border crossing will breathe a sigh of relief with the establishment of the Elubo Shipper Complaint and Support Unit" Mr Martey added.

The Deputy Chief executive also mentioned some of the activities the Council is pursuing to improve the clearing process; such as the establishment of Shippers Information Centres from where shippers are able to access business information, the construction of Inland port at Boankra, near Kumasi, regular publishing of a bi-weekly schedule of vessels sailing to and from Ghanaian ports in the *Daily Graphic*, and on Mobile phones as well as the construction of six large warehouses in a prime location at the Tema Harbour.

Mr Salathiel Doe Amegavie, Chief Executive of Ghana National Chamber of Commerce and Industry and Chairman for the function, said the establishment of the unit was an important milestone to protect and promote the interests of shippers in the country.

He commended the Council for enhancing operations of the shipping industry by educating shippers on developments in the industry as well as instituting measures to facilitate transactions by shippers and traders. These include shipper's information centres with computers and internet connectivity for importers and exporters to enhance operations of stakeholders in the sector. According to him, these measures would address challenges facing importers and exporters such as excessive charges by some clearing and shipping agents, delays in processing of documents, pilfering and illegal charges.

Mr George Kwaku Ofori, Acting President of the Ghana Union of Traders Associations (GUTA) in a solidarity message pledged the Association's support to enhance operations of the Unit.

The Sector Commander of the Customs, Excise and Preventive Service (CEPS), Mr. Baffour Dwomoh-Jermie described the move to set up the Unit as a step in the right direction as it would ensure the conduct of good business transactions in the country. He pledged the CEPS' cooperation with the Unit in handling the challenges facing shippers and traders who ply their business across the Elubo border.

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The Role of Port Authorities in Controlling the Cost of Doing Business in Ports

An Overview of Ghana's Port Sector

Continued from the last edition (Volume 10, Number 4)

Michael Luguje - *IMO Regional Coodinator for West and Central Africa (Anglophone)*

Key port stakeholder expectations from the Ghana Ports and Harbours Authority

The mandate as given to the Ghana Ports and Harbours Authority by GHATIG is informed by the general feeling that as a Port Authority on whose premises all other port users operate, the latter must have the muscle to control not only the quality of service delivered by other operators in the port, but most especially the charges levied by these private operators for their services.

The above situation clearly attests to the difficult position in which the Ghana Ports and Harbours Authority finds itself. Stakeholders expect the Authority to control everything within its lands to reduce costs. Yet the Law establishing it does not mandate GPHA to regulate service quality and tariffs of other private but key players in the port industry, particularly, Shipping Lines or their Agencies and Clearing and Forwarding agencies.

The general role of Port Authorities in pricing and service quality decisions

The Port Authority has the fundamental responsibility of providing the basic port infrastructure for all other operators to be able to work and provide their respective services to their customers.

Once the basic infrastructure is provided, the port authority expects that this infrastructure will be used judiciously to reap the expected returns. Ports have derived demand. Ports derive their demand from the demand for sea transport which also depends on trade and the demand for goods from other parts of the world.

Port authority pricing is strongly influenced by the structure of the waterfront industry and the bargaining powers of the industry participants. The major participants as far as port authority pricing is concerned include the port authority as provider of the services on one hand, and on the other hand, vessel operators, stevedores, cargo owners as consumers of the services, and State government which provided the legislative framework within which port authorities operate.

If the ship owner charges exorbitant freight, the shippers may divert to other ports; if the clearing agent cheats the cargo owner, the latter might also divert to other ports where genuine business could be transacted; if the Customs administration is too slow and bureaucratic in one port, cargo owners may prefer other ports where procedures are much more faster and simpler.

If a port is unable to attract cargo, and ships, investments in that port will go to waste. Therefore, the Port Authority as the landlord has an added responsibility to ensure that operators on its facilities provide better quality services to clients so as to not only maintain current customers but also attract new ones to maximize return on the huge investments in infrastructure.

Branch (1986) identified four basic elements by which port authorities have to promote their businesses. One of these elements is the 'pricing policy with regard to tariffs in terms of those for both ship owner's and shipper's accounts'.

In essence therefore, irrespective of the services and tariffs the port authority provides, the overall costs to the users might not be competitive if other operators in the port are free to charge higher fees. The Port authority must therefore be interested in what pertains in terms of charges by other operators in their marketing efforts to attract more cargoes through their ports.

Services provided by Port Authorities

In every port environment, services provided are to ships and to cargo. To ships, services provided include navigational aids, port channels, berths and wharfs, pilotage, towage, mooring, ship chandelling, waste reception, and ship repairs.

Another service to ships which also involves the cargo is stevedoring, where the cargo is unloaded from the ship onto the quay or loaded from the quay floor onto the ship.

Services to cargo are generally of handling. These include loading and unloading the cargo from and unto ship, the transfer of the cargo either to shipside for export and from ship side to storage area for imports; the storage of cargo and delivery of cargo to its owners.

In providing these various services in the port, a variety of equipment are used. For the vessel related services, equipment used include buoys, lighthouses, pilot launches, tug boats, among other gadgets. For services to cargo, cargo handling equipments, sheds, paved areas are used.

Indeed, the cargo clearance process involves a myriad of documentation which is also being facilitated by information technology enablers such as computer software and network systems including Electronic Data Interchange (EDI) facilities.

What specific services a Port Authority will provide depend on the type or status of that Particular Authority.

There are generally three types of port authorities or port management systems. The Service port authority, the Tool Port Authority and the Landlord Port Authority.

With the *Service Port Authority*, all the services provided in the port to ships and to cargo are provided by the port authority without any involvement of the private sector. In other words, the service type of port authority provides all the marine waterfront services to ships (excluding or including ships repairs), and also carries out cargo handling activities of stevedoring, receipt, storage and delivery.

The *Tool Type of Port Authority* provides only the marine water front services to ships. All commercial cargo handling activities of stevedoring, receipt, storage and delivery are ceded to other private/public operators. However, the port authority owns equipment which it leases out or hires to the other operators for their use.

With the *Landlord Port Authority*, all cargo handling activities together with their related equipment are ceded to other operators whether private or public. The port authority in this case, provides only marine services to ships. It only owns and develops the infrastructure for others to operate and pay royalties and rentals in return.

Port authority services can be classified into two broad groups. In the first group are the direct services provided by the port authority to broad user groups. In providing these services the port authority assumes responsibility for providing facilities, equipment and labour.

Port authorities may also provide a landlord service by leasing out the port's facilities to private operators such as stevedoring companies.

As with the provision of direct operating services, the leasing of facilities requires a pricing strategy on the part of the port authority. Leasing involves the port authority renting its property rights over access to the waterfront to third party tenants, who then operate particular port facilities and sell the services provided by the facilities to vessel operators and cargo owners.

The most common form of agreement involves the port authority leasing facilities to shipping lines or private stevedoring companies to operate cargo handling facilities. For example, a private company might lease a container terminal from the port authority and then assume responsibility for the movement of cargo between the vessels and road or rail transport.

The pricing of leased facilities is one of the most difficult pricing problems faced by a port authority, due essentially to the fact that the port authority does not have direct control over the final price charged to the users of the facilities.

Power of port Authorities in pricing

The bargaining power of port authorities is determined by the economic, political and institutional environment within which port authorities operate. Whereas existing port traffic is difficult to divert to competitors, port authorities may be able to provide sufficient incentives to new trading enterprises to attract their cargo.

The market power of a port authority may sometimes be diminished by the effective countervailing power, or bargaining power, of the port users. In theory, the bargaining power of users can operate in the same way as inter-port or inter-modal competition, by placing restraints on the prices charged by a port authority.

If there were competition in the supply of port services, vessel operators would be able to exert some influence on port charges as they could negotiate between port authorities, although this would still be limited by availability of cargo or by transshipment costs, or both.

Stevedores, on the other hand, are locked in to particular ports by the decisions of vessel operators and by cargo availability, and are thus limited in their options.

In practice however, port authorities have over the years enjoyed monopoly as in many countries especially in Africa, there is only one port and even where there are more than one port, all the port usually come under one port authority.

For example, there are two seaports in Ghana managed by one public organization called the Ghana Ports and Harbours Authority. In South Africa, the over seven ports all come under one public organization.

In Europe and other advanced economies however, ports face much competition not only from their same country rivals but also from nearby ports in other countries.

Such competition greatly informs pricing decisions by these port administrations. In Africa most recently, the growth in transit trade to landlocked countries has also provided some avenue for competition among ports.

For example in West Africa, the Ports of Dakar (Senegal), Abidjan (Cote d'Ivoire), Tema/Takoradi (Ghana), Lome (Togo), and Cotonou (Benin) are currently competing for transit cargo to and from the neighboring landlocked countries of Burkina Faso, Mali and Niger.

Port Authority pricing concepts

The Port authority invests in port infrastructure and other facilities to provide services to port users for a fee. This fee, all things being equal, should be able to cover the cost of providing the services, and also generate a rate of return to pay for the investments.

> "Port investments do carry a degree of risk in that the volume of cargo handled, and therefore revenue, is strongly correlated with general economic conditions. Thus the rate of return on assets should exceed that for long term risk-free investments such as the real long term bond rate.
>
> From an economic viewpoint the appropriate rate of return for a port authority should be equal to the rate of return available on alternative investments of equivalent risk in the private sector".

The power to set prices for port authority services is embodied in the legislation setting up each authority. The prices set by each authority require the approval of the Minister or Governor-in-Council.

In a competitive environment the relationship between prices and costs is more apparent. But port authorities generally operate in markets in which there is little evidence of competition.

This has given port authorities considerable freedom in the setting of prices. This freedom has meant that there has been only limited pressure to control costs and little incentive to relate prices for services to the costs of providing them.

However, the port authority is to a greater extent limited in its ability to raise charges as and when it deems fit and at a quantum it considers appropriate.

This is because most ports are considered public goods. Besides, their impact goes far beyond the immediate regions to cover the entire economy of the countries. Therefore, governments usually do not allow port authorities to charge at will.

Again, inter-port competition, port user agitations and most importantly, the desire by port authorities to attract critical mass of cargo through their ports serve as checks on port authorities not to indiscriminately raise port charges.

In fact, due to today's globalized international trade environment, most port authorities are rather constantly exploring ways to keep their tariffs to the minimum to attract more business. In so doing port authorities are exploring ways to get other private port operators to join effort in keeping aggregate port costs as low and competitive as possible.

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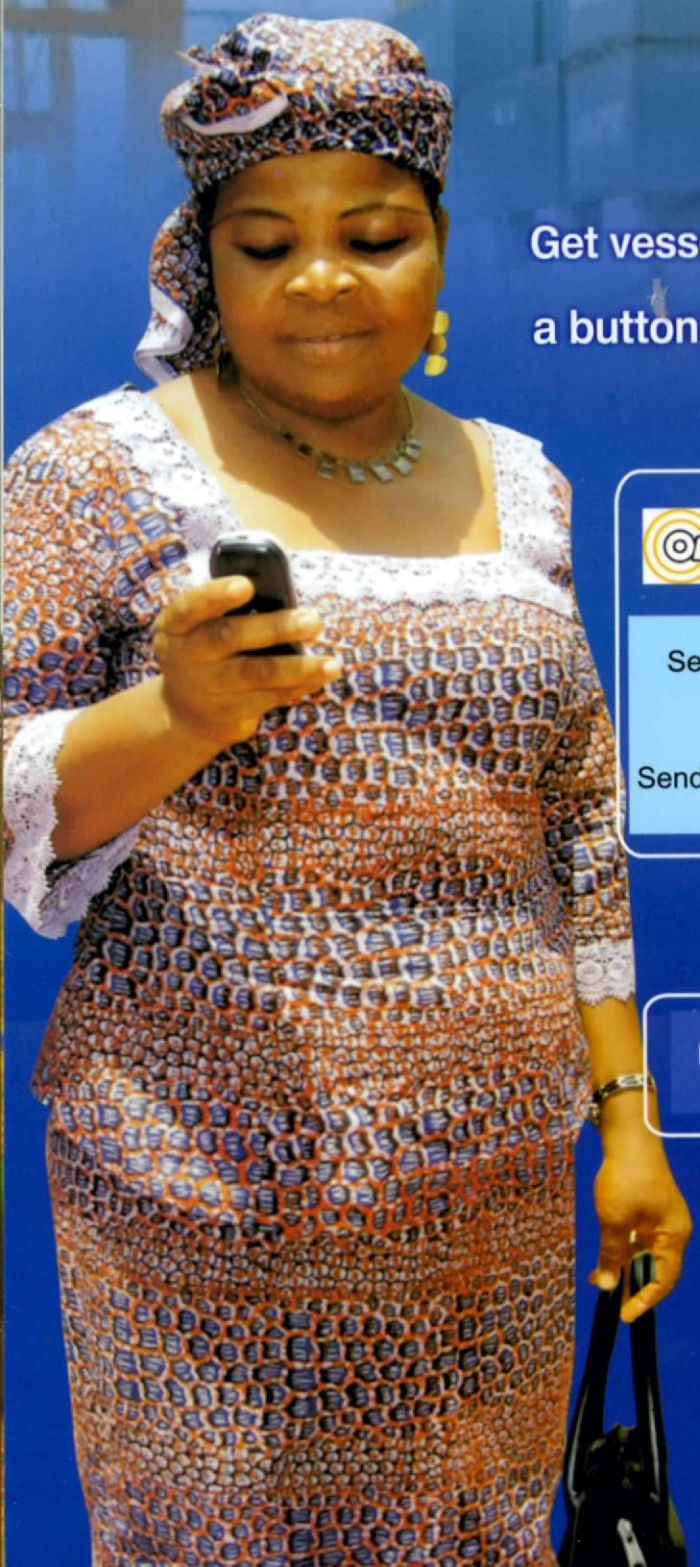

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SHIPPING REVIEW

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- Managing
  END TO END LOGISTICS OPERATIONS
  for Effective Exploitation and
  Lifting of Oil and Gas in Ghana.

- THE ROLE OF THE MARINE SURVEYOR

- MARITIME TRADE OF GHANA
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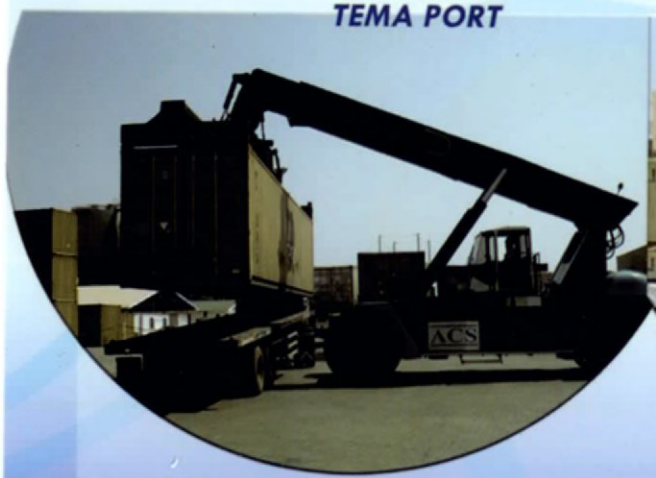

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SHIPPING REVIEW

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Managing End to End Logistics Operations for Effective Exploitation and Lifting of Oil and Gas in Ghana.

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Ghana Shippers' Council

Our Vision

To ensure for the Ghanaian Shipper, quick, safe and reliable delivery of import and export cargoes by all modes of transport at optimum cost.

Our Mission

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The Role of the Marine Surveyor

(Sequel to Safety in Ghana's Emerging Petroleum and Gas industry: Getting the basics right)

By **Capt William Amanhyia, Lecturer Regional Maritime University**

The quest for the oceans resources has always been accompanied by extreme risks. Governments and civil authorities have, however, always tried to maintain these risks within acceptable levels. The series of articles following this will identify and explain the essential role that each of the parties mentioned as part of the safety congruent triangle play in enhancing Safety of Life at Sea. The first will begin with the marine surveyor who as an independent safety regulator provides assurance to society that the appropriate measures put in pace are being complied with.

INTRODUCTION

A Marine Surveyor conducts inspections, surveys or examination of marine vessels and other marine installations and equipment to assess, monitor and report on their condition. Surveyors also inspect equipment intended for new or existing vessels to ensure compliance with various standards or specifications. Marine surveys typically include the structure, machinery and equipment (navigational, safety, radio) and general condition of a vessel.

Marine Surveying has a noble history that goes back hundreds of years. As long as there have been ships and other marine activities there have been people who specialized in inspecting them for quality and safety and recommending repairs.

Over the past few hundred years, as ships and shipping technology began to evolve as a major source of transportation and commerce, Marine Surveying emerged as a well-defined profession with its own principles, practices, societies and ethics codes.

The Ghana Association of Marine Surveyors (GAMS) was set up to carry out these noble tasks and it constitutes one arm of Ghana's Maritime Safety Management system.

Marine Surveying is often closely associated with marine insurance, as insurers generally lack the training and skills required to perform a detailed assessment of the condition of a vessel. While surveyors are sometimes employed by insurers directly, they maintain a certain professional autonomy in order to provide an unbiased view. Independent Marine Surveyors are often employed by the clients of marine insurers to provide evidence in support of damage claims made against the insurer.

GENERAL DUTIES OF A MARINE SURVEYOR

- **Bulk Oil and Chemicals**

The surveyor acts as an independent person, monitoring the custody transfer of oils and chemicals. He may represent the carrier, consignor or consignee, depending on particular circumstances, during loading from shore to vessel, discharge from vessel to shore or to road tanker and tank container loading or discharging. Consignments are checked for volume or weight and samples are drawn for quality and specification checks.

The pipelines to be used in the transfer are checked and quality samples are taken at the start of the product transfer empty ships tanks may be inspected for cleanliness prior to the start of loading.

The surveyor often acts for both parties in the transfer and must, therefore, be completely independent. Services of marine surveyors will therefore, be very critical in our emerging oil and gas industry to maintain quality of operations as well.

- **Draught Survey**

The survey is a convenient and economical means of ascertaining the weight of cargo loaded into or discharged from a ship using Floatation Law/ principles for the displacement of water by a floating body. Using the ships draught marks and stability information, the weight of the empty ship and the weight of the ship plus cargo is determined. The resultant cargo weight is used for bill of lading and sales/purchase contract purposes.

A well conducted draught survey is capable of achieving an accuracy of 0.25% of the weight of the cargo handled, as good as or better than almost all bulk weighing systems. It is the only method which is repeatable at the discharge port, if necessary. Draught surveys require the full co-operation of ships staff and in virtually all instances, the ships officers concur with the survey results.

Draught surveys are carried out for shippers, consignees or ship-owners/operators. Activities of our marine surveyors and their records will therefore serve to ensure that all products lifted from our facilities are of the correct quantity and will serve as a secondary source of information for production and monitoring purposes.

- **Damage Surveys**

These may be required for collision or heavy weather damage, hatch cover leakage, cargo contamination or hold flooding. On most occasions, a ship-owner/operator, hull/ machinery underwriter or a P & I Club will request the survey. The nature, cause and extent of any damage is ascertained and the necessary repair recommendations made.

This is normally done on a "without prejudice" basis regarding the terms and conditions of any insurance. Specialist consultants

are called in if warranted. Damage repair costs may be checked and endorsed including any provisions for progress payments to repair contractors. Full reports and agreed repair costs are submitted to underwriters or principals.

TYPES OF MARINE SURVEYOR

A Marine Surveyor may perform the following tasks:

Conduct surveys throughout the ship's life (building new ship, annual survey, interim survey, special survey) to ensure standards are maintained; Perform inspections required by domestic statutes and international conventions by (IMO); Witness tests and operation of emergency and safety machinery and equipment; Measure ships for tonnage and survey them for load line assignment; Attend court as an expert witness and assist in coroner's inquiries; Investigate marine accidents.

- **Government Surveyor**

A Government surveyor performs ship registration surveys, surveys of foreign-going ships and local craft, and generally enforces ship safety standards to ensure marine industrial safety. Government-surveyors (as Government officials) belong to two groups, which are not mutually exclusive:

- **Classification Surveyor**

A Classification surveyor inspects ships to make sure that the ship, its components and machinery are built and maintained according to the standards required for their class. Classification surveyors often have two roles: one is as a representative of the Classification Society; and the other as an inspector on behalf of the country with which the vessel is registered (the Flag State).

The Classification role is to ensure that during construction the vessel initially complies with the Classification Society's Rules for construction and outfitting, and thereafter is maintained to a suitable standard of seaworthiness.

The Flag State role is based on a clear set of guidelines issued by the registering country.

On satisfactory completion of any survey, the Classification surveyor makes recommendations to the Classification Society and/or the Flag State. These may be that the vessel has a clean bill of health, or that various defects must be corrected within a given time.

Increasingly, both Government and Classification surveyors are becoming involved in confirming compliance with international treaties associated with such things as pollution, international security, and safety management schemes. They may also examine cargo gear to ensure that it meets various requirements or regulations. Government and Classification surveyors are usually marine professionals, such as a qualified ship's master, engineer, naval architect or radio officer.

- **Private Surveyor (Gazetted)**

A Private marine surveyor may be asked to carry out a wide range of tasks, including: examining ships' cargoes or onboard conditions such as fuel quality; investigating accidents at sea (e.g., oil spillages or failure of machinery or structures which are considered to be critical); and preparing accident reports for insurance purposes.

CONCLUSION

The Ghana Association of Marine Surveyors (GAMS) was formed in 1992. Members are Chief Engineers, Master Mariners, Senior Naval Officers or persons of similar suitable qualification in the maritime profession who are registered and gazetted by the Ghana Government to carry out marine survey activities in the country. Collectively, the Association constitutes perhaps the best brains of maritime expertise in the country.

GAMS serves the marine survey profession by providing Ghana's maritime industry with recognized, highly qualified marine surveyors in three general surveying disciplines: Hull and Machinery, Insurance, and Cargo. Hull and Machinery surveyors deal with the condition, value, construction, and damage of commercial vessels, barges, propulsion machinery, cranes and other marine equipment

Members of GAMS have different fields of expertise. Some are qualified in commercial hull and cargo matters, while others specialize in the fields of engineering, marine insurance claims or oils and chemicals. Members are active all over the West and Central coasts of Africa and help to ensure the integrity of ECOWAS maritime industry.

The expertise of GAMS members will be much used in the emerging upstream oil and gas industry. Members will be needed to ensure the integrity of marine structures, carry out surveys of pressure vessels and other equipment used in the industry. Their expertise will be required during loading of cargo. Gazetted GAMS members will carry out safety surveys on behalf of the government and in general will constitute an important arm of the country's safety management machinery.

Haulers and Cargo Transport Owners Educated on Axle Load Law

The Ghana Shippers' Council in collaboration with other road regulatory agencies has commenced organizing fora in some selected locations around the country to advise haulage truck drivers and owners to comply with the law on axle load limit law which came into effect on 1st June, 2009.

The Council has so far organized two fora for haulers and transporters in Tema in the Greater Accra Region and Kumasi in the Ashanti Region on 29th April, and 27th May 2009 respectively.

Addressing the fora the Deputy Chief Executive of the Ghana Shippers' Council, Emmanuel Martey revealed that cargo losses in transit accidents are at an average of US$165 million annually. He described the loss as a huge one that could lead to loss of working capital by cargo owners and sometimes resulting in heavy debts, adding "this state of affairs is unacceptable and needs to be curbed".

In this regard, the Deputy CEO revealed that the Council is embarking on a legal regime to have its laws reviewed to ensure improvement in its operations in the industry. According to him, the Council was in the process of strengthening its mandate to protect the interest of shippers, thus owners of cargo being transported.

Mr. Martey said, the Council envisages a legal regime that would ensure that within a specified time frame the haulage of cargo would be undertaken only with appropriately designed trucks, such as, the containerized trucks or in containers. He warned that under the new regime, the "mebo meho modin trucking" must give way to better organized systems which could build strong financial capital for haulage truck owners to retool, modernize their fleet, re-engineer their operations in consonance with international standards.

The Deputy CEO of the Council also revealed that Ghana's neighbours in the West Africa sub-region were taking steps to check overloaded vehicles on their roads. He informed truck drivers and owners that the Ghana Highway Authority was ready to enforce the law on axle load limits. He consequently cautioned transporters and haulers to be mindful of the new developments and conform to the axle load limit regulation.

The Manager for Axle Load at the Ghana Highways Authority (GHA), Mr. Frimpong said that transporters should load their vehicles bearing in mind the axle load limit as specified by road designers. He intimated that specifications of axle load in Ghana is the same as in the member countries of the West African Economic and Monetary Union (WAEMU) and that the axle load law will be enforced in all the member countries from 1st June, 2009.

The Manager for Axle Load urged transporters to make use of the weighbridges as it is mandatory. He indicated that the weighbridges were located at Tema Port, Tema Motorway, Dobro, Offinso, Yapei, Agona, Elmina, Mim, Boankra and Bolga amongst other locations. He, however, cautioned that with the introduction of the directive, excess loads will be off-loaded and advised transporters to load within limits to forestall the problems associated with excess loads.

Mrs. May Obiri Yeboah, the Director of Development and Programmes at the National Road Safety Commission (NRSC) urged drivers to desist from using tree branches, stones and tyres as a warning sign instead of a warning triangle, adding that the NRSC had introduced a new warning triangle.

She informed participants that all breakdowns on highways must be removed within a period of two hours in a rural environment and one hour in an urban environment or else the driver will be liable for prosecution. Mrs. Obiri Yeboah advised transporters to conduct regular maintenance of their vehicles to forestall accidents.

Mr. Cheyuo Wienaa Musah, the Director in charge of Training Testing & Licensing of the Drivers, Vehicles and Licensing Authority (DVLA), appealed to vehicle owners to verify from the authority the genuineness of licenses of drivers before employing them to handle their vehicles. He said most drivers were found with fake license, and that these are those who failed their driving tests..

According to Mr. Musah, it is inappropriate for a truck owner to invest over one million Ghana Cedis in a truck and hand it over to a caretaker, and put the driver on a salary of GHC 50.00 per month which is woefully inadequate, and expect the driver to take good care of the vehicle.

The various transport associations and private transport operators that participated in the fora included the Ghana Haulage Truck Owners Association (GHATOA), Ghana National Cargo Truck Association (GNCTA), Ghana Haulage Truck Drivers Association (GHTDA), Ghana Private Road Transport Union (GPRTU), Flat-Body Transport Association, Joint Association of Port Transport Unions (JAPTU), Niger/Burkina Faso/Mali Transporter, SDV, Vehrad etc.

A GUIDE TO NUMBER OF LOADS PER VEHICLE

Axle Number	Net Weight (tons)	Current No. of Bags loaded (No)	No. of bags of 50kg to be loaded(No.)	No. of Cocoa bags to be loaded (No.)	% Reduction
2	10	400	200	155	50%
3	18	500	360	280	28%
4	24.5	800	500	380	37%
5A	28	900	560	440	37%
5B	30.5	900	600	480	33%
6	33	1100	650	520	40%

Managing End to End Logistics Operations for Effective Exploitation and Lifting of Oil and Gas in Ghana.

By Kofi Mbiah, Chief Executive Officer, Ghana Shippers' Council

INTRODUCTION

"God must have been a shipowner. He placed the raw materials far from where they were needed and covered two-thirds of the earth with water". - Erling Naess

The above serves to underscore the role of maritime transport in the commercial exploration and exploitation of hydrocarbons, whether they are located offshore or onshore.

End to end Logistics connotes a seamless movement of material and resource requirements for the exploration, exploitation and the movement of final products from points of origin to points of consumption. This would involve in particular the four major components of hydrocarbon development i.e. *Construction, Drilling, Storage and Transportation.*

Generally speaking, transportation as part of the entire logistics chain, plays an enormous role in moving equipment, logistics, crude and products from the point of exploration and exploitation to the points where they are needed.

Indeed, crude oil moves daily throughout the world at an amazing rate of 85 million barrels per day from points of supply to major refineries, from major producing regions of the Middle East, Africa, Russia and South America to the major markets of North America, Europe and the Far East. Fifty (50) million barrels of the crude produced in the supplying regions travel very long distances across the oceans to their processing destinations.

Where hydrocarbons are located offshore as is the find in Ghana, the exploration itself, undoubtedly has a high dose of maritime transport logistics. This is due to the fact that equipment for the exploration, such as submersibles and semi-submersibles ought to be positioned at the location after seismic work has proved successful.

The seismic work is itself carried out by vessels for offshore exploration. This underscores the role of shipping logistics in the oil and gas industry. The high dosage of shipping is thus called into play from the very moment a country intensifies its efforts at exploring for offshore hydrocarbons.

The seismic studies, location of the find, the allocation of blocks and the relevant upstream processes is heavily maritime influenced for offshore production.

The construction of the platform, the laying of pipelines (if need be), the transport of equipment and umbilicals is indeed a major aspect of the production process. The platform and the operations thereon have very intrinsic maritime characteristics and are guided by a plethora of international maritime law instruments.

The International Maritime Law instruments is not the subject of these discussions, suffice it, however, to mention that a deep appreciation of the international rules will be essential for the management of the transport logistics for the industry.

In deep water exploration, the predominance of vessels as against the use of pipelines cannot be over-emphasized. Once the pumping of the oil and gas begins there is the issue of the transportation of the crude as well as the gas and these are effectively undertaken by maritime transport.

Since the discovery of oil and gas in commercial quantities in 1859 in Titusville, Pennsylvania, and since the first cargo of oil was shipped in 1861 by the ***Elizabeth Watts***, it has been established that, it is highly economical to carry crude oil and refined petroleum products as liquid bulk, including gasoline, aviation fuel, diesel, kerosene and naphtha by means of tankers or terrestrial pipelines due essentially to higher carrying capabilities and lower costs.

In fact, the maritime transportation of crude oil and refined products account for over 60% of total supply often carried by over 38,000 tankers that navigate the seas and oceans.

THE TRANSPORT OF OFFSHORE HYDROCARBONS

At this point, it would be important to examine the nature of the carriage of the "products" of hydrocarbon production. The carriage of hydrocarbon products is generally classified under the carriage of bulk cargoes which is also sub-divided into dry and liquid bulk.

The nuances of packaged bulk and commodity bulk are complex and would not be the subject of discussion in this paper. Suffice it to say that with respect to this discussion, our focus is on commodity "liquid" bulk cargoes.

For the carriage of huge quantities of oil or gas, the size of the vessel and its characteristics play a dominant and important role. From 1976 to 2006 the average size of the tanker increased from 75,000 dwt to 90,000 dwt representing about 26% increase in tanker sizes.

As mentioned earlier, today, over 38,000 tankers, of various sizes, navigate the seas and oceans and without advocating complacency, it is also worth adding that about 99% of the oil transported across the oceans arrives safely at its destination. Thanks to improvements in technology and the development of international standards through bodies such as International Maritime Organisation, (IMO).

It is also to be noted that quantities transported by product tankers i.e. (tankers which carry refined products) have increased to 1.9bn tons annually over the last couple of years. It is even more remarkable if one considers that this increase is from around 500 million tons in 1960. In 2005 tankers transported 1.85 billion tons of crude and 0.66billion tons of refined products.

I also need to add that in terms of tonnage, oil represents a third of total maritime commerce and the capacity of the total petroleum fleet is around 280 million tons.

CLASSIFICATION OF THE TANKER FLEET

It is important to mention that there is no rigid compartmentalization of tanker fleet as various overlaps exist which are conducive and convenient to the trade.

Classification can be undertaken on the basis of purpose, in which case we can talk about two broad classifications i.e. Crude Tankers and Product Tankers.
With respect to size, some classifications are undertaken with respect to purpose and these include:

1. The General Purpose Tanker
2. Medium Range
3. Large Range 1
4. Large Range 2
5. Very Large Crude Carrier
6. Ultra Large Crude Carrier

The classifications may also be made with respect to segments relating to the journeys these tankers undertake. These may not be very different from the purpose classifications but this is also useful. Indeed sometimes it is the basis upon which tanker charterers and their brokers fix the charter.

The Panamaxes which trade in the carribbean, the suezmaxes which operate in the middle distance trades, such as from West Africa to the United States, the VLCC's which carry long haul cargoes and the ULCC's which make the really long journeys, sometimes around the Cape of Good Hope, belong to the second group of classification.

There is also the Aframaxes and Handymaxes which carry oil products for short sea shipping and the Liquid Natural Gas tankers (LNG Carriers) often referred to as floating bombs which transport gas. In the oil trade, the vessels are selected either by the oil companies or by buyers depending on a number of factors including the dictates of the market, requirements for scheduling flexibility, movements in freight rates and other conditions of shipment or insurance.

In addition, the selection of a vessel for the carriage of crude must meet a certain criteria:

construction, management, crew, state of maintenance, quality of services. (Ship Inspection Report Exchange - guides brokers and oil companies in the selection of vessels).

For all of these, a good knowledge in multimodal transport, charter-party arrangements and freight negotiations becomes an essential aspect of the transport and shipping logistics.

Indeed, this is all the more important when viewed against the backdrop of the estimated value of the international oil and gas market which now stands at around $345 billion.

It needs be stated that the transport of crude oil in large quantities and in tankers is dependent on the characteristics of the crude oil itself. A ULCC of today's design and characteristics would carry between 350,000 tons to 500,000 tons of crude oil. The vessel itself stretches to the length of over three football fields.

For the oil to be conveniently stored and carried in the tanks of the vessel, its characteristics become important. Among these are the density of the oil, the volume placed in the tanks and the degree of care and cleanliness required in handling the cargo.

A typical 300,000 dwt VLCC would carry about 2 million barrels of crude oil at a draught of about 22 metres, a speed of 15.8 knots with a pumping capacity of between 15,000 and 20,000 tons per hour.

The transit routes for these tankers and the port infrastructure and terminals are thus important for the transportation of oil. The routes that these vessels ply is often determined by the draught they draw.

Thus the straits of Dover, Malacca, the Suez Canal and the Panama Canal restrict the types of vessels that can ply these shipping lanes.

The permissible draught for the straits of Dover is around 23-25 metres while for the mid East and Japan route the maximum draft is 21 metres and for the SUEZ,around 16.2 metres allowing vessels of up to 150,000dwt to transit fully loaded. The suez is the first canal directly linking the Mediterranean to the Red Sea and serves maritime trade in a very significant way.

OIL MARKET ECONOMICS

Like most of the maritime trade, the liquid bulk trade developed around prospectors, many of whom today are commonly referred to as the "Oil Majors" Royal Dutch Shell, Exxon Mobil, Texaco, Standard Oil etc.

Once they got involved in the business of exploration of oil and to a lesser extent gas, they took on the transportation of the crude oil and had vessels built or time chartered in for long term for the purposes of lifting their cargoes. This worked well for a relatively long time as these transport subsidiaries posted profits for the oil majors.

Technological developments, coupled with growth in world demand and output changed the dynamics of maritime transport around the 1970's and this undoubtedly affected the transport of liquid bulk especially crude oil. The changes in this trade were also accentuated by the instability that was created in the crude oil market following severe supply and demand volatility around the period.

Consequently, a good number of the subsidiaries dealing in the transportation of oil for their parent companies folded up and the transportation of oil assumed in greater dimensions, a spot market oriented approach.

The number of long term time-charters offered by the independent shipping lines dropped drastically as many shipping lines diverted their attention to the spot market.

So drastic and intense was this movement that, by the early 1990's, over 70% of the fleet belonging to the independents had shifted to the tanker spot market trades.

This shift can only be appreciated when viewed against the backdrop that in the 1970's, only about 20% of the independents were involved in the tanker spot trades. It is to be noted that these changes rode on the back of the transition from coal

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WORLDWIDE COVERAGE

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Ghana
USA
Belgium
Honkong
Dubai

MERLIN SHIPPING GHANA LIMITED

Meridian Plaza, 1st Floor, Room 101. P. O. Box 434, Community 1, Tema. Ghana - West Africa.

to oil and undoubtedly affected the supply and demand relations of the tanker market.

Indeed by 1980, the price of crude oil had reached $30 per barrel but fell to $11 per barrel in 1986. From early 1986 to the early part of the 1990's the price of crude oil hovered between $15 - $30 per barrel creating some stability albeit with a lot of uncertainty that only speculators in the spot market could handle.

The volatility has since not abated, for after a long spell of relative stability, the price was to rise to between $55 - $70 per barrel in the late 1990's to the early to mid 2000's.

There was however, a significant jump in the price of oil from the $70 - $75 per barrel to around $147 per barrel in the year 2008 and speculation was rife that the price of crude was heading towards the $200 mark amidst fears of "Hubbert's Peak Oil".

This volatility in the market significantly affected the movement of crude oil as freight/charter rates rose to meet the demand for tanker capacity. It is thus clear that the demand and supply dynamics play a very crucial role in tanker tonnage availability and hence the lifting of crude and products.

UPSTREAM AND DOWNSTREAM LOGISTICS

As already pointed out in the introduction to this paper, there is a heavy concentration of maritime activity involved in the provision of appropriate logistics for the effective and efficient exploration and exploitation of oil and gas.

Invariably, this may involve the movement of project freight, sometimes voluminous, awkward, unusually, heavy or composed of complex and delicate components that may be transported multimodally in knocked-down form to be re-assembled. Such logistics may also include heavy equipment such as turbines or steel pipes of awkward dimensions that require specialized expertise in sophisticated logistics capabilities in their handling.

From the moment the oil is pumped out of the well, the provision of transport logistics becomes pronounced as time becomes of essence in relation to all production activities. Where it is feasible to pump and transport by means of pipelines, this is seen as very economical and is the often adopted mode of transport.

Where, however, the oil field is located in deep water as in Ghana's case (64km offshore and at a depth of 1,700 meters), the most practical, convenient and cost effective means of transportation is maritime transport (shipping).

Pipelines when used as a transport mode are largely safe but lack the flexibility of ships and may not be diverted to suit market conditions as may be done with respect to laden tankers while at sea.

Furthermore, it is important to mention that the movement of crude, at various stages calls for the creation of oil and gas fabrication yards, ship repair and building yards and the provision of numerous shipping services without which the logistics for the process remains incomplete and the whole production process is bound to suffer.

The requirement of an efficient means of supplying and re-supplying the platform cannot be underestimated. A good number of the activities including the steady supply of materials, fuel and lubricants are time bound and need to be executed within tight time frames in order to adequately manage cost.

Thus, the logistics solutions for up, middle and downstream needs ought to be seamlessly integrated and infused with state of the art information technology applications.

This would ensure a close monitoring of goods, receipt, shipment, materials holding and tracking as well as returns for processing and re-processing.

The key challenge in the upstream supply chain management is an **efficient strategic and operations logistics plan.**

It is estimated that for the total operating cost of the well drilling process about 15 to 20% goes into logistics and operational supply chain management process. This would normally include the cost of transporting resources, hiring charges, waste disposal and the human resource costs for managing these resources.

EFFICIENT LOGISTICS DELIVERY

No one will doubt the financial limitation of indigenes in the participation of the up and midstream logistics sector of the oil and gas industry in Ghana. As pointed out earlier, the development of the field, production and transportation would include a series of activities heavily influenced by coastal shipping (Cabotage) or trade in Inland Waters.

As matters stand presently, the coastal shipping trade is regulated by **The Ghana Shipping Act, (Act 645) of 2003**. There is no doubt that the provisions did not envisage the discovery of oil and is thus limited in its purview. In order to allow effective participation of Ghanaians in the development of Ghana's hydrocarbons, there would be the need to develop a comprehensive **Local Content Policy** which I have no doubt would be addressed in great detail during this conference.

It needs be stated that learning from the Nigerian example, a more detailed Coastal and Inland Shipping (Cabotage Act) could be promulgated instead of the very restricted provisions on Restriction on Trading in Ghanaian Waters contained in Section one of the Ghana Shipping Act (Act 645) 2003.

The Act could then introduce a **Cabotage Levy** for commercial inland shipping operations which would lead to the creation of a Vessel Financing and Ship Operation Fund into which a specified portion of the Cabotage Levy would be paid.

This Fund could then nourish ship acquisition and ship-building and repair to ensure that over time, the requisite capacity and expertise is developed for the management of the midstream sector especially with respect to supply vessels, tug boats, and other craft necessary for the ship related operations of the midstream oil and gas industry.

Joint venture partnerships in which Ghanaians would have majority shareholding could then be encouraged.

As pointed out earlier, **storage** is another essential component of the logistics process of the oil and gas industry. The development of warehousing capacity, (open and covered), fabrication yards and workers' camps at the downstream would be an essential component for which indigenous capacity can be exploited.

The business of the exploitation and delivery of oil and gas would also open up **opportunities for bunkering**, a logistics service that has remained largely unexploited over the years.

As part of the logistics chain, high capacity **freight forwarding and logistics management** would be crucial. This would require freight forwarding operations that would build systems which would involve enterprise resource planning, (ERP) access control, cost tracking, inventory control and the provision of 24/7 live support for offshore and onshore operations.

The use of **information technology** in harnessing the potential of effective freight forwarding and logistics management cannot be over-emphasized. The need to secure powerful, user-friendly applications that provide single source solutions to multimodal transportation would be paramount.

In view of the high levels of associated costs and the timeous requirements for effective and efficient operations, adherence to strict and rigid time frames would be essential and these cannot in anyway be compromised as they would lead to increased costs which operators can ill-afford.

Security would also be an essential component of the of the entire logistics chain and would deserve urgent attention. It also offers many opportunities for providing jobs. Issues relating to maritime security and the security of the entire logistics chain come to the fore in view of recent events and happenings in neighbouring countries.

There is already in place a Maritime Security legislation in Ghana-**The Ghana Maritime Security Act (Act 675) of 2004**. Even though this provides to a large measure for maritime security, it heavily focuses on the port and mobile drilling units and does not provide extensively for the entire logistics chain.

One very important element of the entire logistics chain is **insurance.** The processes involved in the exploration and exploitation of oil and gas are as complex as they are varied. The level of risk associated with the execution of all the facets of the logistics process is high in view of the high values of equipment and other resources used in the development of the hydrocarbons. Insurance would thus play a key role in the logistics process and its potential would need to be urgently harnessed.

CONCLUSIONS

From the above, it is thus clear that the role of transportation in the whole process of the exploration, development, exploitation, and utilization of Ghana's hydrocarbon resource cannot be underestimated. Indeed, it is the fulcrum around which all else revolves.

An evaluation of the infrastructural and logistical readiness necessary for accessing the benefits of Ghana's oil and gas find is thus not only apt at this time, but a sine-qua-non.

In a bird's eye view, this paper has underscored the value of the transport chain, and the need for a proper management of the end-to-end logistics needed to ensure that the oil find provides the enormous benefits expected from the Ghanaian populace.

In particular, there would be the need to have a full appreciation and understanding of the business of international maritime transport. An appreciation of the dynamics of the tanker spot markets, the related issues of requirements for tanker selection, the geopolitics of the oil trade and the supply and demand factors that attend to the global trade in oil and gas.

In this respect, it is important to mention that over the years, the Ghana Shippers' Council has built an appreciable human resource capacity which can act as a ready resource for consultations and advise on issues that appertain to the above including the provision of maritime logistics.

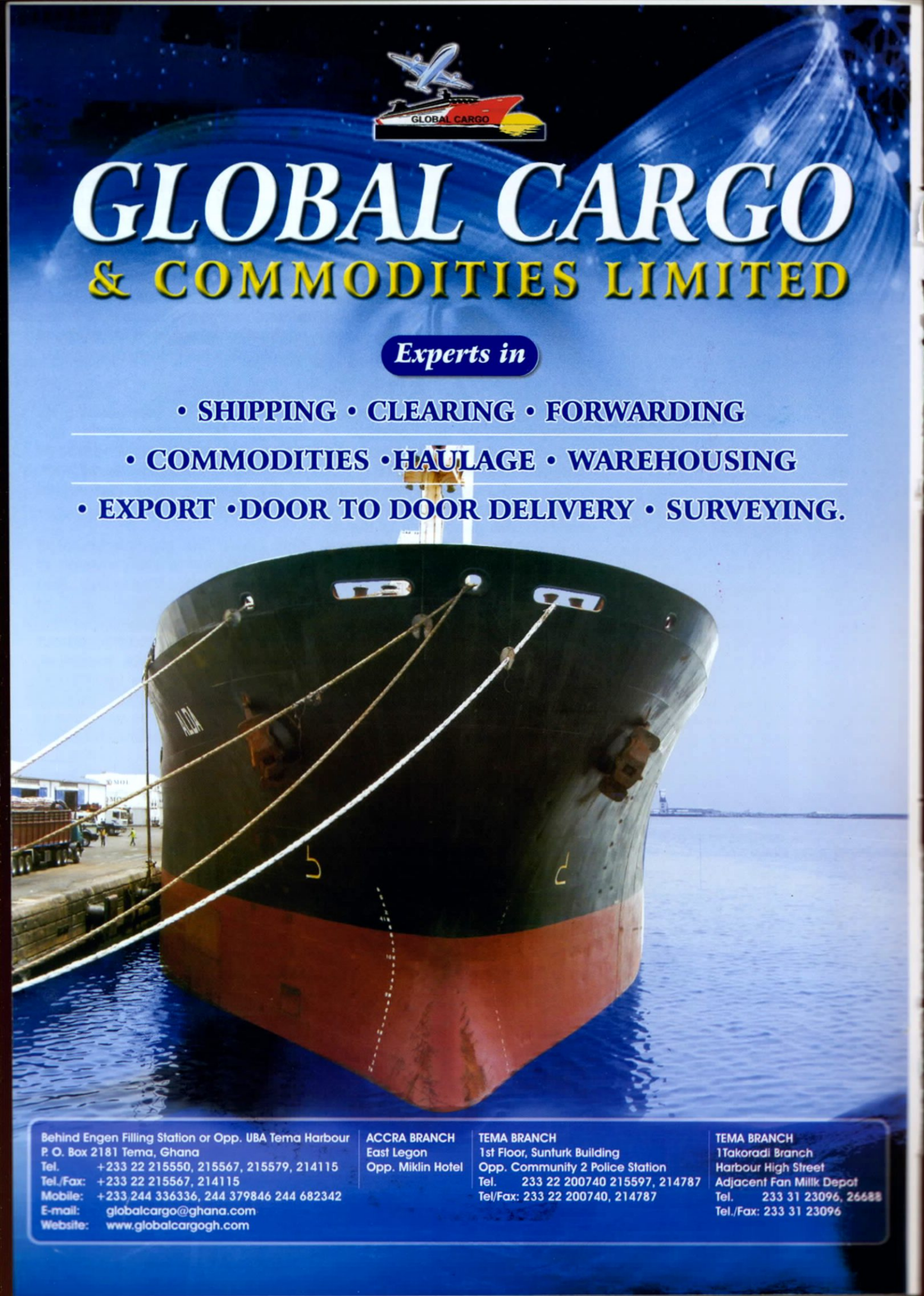
It has also been pointed out that even though indigenous Ghanaians stand to be crowded out of the upstream, midstream and high value downstream openings and opportunities for the provision of transport logistics, a very good Local Content Policy could be put in place to address relevant issues.

In particular, issues relating to building and acquisition of ships and other transport for the movement of supplies to and from rigs would deserve prime attention. The formation and successful operation of the Oil and Gas Cargo Carrier of Nigeria by 16 local shipping companies with three technical partners in Europe and the USA provides a clear example of how indigenous operators could be encouraged to participate in the upstream, midstream logistics of this complex but lucrative business.

The requirements of essential logistics, such as warehousing for storage, fabrication yards and points for waste and garbage disposal and treatment are all parts of the logistics chain that would require urgent attention.

This paper has also underscored the importance of the provision of efficient freight forwarding and logistics management, without which end-to-end logistics would be incomplete. It has also pointed out the need for requisite expertise, fused with appropriate information and communication technology which would indeed be essential to derive the full potential and benefit of Ghana's oil find.

There is no doubt that if the available limited resources are urgently mobilized and harnessed the transport industry could lead the way for the provision of the requisite logistics essential for a beneficial development of Ghana's hydrocarbons.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The company's operations cover the entire shipping and logistics chain, thus providing integrated solutions for its clients within Ghana, and the entire sub-region.

Labaran Y. Barry, Managing Director

Khuda Services' one-stop service offering encompasses customs documentations and clearance, full port agency to the smaller element of shipping support and logistics services.

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Khuda Services offers a diversity of services covering port operations, logistics management, warehousing and shipping support. All our services are tailored to meet the unique needs of our clients and our principals. Our services include the following;

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PIRACY OFF ADEN AND SOMALIA: An Overview of Legal Issues

By Stephen Askins

Humanitarian concerns aside, the economic need for a response is indisputable: 22,000 ships transit through the Gulf of Aden each year. Keeping that waterway free of obstructions is vital.

INTRODUCTION

At the time of writing, some 300 crew members on 16-odd ships remain hijacked off the coast of Somalia. Most appear to be near to the now booming town of Eyl with others, including The Faina, further south off Haradhere. The Faina, loaded as it seems to be with tanks and munitions (bound for Kenya or Sudan depending on who you believe), has brought things to a head.

The EU has set up a naval cell and committed warships to provide protection to commercial shipping off Somalia. The Russians and even the Indian Navy are scrambling to get involved and there are mutterings about military options that can hardly be of any comfort to the crews and their families.

Significantly perhaps, the UN has issued Resolution 1838 giving authority for military assets to be operated in Somalian territorial seas and to use "the means necessary" to repress any act of piracy.

The shipowning community can be forgiven a certain sense of frustration on the basis that a similar response six months ago might have nipped this in the bud before it reached the serious proportions of today.

22,000 ships travel through the Gulf of Aden each year and keeping that water way free of pirates is vital. The cost of the additional 15 days for an AsiaEurope voyage, even at today's lower freight rates, will add to the cost of all products at a time when the world can least afford it.

The purpose of this article is to look at and identify some of the legal issues raised by the hijackings and the questions we are being asked to look at.

Most are very much live, which means that it would not be appropriate to give definitive answers in some of the more contentious areas.

ARE ARMED GUARDS LEGAL?

Admiral Gortney, the US commander of the Combined Maritime Forces, recently suggested that "shipping companies must take measures to defend their vessels and their crews". He did not go on to say how.

There is undoubtedly a debate to be had on the pros and cons of armed guards, with the more rational in the security world concluding firmly that the answer to that should be "no". Much better to have unarmed teams giving training and support to the crew so they have the ability and confidence to avoid or thwart an attack by non lethal means. There have been many examples of crew doing just that.

Further, the pirates have gone some way to show that they do not want to harm the crew. That resolve would be sorely tested if members of their gang were killed during a hijack.

Ultimately, it is the law of the flag state that governs the use of force, which for most boils down to the use of reasonable force, but in circumstances where the rules of engagement would be extremely difficult to formulate and of course, police.

The EU's laws are dominated by Human Rights considerations, but in general terms for a self defence type argument to succeed, the Courts are looking for evidence of an imminent attack and a proportional response.

i) you have a reasonable belief that organisation is a terrorist one (ie it is carrying out its objectives for political, religious or ideological reasons): or

ii) you think there is a reasonable chance that money may end up in the hands of a terrorist organisation.

In recent announcements by someone purporting to be the pirates' spokesman, they have conveniently tried to make it clear that they have no affiliation with religious or political groups and that this is all about money. Given the proximity of US naval warships that view may not be entirely objective.

However, it is at least arguable that this is about extortion and not terrorism. In terms of POCA the ransom in the hands of the pirates can be regarded as a "proceed of a crime". However, the money laundering legislation is not there to punish the payers of a ransom demand in these circumstances and paying does not constitute a breach of the law.

WHO IS LIABLE TO PAY THE RANSOM?

A discussion seems to have started in the insurance industry as the total cost of the ransoms and the ancillary costs rise dramatically. Clearly, there is ransom inflation and the amounts being paid are, unfortunately, reported and speculated on widely. The cost of negotiating and actually paying the ransom in some cases exceeds the ransom itself.

The Gulf of Aden attracts an Additional Premium under war risk insurance, and yet the burden of payments for the most part is apparently being absorbed by the hull market. Much will depend on the terms of the policies, but payment of a ransom may have to be borne by the owner in the first instance.

Whether this is recoverable will depend on the cover provided. There is concern that one of these incidents will expose underwriters to much bigger losses through the loss of a cargo or indeed the vessel itself and it may be the market that will react accordingly. More specialised policies covering kidnap and ransom are available, with the advantage that they come with named responders, a willingness to meet costs up front and, perhaps importantly, provide loss in transit cover for the ransom itself.

ARE THESE COSTS RECOVERABLE IN GA?

As an extraordinary cost incurred to ensure that the common venture can continue then a ransom payment and other costs should be recoverable in GA, assuming that there is a successful release of the ship and cargo. GA security would have to be collected in the usual way prior to the discharge of the cargo at its destination.

There is a sense that cargo interests should play a much more active role on helping resolve the various hijackings, although for obvious reasons the emphasis remains on freeing the crew and the feeling that this is an Owners' problem.

It is hoped that with the intervention of the various naval forces the risk of capture will fall, particularly if a convoy system is introduced in the Gulf of Aden itself. There is no doubt that slower ships and those with smaller freeboards are more vulnerable and the judgment of the masters of those vessels may be different to the masters of, for example, the bigger and faster container ships. Although The Faina and indeed the attack on The Seabourn Spirit in 2005 show that the pirates are prepared to attack anything.

An issue may arise over the safe port warranty, which previous decisions have made clear covers the approach to the port as well as the port itself. The law is well established in that an unsafe port claim will fail if it can be shown that the feature rendering the port unsafe could have been avoided by good seamanship.

The prospective unsafety of a port or its approaches has always been more problematic and in a commercial setting much more difficult to define, particularly where you are looking at political risks or as in this case a general threat of piracy which may have existed at the time the fixture was completed.

In those cases it is argued that the test is not so much one of good seamanship but something more akin to common sense. In other words, an Owner must, at the very least, be able to prove that the vessel was following the recommendations of the relevant authorities, carrying out sensible risk assessments and ensuring that the crew is trained and vigilant.

CONCLUSION

The point was recently made that if aircraft were being hijacked with this kind of regularity, the situation would not be tolerated. This is right, but at last we have seen signs of government action.

Sadly, there is a feeling that this is only because of the realisation of the damage that could be done to the smooth passage of the world's trade. Whilst governments struggle to open long-since-closed stable doors, we in the industry should not forget the human side to this issue and spare a thought for the crews and their families whose safe release is very much the priority.

Credit: *Ince & Co. -www.hg.org*

MARITIME TRADE OF GHANA
January - March, 2009

A total of 2,994,891 tons of cargoes passed through the ports of Takoradi and Tema within the first quarter of 2009. The total transit trade for the period under review amounted to 136,846 tons, representing 5% of total cargo throughput.

The total import cargo for Ghana stood at 2,041,943 tons. This represented 71% of the maritime trade. Total export cargo on the other hand amounted to 816,102 tons, representing 29% of the maritime trade. Total transit import was 131,992 tons with transit export amounting to 4,854 tons for the period.

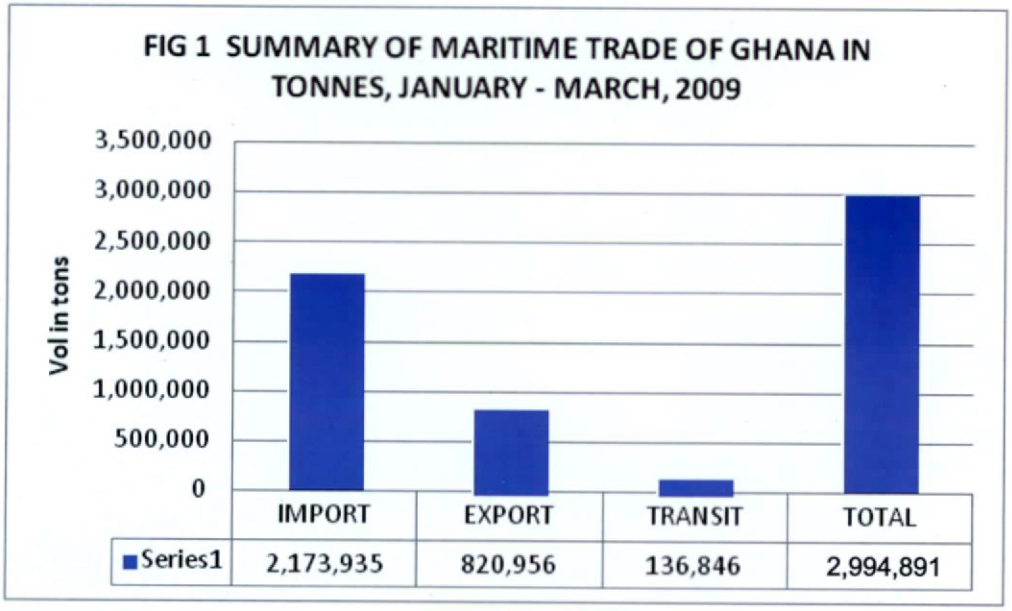
The Takoradi port as usual handled a smaller proportion of the maritime trade amounting to 817,987 tons or 29% of the total maritime trade. Tema port handled a larger share, accounting for over 2,040,058 tons or 71%. The port of Takoradi handled the greater share of export cargo amounting to about 65% (527,491 tons) while the Tema port accounted for 86% (1,751,447 tons) of the import cargo for the period.

As usual, maritime import trade outstripped the maritime export trade, recording over 71% as against the 29% recorded by the export trade. The same applied to the total port traffic including transit cargo where import trade was 73% as against 27% for the export trade. Total transit trade was 5% of the total port traffic (136,846 tons) with an import trade of 131,992 tons and an export trade of 4,854 tons.

Table 1 and fig. 1 below depicts a detailed description of the state of the maritime trade for the period under consideration.

TABLE 1 SUMMARY OF MARITIME TRADE OF GHANA IN TONNES -JAN-MAR 2009

	IMPORTS	EXPORTS	TOTAL	% SHARE OF PORTS	% SHARE OF TOTAL TRAFFIC
TAKORADI	290496	527,491	817,987	29	27
TEMA	1,751,447	288,611	2,040,058	71	68
TOTAL	**2,041,943**	**816,102**	**2,858,045**		
% SHARE OF TRADE	71	29			
TRANSIT	131,992	4,854	136,846		5
TOTAL TRAFFIC	2,173, 935	820,956	2,994, 891		
% SHARE OF TOTAL	73	27			



COMPARISON OF 2008 & 2009 - JANUARY- MARCH

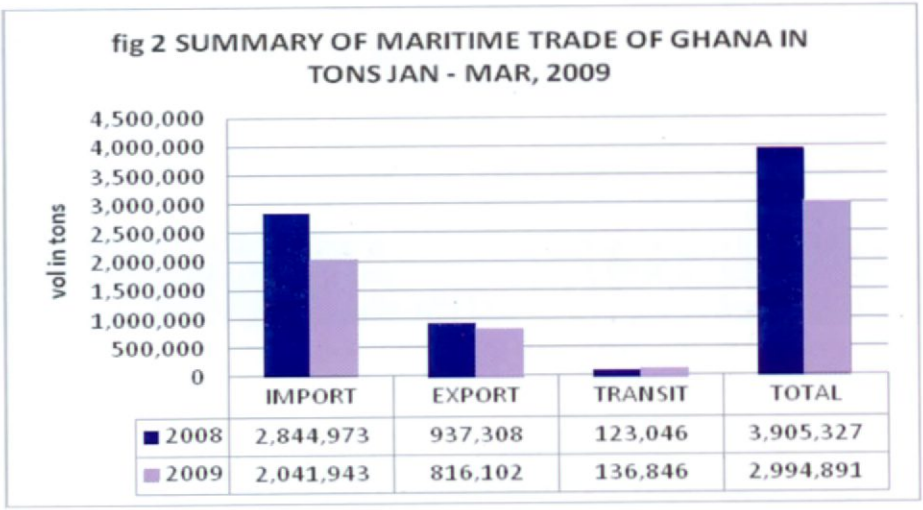
Table 2 below gives a brief comparison of the maritime trade within the same period in 2008 and 2009. Total throughput for the period 2009 decreased by 23%. With regards to the ports, total throughput for the Tema port decreased by 27% while that of Takoradi port also decreased by 13% for the same period.

Total import through the two sea ports for the same period in both years saw a decrease in tonnage of over 28% in 2009, while total export trade for 2009 also experienced a decrease in tonnage of 13%. The transit trade, however, experienced an increase of 11% from the 2008 figure of 123,046 tons to 136,846 tons in 2009.

Fig 2 below provides more details.

TABLE 2 MARITIME TRADE OF GHANA -JANUARY-MARCH, 2008 & 2009

	TEMA			TAKORADI			TOTAL		
	2008	2009	%DIFF	2008	2009	%DIFF	2008	2009	%DIFF
IMPORTS	2,446,930	1,751,447	-28	398,043	290,496	- 27	2,844,973	2,041,943	- 28
EXPORTS	398,893	288,611	-28	538,415	527,491	- 2	937,308	816,102	- 13
TOTAL	2,845,823	2,040,058	-28	936,458	817,987	- 13	3,782,281	2,858,045	24
TRANSIT	123,046	136, 713	11	0	133	-	123,046	136,846	11
THRU' PUT	2,968,869	2,176, 771	-27	936,458	818,120	13	3,905,327	2,994,891	23



THE IMPORT TRADE

Total import trade for the first quarter of 2009, less transit amounted to 2,041,944 tons as against 2,844,972 tons obtained in 2008, a decrease of 28%. The port of Tema accounted for about 1.8 million (1,751,448) tons representing 86% whereas the port of Takoradi accounted for 290,496 tons representing 14% of total import.

Total transit import for the period amounted to 131,992 tons an 8% increase over the previous year's tonnage of 121,952. As usual the transit import cargo for the port of Tema recorded the highest tonnage of 131,859 for the period under review, with no record for the port of Takoradi.

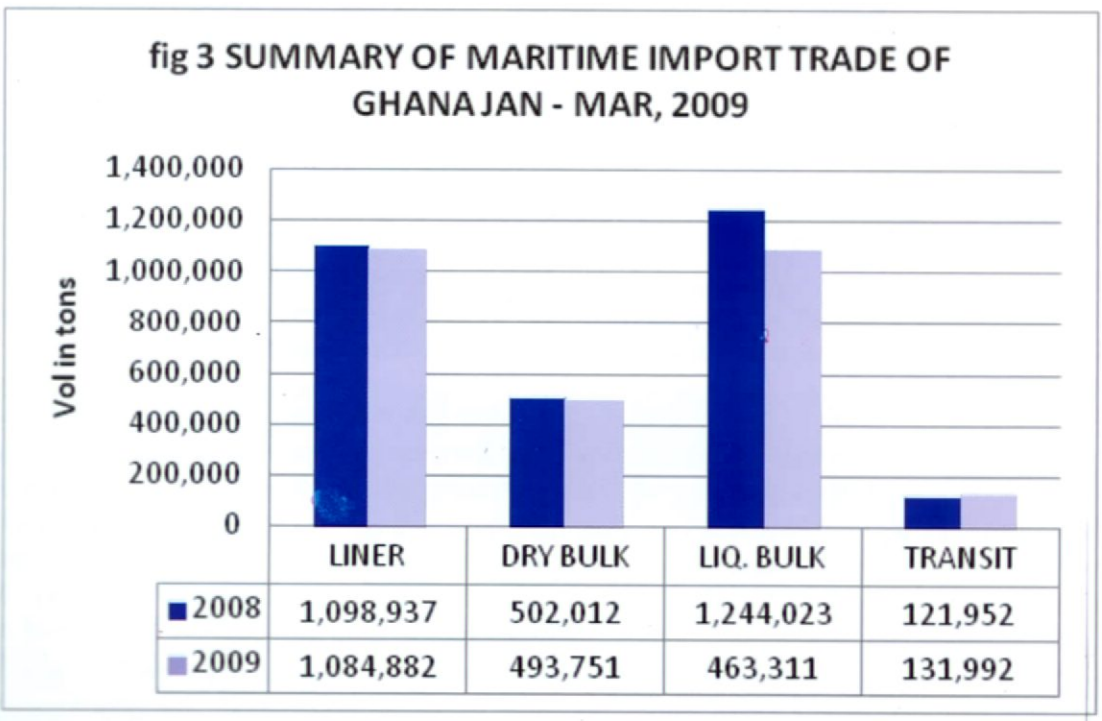
Total liner import for both 2008 and 2009 was approximately 1.1 million tons. The share of Tema port was 1,039,802 tons, an increase of 5% from the previous year's tonnage. Takoradi port recorded 45,080 tons, a 60% decrease from the previous year.

Total dry bulk import amounted to 493,751 tons, a 2% decrease from the previous year's tonnage. There was a 17% increase in the dry bulk export trade at the port of Tema and a decrease of 17% at the port of Takoradi.

Total liquid bulk for the period under consideration was 63% less than what was recorded for the previous year with the Tema port handling 98% while Takoradi port handled 2%. The 452,624 tons handled in Tema port was 63% less than the previous year's tonnage while the 10,687 tons recorded for the Takoradi port was an increase of more than 100% over the figure recorded for the previous year. Total import for the period, including transit tonnage, was 27% less than what was obtained in the previous year. See table 3 and fig 3 below for detail.

TABLE 3. COMPARISON OF MARITIME TRADE THROUGH THE PORTS OF GHANA JAN - MAR, 2008 &2009

					IMPORTS				
		TEMA			TAKORADI			TOTAL	
	2008	2009	%DIFF	2008	2009	%DIFF	2008	2009	%DIFF
LINER	986,979	1,039,802	5	111,958	45,080	-60	1,098,937	1,084,882	-1
DRY BULK	220,696	259,022	17	281,316	234,729	-17	502,012	493,751	-2
LIQ. BULK	1,239,254	452,624	63	4,769	10,687	124	1,244,023	463,311	-63
TOTAL	2,446,929	1,751,448	28	398,043	290,496	-27	2,844,972	2,041,944	-28
ADD TRANSIT	121,952	131, 859	8	0	133	-	121,952	131,992	8
TOTAL IMPORT	**2,568,881**	**1,883, 307**	**27**	**398,043**	**290,629**	**-27**	**2,966,924**	**2,17 3,936**	**-27**
					EXPORTS				
LINER	297,349	232,197	22	163,686	181,596	11	461,035	413,793	-10
DRY BULK	30,925	0	100	371,068	345,896	-7	401,993	345,896	-14
BULK LIQ.	70,619	56,414	20	3,661	0	-100	74,280	56,414	-24
TOTAL	398,893	288,611	28	538,415	527,492	-2	937,308	816,103	-13
ADD TRANSIT	1,094	4,854	344	0	0	-	1,094	4,854	344
TOTAL EXPORT	**399,987**	**293,465**	**27**	**538,415**	**527,492**	**-2**	**938,402**	**820,957**	**-13**



THE EXPORT TRADE

Total maritime export trade of Ghana (less transit export) for the period under consideration amounted to 816,103 tons, a decrease of 13% from the figure for the previous year. Takoradi port handled a lower tonnage of 527,492 tons which was 2% less than the previous year's figure. The port of Tema handled 288,611 tons representing a 28% decrease from the previous year's tonnage.

Total transit export for the period was 4,854 tons, an increase of over 100% over the previous year's record of 1,094 tons, all of which passed through the Tema port. The Takoradi port experienced no transit export for the period.

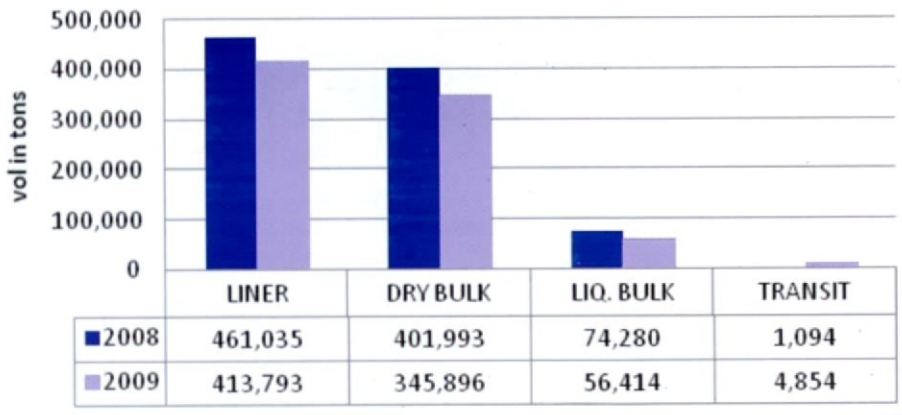
Liner export for the period was 10% lower than the previous year's figure, decreasing from 461,035 tons in 2008 to 413,793 tons in 2009. There was a rise of 11% in liner export passing through the port of Takoradi and a fall of 22% in the port of Tema.

Total dry bulk export for the period under consideration was 345,896 tons, a decrease of 14% from the previous year's tonnage of 401,993 tons. There was no dry bulk export for the Tema port but the Takoradi port experienced a decrease of 7% from year 2008 tonnage.

Liquid bulk export for the period was 56,414 tons a fall of 24% from the 2008 year tonnage of 74,280 tons. There was a fall of 20% in the liquid bulk export through the port of Tema but no liquid bulk export through Takoradi.

Total export, including transit export was 820, 957 tons, a decrease of 13% from the year 2008 tonnage of 938,402. Both Takoradi and Tema port recorded a decrease of 2% and 27% respectively in the volume of export cargoes shipped through their facilities. Fig 4 below gives details of the export situation for the first quarter of 2009.

Fig 4 SUMMARY OF MARITIME EXPORT TRADE OF GHANA JANUARY - MARCH, 2009



	LINER	DRY BULK	LIQ. BULK	TRANSIT
2008	461,035	401,993	74,280	1,094
2009	413,793	345,896	56,414	4,854

DIRECTION OF MARITIME IMPORT OF GHANA, JANUARY TO MARCH, 2009

The total maritime import and export trade for January to March 2009 amounted to 2,858,044 tons. This was loaded and discharged at various ports of the world grouped into the United Kingdom (UK), North Continent (NC), the Mediterranean Europe (ME), North America (NA), the Far East (FE), Africa (AF) and Others (OH) ranges.

IMPORT

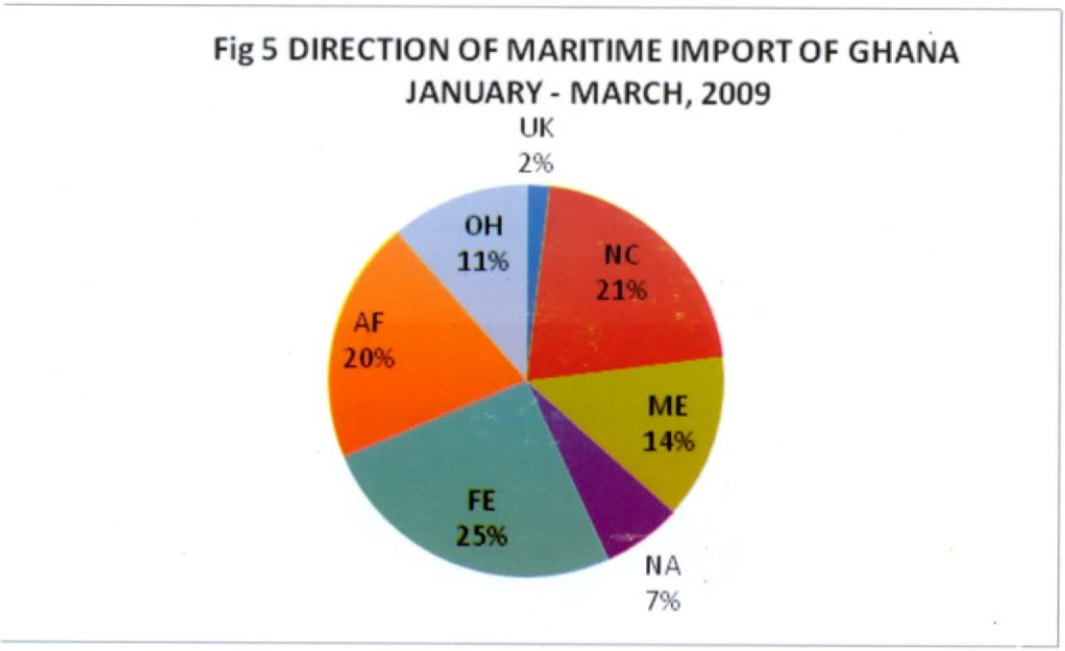
The highest import tonnage of 521,443 tons came from the Far East range representing 26% of total maritime import. This was followed by the North Continent range with 430,566 tons representing 21% of maritime import. The African range followed in the third place with a record of 406,532 tons representing 20% of the total maritime import. The Mediterranean Europe range was in fourth place with a tonnage of 277,102 tons representing 14% of the total share of maritime import.

The Others and the North America ranges recorded 11% and 7% as their share of the total import trade to take the fifth and the sixth places respectively. The seventh place was occupied by the United Kingdom range with a tonnage of 37,567 tons representing 2% of the total share of import.

Table 4 and fig 5 below give a detailed explanation of the direction of the maritime import for the first quarter of 2009.

TABLE 4 DIRECTION OF MARITIME IMPORT OF GHANA, JANUARY-MARCH,2009

RANGE/TRADE	UK	NC	ME	NA	FE	AF	OH	TOTAL
LINER	37,567	160,16 6	75,998	57,718	490,742	96,196	166,494	1,084,881
DRY BULK	0	185,170	201,104	76,776	30,701	0	0	493,751
LIQ. BULK	0	85,230	0	0	0	310,336	67,743	463,309
TOTAL	37,567	430,566	277,102	134,494	521,443	406,532	234,237	2,041,941
% SHARE	2	21	14	7	26	20	11	100



EXPORT

The total maritime export for the period amounted to 816,103 tons, of which the highest contribution of 50% went to the North Continent range. The Far East range was the second highest receiver of the maritime export items amounting to 171,733 tons (21%) with Liner and Dry Bulk being the only trade on the range. The Others range followed in the third position with a tonnage of 100,581 tons, amounting to 12% of the maritime export during the review period.

The Mediterranean Europe range was the fourth highest receiver of maritime export trade amounting to 63,2754 tons or 8%. The fifth, sixth and seventh positions were taken by United Kingdom range (40,351 tons, or 5%), Africa (25,357 tons, or 3%) and North America (8,074 tons or 1%) respectively.

Table 5 and fig 6 below gives a detailed explanation on the maritime export of Ghana, January to March, 2009.

TABLE 5 DIRECTION OF MARITIME EXPORT OF GHANA, JANUARY-MARCH,2009

RANGE/TRADE	UK	NC	ME	NA	FE	AF	OH	TOTAL
LINER	40,351	172,667	17,704	8,074	132,724	25,357	16,917	413,794
DRY BULK	0	208,314	45,570	0	39,009	0	53,002	345,895
LIQ. BULK	0	25,752	0	0	0	0	30,662	56,414
TOTAL	40,351	406,733	63,274	8,074	171,733	25,357	100,581	816,103
% SHARE	5	50	8	1	21	3	12	

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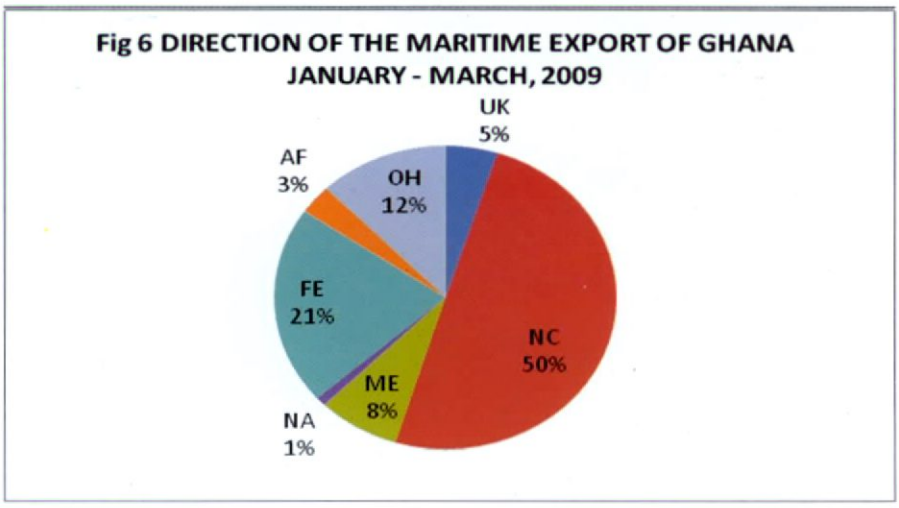


TRANSIT TRADE THROUGH THE PORTS OF GHANA

The total transit trade through the ports of Tema and Takoradi was 136,846 tons for the period, January to March, 2009. Total transit import for the period amounted to 131,992 tons, an increase of 8% while export amounted to 4,854 tons an increase of over 300%.

Burkina Faso recorded the highest transit import of 64,457 tons for the period, a 46% increase over the previous period followed by Mali with 33,903 tons (a decrease of 2% from the previous year), Niger with 16,752 tons (over 500% increase over the previous year's record).

Togo followed in the fourth place with 10,937 tons. Other countries whose import cargoes came through the ports of Ghana were Nigeria (5,182 tons), Ivory Coast (285 tons), Cameroun (235 tons), Others (225 tons) and Benin (16 tons).

The highest transit export tonnage of 4,067 tons was shipped from Burkina Faso, followed by Mali with 659 tons. The third highest transit export was shipped from Togo recording 109 tons, and finally the fourth highest transit export was shipped from Niger with a record of 19 tons. The table below gives a detailed explanation of the transit trade for January to March, 2009.

TABLE 6 TRANSIT TRADE THROUGH THE PORT OF GHANA JANUARY-MARCH, 2009

		IMPORT			EXPORT			TOTAL	
COUNTRY	2008	2009	%DIFF	2008	2009	%DIFF	2008	2009	%DIFF
BENIN	451	16	- 96	0	0	-	451	16	- 96
BURKINA FASO	44,254	64,457	46	274	4,067	1384	44528	68524	54
CAMEROUN	0	235	-	0	0	-	0	235	-
CHAD	80	0	-100	0	0	-	80	0	-100
COTE DIVOIRE	474	285	- 40	0	0	-	474	285	- 40
GAMBIA	11	0	-100	0	0	-	11	0	-100
MALI	34,532	33,903	-2	73	659	803	34605	34562	0
NIGER	2,586	16,752	548	580	19	- 97	3166	16771	430
NIGERIA	36,863	5,182	- 86	101	0	- 100	36964	5182	- 86
OTHER	287	225	- 22	0	0	-	287	225	- 22
SENEGAL	16	0	-100	0	0		16	0	-100
TOGO	2,398	10,937	356	66	109	- 65	2464	11046	348
TOTAL	**121,952**	**131,992**	**8**	**1,094**	**4,854**	**344**	**123,046**	**136,846**	**11**

PERFORMANCE OF SHIPPING AGENTS IN THE MARITIME TRADE OF GHANA

Thirty-nine (39) shipping agencies handled the total maritime trade of about 3 million tons for the period January to March 2009. Twenty-seven (27) of these agencies handled the Liner trade of about 1.5 million tons representing 52% of total cargo throughput for the period under review.

The highest performer in the Liner trade, Maersk Gh Ltd., handled 416,426 tons representing 28% of the liner trade. Of this tonnage, 327,961 tons were import and 88,465 tons were export. Delmas handled the second largest share of 219, 622 tons or 15%, of which 165,096 tons were imports and 54,526 were exports. MSCA GH. LTD followed in the third place with 167,508 tons or 11% comprising 32,989 tons of export and 134,519 tons of import.

The fourth position went to Supermaritime which handled 117,389 tons, representing 8% of total liner trade with 21,664 tons being import and 95,725 tons being export. MOL GH. LTD handled 61,089 tons of import and 11,500 tons of export amounting to a total of 72,589 tons to take the fifth place representing 5%.

Four (4) shipping agencies participated in the dry bulk trade which amounted to approximately 1 million tons or 29% of total maritime traffic for the review period. Hull Blyth handled 385,432 tons which were solely import and represented over 46% of total dry bulk cargo.

Supermaritime followed in the second place with 228,101 tons or 27% of the dry bulk trade. The third place was occupied by Macro Shipping with 178,167 tons or 21% of the dry bulk traffic. This was followed by Maersk Gh.Ltd with 47,946 tons or 6%of the dry bulk trade.

In the liquid bulk trade, eight (8) agencies altogether handled the 519,724 tons of cargo that was discharged and loaded at the ports of Ghana. With the exception of Afritramp, Maritime and Scanship that handled both export and import cargoes, all other agencies handled only import cargoes.

Maritime was the highest performer with 177,728 tons which was 34% of the total liquid bulk cargo. Bulkship followed in the second place with 132,809 tons representing 26% of total liquid bulk trade.

Sectel handled 103,346 tons representing almost 20%, to take the third position in the liquid bulk trade. Supermaritime and Afritramp took the fourth and fifth places with 370,930 tons and 26,165 tons, or 7% and 5% respectively.

Table 7 below explains further the performance of shipping agents for the first quarter of 2009.

PERFORMANCE OF SHIPPING AGENTS IN THE MARITIME TRADE OF GHANA FOR 2009

SHIPPING AGENT	IMPORT	EXPORT	TOTAL	% SHARE OF AGENTS
LINER				
ANTRAK GH.LTD	20,391	8,414	28,805	1.92
BMA	0	17,600	17,600	1.17
CONSHIP GH. LTD	91	0	91	0.01
DELMAS SHIPP.GH CMA CGM	165,096	54,526	219,622	14.65
DOLPHIN SHIPPING	6,557	0	6,557	0.44
FAIRPOINT	6,148	0	6,148	0.41
GLOBAL CARGO	11,344	0	11,344	0.76
GMT SHIPPING	37,614	0	37,614	2.51
GRIMALDI GH.LTD	37,853	9,818	47,671	3.18
HULLBLYTH	24,452	4,138	28,590	1.91
ISAG	26,133	7,754	33,887	2.26
KHUDA SERVICES	2,198	0	2,198	0.15
MACRO SHIPPING	2,769	6,291	9,060	0.60
MAERSK GH.LTD	327,961	88,465	416,426	27.79
MAP SHIPPING	8,514	0	8,514	0.57

SHIPPING AGENT	IMPORT	EXPORT	TOTAL	% SHARE OF AGENT
MARITIME	1,179	0	1,179	0.08
MOL GH. LTD	61,089	11,500	72,589	4.84
MSCA GH. LTD	134,519	32,989	167,508	11.18
OCEANLANE	6,618	0	6,618	0.44
PANALPINA	19,638	6,510	26,148	1.74
PIL GH. LTD	55,857	14,129	69,986	4.67
SAFMARINE	0	21,415	21,415	1.43
SCANSHIP	46,255	23,626	69,881	4.66
SDV GH. LTD	1,792	10,894	12,686	0.85
SEATRANS	58,148	0	58,148	3.88
SILVER MARITIME	1,001	0	1,001	0.07
SUPERMARITIME	21,664	95,725	117,389	7.83
SUB-TOTAL	**1,084,881**	**413,794**	**1,498,675**	**52.44**
DRY BULK				
HULLBLYTH	385,432	0	385,432	45.90
MACRO SHIPPING	0	178,167	178,167	21.21
MAERSK GH.LTD	47,776	170	47,946	5.71
SUPERMARITIME	60,543	167,558	228,101	27.17
SUB-TOTAL	**493,751**	**345,895**	**839,646**	**29.38**
LIQUID BULK				
AFRITRAMP	0	26,165	26,165	5.03
BULKSHIP	132,809	0	132,809	25.55
MARITIME	173,231	4,497	177,728	34.20
MULTIPLAN	6,017	0	6,017	1.16
SCANSHIP	8,145	25,752	33,897	6.52
SECTEL	103,346	0	103,346	19.88
SUPERMARITIME	37,930	0	37,930	7.30
TRANS GLOBAL	1,833	0	1,833	0.35
SUB-TOTAL	**463,311**	**56,414**	**519,725**	**18.18**
TOTAL	**2,041,943**	**816,103**	**2,858 ,046**	**100.00**

PERFORMANCE OF SHIPPING LINES IN THE MARITIME TRADE OF GHANA

Sixty-six (66) shipping lines participated in the carriage of the approximately 3 million tons of maritime cargo comprising of 2,041,943 million tons of imports and 816,102 tons of exports during the first quarter of 2009.

Fourty-nine (49) shipping lines handled the 1.1 million tons of liner imports and the 413,793 tons of liner exports making a total of 1.5 million tons or 52% of total traffic through the ports of Ghana.

Of this, Maersk Sealand carried 408,738 tons, accounting for over 27% of total liner cargo making it the number one carrier in the liner trade for the period under review. Mediterranean Shipping Company carried the next highest tonnage of 167,508 tons representing over 11% of the liner trade, followed by Delmas with 116,013 tons or 8%, CMA CGM 82,615 tons or approximately 6% and finally Others and Mitsui O.S.K. Lines followed with 80,880 tons or 5% and 72,658 tons or 5% respectively.

Dry bulk cargo amounting to 839,646 tons representing 29% of total maritime trade for the review period was carried by Ten (10) shipping lines.

HC Trading took the first position carrying 347,505 tons which represented over 41% of the total dry bulk trade.

Bulkhandling followed in the second position with 178,167 tons representing 21% of total dry bulk cargo trade. I.M.T carried 167,558 tons accounting for 20%, thus putting it in the third place.

The fourth and fifth positions were taken by Maersk Line and Others which carried 47,947 tons (6%) and 29,899 tons (4%) respectively.

Seven (7) shipping lines engaged in the liquid bulk trade carrying 519,725 tons of cargo which accounted for 18% of total maritime trade. Vitol took the lead with the carriage of 207,127 tons representing 40% of total liquid bulk.

Bulkship took the second place with 141,270 tons representing 27% of the liquid bulk trade. The third best performer was N.N.P.C with 76,620 tons representing 15% of the bulk liquid trade.

Tema Oil Refinery carried 11% of the liquid bulk trade which amounted to 57,388 tons earning it the fourth position. The fifth highest carrier in the liquid bulk trade was Others with 20,616 tons representing 4% of the trade.

Table 8 below explains further the performance of shipping lines for the third quarter of 2008.

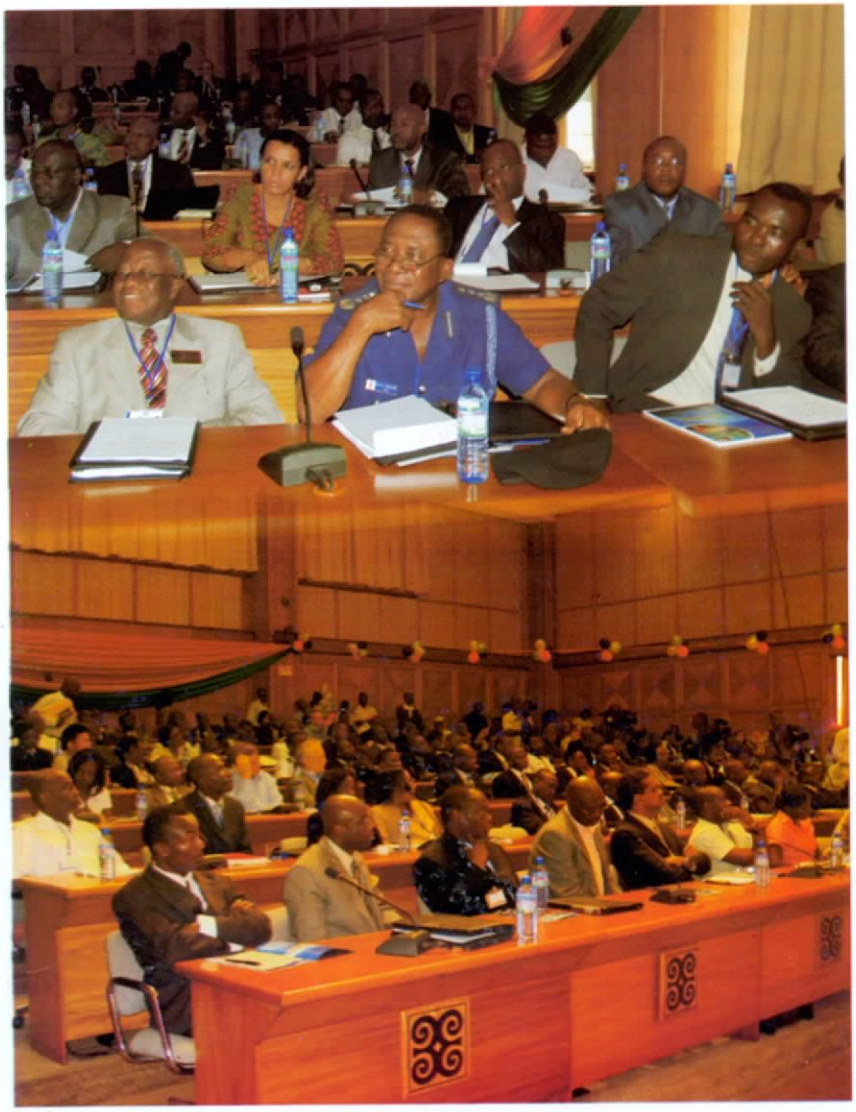
PERFORMANCE OF SHIPPING LINES I N MARITIME TRADE OF GHANA FOR 2009

SHIPPING AGENT	IMPORT	EXPORT	TOTAL	% SHARE OF AGENT
LINER				
A.M. ALGEPOSA	1,179	0	1,179	0.08
AFRICA EXPRESS LINE	1,536	15,509	17,045	1.14
ALLIED MARITIME	37,153	0	37,153	2.48
CARMEUSE TRADING	999	0	999	0.07
CHINA OCEAN SHIPPING	2,346	0	2,346	0.16
CHINA SHIPPING	16,566	10	16,576	1.11
CMA CGM	69,718	12,898	82,616	5.51
CONTI GMT	33,617	0	33,617	2.24
COSCO	7,506	14,487	21,993	1.47
COSREN SHIPPING	1,650	0	1,650	0.11
DARYA SHIPPING	4,000	0	4,000	0.27
DELMAS	80,325	35,688	116,013	7.74
EKMAN & CO	0	6,768	6,768	0.45
EUKOR CAR CARRIERS	1,085	0	1,085	0.07
EUROAFRICA	3,858	9,139	12,997	0.87
FOREWIN GH LTD	0	6,012	6,012	0.40
GOLD STAR LINE	12,566	4,240	16,806	1.12
GRIMALDI LINES	37,853	11,223	49,076	3.27
L-LOYD HAPAG	17,237	2,660	19,897	1.33
HOEGH AUTOLINES	16	0	16	0.00
HUADAO SHIPPING	15,000	0	15,000	1.00
K-LINE	1,844	0	1,844	0.12
K.I.GH LTD	0	7,600	7,600	0.51
L & C MARINE TRANSPORT	8,514	0	8,514	0.57
MAERSK LINE	321,620	87,118	408,738	27.27
MARUBA	0	72	72	0.00
MED/WEST AFRICA SERV.	695	0	695	0.05
MEDITERRANEAN SHIPP.CO	134,519	32,989	167,508	11.18

SHIPPING AGENT	IMPORT	EXPORT	TOTAL	% SHARE OF AGENT
MENTOR SHIPPING	4,565	0	4,565	0.30
MESSINA LINES	13,338	6,438	19,776	1.32
MITSUI O.S.K LINES	61,089	11,569	72,658	4.85
NOBLE SHIPPING	108	0	108	0.01
NORDANA LINE	4,208	148	4,356	0.29
TOTAL	**16,942**	**18,701**	**35,643**	**2.38**
OTHER	80,572	308	80,880	5.40
PACIFIC INTL. LINES	55,857	14,060	69,917	4.67
PUNTA EUROPA MARINE	4,405	0	4,405	0.29
S. BACO LINER	0	6,500	6,500	0.43
SAFMARINE	6,342	22,762	29,104	1.94
SOCAR SHIPPING	238	0	238	0.02
SPLITHORFF	0	22,200	22,200	1.48
TAIJIN SUN TRANS SHIPP.	1,352	0	1,352	0.09
THB TRANSPORT-UND	2,467	0	2,467	0.16
UNICARGO	0	17,600	17,600	1.17
UNIVERSAL AFRICA LINES	2,531	280	2,811	0.19
VERTOM	0	43,300	43,300	2.89
WEST AFRICA EXPRESS SERV.	2,934	0	2,934	0.20
WILHELMSEN	2,965	0	2,965	0.20
ZIM LINE	13,567	3,514	17,081	1.14
SUB-TOTAL	**1,084,882**	**413,793**	**1,498,675**	**52.44**
DRY BULK				
AFRICA EXPRESS LINE	3,144	0	3,144	0.37
BULKHANDLING	0	178,167	178,167	21.22
CARMEUSE TRADING	22,342	0	22,342	2.66
HC TRADING	347,505	0	347,505	41.39
I.M.T	0	167,558	167,558	19.96
MAERSK LINE	47,776	170	47,947	5.71
MERADA TRANSPORT	12,500	0	12,500	1.49
OCEAN CREEP	15,000	0	15,000	1.79
OTHER	29,899	0	29,899	3.56
SPLITHORFF	15,584	0	15,584	1.86
SUB-TOTAL	**493,750**	**345,895**	**839,645**	**29.38**
LIQUID BULK				
BULKSHIP	141,270	0	141,270	27.18
CHADEOD	6,017	0	6,017	1.16
N.N.PC	76,620	0	76,620	14.74
OTHER	20,616	0	20,616	3.97
S.M.B	10,687	0	10,687	2.06
TEMA OIL REFINERY	26,726	30,662	57,388	11.04
VITOL	181,375	25,752	207,127	39.85
SUB-TOTAL	**463,311**	**56,414**	**519,725**	**18.18**
TOTAL	**2,041,943**	**816,102**	**2,858,045**	**100.00**

Ministry of Transport Holds Oil and Gas Conference

Minister for Transport Hon. Mike Hammah



Participants

A two-day conference on the role of the transport sector in Ghana's emerging oil and gas industry has been organized by the Ministry of Transport, in collaboration with its sector agencies in Accra.

The conference was held on 15-16 July, 2009 at the Accra International Conference Centre under the theme, "Positioning the transport sector for the successful exploitation of Ghana's oil and gas".

In an address read on his behalf at the opening ceremony, the Vice President, John Dramani Mahama said, government was committed to an integrated and multi-modal transport system that is capable of serving all sectors of the economy including the oil and gas industry.

The Vice President said government would create an enabling environment by upgrading and developing infrastructure such as railway, ports and roads to enable the country to maximize the potentials of the industry.

The Chairman for the opening ceremony and Chairman of the Council of State, Professor Kofi Awoonor, charged players in the oil and gas industry not to forget the people who live in the area where the resources are taken from.

He cautioned them not to be greedy and let history repeat itself by threading the same path that most oil countries have walked where the indigenes had to take up arms and fight injustices being meted out to them at their own backyard.

The Minister of Transport, Hon. Mike Hammah, said the discovery of commercial quantities of oil and gas in the country had immense potential for revenue generation, job creation and fosters backward and forward linkages within the local economy.

According to him the expected oil revenue would support government's development efforts and might tamper the impact of volatility of crude oil prices on the local economy.

Hon. Hammah said there was no difference between the development of oil and gas and the transport sector, contending that in the oil and gas industry almost all the major modes of transportation such as maritime, rail, road, aviation and pipeline are viable alternatives and complement each other.

The Transport Minister explained that it was necessary for the transport sector to understand the full context of Ghana's oil and gas industry to play a comprehensive and integrated role in meeting the needs of users and ensuring successful exploitation of the oil and gas reserves for the socio-economic development of the country. He stressed the need for an effective regulatory regime to guide the transportation of oil and gas.

Hon. Hammah said it was important to equip the Takoradi port with facilities such as oil berths, dry docks and adequate vessel handling equipment to meet the challenges ahead. According to him a project was underway to prepare the Air Force Base in Takoradi to enable it to accommodate commercial flights for the transportation of passengers and serve other needs in the oil and gas industry.

The Minister of Roads and Highways Mr. Joe Gidisu, , said the rehabilitation of many trunk and feeder roads linking the areas of oil and gas production, processing and consumption was either complete or underway, adding that discussions were underway to secure financing to strengthen another 100km of road from Agona Junction to Elubo.

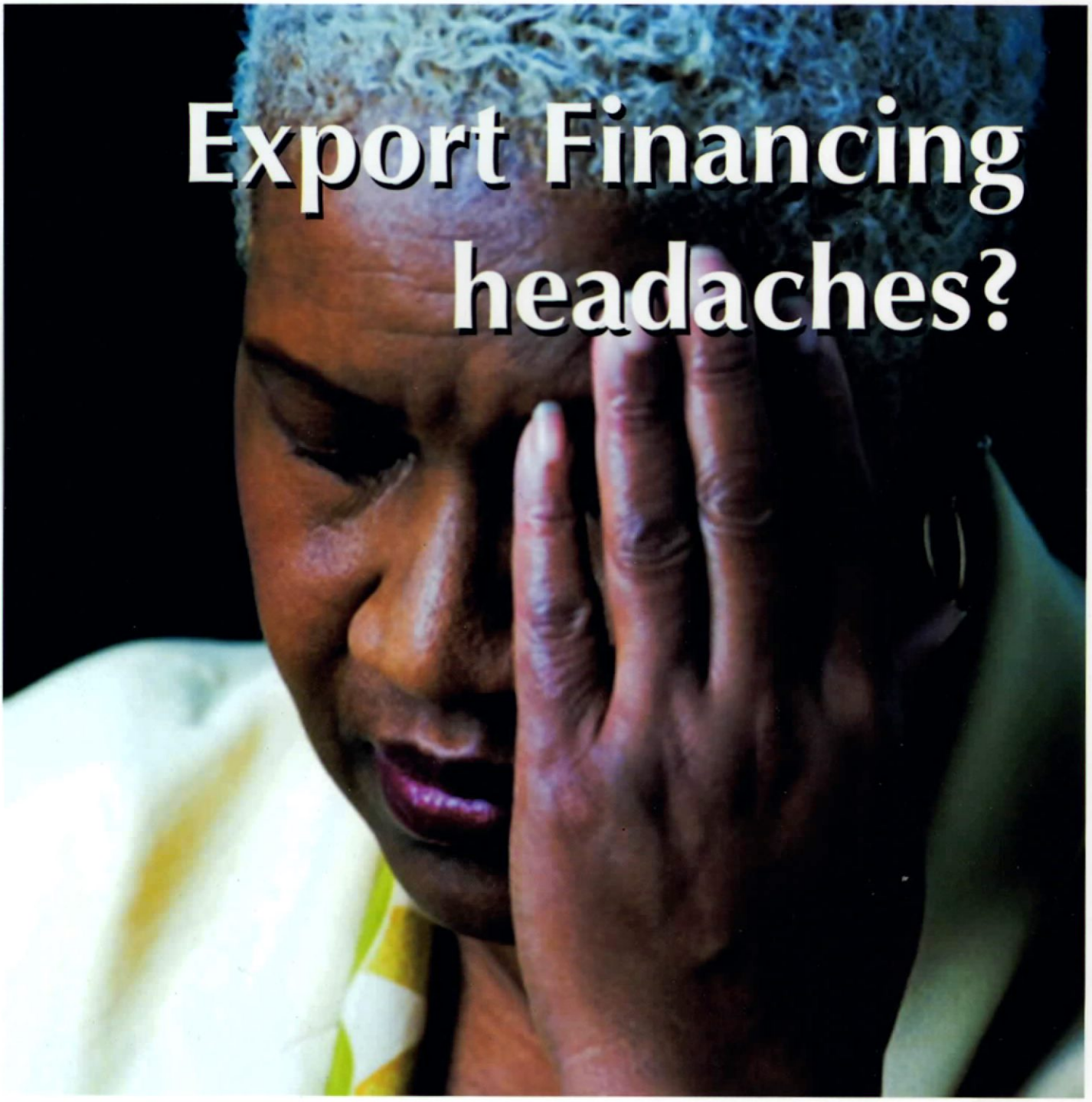
He said a sector-wide transport planning group had been set up to produce the first ever Integrated Transport Plan as a blueprint for the strategic development of the transport sector spanning the period 2010 to 2015.

A Deputy Minister of Environment, Science and Technology, Dr Edward Omane Boamah, said it was important to ensure that while the nation used oil and gas for its development, "we leapfrog the dirty aspect of development" as a result of oil and gas exploitation.

In a speech read on his behalf, the Minister of Energy, Dr Joe Oteng-Adjei said Ghana's emerging oil industry posed a major challenge to the transport sector, but expressed the hope that players in the sector would live up to the task.

He urged them to abide by safety standards, while calling on transport owners to flush out quacks among them in order to protect their image.

The Minister of Finance and Economic Planning, Dr Kwabena Duffour, in a speech also read for him, said the experiences of Europe, Canada, the USA and China has shown that good transportation service was a catalyst for economic growth and a pre-requisite for poverty reduction.



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SHIPPING REVIEW

GHANA'S AUTHORITATIVE MARITIME QUARTERLY JOURNAL

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- TRAINING AND EMPLOYMENT OF SEAFARERS IN WEST AND CENTRAL AFRICA
- SAFETY REQUIREMENTS IN TRANSPORTATION OF HAZARDOUS GOODS: *A New Requirement for Ghana's Economic Development*
- MARITIME TRADE OF GHANA

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Ghana Shippers' Council

Our Vision

To ensure for the Ghanaian Shipper, quick, safe and reliable delivery of import and export cargoes by all modes of transport at optimum cost.

Our Mission

To be a state - of - the art organisation that effectively manages the demand side of shipping with a view to protecting and promoting the interest of Ghanaian shippers in relation to port, ship, inland transportation problems and provision of ancillary shipping services.

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Ghana's Minister of Transport Hon. Mike Hammah (third from the left) in a group picture with his colleague ministers of transport from other countries who signed the convention

THE HISTORIC SIGNING EVENT - The Rotterdam Rules

For well over half a century, the international regime relating to the contract of maritime carriage of goods had been governed by The Hague Rules (which was adopted in Ghana by virtue of the Bills of Lading Act, Act 42(1961), The Hague Visby Rules and the Hamburg Rules.

Over time, the implementation of these various regimes on the conduct and carriage of international trade created some segmentation and subsequently affected the certainty of the law in the field of maritime transportation.

The recognition and acknowledgement of the existence of this problem was what globally called for a vigorous search for a new legal order that would create certainty, uniformity, harmonization and modernity as well as reduce cost in international business transactions involving the carriage of goods by sea.

Consequently, over a space of seven (7) years, specifically between 2002 and 2009 the United Nations specialized agency, the United Nations Commission on International Trade Law (UNCITRAL) responded to the clarion call for change and created a platform that allowed for inter-govermented negotiations towards the creation of a new regime of international rules that would govern the contract of maritime carriage of goods.

It is important to indicate that as part of the African Group at these negotiations, Ghana played a pivotal role in the ventilation and articulation of the interest of Africa particularly at the deliberations of the Working Group III of UNCITRAL which was largely responsible for the formulation of the Convention.

At the Sixty Third Session of the General Assembly of the United Nations, Resolution A.RES.63/122 was passed to give legitimacy to the new rules and suggested that it be opened for signature on 23rd September, 2009 in Rotterdam, the Netherlands and be thereafter known as "The Rotterdam Rules".

Ghana was represented at the signing ceremony by a six member delegation led by the Honourable Minister for Transport, Mr Mike Hammah who also signed the Convention on behalf of the Government of Ghana.

Prior to the signing event, Mr Kofi Mbiah, Chief Executive Officer of the Ghana Shippers' Council presented a paper title "The Liability and Limitation Regime of the Rotterdam Rules" at a Colloquium organized by the United Nations and UNCITRAL as a precursor to the ceremony to provide some more illumination on the Convention and particularly its implementation.

The Rotterdam Rules has been touted not only for its aesthetic symmetry but most importantly that it replaces the patchwork system of competing and outdated multilateral conventions that hitherto regulated international carriage of goods by sea.

The Ghana Shippers' Council will under the auspices of the Ministry of Transport organize an international colloquium in Ghana early next year to dilate on this very important convention to which all stakeholders would be invited. The Colloquium would enable Ghana determine the way forward with respect to the eventual ratification of the Convention.

TRAINING AND EMPLOYMENT OF SEAFARERS IN WEST AND CENTRAL AFRICA

By Captain Aaron Turkson, Rector, RMU)

INTRODUCTION

The primary function of any kind of Training and Education is to equip people with the right skills, attitudes and behaviour to enable them perform effectively in the realisation of any kind of vision or objective.

The challenge for anyone involved with this function is how to mould the combined activities, processes within the given context to ensure tangible results are derived.

One area in the maritime industry which has been of major concern in the development of the industry is training and education.

Although most countries in the sub region have made huge investments in training and education in general, virtually none of these investments went into the maritime sector which for several years relied on/ expatriate expert labour with the locals providing the menial labour.

Several countries in the sub region on attainment of political independence, embarked on the creation of national shipping fleets in order to establish a degree of control over their international trade which they considered of strategic importance to economic development.

The need to train seafarers to man these fleets became vital for the successful operation of the young shipping companies which sprang up within the West and Central African sub region during that period. Consequently, a few National Maritime Training and Education Institutes were established to feed the growing national fleets in the Sub Region during the early post independence years (1960s).

It is, however, unfortunate and tragic to observe that today, most of those State owned Shipping Companies such as the Black Star Line of Ghana; SITRAM of the Ivory Coast; the Nigerian National Shipping of the Federal Republic of Nigeria which were basically operating Liner Services, could not survive the fierce global competition in the Liner business due to radical changes in the "end to end" mode of the trade and therefore, had to fold up.

The Maritime training institutions, however, survived, and continue to provide the needed competent manpower for the maritime industry in the Region. With the demise of the State owned fleets, the maritime academies have had to expand the scope of maritime training to also cater for non-seafaring personnel. Today, many academies offer various transport/logistics programmes in addition to the traditional seafaring programmes.

This paper will examine critical inter-related training and education issues confronting surviving maritime training institutions currently operating in the in the sub-region and give details of the training programmes being offered.

Such interrelated issues include the changing trends in the training programmes in relation to current international training standards, requirements and the ever changing technological demands and challenges in the industry. Also examined are some of the critical employment challenges and opportunities for our Seafarers within the current global shortage of competent Seamen.

Aspects of this paper is influenced by my almost one decade of experience at a Regional institution occasioned by some of the frustrations and disappointments that most Regional Training institutions face, and the combined resilience and efficiency gains approaches pursued and the valuable lessons learnt and how these shed general light on the study of Maritime Education and Training.

CHANGING TRENDS IN MARITIME EDUCATION AND TRAINING IN AFRICA.

Over the past two decades, the maritime industry has undergone unprecedented technological changes meriting a shift from the traditionally vocation-based training to a science and technology based one, to cope with the new challenges and demands imposed by a fast changing industry.

To meet these new challenges, the training institutions in the Region have introduced more academic work and new subject areas into their training curricula to enable the students acquire a much stronger academic background and knowledge to cope with new ship technology and new ship safety management standards.

It is within this framework that some training institutions are shifting towards offering a combination of degree/certificate of competency programmes.

Under this combined programme, Pre Sea Cadets are taken through a full three or four year degree programme in Marine Engineering and Nautical Science. During this period, they cover all the training requirements of the Standards of Training, Certification and Watchkeeping STCW Code. On completion of their degree programmes, they are required to go to sea to complete the mandated sea service to enable them take the certificate of competency exams.

In short, these programmes have been designed with the following objectives:
To develop a comprehensive and liberal programme of maritime education and training to match modern technological innovations in shipboard operations.

- To impact adequate pre-sea training to young persons for a successful career at sea. To provide appropriate training to match current industry trends and challenges in the administration and management practices in maritime business.

- To promote research and consultancy services in the support of the maritime and ancillary industries. To give the youth a wider opportunity in the labour market.

Training Courses Offered by Maritime Institutions

The Maritime Training Institutions in the Sub Region have made significant progress in the area of training and education for seafarers and have regularly expanded their scope of studies to meet current demands of the maritime industry as well as the requirements of International training conventions of the IMO and ILO.

Courses currently being offered by the various Institutions in the Region include:
All levels of certificates of competency courses under the STCW 95 Code i.e. Deck Officer Class 1, 2, and 3; Engineer Officer Class 1, 2, and 3; Deck and Engine Room Watch keeping Ratings.

Tug mate; Tug masters; Pilots; Marine Engine Mechanic; Life Boat and Efficient Deck Hands; The following IMO short Courses are also offered: International Ship and Port Facility Security Officers - ISPS Code (Company Security Officer, Port Facility Security Officer and Ship Security Officer); International Safety Management Code (ISM); International Dangerous Goods (IMDG) Code; Global Maritime Distress and Safety System (GMDSS); Radar/ARPA, ECDIS; Simulator Training (Management); Radar/ARPA Simulator Training (Operational).

Other short courses offered are Elementary First Aid; Personal Survival Techniques; fire Fighting and Fire Prevention; Personal Safety and Social Responsibilities; Medical Rrst Aid; Medical Care; Proficiency in Survival Craft and Rescue Boats; Crowd Management and Crisis management.

As discussed earlier in this paper, with the demise of virtually all the national fleets established in the post independence era, the Maritime Training Institutions which were primarily established to train seafarers for the fleets, had to diversify their training programmes to include training for non-ship operators.

As a result of that development, our Maritime Training Institutions offer undergraduate/post-graduate degree programmes in transport/logistics, port and shipping as well as undergraduate/post-graduate diploma programmes.

Some of the Training Institutions have also combined the Certificate of Competency training with Higher National Diploma (HND)/Academic Degree programmes for deck and engine pre-sea cadets. Graduating cadets thus receive their professional sea-going licences together with academic degrees.

Academic certificates being offered in these Institutions include: BSc. Marine Engineering; BSc. Nautical Science and BSc. Marine Electrical/Electronic Engineering. The Maritime Training Institution in the Region also provide training for the local Fishing Industry; the Offshore Oil and Gas Industry and in some cases training programmes are provided for the military (navy).

The Regional maritime University in Accra has recently commenced Basic Safety and induction training courses as well as "Conversion" Courses for merchant Seamen entry into the Offshore Oil and Gas Industry.

REGIONAL MARITIME TRAINING ACADEMIES

The United Nations Development Programme (UNDP), during the 1970s, supported the creation of a few Regional Maritime Training Institutions on the Afrcan Continent. Under this new regional concept, various countries pooled together their meagre resources to establish maritime training institutions.

The major reason for the establishment of Regional Academies was the economic advantages gained with such cooperation. Maritime education and training is very capital intensive and the size of the industry in some of the small countries did not justify such heavy capital investment. It was therefore, considered more prudent for the smaller countries to pool their meagre resources together to establish these Regional Institutions and derive better value for their investments.

The Regional Maritime University, Accra, Ghana which evolved from the Ghana Nautical College established in 1958, is a good example of one of these new breed of Regional African Maritime Training Academies established by Maritime Organizations of West and Central Africa (MOWCA.) The Academe
Regionale Le Des Science Technique De La Mer D'Abidjan is another Regional Institution also established by the runtime Organization for West and Centre! Africa.

Academie Regionale Le Des Sciences Techniques De La Mer D'abidjan (ARSTM)

ARSTM, in Abidjan, La Cote Divoire, is made up of fifteen (15) member countries of the Maritime Organization of West end Central Africa (MOWCA).

Maritime training in ARSTM started in 1975 with the aim of training seafarers and personnel in the shipping industry from the 15 member countries of ARSTM namely; Benin, Burkina Faso, Congo, La Cote D'ivoire, Gabon, Togo, Guinea, Cameroon, Central Africa, Mali, Mauritania, Niger/ Senegal, Chad and Zaire.

ARSTM has three main schools:

- L'ESN (Ecole Superieure de Navigation) for the training of Offices in the Deck and Engine department;
- Le CEAM (Centre d'Enseignement et d'Apprentissage Maritime) for the training of Junior Officers in the Deck, Engine and Fishing depcirtmso
- LESTM (Ecole Superieure des Transports Maritime) for the training of shore-based personne' and other personnel with maritime transport-i.e. transit agents, consignees, warehouse hands etc.

Regional Maritime University, Accra, Ghana.

The Regional Maritime University (RMU), Accra, Ghana, was established in 1983 by five Member States of the then Ministerial Conference of West and Central African States on Mantime Transport (MINCONMAR), now called the Maritime Organize for West and Central Africa (MOWCA).

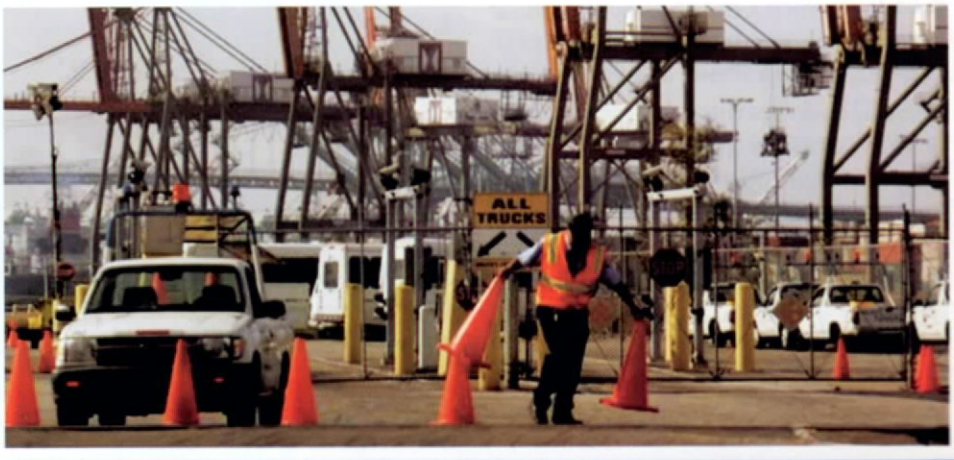
The five States are: Cameroon, The Gambia, Ghana, Liberia and Sierra Leone. In October 2007, the Academy was upgraded to a University.

The cooperation between the five member states is governed by an international treaty between the member states. The University is thus managed under the regulations outlined in the "Charter" acceded to by all the Member States.

The Board of Governors comprises of the five Ministers in the Member Countries responsible for Maritime Transport, The Secretary General of the Maritime Organization for West and Central Africa and the Rector of the University. The Board is the highest decision making body of the University.

The RMU, Accra, has over the years been very consistent with its policy of maintaining high academic standards as well as professional excellence. It is in recognition of its high standard of training and education that the Academy in 1988 was made a branch of the World Maritime University (WMU) in Malmo, Sweden.

Over the years the University has gained worldwide recognition as a centre of excellence in maritime education and training, and it was able to satisfy the international quality standards requirements of STCW 95 with Ghana, the Host Country, being one of the first African countries to be placed on the initial IMO White List in 2001.



The University has two faculties Engineering and Maritime Studies and is currently offering the following Certificates of Competency and undergraduate/ post-graduate degree programmes: Certificate of Competency, Deck Officer Class 1, 2, and 3 (unlimited) Certificate of Competency, Engineer Officer Class 1, 2, and 3 (unlimited) Certificate of Competency, Deck Ratings Certificate of Competency, Engine Room Ratings IMO Mandatory Short Course BSc. Marine Engineering Bsc. Maritime Studies (Nautical Science) BSc. Ports and Shipping Administration BSc. Electrical and Electronic Engineering (Marine) MA. Ports and Shipping Administration.

SUSTAINABILITY OF REGIONAL INSTITUTIONS IN WEST AND CENTRAL AFRICA.

A major problem confronting these Regional/International training institutions is that of funding. The future survival of these institutions can only be guaranteed by finding a lasting sustainable solution to this problem.

Total dependence on donor funding and Member States' contributions has over the past years proved to be very unreliable. It may, however, be necessary to mention here that, It is not only in Africa that such institutions have had funding problems but examples can be drawn from similar institutions such as the defunct IMO Maritime Academy in Trieste, Italy which was finally shut down and the World Maritime University in Malmo, Sweden which contends with similar difficulties.

The question we may want to ask now is how are we to ensure that our Regional Institutions do not suffer the same fate and finally shut down or be converted to National Institutions when the Host Countries get tired of bearing the lion share of the financing burden?

The only way to resolve this problem will be for these institutions to come up with more reliable and stable revenue generation sources. Although, Member States' contributions and donor support will continue to be encouraged and welcomed, they should only be considered as additional support and not form the main sources of income to finance Operations and Capital budgets.

It is important that these institutions operate as non-profit business institutions and generate adequate income internally to fund their operations. Self-generated income could be obtained from various sources such as:

- Charging of realistic student fees that can meaningfully contribute towards operation of the institution.
- Generating income from the provision of research and consultancy services for industry. There is a huge demand for research and consultancy services in the maritime sector in Africa which our Regional maritime training centres can take advantage of to boost their self-generated income.
- The establishment and proper management of an institutional Endowment Fund to support institutional and academic activities.
- This would also go a long way in supporting the financial sustainability of the Regional Institutions.

With so much said about the financial sustainability of our institutions, it is equally important to take a look at some of the other challenges, such as the political management structures.

The Regional Institutions are international autonomous tertiary institutions with privileges and immunities enjoyed by other international organizations and diplomatic missions. The highest decision making bodies are the Governing Boards comprising the State Ministers. The various Countries managing the Institutions operate under International Conventions which have been enacted for the establishment and management of the Regional institutions.

The problem associated with the above set up is the rather high political profile of the top hierarchy of the institutions. It is quite difficult for such leadership to run the institutions as private self-sustaining organizations. How do we convince our politicians to agree to charge self-sustaining school fees for students coming from impoverished Member States in the Sub Region?

The solution to the problem, I believe, may be for a serious consideration to be given to the re-structuring of the Membership of such Boards to allow for the presence of more technocrats and to gradually reduce high level political involvement.

This will allow for more flexibility for the Institutions to operate in more financially sustainable ways. It would also guarantee academic freedom and expression for the institutions to achieve their mandates and objectives as enshrined in their charters with particular reference to the methods of education and training.

NATIONAL MARITIME INSTITUTIONS

- **The National Maritime Academy of the Federal Republic of Nigeria:**

The Academy, which is located in Oron, was established in 1977 to accommodate 350 cadets. It runs programmes leading to the National Diploma (ND) and The Higher National Diploma (HND). A wide range of IMO STCW mandatory short courses are also offered;

Liberian Maritime Training Institute.
This institute used to be a regional Seafarers training centre owned and operated by three countries (Liberia; Guinea; Sierra Leone) under an international treaty - the "Mano River Union Charter". The centre which is located in Marshall, Liberia, specialized in the training of Ratings for the Merchant fleet.

The Centre was closed down in the 1980's during the civil disturbances in Liberia and Sierra Leone and has not been operational to date. The Bureau of Maritime Affairs of Government of Liberia is, however, working towards the revival of the institute as purely national training centre for deck and engine room ratings.

Private Maritime Training Centres.
Although most maritime training institutes in the sub region are government owned, local private entepreneurs are beginning to show keen Interest in maritime educating and training. This may be due to the current high demand for Seafarers and the public sectors inability to meet this demand.

Private Maritime training centres are currently being established to provide basic training for ratings and IMO mandatory short courses. Charkin Maritime Training Centre, Port Harcourt, Nigeria and GEPMARE of Douala are good examples of suchinstitutions.

AFRICA IN THE GLOBAL LABOUR MARKET FOR SEAFARERS

An analysis of BIMCO and ISF's (2005) manning estimates reveals that African seafarers are supplied by 41 countries being 68 per cent of the region. In 2005, only 83 per cent of these countries effectively contributed to the region's seagoing labour force.

The number of suitably qualified seafarers of African origin was over 57,000 or 5 per cent of the global supply of seafarers. About 23 per cent of these were officers and 77 per cent ratings. The region accounts for 3 per cent of the world's officers and 6 per cent of the global supply ratings.

Overseas territories (dependencies) make up an insignificant share of the region's labour market for seafarers. The top 10 labour supplying countries, in order of importance, are Egypt, Ghana, Morocco, Algeria, Comoros, Kenya, Sierra-Leone, Tunisia, Nigeria and Madagascar. They account for 85 per cent of the region's supply with Egypt alone contributing 45 per cent.

The pattern is similar for distribution of ranks with Ghana being the second most important supplying country, except for a few cases such as Sierra-Leone and Kenya which supplied no officers (or supplied elsewhere) during the period.

Statistics from the Seafarers International Research Centre (SIRC) Database (Lane and Veiga 2001) show that in a sample of over 1600 African ratings, the majority are in the highest age profile. In Ghana, more than half of these ratings were above 41 years of age and no ratings were in the lowest age profile (less than 25 years). The data suggests that the age profile of ratings in this sample closely tracks the global trend.

The SIRC Database also rates Cyprus the largest single flag employing African seafarers aboard cargo vessels with about 449 ratings. The next four flags of employment, in order of importance, are Panama, Malta, and Antigua & Barbuda.

In percentage terms, the top 5 flags on which African seafarers (ratings) are employed are, in order of importance, Honduras, Belize, Isle of Man, Antigua and Barbuda, and the Netherlands, with over 17 per cent of ratings on the Honduran flag coming from Africa.

According to BIMCO and ISF (2005), Africa together with Latin America, account for about two-thirds of the global shortage of seafarers and three-quarters of officer deficits.

This block (Africa + Latin America) also suffers serious recruitment difficulty for Engineer Officers both at the management and operational levels. Market projections for 2015 suggest a marked improvement in the Africa / Latin American deficit to 47 per cent of global supply levels.

However, much of this improvement would be seen in the market for ratings. Given that Africa contributes about 40 per cent of supply coming from the Africa-Latin America block, and assuming that demand and supply conditions remain fairly stable, base training and upgrading of existing skills will be a challenge.

Challenges in the Engagement of Seafarers

It is widely recognized that the presentation of an accurate picture of the seafaring workforce is rendered difficult by the specific characteristics of the industry, such as the flag and registration status, a lack of clarity over ship ownership and a lack of systematic data collection at the local and regional level.

Even where data is collected locally for the industry, these figures often only cover a small proportion of total employment in shipping.

With the exception of the Liberian flag, Africa's tonnage in the world merchant fleet is almost insignificant. African seafarers are mainly employed on foreign flags whose vessels sail from continent to continent outside of Africa and crews are often employed on short term contracts.

All these factors complicate the projection of employment in this industry. Belonging to a transnational workforce, global trends in the demand for seafarers have certainly had an impact on the African market.

One of the most important factors affecting employment over the past decade is the ageing profile of the workforce. The perceived image of the maritime industry is not positive (relatively speaking) and this has resulted in low numbers of young people taking up education or training in this field.

The limitations in social life associated with seafaring as a profession also exacerbates this. Indeed, these factors present a real threat for the shipping industry globally as they increase the attrition rates in a prevailing context of scarcity of officers.

Despite all this, what is a global threat can be seen as an opportunity for Africa. As living standards have increased in the developed world, fewer people in these nations have been attracted to a sea-going career. Employment in the industry is no longer seen as an attractive career option by young people.

Negative press in some countries has also had detrimental impact on the image of the industry leading to perceptions of sea career as 'old-fashioned and hard work'.

The major supply of maritime labour over the recent past years comes from the Asia Region with the Philippines, India, Indonesia and China being major suppliers. With current increase in industrialization in this region, Seafaring profession is also becoming unattractive to the youth who are finding more attractive jot) opportunities in shore jobs.

This development is partly responsible for the current shortage of Officers being experienced globally and which has created a unique opportunity for the African maritime labour which is virtually untapped.

Conclusions/Recommendations

To establish some control over their international trade, several Coastal States in the West and Central African Sub Region established National shipping lines in the early post colonial era in the late 1950's and early 60's.

This was followed by the establishment of national and Regional Maritime training Institutions to train maritime personnel to man the industry.

Although, all the national shipping lines have folded up over the years due to the changing trends of liner shipping worldwide, the maritime training Institutions however, survived. The survival of these institutions was not without a lot of difficulties and radical changes in their operations. One such change was to train not only ship operators but to expand the training coverage to shore based maritime programmes such as ports management.

Furthermore, this paper argues that regional institutions should be allowed to operate more within technical rather than politically dominant contexts.

The paper has also examined and identified stable sources of funding as major problem area in the running of most public maritime training institutions, especially the Regional Institutions in the sub region.

Reliance on Government subvention has proved to be unreliable and unsustainable. The paper, therefore recommends:

- Charging of realistic student fees that can meaningfully contribute towards operation of the institution.
- Generating income from the provision of research and consultancy services for industry.
- The establishment and proper management of an institutional Endowment Fund to support institutional and academic activities.

The writer strongly believes that Maritime Education and Training today, could be looked at as a business venture and it is important that as most of our public training centres continue to experience funding problems, we give serious thought to private sector participation in this sector.

The time has come to give the necessary assistance to emerging private training centres such as "Charkin" and "GEPMARE" to compliment the efforts of the public institutions.

Finally, as we strengthen our training institutions to turn out quality Seafarers , our Seamen would be able to take advantage of the current global shortage of Officers and the reluctance of the youth from the traditional labour supply regions from Europe and Asia to go to sea.

This quite clearly, leaves Africa, as the next destination for the supply of Seafarers for the International labour Markets. This is a "blessing" for the employment of youths in Africa and a challenge to training institutions in the sub-region.

SAFETY REQUIREMENTS IN TRANSPORTATION OF HAZARDOUS GOODS:

A New Requirement for Ghana's Economic Development

Introduction

The anticipated growth of chemical industries in the country as a result of the country's emerging oil and gas sector implies that the proportion of hazardous chemicals in total freight traffic when Ghana becomes a full oil producing country will increase at a rapid rate.

In addition, the industrialization process that usually accompanies such new found wealth also boosts economic development with its consequential development of the local heavy industry.

This usually leads to an increase in the consumption of chemicals because of the increased use of many of these goods in various industry processes. Transport of dangerous goods is regulated in order to prevent injury to persons, damage to property, or harm to the environment. Because they are dangerous, government and other agencies regulate them.

Already, there has been a noticeable increase in the use of hazardous chemicals in the local mining industry. Of the carriers that carry hazardous goods, approximately two-thirds of them will carry flammable petroleum products including Kerosene, Petrol, LPG, Naphtha etc. or toxic chemicals.

The movement of such substances is more prone to accidents than the movement of other goods. When involved in a road accidents, or others these cause disastrous consequences like fire, explosion, injuries, in addition to property loss and environmental pollution.

There have already been several high profile accidents locally and also in other parts of the sub region. They involve hazardous chemicals that have exposed the stark inadequacies in the country's preparedness towards meeting its obligations to ensure the safe transportation of hazardous goods. Unfortunately, there have never been any safety codes and safety requirements to be followed in transportation / storage of hazardous materials laid down in any of the country's laws.

Because various parties are involved in the transport/storage of dangerous goods, it is necessary that everyone involved should be properly trained to handle, and transport the goods.

Dangerous goods can be carried / stored safely provided certain principles are adopted and such principles are used in developing international and national regulations for the safe transport of dangerous goods by all the transport modes – road, air, sea , rail or inland waterways.

Safety & Security

Safety is defined as the condition of being safe, which means free from danger, risk, or injury/damage. This condition may apply to persons, objects, goods and to the environment. While security implies the freedom from risk or danger, which is similar to safety, security also refers to the measures adopted to prevent danger, risk, or injury / damage. The measures can be adopted by government, business or cargo owners.

Transportation of Goods of Dangerous or Hazardous Nature

In line with best international industry practices, there is the need to ensure that all goods carriage carrying dangerous or hazardous goods follow some laid down procedures and principles. The procedures and principles help to recognise security risks and help to introduce methods to reduce the risks. They are also introduced to raise awareness of the need for security plans commensurate with the responsibilities of individuals and their part in implementing security plans. Such individuals may usually be those in the country who:

- Do administrative logistics and coordinate the whole process
- Classify, pack, mark, label or placard Dangerous Goods
- Pack/unpack Cargo Transport Units (CTUs)
- Prepare transport documents for Dangerous Goods (Due to their inherent vice these require special documentation)
- Offer/accept Dangerous Goods for transport
- Prepare Dangerous Goods loading/stowage plans
- Load/unload Dangerous Goods into/from vehicles, ships etc
- Enforce or survey or inspect for compliance with applicable rules and regulations
- Are otherwise involved in the transport of Dangerous Goods as determined by the competent authority
- And in the country, "free loaders" that is those who may come into contact with accidents involving dangerous cargo and may like to help themselves to free booty

Government's Responsibility

The first responsibility of the Ghana Government is therefore to designate an appropriate authority as the "competent authority" especially considering the turf wars that have usually characterized such ventures locally.

(The Ghana Standards Board and the Food and Drugs Board rancour is a very good example of such need.)

This will of course be the responsibility of Parliament in consultation with the Attorney Generals Department and professional advise from appropriate agencies such as the Ghana Institute of Freight Forwarders, Ghana Maritime Authority, Ghana Civil Aviation Authority and the Ghana Association of Marine Surveyors especially with respect to the provisions regarding the structural integrity of Cargo Transport Units.

The second responsibility is to define and spell out the responsibilities and roles of the various parties involved in the handling of Dangerous Goods. In general, the provisions should identify the responsibilities of shippers, those who consign Dangerous Goods for shipment.

The Shipper's Responsibility

The shipper is the key to the transport of dangerous goods. He/she has the majority of responsibilities prior to the carriage. In general the shipper must properly:

- Recognize and identify that there are dangerous goods in their shipment
- Provide clear information on the nature of the goods, and classify the item into 1 of 9 classes
- Package the item
- Apply the applicable markings, labels and placarding
- Complete the required documentation
- Ensure that all national and international regulations have been complied with; and
- Ensure their shipment is made safe for transport

Apart from the shipper, prospective national laws must also impose responsibilities on the importer of dangerous goods, to ensure that the shipper of the shipment has complied with their responsibilities. The Ghana Shippers Council for example will provide the required technical advice on the proper management of Dangerous Goods to their numerous members when needed.

Freight Forwarder's Responsibility

Although as an agent, the freight forwarder's responsibilities should somewhat be limited in view of the state of affairs that currently exist in the country, that is a woeful lack of appropriate dangerous goods regulations, the freight forwarder assumes a more significant role of advising the shipper / importer before he / she embarks on the contract to sell / buy Dangerous Goods.

The freight forwarder is also the first to get information from an importer when Dangerous Goods arrive in the country – usually through the presented packing list accompanying the Bill of Lading to be used for clearance formalities. The freight forwarder as a middle-man has, in general, the following main duties:

- Select safe ways of transportation and handling of the goods
- Advise the shipper on all implications and requirements of the transport of the goods and verify that the shipper has followed the regulations

Should the freight forwarder physically handle the shipment, as is mostly done in the country he will assume more responsibilities such as:

- Proper handling and storage
- Proper loading into trucks to transfer the items to the carrier
- Inspection of packages every time they are handled, to ensure the package is intact for transport and handling
- Reporting of any accidents/ incidents
- Following emergency procedures in the event of an accident/ incident

If the freight forwarder further expands his functions by acting as a carrier, he shall naturally assume many of the carrier's responsibilities.

As a responsible Freight Forwarding organization, the Ghana Institute of Freight Forwarders (GIFF) has since 2006 been actively training their members in the management of Dangerous Goods. Carriage of Dangerous Goods by all the modes is a core subject in the GIFF prestigious FIATA Diploma in International Freight Forwarding course.

In response to the more stringent requirements for carriage of Dangerous Goods by Air in the aftermath of the September 11 incident, GIFF recently received accreditation and approval from the Ghana Civil Aviation Authority to run the Carriage of Dangerous Goods by Air course at its facilities in the country.

Carrier's Responsibility

The carrier makes the final decision whether to accept a shipment for carriage or not. The carrier has many responsibilities in the transport of dangerous goods. They are generally responsible for:

- Acceptance or verification that the shipment of dangerous goods has been properly prepared
- Provision of capable staff and appropriate equipment for transport and handling of the goods
- Provision of the appropriate marks, signs to the vehicles, and documents
- Storage, loading and unloading of the shipments
- Inspection of the shipment during handling, for any leaks or damage
- Reporting of any accidents / incidents, and corresponding emergency procedures
- Training of all employees that may come into contact with dangerous goods

In Ghana, provisions have to be made for truck transportation. The consignor has to ensure among other things the following points:

- That the goods carriage has a valid registration to carry the hazardous goods.
- the vehicle is equipped with necessary First-aid, Safety equipments and antidotes as may be necessary.
- the transporter or owner of the goods carriage has full and adequate information about the dangerous or hazardous goods being transported.
- the driver of the goods carriage is trained in handling the dangers posed during transport of such goods.
- The owner or transporter should ensure that the driver being deputed for transportation is trained to handle and transport such hazardous materials.
- The owner of the goods carriage carrying dangerous or hazardous goods and the consignor of such goods shall lay down the route for each trip.
- The owner of the goods carriage should ensure that the driver holds a driving License as per provisions of an appropriate Motor Vehicle Rules. (There is therefore a need to set up such a provision)

Such rules should ensure drivers routinely engaged in the carriage of Dangerous goods have the ability to read and write at least one Ghanaian language and that the driver should have successfully passed a course prescribed by the competent authority connected with the transport of hazardous goods.

There should also be rules spelling out the responsibilities of the driver to ensure that the driver keeps all information provided to him in writing i.e., in the form TREM CARD (Transport Emergency Card). This is to be kept in the drivers cabin and to be available at all times while hazardous material related to it is being transported so it can always be verified by the police.

Third party liability (warehousing)

There may be third parties involved in the supply chain of the dangerous goods. In such a case, the third party also assumes responsibilities based on the activities they take. The recent devastating warehouse fire attests to the need for such regulations in this sector. A warehousing company for example, will have the following responsibilities in general:

- Provide capable staff for handling of dangerous goods
- Provide appropriate and well maintained equipment for the storage and handling of dangerous goods
- Store and handle the dangerous goods in separated areas if needed.

In order to protect the safety of people, logistics objects and the environment, the United Nations has determined a list of over 3,000 dangerous goods and their characteristics and this list forms the basis for international and national legislation in the field of dangerous goods transport by each transport mode.

The safety requirements for transport and storage depend on the type of goods and the type of transport. These requirements generally address the following main topics:

- Construction and equipment of means of transport;
- Marks and placarding, giving proper information on the nature of the goods;
- Maximum allowed quantities of certain substances;
- Capability of staff;
- Packaging;
- Stowage, segregation of certain substances

Provisions to Carry Identification Marks

In line with best international industry practices, there is the need to ensure that all goods carriage carrying dangerous or hazardous goods in the country shall display distinct marks of the class label appropriate to the type of dangerous or hazardous goods. And that packages containing dangerous or hazardous goods will display the distinct class labels appropriate to the type of dangerous or hazardous goods.

It is essential for every hazardous material carrier to display correctly the emergency information panel. Emergency information panel should be legibly and conspicuously marked in each of the three places specified. So that the emergency information panel faces to each side of the carriage and to its rear and such panel shall contain the following information viz.,

The correct technical name of the dangerous or hazardous goods in letters

- The United Nations class number for the dangerous goods in letters
- The class label of the dangerous or hazardous goods in the appropriate size
- The name and telephone number of the emergency services to be contacted in the event of fire or any other accident in letters and numerals and the name and telephone number of the consignor of the dangerous or hazardous goods or of some other person from whom expert information and advice can be obtained concerning the measures that should be taken in the event of emergency.

It must be emphasized that Ghana does not need to reinvent the wheel. Already there are very good international regulations for the carriage of Dangerous Goods. It only needs the Government to assemble the necessary team to sift through these regulations and draft the appropriate provisions suitable for our country. When it comes to safety of life, there should not be any compromises.

Ghana Supply Company Limited (GSCL)

Ghana Supply Company Limited (GSCL), formerly Ghana Supply Commission operates as an autonomous entity owned by the government.

In consonance with the statutory Corporations Act 461, the Commission was incorporated in 1999 under Ghana's Company Code (1963) as a private limited liability company.

Prior to incorporation, the Commission was the centralized purchasing agency responsible for:

1. Procurement of all government stores and supplies using public and multilateral/ bilateral funds.
2. Safe-guarding public expenditure on procurement by advising government on all aspects of standardizing supplies and stores in the public service.
3. Logistical support for all government ministries, departments, establishments and agencies. GSCL now adopts a more commercial approach to its core and allied businesses to enhance its capacity to achieve profit and, survival.

Vision

To become a world class, cost and quality driven procurement and logistics services provider whose best reference is testimonial of excellence and satisfaction given by our clients.

Mission

To provide cost effective and integrated procurement and logistics services by:

- Safeguarding shareholder's interest through maximizing shareholder value
- Offering value for money on services to our clients
- Creating a motivated and contented workforce
- Promoting professionalism in the industry and
- Conducting business with uncompromising integrity and transparency

What we do

1. **Procurement Consultants** - As procurement consultants of all kinds of goods and services for clients, GSCL offers procurement services that are outsourced by entities such as the Local Government and Rural Development, Ministries of Health, Information and National Orientation and the Bank of Ghana. This service is offered such that the entities continue to own the whole procurement processes. These professional services include:

(I) Planning

- Identification and appraisal of projects in technical, financial and economic terms

(ii) Specifications

- Preparation of equipment list
- Preparation of specification which take into account such factors as climatic conditions, spares back-up and servicing
- Stipulation of packing requirements designed to cope with the hazards of climate , handling and haulage
- We maintain a library of product catalogues on engineering and allied disciplines, which ensure reproduction of specifications

(iii) Implementation

- Draft, compile and issue bid documents
- Conduct public tender opening

1. **Supply of goods** - GSCL has a section that actively responds to institutional and organizational tenders and supply items such as computers and accessories, tractors, A4 photocopier papers and other stationary supplies.

2. **Shipping, forwarding and Clearing of merchandise** - GSCL actively provides this service commercially for clients using its GCNET facility at very competitive rates and on timely basis. Currently, GSCL provides this service at Tema and Takoradi Ports as well as at the Accra International Airport.

3. **Warehousing and Haulage Services** - GSCL has an estate department that provides warehousing and haulage services. The company has a branch at the Tema port that provides warehousing services. Plans are well advanced to open a branch at the in-land port in Boankra for warehousing for potential clients.

4. **Training of Stores & Procurement Personnel** - GSCL collaborates with other institutions and resource persons to provide training in the procurement modules, structures, rules and processes of the Public Procurement Act (PPA) 663 and in stores, inventory and public procurement entities.

5. **Administration of Donor Funds** - SCL's long experience of working with major multilateral development agencies and many bilateral donors provides a unique capability to deal with the complex administrative and logistical problems that arise under aid programme.

How we do it

The Ghana Supply Company Ltd. pursues a policy of ensuring transparency and value for money in its procurement services.

It adheres strictly to procurement guidelines of multilateral and bilateral donor organizations and international competitive principles in general. In this regard, it maintains competent and honest professionals. The company also makes direct orders for emergency or proprietary items.

Furthermore, stores and supplies are purchased from local manufacturers in accordance with the Government's financial administrative regulations.

Our Clientele

GSCL has a wide range of the market to satisfy. From an initial predominantly of government sector based organizations, the company's client base has expanded to include private sector organizations and individual in the liberalized procurement environment.

Service Charge

The Company adopts flexible rates of service charge and negotiable rates are applied in both donor funded procurement and purchases made within the country.

Training Facilities

The company has the capability of promoting professionalism with in the procurement industry by offering training programs for procurement personnel of public and private organizations as well as individuals.

Endowed with qualified professionals, proven technical expertise and resources, GSCL has made significant impact on procurement training.

Organizational Capacity

The management team and staff of GSCL comprise full and part-time professionals and experts in the areas of purchasing, accountancy, information technology, pharmacy, engineering, shipping, legal, administration and technical support staff whose effective collaboration offers a "ONE STOP" quality-assured procurement service.

Achievements

Originally known as the Ghana Supply Commission, the company has earned an enviable reputation as a cost effective, quality-conscious professional service providing organization.

Besides providing procurement services for some of the entities of the Government of Ghana, the company has handled several international procurement contracts financed through the World Bank, Japanese, EEC, UK, German and USAID grants.

The main items procured were office equipment; pharmaceuticals; medical supplies; electrical, civil and mechanical engineering items and general stores of various items.

PERSONNEL

The current strength is about thirty-four full-time staff including the Managing Director and a five-member Management team with responsibility for the key operational areas, namely, finance / Administration, Procurement and Technical service, Training and Certification, Shipping Operations/ Estate, Tema and Shipping Operations. In addition, the company has a data base of skilled and professional procurement of part-time employees.

PARTNERSHIP- IPA & UNATRAC

OUR PARTNERS

As part of GSCL's medium term corporate strategy to become the procurement and logistics services provider of choice in the West African Sub Region, the company has entered into strategic partnerships with internationally renowned procurement services organizations like INTERNATIONAL PROCUREMENT AGENCY B.V(IPA) of the Netherlands and UNATRAC FZE of the United Arab Emirates.

These partnerships cover the provision of procurement consultancy services, training, agency for international shipping lines, sourcing and delivery of disaster relief items, supply of goods and supply of computers and accessories.

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THE ROLE OF PORT AUTHORITIES IN CONTROLLING THE COST OF DOING BUSINESS IN PORTS

– An Overview Of Ghana's Port Sector

Michael Luguje - IMO Regional Coordinator for West and Central Africa (Anglohone)

Continued from Vol. 11 Number 1 edition – final part

Constituent elements of the cost of doing business in ports

The concept of cost is broad especially when it comes to doing business in a port. Typically, the four main actors in a port environment who incur costs in providing services for which they also levy charges in return are the Shipping Line/Agency, Clearing and Forwarding Agents, the Shipper and the Port Authority which includes its licensed operators such as terminal operators and stevedoring companies.

Whenever the issue of the GHATIG's mandate for GPHA to reduce cost of doing business in Ghana's ports is raised, the spontaneous question that many ask is 'cost in relation to whose business?' This is because each operator in the port incurs costs and indeed complains of rising cost of doing business. The constituent cost elements of each of these actors are represented in Tables 2-1 to 2-4.

Table 2: Cost-generating services offered by the Port Authority

	Type of cost-generating Service offered	Beneficiary	Person/Entity that pays for the cost through Tariff
1	Marine services: Navigational aids, pilotage, towage, mooring, berthing, fire service, signal communication, waterfront security, etc	Ship owner	Ship owner/Shipping Line/Shipping Agency
	Cargo Services:		
2	a. Stevedoring	Ship owner	Ship owner
	b. Shore receipt, storage and delivery	Cargo owner	Cargo owner
3	General Administration, legal, Engineering, Finance, Social responsibility services	All port users; and the community	All port users
	Shore receipt, storage and delivery		

Source: *Luguje M. A. (2007)*

Table 3: Cost-generating services offered by the Shipowner/Shipping Line

	Type of cost-generating Service offered	Beneficiary	Person/Entity that pays for the cost through Tariff
	- Ship deployment (purchase/hiring cost) - Ship running cost (bunker, manning, maintenance, security, insurance, Port Agency, etc.)	Cargo owner (payment of freight)	Cargo owner (payment of freight)
	Local Cargo Services: documentation, administration, container cleaning and security, etc	Cargo owner (payment of local admin. Charges)	Cargo owner (payment of local admin. Charges)

Source: *Luguje M. A. (2007)*

Table 4: Cost-generating services offered by the Freight Forwarding Agencies

	Type of cost-generating Service offered	Beneficiary	Person/Entity that pays for the cost through Tariff
	Documentation, Administration (salaries, utilities, typography/IT, tips and bribes), Transportation, representation of cargo owner in cargo clearance process.	Cargo owner (payment of service charges)	Cargo owner (payment of service charges)

Source: *Luguje M. A. (2007)*

Type of costs elements	Beneficiary	Person/Entity that pays for the cost through Tariff
Direct: payment of freight to the Shipping line, port cargo handling charges to the Port Authority, local administrative charges to the shipping Agency, Service and clearing charges to the Clearing Agency,	Final consumer or end user of products imported	Final consumer or end user of products imported (payment of shelf price)
Indirect: Delays due to bureaucratic systems leading to deterioration of cargo, loss of market share, additional cost in bribe payments to quicken the process, etc.	Final consumer or end user of products imported	Final consumer or end user of products imported (payment of shelf price)

Source: *Luguje M. A. (2007)*

For each of these actors in the port industry, cost is incurred providing the various services. To recover these costs and also earn a margin of profit to justify their involvement in the business, each player administers a tariff. The cargo owner bears the whole brunt of the individual efforts made by each of the other actors to recover their costs. The shipper therefore has to pay for the services of the shipping line the Port Authority and the Clearing Agent.

The shipper will definitely also consider all payments in port as part of his or her cost price for the goods on which a margin will be added to arrive at the selling price which will be paid for by end users or consumers of the imported product.

Given the above scenario, port costs do not just end at the ports, but go farther into the wider society to affect prices of goods which aggregately has implications on a country's economic growth and development.

One is therefore tempted to conclude that the 'cost of doing business in Ghana's ports' as conceived by the GHATIG refers to the end port costs to the shipper or cargo owner and not the individual port operator's costs.

In essence therefore, the lower the overall port costs to the shipper, the more likely it will reflect on market prices of imported goods (whether finished or semi-finished or raw material goods), and by extension, the wider national economy.

To ensure that overall port costs are minimized means that some influence, whether directly or indirectly, will be required on not only port authority tariffs but also on those of private port operators.

Selected port authorities and their scope of tariff control

Table 2-5 shows a sampled number of Port Authorities across the world including the Ghana Port and Harbours Authority, giving a brief description of their type of management systems, characteristics, and especially their relationship with private operators in matters concerning tariffs.

Table 6: Selected Port Authorities and their

Port Authority / Country	Type of management system (status)	Characteristics	Tariff relationship with private port operators
Ghana Ports and Harbours Authority	Hybrid (Landlord and Service)	Provides all marine services except ship repair; 25% involvement in stevedoring of gen. cargo; about 10% in container shore devanning	Administers a general port tariff which all licensed private cargo handling companies and inland container depots are mandated to use. But no influence over charges of Shipping Lines/Agencies, Clearing Agencies, Transport Operators, etc.
Lome Port Authority, Togo	Hybrid (landlord and Service)	Provides all marine services except ship repair; 25% involvement in stevedoring of general and dry bulk cargo.	Administers a general port tariff But no influence over charges of licensed private cargo handling companies, Shipping Lines/Agencies, Clearing Agencies, Transport Operators, etc.
Abidjan Port Authority	Landlord Port	Only marine services (excluding towage) provided by port authority. All other cargo handling services privatized.	Administers a general port tariff covering marine services. Has limited indirect influence over other port operators' charges through the Port Community (a voluntary association)
Kenya Port Authority (Mombassa)	Full Service Port	All port services provided by Port Authority	Administers a general port tariff covering services provided by the Authority. But no influence over charges of Shipping Lines/Agencies, Clearing Agencies, Transport Operators, etc.

Table 7: Basic services provided by key seaport Operators

Port of Rotterdam, Holland	Fully Landlord	Provides only marine services. All other cargo handling activities are done by private operators	Administers general tariff on marine services. Has no direct influence over private operators' tariffs.
Port of Le Havre, France	Fully Landlord	Provides only marine services. All other cargo handling activities are done by private operators	Administers general tariff on marine services. Has no direct influence over private operators' tariffs.
Maritime and Port Authority of Singapore	Fully Landlord	Provides only marine services. All other cargo handling activities are done by private operators	Administers general tariff on marine services. Has no direct influence over private operators' tariffs.
Klang Ports Authority, Malaysia	Fully Landlord	Provides only marine services. All other cargo handling activities are done by private operators	Administers general tariff on marine services. Has no direct influence over private operators' tariffs.

Source: *Luguje M. A. (2007)*

The analysis of the selected ports as provided in Table 2-5 clearly shows that whether under a landlord port or a service port system, the port Authority does not appear to have direct control over the charges of other private operators in the port.

Even in the case of Abidjan port Authority; its influence over private operators' charges is only recommendatory through the Port Community association.

Overview of members of the port community in Ghana

The port industry of Ghana is constituted by numerous players and actors whose collective effort has a bearing on operations and service delivery in the ports.

These operators and stakeholders include the Ghana Ports and Harbours Authority (GPHA), Customs, Excise and preventive Service (CEPS), Shipping Lines and or their Agencies, Clearing and Forwarding Agencies, Destination Inspection Companies (DIC), Ghana Shippers' Council (GSC), Port Health Control Services, National Security Service, Stevedoring Companies, shore Terminal Operators.

However, for the purposes of the impact of these operators' service quality and tariff on aggregate import cost to shippers, focus will be on only four of these operators whose impact is most significant. These are the Customs Administration (CEPS), Shipping Lines/Agencies, Freight Forwarders, and the Port Authority. Indeed, other players such as the stevedoring companies and the terminal operators are required by law to apply the Port Authority's tariff and are therefore counted as falling under the GPHA.

The basic services provided by the four key operators in the port industry whose service delivery and tariff administration does have a significant impact on overall port related shipper costs are shown in Table 3-1.

Operator	GPHA	Shipping Line / Agency	Clearing Agency	Customs Admin.
Services offered	1. Marine services to ships (aids to navigation) pilotage, towage, mooring, berthing, 2. Cargo services – stevedoring, shore receipt, storage, delivery, with related IT, documentation, administrative facilities, security, etc. 3. Port land and estate infrastructure	1. Vessel voyage management facilities (ship deployment, cargo loading, unloading, cargo security on board, voyage documentation 2. Local port services – administrative and documentation services to deliver goods to consignees, including cargo security, container supply, etc.	Customs and Port Clearance of cargo on behalf of shippers or cargo owners – includes a series of documentation and administrative procedures involving over 14 steps from beginning to end of cargo clearance procedure.	revenue collection Agency – gives the final release of cargo from the port after ensuring that all formalities for import have been complied with and the relevant duties and taxes paid by the clearing agent on behalf of the cargo owner. Sole mandate to License Clearing

Source: *Luguje M. A. (2007)*

Each of the four principal actors thus has a crucial role to play in ensuring that cargo moves in and out through the port satisfying all legal, administrative, financial, security, and safety requirements.

If the Port Authority does not provide the infrastructure and other related facilities, shipping lines will not call the ports, and Customs will not be present to collect revenue, neither will clearing agents have any seaport cargo to clear.

On the other hand, if Customs is not present, the port cannot operate smoothly as international trade facilitators.

In the same way, if shipping lines do not exist, cargo cannot easily be transported from one part of the world to another by sea.

Where there is a seaport with shipping lines calling the port with cargo, and Customs are present to collect revenue, Clearing Agents are needed to assist shippers go through the various processes to get their cargoes out of the port.

Inter-relationships among key port operators

Table 8: Inter-relationships among the key port operators

Key operator	Relationship with:		
	Customs Administration	Shipping Line/Agency	Clearing/Forwarding Agency
GPHA	Landlord, but Equal partners in facilitating international trade. Have no controlling powers under the Law. Sometimes, given more powers in view of sensitive role in national revenue mobilization and fraud control.	Landlord, but with limited regulatory control over service quality and tariff. Licensed annually to operate in the ports.	Landlord, but with limited regulatory control over service quality and tariff. Licensed annually to operate in the ports.

The GPHA as the official owner of Ghana's seaports is the landlord to all the other operators (see Table 3-2). With Customs, the Port Authority is a landlord but with virtually no powers at all to control neither the workflow, nor any other service quality related aspect of the former. In fact there have been instances where the CEPS appear to be controlling the ports.

This is because, in a developing country such as Ghana, Customs revenue represents more than 60% of total internally generated tax revenue. As a result, government is prepared to give the CEPS all the leverage if it bothers on revenue mobilization.

With regard to shipping lines and clearing agencies, again GPHA is the landlord on whose premises (land and infrastructure) the two agencies operate. Indeed, annually, every shipping line agency and clearing agency has to register with Port Authority with specific license renewal fees paid.

Unfortunately, however, the Port Authority as per its statute law has no powers over shipping lines to influence neither their service quality nor their tariffs. In Ghana, it is the Customs Administration that licenses Clearing and Forwarding Agents to operate in the ports. Even then, Customs has no influence over the tariffs of the clearing agents.

Studies conducted between 2006 and 2007 have shown that the clearance of a 20 feet container load of commercial cargo from the port in Ghana requires fourteen (14) administrative steps and procedures and nine (9) different documents (Luguje, 2007).

Efforts made by GPHA to promote trade facilitation

Port Authorities traditionally are expected to provide the basic infrastructure and facilities for the smooth flow of inbound and outbound trade. These facilities include water front access channels, berths, quay aprons, warehouses, as well as other administrative arrangements for faster, efficient and safe handling of ships and cargo.

The Ghana Ports and Harbours Authority (GPHA) has over the years assumed its responsibility as the Port Authority providing the above services. As a result, shippers' confidence grew in Ghana's ports leading to increasing cargo volumes passing through the ports of Tema and Takoradi.

Thus Ghana's ports have become attractive not only to Ghanaian shippers but also to the business community in the neighboring landlocked countries of Burkina Faso, Mali and Nige

The role assigned to the GPHA under the GHATIG project, which is to reduce cost of doing business in the seaports, specifically to reduce cost of handling one container from $168 to $80 per box, and thereby assume a key role as trade facilitator, only comes to beef up existing efforts by the Ports Authority. The GPHA therefore undertook a massive transformation in its bid to increase efficiency and facilitate trade.

Ghana Ports Reform Project

In the effort to improve service quality delivery at reduced cost, the Port Authority embarked on some reforms. These reforms were tackled both at the institutional as well as the managerial levels.

Institutionally, the Port Authority had to opt for the Landlord port status where all the commercial cargo handling responsibilities are transferred to the private sector with the port authority only remaining as a landlord regulating port activities while providing water front services and other basic infrastructure. So far GPHA has partially completed this aspect of its reforms through the achievement of the following:

a) Private sector participation

- 100% shore based cargo receipt and delivery transferred to a private operator
- 75% of stevedoring (shipboard) cargo operations transferred to eight private operators
- Dock labour fully privatized to a consortium of port stevedoring companies
- A greater percentage of janitorial services in the ports concessioned to private companies
- Container handling in Tema Port concessioned to a private consortium
- Preparation of a Draft Landlord Port Bill in order to give full legal backing to the Port Authority to assume the landlord status.

b) Infrastructural development

- Dredging of berths Numbers 1 and 2 in Tema Port to 11.5 metres to handle large sized container ships
- Commissioning of a modern container terminal equipped with state of the art gantry cranes in Tema Port

Construction of six giant warehouses three each in Tema and Takoradi Ports

- Construction of a modern off-dock container yard in Tema
- Computerization of most services and cargo documentation including the joint establishment of the Ghana Community network (GCNet) system for Customs cargo clearance through the ports
- On going feasibility study for the construction of a second container terminal in Tema and a comprehensive development of Takoradi Port.

The forgone initiatives and achievements by the GPHA attests to the fact that much has been done in their effort to facilitate trade. Indeed container handling rates have improved in Tema since the commissioning of the modern container terminal.

Prior to the commissioning of the container terminal, GPHA was recording a maximum of 14 container lifts per working hour, but six months into the operation of the modern container terminal, container handling has improved by more than 100% reaching 30 container lifts per hour.

The advent of the GCNet and the port computerization program also improved cargo clearance procedure in the ports such that Clearing Agents can now sit in the comfort of their offices to raise Customs declarations instead of queuing for longer hours and days as was the case in the past.

The port industry in Ghana comprises a number of independent operators but with inter-related services which all combine to facilitate trade and the passage of goods through the ports.

As the cargo owner goes through the process of clearing his or her goods through the port (See Table 3-3), each of these operators raise fees for services provided, which in aggregate, constitute cost to the shipper or cargo owner.

Indeed, apart from the direct financial costs that the cargo owner pays for the various services, there is a secondary costs that also accrues due to time related delays resulting from the actions or inaction of any one of the operators.

It is therefore evident that any effort at facilitating trade must focus on a synchronized smoothening of operations at each of the level of each of the operators to ensure that the port as a system functions well.

In the previous chapters, the study demonstrated the role of Port Authorities as custodians of port infrastructure which they are mandated to plan, build, develop, maintain, operate and manage on behalf of their respective Governments and people for the development of trade. In this regard, a Port Authority must ensure that at all times; its infrastructure and facilities are adequate to cater for its country's international trade.

The study also brought to light the fact that while the port authority strives to provide adequate infrastructure and facilities, it must also consider means of recovering the investments made through tariffs charged for various services. However, for a port to thrive and play its required role, other players must also equally be on board.

Principal among these players are the Customs administration, shipping lines and agencies as well as Freight Forwarders. These players operate on the facilities of the port providing various services for which various charges are levied to port users.

To facilitate trade, each of these actors must not only provide the required services, but also ensure those services are provided at competitive cost. In the perspective of the Ghana Gateway Project, the ports must control or minimize the cost of doing business in order to be trade facilitators. A Port that is expensive certainly cannot be described as a trade facilitator.

The quotations from the news reports at the beginning of this chapter are ample demonstration that no matter the effort made by the Port Authority to minimize costs in its operations and also in charges for its services, cost of doing business in ports cannot reduce if Customs officials and freight forwarders continue to extort money from importers. In the same vein, the country cannot enjoy the real benefits of trade facilitation if its Customs administration is rather conniving with business operators to evade the relevant taxes due the State.

Port Authority's legal mandate and its influence on private operators' charges

The analysis of the legal mandate of the Ghana Ports and Harbours Authority (GPHA) as provided under PNDC Law 160, only limits the Authority's powers to its own licensed operators such stevedoring companies and other terminal operators.

Currently, GPHA's licensed port Operators include eight private stevedoring companies, one receipt and delivery operator, one Container terminal management company and four private off-dock terminal operators. The GPHA has been able to control to a large extent the charges of these private operators by limiting them to applying only the rates contained in the published official GPHA tariff.

There are however still reports that some of the off-dock terminals are levying additional charges on shippers. With regard to the other autonomous but key operators in the port such as Customs administration, freight forwarders and shipping lines, GPHA does not have any direct powers to influence neither their work practices and procedures nor their tariffs.

Freight Forwarders and Shipping Line Agencies annually apply to the GPHA for the renewal of their licenses to operate in the ports. And the applicant only has to pay an annual renewal fee and the required operational permission is granted by GPHA. Perhaps, GPHA needs to explore the possibility of setting basic performance and tariff indicators to be met by shipping agencies and freight forwarders as one key consideration in renewing annual operational licenses.

With regard to the Customs Administration, the law clearly bars the GPHA from interfering in any way in the affairs of the former. For example, Section 109 of PNDC Law 160 states inter alia that "Nothing in this Law shall be deemed to derogate from the powers conferred on any person under the Customs and Excise Decree, 1972 (NRDC 114)".

Conclusion

"A port that is inefficient (and expensive) with inadequate capacity is a bottleneck in its nation's international trade. Such a port makes a country's imports expensive locally, and her exports uncompetitive on the international market" – Ben Owusu-Mensah; Director General, Ghana Ports and Harbours Authority

From the analysis so far, the clarion conclusion is that a port can only facilitate trade and control (reduce) cost of doing business when it provides the required capacity for trade to flow in and out of the country smoothly, quickly, safely and at a reasonable cost to all its users especially ship and cargo owners. Port capacity in terms of physical infrastructure and super structure falls squarely within the ambit of the Port Authority.

However, service quality capacity that will ensure smooth, quick and safe and cost-effective movement of cargo through the port transcends the ambit of the port to include other powerful players such as Customs administrations, Shipping Lines/Agencies and Freight Forwarders.

It is also clear that port authorities, although landlords of port faclities, cannot directly control port costs. This is because the port authority or terminal only constitutes

about a fifth of the total local port cost. Other operators in the system are autonomous as far as their serivices and tariffs are concerned.

As a result, port authorities can only direclty streamline and improve upon the facilities and services they provide to port users as well as the tariffs they operate. The only viable means by which port authorities can influence the service quality and tariff decisions of other private port operators is by indirect means through voluntary port service provider-cluster associations that are popularly called the Port Community Associations.

Therefore, a true trade facilitating port is the one in which all key stakeholders operate as unique nominal professional entities, but cooperate impartially like a single cluster or system in service delivery improvements and tariff administration to enhance best quality and reduce overall cost of doing import/export business to the shipper and the local economy.

Recommendations

Controlling (reducing or moderating) the cost of doing business in ports requires wide-ranging measures. These measures should be comprephensive and multisectoral. The Ghana Ports and Harbours Authority alone cannot ensure reduced cost of doing business in Ghana's ports.

The Government, as well as all the other key players in the port system each have specific roles to play in order to ensure that the ports become veritable trade facilitators, while Ghana also benefits from the actual fruits of trade boom through the ports.

Some sector or agency specific recommendations are provided as follows:

1. **Shipping Lines/Agencies** – The contribution of this sector to total local port import costs is 14%. However, delays in the total cargo clearance chain result in shippers incuring extra high costs in the form of rent (demurrage) on containers. Again, sea freight by these agencies is also very high with too many surcharges.

Shipping lines/Agencies in Ghana's ports should therefore see themselves as contributors to the growth of trade and explore innovative measures to facilitate trade at moderate cost. In this direction, Shipping Line Agencies must streamline their internal administrative operations to cut down cost in order to enable them reduce local container adminstrative charges. Special attention is also required to eliminate the unjustifiable surchages levied by shipping lines that aggregate to inflate shiping freight rates to and from Ghana.

2. **Freight Forwarders** – Out of the total local port cost of clearing an import container, Freight Forwader charges represent 43%, almost half of the total.

This is woefully exorbitant. Majority of operators in this category do not attract the trust of importers. It is therefore important for:

- the two professional associations namely, GIFF and CUBAG to design clear code of ethics for and assume greater control over their membership so that errant members can be severely dealt with to serve as a deterrent to potential perpetrators.

- In order to build lasting trust with their shipper clients, freight forwarders must be honest and render full account of all monies collected from the importer with source receipts. This way, the importer will be able to tell where the highest cost is incurred and seek redress where necessary and applicable.

- Freight Forwarders must also desist from luring and assisting importers to undervalue goods and pay less import duties and taxes. It is important for GIFF and CUBAG to realise that this act is criminal and therefore educate their members adequately in that regard.

•3. **Destination Inspection Companies (DICs)** – These companies were establsihed as professional bodies that can source for values around the world and therefore be ready at all times to provide the true values of imported goods so that government can get its fair share of import revenue through duties and taxes. As a result, DICs were expected to provide quick services at minimal cost. Unfortunately, studies have shown the DIC's have not lived up to the desired expectation. Therefore, DICs have to:

- Streamline their operational procedures in a such a way that it would be easier to obtain world market values for imported goods in real time and faster so that importers do not have to queue for longer times waiting to be served.

- Understand that they were introduced to provide value by improving transaction time and most importantly, to ensure that undervaluation of imports was eliminated. As such their original intention for their creation must be revisited and their membership and individual employees educated appropriately.

- Inculcate, in their employees, good ethics and high moral standards to prevent the reported extortion that importers are currently enduring.

4. **Customs, Excise and Preventive Service (CEPS)** – This port serivce provider has also been reported in a number of studies as contributing largely to longer transaction times, and higher unofficial fees in goods clearance in ports.

- Revise their interventions along the cargo clearance procedure and centralise them into a one-stop window. This will not only reduce the extra movements involved, it will also reduce the transaction time as well as minimize the potential for unofficial payments.

• Vigorously continue current capmpiagn undertaken by CEPS headquarters to instill moral and ethical discipline in its officers to reduce and hopefully eliminate bribery and extortion within the serivce. This campaign if successful would reduce transaction costs through the ports, and most importantly eliminate under-valuation in order to ensure that the right amount in tax revenues and import duties are collected for the State.

• Introduce a reward and sanctions policy and vigorously implement it to ensure that officers who endulge in extortion and under-valuation are duly sanctioned while those who help reduce or eliminate these vices are appropriately rewarded.

• Review their policy on the licensing of Freight Forwarders, to include operational rules and standards. These rules and standards should clearly make it known to Agents that any attempt to corrupt a CEPS official to undervalue goods is an offence that could lead to the withdrawal of licence and possibly a fine and or imprisonment. In the same way, CEPS should ban the situation where Freight Forwaders could share official stamps and seals.

5. **Ghana Ports and Harbours Authority (GPHA)** – Studies have also cited the GPHA and its licensed terminals as significatn contributors to total unofficial costs on goods clearance through Ghana's ports. Presently, GPHA as the landlord of the ports does not have a strong and reliable forum through which members of the port community could be rallied to help move the ports agenda forward and reduce or at least control the cost of doing business in or through the ports. It is therefore important for GPHA to:

• Tackle the issue of extortion during the cargo clearance process on its own terminals. To do this, equipment availability must be improved significantly to prevent situations where importers have to bribe plant operators to expedite action on dropping their containers.

• As a matter of urgency, GPHA should establish a Port Community Association that will encompass the key players in the port industry. Membership of the association should include Shipping Lines / Agencies, Freight Forwaders, CEPS, Road Transport Operators, National Security Agencies, the Commercial Banks operating in the ports, the Ghana Shippers Council, and the Ghana Chamber of Commerce.

The Port Community Association should have clear terms of reference and its members should be oriented to consider themseves as part-owners of the port business. The Association should have the responsibility of making inputs with respect to the marketing policy and direction of the ports in Ghana. Members should also be made to contribute to the Port Authority's marketing and promotional efforts.

•In order for the Association to be effective and support GPHA as the landlord, the latter must also demonstrate goodwill, commitment and impartiality in its dealings with the community. In order to enlist the trust and confidence of the other key operators, GPHA must be seen to be firm and fair to all port operators.

The Port Authority must respect the business interests and views of members of the community and be frank in all dealings with the association. In this way, GPHA could indirectly, influence the tariffs as well as the service quality of these other key operators in the quest to achieve trade facilitation at affordable cost.

6. **The State (Government of Ghana)** – Government's intention through the Gateway Project to achieve reduced cost of doing business through the ports has so far not been satisfactorily achieved. Indeed, while the Port Authority has a lot to reduce its costs, overall port cargo clearance costs have rather been increasing. Again, government's revenue mobilisation through import duties in particular is currently below the actual value of goods entering the country. To stem this tide, the Government of Ghana needs to:

• Develop a national anti-graft or anti-corruption policy to tackle corruption at all levels of society. Such policy should identify all actual and potential sources of corruption with the responsible agencies identified. Similarly, such a policy should clearly provide sanctions against persons found guilty of corruption and extortion. There should also be rewards for people who discourage or expose corruption.

• Once Ghana succeeds in getting society to abhor and punish corruption, all the other agencies including those in the ports will descourage it as part of a broader national phsyche. One cardinal condition for the effective implementation of this anti-corruption policy is for Government to be fair and firm in investigating allegations, as well as in applying the sanctions and granting rewards where applicable.

• Revisit the concept of Destination Inspection, revise the terms of reference of companies providing this service to include clauses on service quality relating to transaction time, as well as penalties for those that are found to be culpable of under invoicing of imported goods and extortion.

• Review the Customs Law and reassign the licensing of Freight Forwarders to a separate public entity which will review the conditions for licnesing and ensure that it has adequate provisions that will compel Agents to be fully accountable to shippers while also curtailing all tendencies for corruption and extortion.

• Promote and enhance prudent economic management to generate the required micro and macro economic prospperity so as to stem the increasing trend of cost of living. This way, the current escalating local port charges due to rising cost of living could be controlled.

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MARITIME TRADE OF GHANA,
April - June, 2009

A total of 3,406,658 tons of cargoes passed through the ports of Takoradi and Tema within the second quarter of 2009. The total transit trade for the period under review amounted to 147,194 tons, representing 4% of total cargo throughput.

The total import cargo for Ghana stood at 2,432,134 tons representing 75% of the maritime trade. Total export cargo on the other hand amounted to 827,330 tons, representing 25% of the maritime trade. Total transit import was 139,802 tons with transit export amounting to 7,392 tons for the period.

The Takoradi port as usual handled a smaller proportion of the maritime trade activity amounting to 1,215,649 tons or 37% of total maritime trade. Tema port handled the larger share of 2,043,815 tons or 63%.

The port of Takoradi handled the greater share of export cargo amounting to about 64% (522,134 tons) while the Tema port accounted for 72% of the import cargo (1,738,619 tons) for the period.

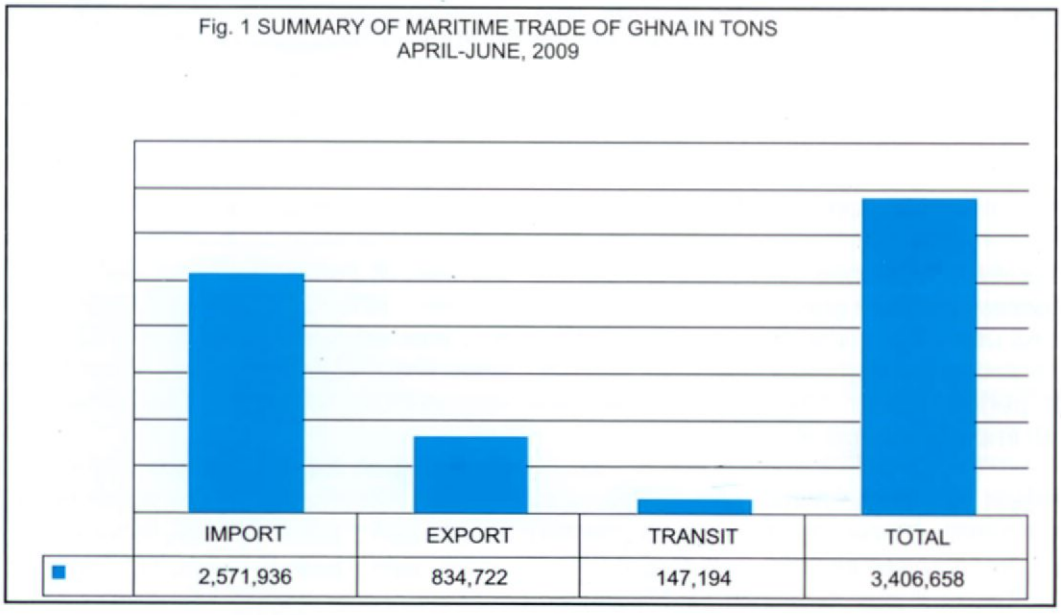
Maritime import trade continued to outstrip the maritime export trade, recording over 75% as against 25% for the export trade. The same applied to the total port traffic including transit cargo where import trade was 75% and the export trade was 25%. Total transit trade of 147,194 tons had an import tonnage of 139,802 tons and an export tonnage of 7,392tons.

Table 1 and fig. 1 below give a detailed description of the state of the maritime trade for the period under consideration

TABLE 1 SUMMARY OF THE MARITIME TRADE OF GHANA IN TONS

	IMPORTS	EXPORT	TOTAL	Port% Share of Total	% Share of Total Traffic
TAKORADI	693,515	522,134	1,215,649	37	36
TEMA	1,738,619	305,196	2,043,815	63	60
TOTAL	2,432,134	827,330	3,259,464		
% SHARE OF TRADE	75	25			
TRANSIT	139,802	7,392	147,194		4
TOTAL TRAFFIC	2,571,936	834,722	3,406,658		
% SHARE OF TOTAL TRAFFIC	75	25			

Fig. 1 SUMMARY OF MARITIME TRADE OF GHNA IN TONS
APRIL-JUNE, 2009



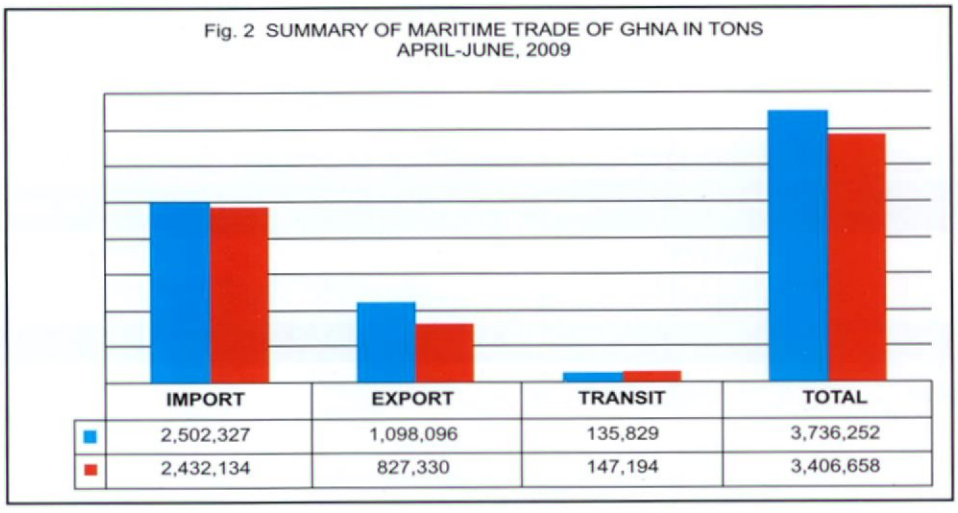
APRIL – JUNE 2008 & 2009

Table 2 below gives a brief comparison of the maritime trade within the same period in the year 2008 and 2009. Total throughput at the ports decreased in 2009 by 9% with the port of Tema recording a decrease of 15% while Takoradi port realized an increase of 4% for the same period. Total import through the two sea ports for the same period saw a decrease of 3% in 2009 while total export trade for 2009 also experienced a decreased tonnage of 25%. The transit trade however experienced an increase of 8% from the 2008 figure of 135,829 tons to 147,194 tons in 2009.
Fig 2 below provides more details.

TABLE 2 MARITIME TRADE OF GHANA IN TONS - APRIL - JUNE 2009

	TEMA			TAKORADI			TOTAL		
	2008	2009	%DIFF	2008	2009	%DIFF	2008	2009	
IMPORTS	2,082,564	1,738,619	-17	419763	693,515	65	2502327	2,432,134	3
EXPORTS	341,709	305,196	11	756387	522,134	-31	1098096	827,330	-25
TOTAL	2,424,273	2,043,815	-16	1176150	1,215,649	3	3600423	3,259,464	-9
TRANSIT	134,798	139,490	3	1,031	7,704	647	135,829	147,194	8
THRU' PUT	2,559,071	2,183,305	-15	1,177,181	1,223,353	4	3,736,252	3,406,658	-9

Fig. 2 SUMMARY OF MARITIME TRADE OF GHNA IN TONS
APRIL-JUNE, 2009



THE IMPORT TRADE

Total import trade for the second quarter of 2009, less transit trade, amounted to 2,432,134 tons as against 2,502,327 tons obtained in 2008, indicating a 3% decrease. The port of Tema accounted for over 1.7 million (1,738,619) tons representing 72% whereas the port of Takoradi accounted for 693,515 tons representing 28% of total import.

Total transit import for the period amounted to 139,802 tons, a 14% increase over the previous year tonnage of 122,503 tons. As usual the transit import cargo for the port of Tema recorded the highest tonnage of 132,098 tons for the period under review with Takoradi experiencing an import tonnage of 7,704 tons.

Total liner import in both 2008 and 2009 was approximately 1.1 million tons. The Tema port recorded 1,068,761 tons, an increase of 10% over the previous year's tonnage. Takoradi port recorded 38,279 tons, a 70% decrease from the previous year.

Total dry bulk import tonnage amounted to 504,976 tons in 2009, a decrease of 18% from the 2008 tonnage of 612,835 tons. There was a 16% decrease in the dry bulk export tonnage at the port of Tema and a decrease of 19% at the port of Takoradi.

Total liquid bulk for the second quarter of 2009 was 4% more than what was recorded for the previous year with the port of Tema handling 46% while Takoradi port handled 54%. The 377,419 tons handled in the Tema port was 50% less than the 2008 tonnage for the port while the 442,699 tons recorded for the Takoradi port was an increase of over 1000% over the 2008 figure.

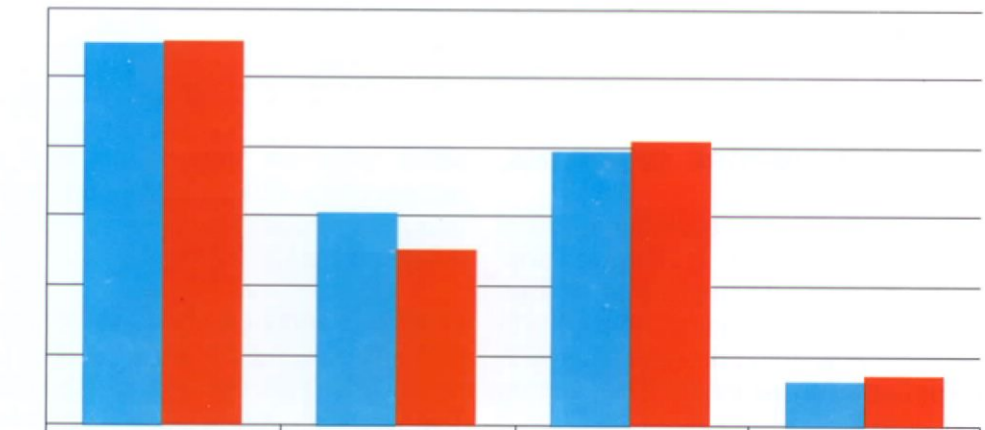
Total import for the period, including transit tonnage, was 2% less than what was obtained in 2008 with a 15% decrease from the tonnage recorded in the port of Tema and 67% increase in the port of Takoradi.

See table 3 and fig. 3 on next page for detail.

TABLE 3 COMPARISON OF MARITIME TRADE OF GHANA IN TONS APRIL -JUNE 2008 AND 2009

	TEMA			TAKORADI			TOTAL		
	2008	2009	%DIFF	2008	2009	%DIFF	2008	2009	%DIFF
	IMPORT			IMPORT			IMPORT		
LINER	974,075	1,068,761	10	126,232	38,279	-70	1,100,307	1,107,040	1
DRY BULK	349,396	292,439	-16	263,439	212,537	-19	612,835	504,976	-18
LIQ. BULK	759,093	377,419	-50	30,092	442,699	1371	789,185	820,118	4
TOTAL	**2,082,564**	**1,738,619**	**-17**	**419,763**	**693,515**	**65**	**2,502,327**	**2,432,134**	**-3**
ADD TRANSIT	122,365	132,098	8	138	7,704	5483	122,503	139,802	14
TOTAL IMPORT	2,204,929	1,870,717	-15	419,901	701,219	67	2,624,830	2,571,936	-2
	EXPORT			EXPORT			EXPORT		
LINER	327,731	285,025	-13	169,778	132,311	-22	497,509	417,336	-16
DRY BULK	12,660	11,478	-9	586,609	389,822	-34	599,269	401,300	-33
LIQ. BULK	1,318	8,693	560	0	0	#DIV/0!	1,318	8,693	560
TOTAL	**341,709**	**305,196**	**-11**	**756,387**	**522,133**	**-31**	**1,098,096**	**827,329**	**-25**
ADD TRANSIT	12,433	7,392	-41	839	0	-100	13,272	7,392	-44
TOTAL EXPORT	**354,142**	**312,588**	**-12**	**757,226**	**522,133**	**-31**	**1,111,368**	**834,721**	**-25**

Fig. 3 SUMMARY OF MARITIME IMPORT TRADE IN TONS APRIL-JUNE, 2009



	LINER	DRY BULK	LIQ. BULK	TRANSIT
	1,100,307	612,835	789,185	122,503
	1,107,040	504,976	820,118	139,802

THE EXPORT TRADE

Total Ghanaian maritime export trade (less transit export) for the period under consideration amounted to 827,330 tons, a decrease of 25% from the 2008 figure. Tema port handled a lower tonnage of 305,196 tons which was 11% less than what was recorded for 2008. The port of Takoradi handled 522,134 tons recording a 31% decrease from the previous year tonnage.

Total transit export for the period was 7,392 tons, a decrease of 44% from the 2008 figure of 13,272 tons. The transit export tonnage recorded for Tema port fell by 41% while the Takoradi port experienced no transit export for the period under review.

Liner export for the period was 16% lower than the 2008 figure, decreasing from 497,509 tons in 2008 to 417,336 tons in 2009. There were decreases of 22% in the port of Takoradi and 13% in the port of Tema.

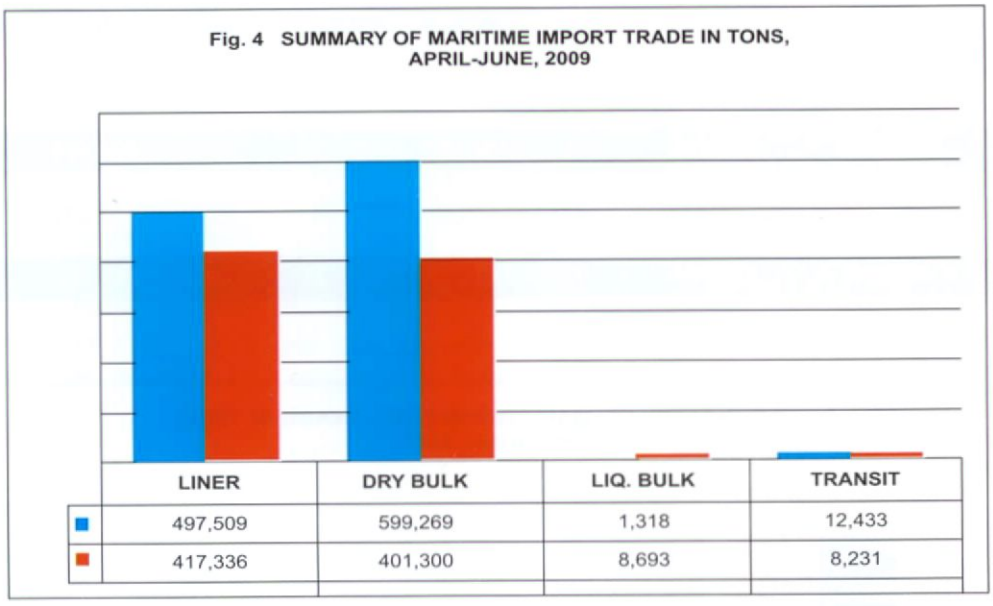
Total dry bulk export for the period under consideration was 401,300 tons, a decrease of 33% from the previous year tonnage of 599,269 tons. There was a 9% decrease in the figure recorded for the Tema port and a 34% fall in the amount recorded for the Takoradi port.

Liquid bulk export for the period was 8,693 tons a rise of over 500% from the previous year tonnage of 1,318 tons. There was a rise of over 500% in the tonnage recorded for the port of Tema. The Takoradi port recorded no liquid bulk export for the period.

Total export, including transit export was 834,722 tons, recording a decrease of 25% from the previous year tonnage of 1,111,368 tons. Both Takoradi and Tema port recorded a decrease of 12% and 31% respectively in the volume of export cargoes shipped through their facilities.

Fig 4 below gives details of the export situation for the second quarter of 2009.

Fig. 4 SUMMARY OF MARITIME IMPORT TRADE IN TONS, APRIL-JUNE, 2009



	LINER	DRY BULK	LIQ. BULK	TRANSIT
■	497,509	599,269	1,318	12,433
■	417,336	401,300	8,693	8,231

DIRECTION OF MARITIME IMPORT OF GHANA, APRIL TO JUNE, 2009

The total maritime import and export trade for the April to June, 2009 period amounted to 3,259,464 tons. These goods were loaded and discharged at various ports of the world including United Kingdom (UK), North Continent (NC), the Mediterranean Europe (ME), North America (NA), the Far East (FE), Africa (AF) and Others (OH) ranges.

IMPORT

The highest import tonnage of 792,762 tons came from the Others range representing 33% of the total maritime import. This was followed by the Far East range with 529,542 tons representing 22% of maritime import. The North Continent range followed in the third place with an import tonnage of 421,483 tons representing 17%. The Mediterranean Europe range was in the fourth place with a tonnage of 293,025 tons representing 12% of the total share of maritime import.

The Africa and the North America ranges recorded 10% and 4% as their share of the total import trade representing the fifth and the sixth places respectively. The seventh place was occupied by the United Kingdom range with an import tonnage of 40,444 tons representing 2% of the total share of import.

Table 4 and fig 5 below give a detailed explanation of the direction of the maritime import for the first quarter of 2009.

TABLE 3 COMPARISON OF MARITIME TRADE OF GHANA IN TONS APRIL -JUNE 2008 AND 2009

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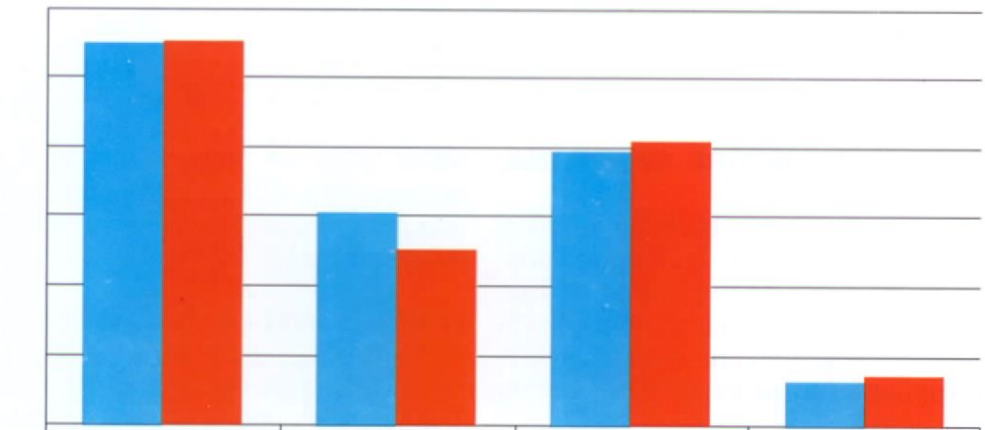

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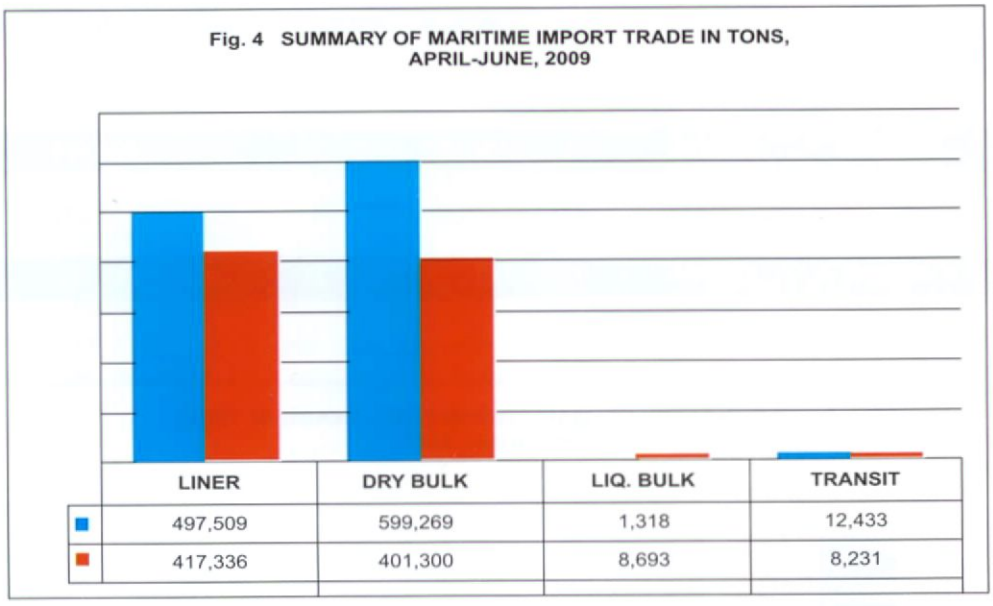

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The total maritime import and export trade for the April to June, 2009 period amounted to 3,259,464 tons. These goods were loaded and discharged at various ports of the world including United Kingdom (UK), North Continent (NC), the Mediterranean Europe (ME), North America (NA), the Far East (FE), Africa (AF) and Others (OH) ranges.

IMPORT

The highest import tonnage of 792,762 tons came from the Others range representing 33% of the total maritime import. This was followed by the Far East range with 529,542 tons representing 22% of maritime import. The North Continent range followed in the third place with an import tonnage of 421,483 tons representing 17%. The Mediterranean Europe range was in the fourth place with a tonnage of 293,025 tons representing 12% of the total share of maritime import.

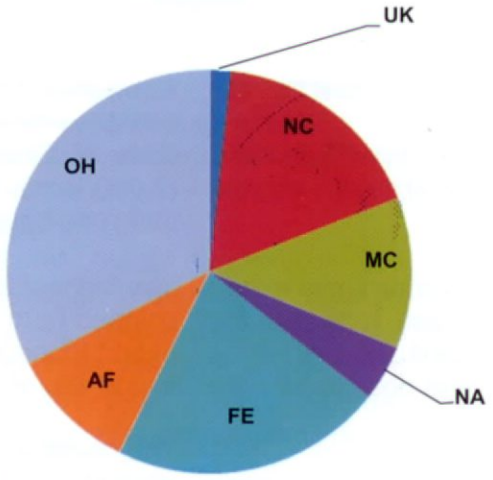
The Africa and the North America ranges recorded 10% and 4% as their share of the total import trade representing the fifth and the sixth places respectively. The seventh place was occupied by the United Kingdom range with an import tonnage of 40,444 tons representing 2% of the total share of import.

Table 4 and fig 5 below give a detailed explanation of the direction of the maritime import for the first quarter of 2009.

TABLE 4 DIRECTION OF MARITIME IMPORT IN TONS, APRIL- JUNE 2009

RANGE	UK	NC	ME	NA	FE	AF	OH	TOTAL
LINER	40,444	180,365	63,626	63,177	455,898	113,173	190,356	1,107,039
DRY. BULK	0	136,782	229,399	45,201	73,644	12,600	7,350	504,976
LIQUID BULK	0	104,336	0	0	0	120,727	595,056	820,119
TOTAL	**40,444**	**421,483**	**293,025**	**108,378**	**529,542**	**246,500**	**792,762**	**2,432,134**
% SHARE	2	17	12	4	22	10	33	100

Fig. 5 DIRECTION OF MARITIME IMPORT IN TONS
APRIL - JUNE 2009



EXPORT

The total maritime export for the period amounted to 827,330 tons, of which the highest contribution of 300,460 tons went to the Far East range.

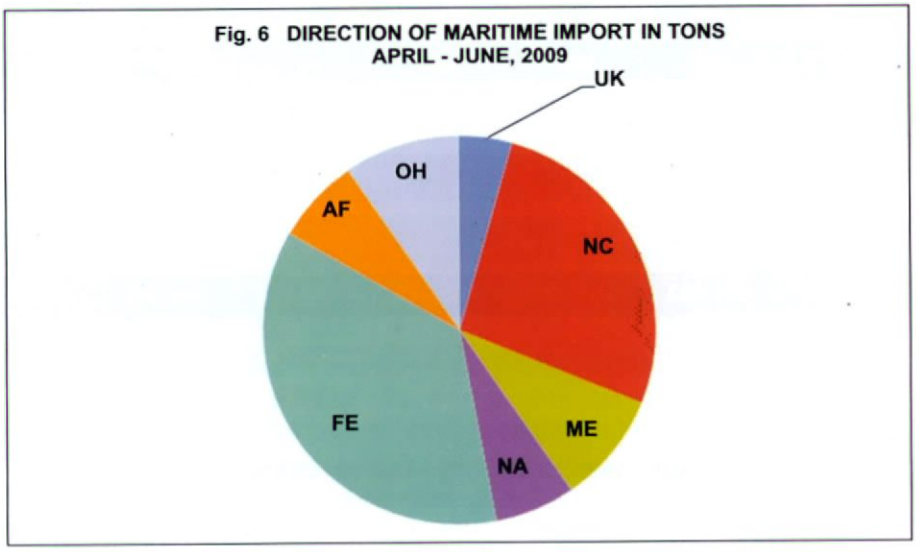
The North Continent range was the second receiver of the Ghanaian export items amounting to 221,415 tons (27%) with Liner and Dry Bulk being the only trade on the range. The Others range followed in the third position with an export tonnage of 79,134 tons, amounting to 10% of the maritime export during the review period. The Mediterranean Europe range was the next to record export amounting to 76,664 tons or 9%. The fifth, sixth and seventh positions were taken by the Africa range (58,338 tons or 7%), North America (54,880 tons or 6%) and United Kingdom range (36,439 tons, or 4%) respectively.

Table 5 and fig 6 below gives a detailed explanation on the maritime export of Ghana from April to June, 2009.

TABLE 5 DIRECTION OF MARITIME EXPORT OF GHANA, APRIL-JUNE 2009

RANGE	UK	NC	ME	NA	FE	AF	OH	TOTAL
LINER	36,439	116,599	29,962	17,257	178,837	25,418	12,824	417,336
DRY. BULK	0	104,816	46,702	37,623	121,623	30,965	59,572	401,301
LIQUID BULK	0	0	0	0	0	1,955	6,738	8,693
TOTAL	**36,439**	**221,415**	**76,664**	**54,880**	**300,460**	**58,338**	**79,134**	**827,330**
% SHARE	4	27	9	7	36	7	10	100

Fig. 6 DIRECTION OF MARITIME IMPORT IN TONS
APRIL - JUNE, 2009



TRANSIT TRADE THROUGH THE PORTS OF GHANA

The total transit trade through the ports of Tema and Takoradi yielded a tonnage of 158,867 tons for the period of April to June, 2009.

Transit import amounted to 141,811 tons while export amounted 17,056 tons. Burkina Faso recorded the highest transit import of 54,733 tons for the period which was 20% more than what was obtained for the previous period.

This was followed by Mali with 49,937 tons, an increase of 54% over the previous year tonnage. Togo followed with 13,574 tons taking the third position. Niger followed in the fourth place with 13,051 tons. Other countries whose import cargoes came through the ports of Ghana were Others (4,090 tons), Nigeria (2,990 tons), Senegal (1,047tons), Cote d'Ivoire (210 tons) and Benin (145 tons).

The highest transit export tonnage of 7,670 tons was shipped from Togo, followed by Burkina Faso with an export tonnage of 4,781 tons. The third highest transit export was shipped from Mali with 2,455 tons.

The fourth and the fifth tonnage of 73 tons and 68 tons were shipped from Others and Niger respectively. The table below gives a detailed explanation of the transit trade for April to June, 2009.

TABLE 6 TRANSIT TRADE THROUGH THE PORTS OF GHANA, APRIL - JUNE, 2009

	IMPORT			EXPORT			TOTAL		
COUNTRY	2008	2009	%DIFF	2008	2009	%DIFF	2008	2009	%DIFF
ALGIERS	64	-	-100	-	-	0	64	-	-100
BENIN	778	145	-81	2,387	-	-100	3,165	145	-95
BURKINA FASO	45,537	54,733	20	2,511	4,781	90	48,048	59,514	24
CAMEROUN	-	25	0	24	-	-100	24	25	4
CHAD	50	-	-100	-	-	0	50	-	-100
IVORY COAST	111	210	89	199	-	-100	310	210	-32
MALI	32,423	49,937	54	-	2,455	0	32,423	52,392	62
NIGER	36,013	13,051	-64	745	68	-91	36,758	13,119	-64
NIGERIA	3,069	2,990	-3	6,718	-	-100	9,787	2,990	-69
OTHER	1,642	4,090	149	633	73	-88	2,275	4,163	83
SENEGAL	153	1,047	584	-	-	0	153	1,047	584
TOGO	2,663	13,574	410	55	7,670	13845	2,718	21,244	682
TOTAL	124,511	141,811	14	15,280	17,056	12	139,791	158,867	14

PERFORMANCE OF SHIPPING AGENTS IN THE MARITIME TRADE OF GHANA

Forty - seven (47) shipping agencies handled the total maritime trade of 3,259,465 tons for the period April – June 2009. Thirty (30) of these agencies handled the Liner trade of about 1,524,377 tons representing 47% of total cargo throughput for the period under review.

The highest performer in the Liner trade, Maersk Gh Ltd., handled 412,605 tons representing 27% of the liner trade. Of this tonnage, 305,233 tons were import and 107,372 tons were export. Delmas handled the second largest share of 246,650 tons or 16% of the total liner trade, of which 163,674 tons were imports and 82,976 tons were exports. MSCA GH. LTD followed in the third place with 155,770 tons or 10% comprising 21,106 tons of export and 134,664 tons of import.

The fourth position went to Supermaritime which handled 67,318 tons, representing 4% of total liner trade with 18,054 tons being import and 49,263 tons being export. PIL GH. LTD handled 45,869 tons of import and 21,191 tons of export amounting to 67,060 tons to take the fifth place representing 5% of total liner trade.

Eight (8) shipping agencies participated in the dry bulk trade which amounted to 906,276 tons or 28% of total maritime traffic for the review period. Hull Blyth handled 380,658 tons which were solely import and represented 42% of total dry bulk cargo.

Supermaritime followed in the second place with 311,265 tons or 34% of the dry bulk trade.The third place was occupied by Macro Shipping with 133,201 tons or 15% of the dry bulk traffic. This was followed by Maersk Gh.Ltd with 29,738 tons or 3% of the dry bulk trade. Map Shipping followed in the fifth position with 23,982 tons or 3% which were solely imports.

In the liquid bulk trade, Nine (9) agencies altogether handled the 828,812 tons of cargo that was discharged and loaded at the ports of Ghana. With the exception of Supermaritime, that handled both export and import cargoes, all other agencies handled only import or export cargoes.

Supermaritime was the highest performer with 485,127 tons which was 59% of the total liquid bulk cargo. Bulk Shipping followed in the second place with 163,531 tons representing 20% of total liquid bulk trade.

Maritime handled 129,647 tons representing almost 16%, to take the third position in the liquid bulk trade. Sectel and Scanship took the fourth and fifth places with 26,725 tons and 7,033 tons, or 3% and 1% respectively.

Table 7 below explains further the performance of shipping agents for the second quarter of 2009.

PERFORMANCE OF SHIPPING AGENTS IN THE MARITIME TRADE OF GHANA, APRIL -JUNE 2009

SHIPPING AGENTS	IMPORT	EXPORT	TOTAL	% SHARE OF AGENTS
LINER				
A & J SHIPPING	1,442	0	1,442	0.09
ANTRAK GH. LTD	18,869	14,435	33,304	2.18
BLUE SEA MARITIME	12	18,000	18,012	1.18
CONSHIP	791	0	791	0.05
DELMAS SHIPP.GH. CMA CGM	163,674	82,976	246,650	16.18
DOLPHIN SHIPPING	17,494	0	17,494	1.15
FAIRPOINT	9,081	0	9,081	0.60
GLOBAL CARGO	29,290	0	29,290	1.92
GMT HIPPING	52,397	0	52,397	3.44
GRIMALDI GH. LMT	30,441	11,862	42,303	2.78
HULLBLYTH	42,220	6,103	48,323	3.17
ISAG	29,342	5,140	34,482	2.26
KHUDA SERV. GH. LTD	7,518	0	7,518	0.49
MACRO LOGISTICS	0	1,202	1,202	0.08
MACRO SHIPPING	4,055	0	4,055	0.27
MAERSK GH. LTD	305,233	107,372	412,605	27.07
MAP SHIPPING	19,893	0	19,893	1.30
MARITIME GH. LTD	0	853	853	0.06
MOL GH. LTD	55,524	7,094	62,618	4.11

MSCA GH .LTD	134,664	21,106	155,770	10.22
OCEANLANE	34,651	0	34,651	2.27
PANALPINA	14,869	8,000	22,869	1.50
PIL. GH. LTD	45,869	21,191	67,060	4.40
SAFMARINE	0	23,854	23,854	1.56
SCANSHIP	31,885	28,679	60,564	3.97
SDV GH. LTD	1,458	10,208	11,666	0.77
SEATRANS	31,000	0	31,000	2.03
SILVER MARITIME	2,045	0	2,045	0.13
SUPERMARITIME	18,054	49,263	67,317	4.42
TRANSGLOBAL	5,268	0	5,268	0.35
SUB - TOTAL	1,107,039	417338	1,524,377	46.77
DRY BULK				
HULLBLYTH	380,658	0	380,658	42.00
MACRO SHIPPING	0	133,201	133,201	14.70
MAERSK GH. LTD	29,601	137	29,738	3.28
MAP SHIPPING	23,982	0	23,982	2.65
PANALPINA	0	4,359	4,359	0.48
SCANSHIP	5,052	13,821	18,873	2.08
SEATRANS	4,200	0	4,200	0.46
SUPERMARITIME	61,483	249,782	311,265	34.35
SUB - TOTAL	504,976	401300	906,276	27.80
LIQUID BULK				
BULK SHIPPING	163,531	0	163,531	19.73
MARITIME	129,647	0	129,647	15.64
MAXITIDE	4,862	0	4,862	0.59
MULTIPLAN	0	6,738	6,738	0.81
PANALPINA	1,882	0	1,882	0.23
SCANSHIP	7,033	0	7,033	0.85
SECTEL	26,725	0	26,725	3.22
SUPERMARITIME	483,171	1,955	485,126	58.53
TRANSGLOBAL	3,268	0	3,268	0.39
SUB - TOTAL	820,119	8693	828,812	25.43
GRAND TOTAL	2,432,134	827331	3,259,465	100.00

PERFORMANCE OF SHIPPING LINES IN THE MARITIME TRADE OF GHANA

Eighty - three (83) shipping lines participated in the carriage of 3,259,467 tons of maritime cargo comprising of 2,432,135 tons of imports and 827,332 tons of exports during the second quarter of 2009.

Fifty-seven (57) shipping lines handled the 1,107,040 tons of liner imports and the 417,339 tons of liner exports making a total of 1,524,379 tons or 47% of total traffic through the ports of Ghana. Of this, Maersk Line carried 411,266 tons, accounting for 27% of total liner cargo making it the number one carrier in the liner trade for the period under review.

Mediterranean Shipping Company carried the next highest tonnage of 155,412 tons representing over 10% of the liner trade, followed by Delmas with 135,272 tons or 9%, CMA CGM with 86,370 tons or approximately 6% and finally Others and Pacific Intl. Liner followed with 72,917 tons or 5% and 67,060 tons or 4% respectively.

Dry bulk cargo amounting to 906,276 tons representing 28% of total maritime trade for the review period was carried by Eighteen (18) shipping lines. HC Trading took the first position carrying 378,344 tons which represented over 42% of the total dry bulk trade. I.M.T followed in the second position with 248,712 tons representing 27% of total dry bulk cargo trade. Bulkhandling carried 91,801 tons accounting for 10% thus putting it in the third place.

The fourth and fifth positions were taken by Other and S.M.B which carried 43,564 tons (5%) and 34,615 tons (4%) respectively.

Eight (8) shipping lines engaged in the liquid bulk trade carrying 828,812 tons of cargo which accounted for 25% of total maritime trade. Others took the lead with the carriage of 532,797 tons representing 64% of total liquid bulk. Bulkship took the second place with 163,531 tons representing 20% of the liquid bulk trade.

The third best performer was Vitol with 105,683 tons representing 13% of the liquid bulk trade. I.M.T carried 1% of the liquid bulk trade which amounted to 8,626 tons earning it the fourth position. The fifth highest carrier in the liquid bulk trade was Others with 6,738 tons representing 0.8% of the trade.

Table 8 below explains further the performance of shipping lines for the second quarter of 2009.

PERFORMANCE OF SHIPPING LINES IN THE MARITIME TRADE OF GHANA, APRIL - JUNE 2009

SHIPPING LINE	IMPORT	EXPORT	TOTAL	% SHARE IN TOTAL TRADE
LINER				
k' LINE	16,270	2,900	19,170	1.26
AFRICA EXPRESS LINE	2,778	9732	12,510	0.82
ALLIED MARITIME	20,574	0	20,574	1.35
ARIES SHIPPING	0	5000	5,000	0.33
ASCA	6,260	0	6,260	0.41
BABURA SHIPPING	0	574	574	0.04
BOCS	647	0	647	0.04
BREADBOX SHIPPING	8	279	287	0.02
CARGILL	9,213	0	9,213	0.60
CHINA OCEAN SHIPPING	4,806	0	4,806	0.32
CHINA SHIPPING	14,869	0	14,869	0.98
CMA CGM	61,756	24614	86,370	5.67
CONTI GMT	39,589	0	39,589	2.60
CONTINENTAL LINES	28,391	0	28,391	1.86
COSCO	3,791	15759	19,550	1.28
COSIPAN CONTAINER LINES	97	0	97	0.01
DELMAS	79,806	55466	135,272	8.87
E. & F. MAN	16,816	0	16,816	1.10
E. A. L	0	7,800	7,800	0.51
EUKOR CAR CARRIERS	1,593	0	1,593	0.10
EUROAFRICA	5,933	1000	6,933	0.45
G.M.T	8,002	0	8,002	0.52
GOLD STAR LINE	9,267	3387	12,654	0.83
GRAND FORTUNE INTL	2,223	0	2,223	0.15
GRIMALDI LINES	31,042	11,862	42,904	2.81
HAPAG LLOYD	16,010	1512	17,522	1.15
HUAL LINES	1,212	12	1,224	0.08
INCHCAPE SHIPPING	791	0	791	0.05
IRMAOS BRITTO REP	14,045	0	14,045	0.92
L & C MARINE TRANSPORT	11,893	0	11,893	0.78
LADYTRAMP SHIPPING	0	5,000	5,000	0.33
MAERSK LINE	**303,894**	**107,372**	**411,266**	**26.98**
MED SPA	410	0	410	0.03
MED. SHIPP CO	357	0	357	0.02
MED/WEST AFRICA SERV	1,214	0	1,214	0.08
MEDITERRANEAN SHIPP. CO	134,306	21,106	155,412	10.20
MESSINA LINES	12,776	14,344	27,120	1.78
MITSUI O.S.K LINES	55,524	7,094	62,618	4.11
NORDANA LINE	2,079	80	2,159	0.14

PERFORMANCE OF SHIPPING LINES IN THE MARITIME TRADE OF GHANA, APRIL - JUNE 2009

SHIPPING LINE	IMPORT	EXPORT	TOTAL	% SHARE IN TOTAL TRADE
OLAM SINGAPORE	9,000	0	9,000	0.59
OTAL	29,689	13,104	42,793	2.81
OTHER	68,271	4,646	72,917	4.78
PACIFIC INTL. LINES	45,869	21,191	67,060	4.40
S. BACO LINER	0	8,000	8,000	0.52
S.M.B	3	0	3	0.00
SAFI	2,250	0	2,250	0.15
SAFMARINE	1,339	23,854	25,193	1.65
SEACCESS MARITIME	358	0	358	0.02
SPLIETHORFF	0	32,500	32,500	2.13
TRAMPS	3	0	3	0.00
U. SHIP	3,261	0	3,261	0.21
UNICARGO	0	8,000	8,000	0.52
UNIVERSAL AFRICA LINES	4,047	1,202	5,249	0.34
VERTOM	0	5,310	5,310	0.35
W.A.C	0	1,195	1,195	0.08
WEST AFRICA EXPRESS SERV.	6,018	1,690	7,708	0.51
ZIM LINE	18,690	1,754	20,444	1.34
SUB-TOTAL	**1,107,040**	**417,339**	**1,524,379**	**46.77**
DRY BULK				
AFRICA EXPRESS LINE	12,259	0	12,259	1.35
BOCS	2,500	0	2,500	0.28
BULKHANDLING	0	91,801	91,801	10.13
CARMEUS TRADING	7,132	0	7,132	0.79
DELMAS	3,150	0	3,150	0.35
E.A.L	0	6,839	6,839	0.75
EITZEN CHEMICAL	0	4,359	4,359	0.48
EUROAFRICA	1,902	0	1,902	0.21
HASSAN ALI RKE	13,354	0	13,354	1.47
HC TRADING	336,944	41,400	378,344	41.75
I.M.T	0	248,712	248,712	27.44
LOUIS DREYFUS	4,200	0	4,200	0.46
MAERSK LINE	29,601	137	29,738	3.28
MERADA	15,600	0	15,600	1.72
OTHER	36,582	6,982	43,564	4.81
S.M.B	34,615	0	34,615	3.82
SEABOARD OVERSEAS	0	1,070	1,070	0.12
SEPORSUR A. A. U.	7,137	0	7,137	0.79
SUB-TOTAL	**504,976**	**401,300**	**906,276**	**27.80**
LIQUID BULK				
ADDAX	4,862	0	4,862	0.59
BULKSHIP	163,531	0	163,531	19.73
I.M.T	8,626	0	8,626	1.04
OTHER	530,842	1,955	532,797	64.28
S.M.B	4,693	0	4,693	0.57
TEMA OIL REFINERY	0	6,738	6,738	0.81
VITOL	105,683	0	105,683	12.75
WILHELMSEN	1,882	0	1,882	0.23
SUB-TOTAL	**820,119**	**8,693**	**828,812**	**25.43**
GRAND TOTAL	**2,432,135**	**827,332**	**3,259,467**	**100**

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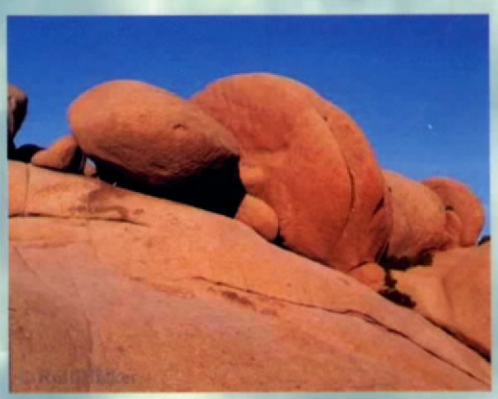

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SHIPPING REVIEW

GHANA'S AUTHORITATIVE MARITIME QUARTERLY JOURNAL

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- GHANA'S MARITIME/ROAD CORRIDOR AS THE TRANSIT GATEWAY TO BURKINA FASO, MALI AND NIGER:
- GHANA'S PREPARATION TOWARDS THE EXPLOITATION OF OIL AND GAS
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SHIPPING REVIEW

GHANA'S AUTHORITATIVE QUARTERLY MARITIME JOURNAL

Shipping Review Volume 11 Number 4 - Oct. - Dec., 2009

Ghana's Maritime/Road Corridor as the Transit Gateway to Burkina Faso, Mali and Niger

A Situational Comparison between 2004 and 2009

Transit imports and exports through Ghana to the landlocked countries of Burkina Faso, Mali and Niger date back to 1997. It is estimated that total sea borne trade volume to the three landlocked countries is about 5.5 million metric tonnes annually.

This paper will attempt to crisp Ghana's SWOT as analyzed in 2004 and examine their relevance or otherwise in today's setting.

The paper will also try to identify any new pertinent developments that might have affected Ghana's SWOT as of 2009.

Contents

Ghana Shippers' Council

Our Vision

To ensure for the Ghanaian Shipper, quick, safe and reliable delivery of import and export cargoes by all modes of transport at optimum cost.

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To be a state - of - the art organisation that effectively manages the demand side of shipping with a view to protecting and promoting the interest of Ghanaian shippers in relation to port, ship, inland transportation problems and provision of ancillary shipping services.

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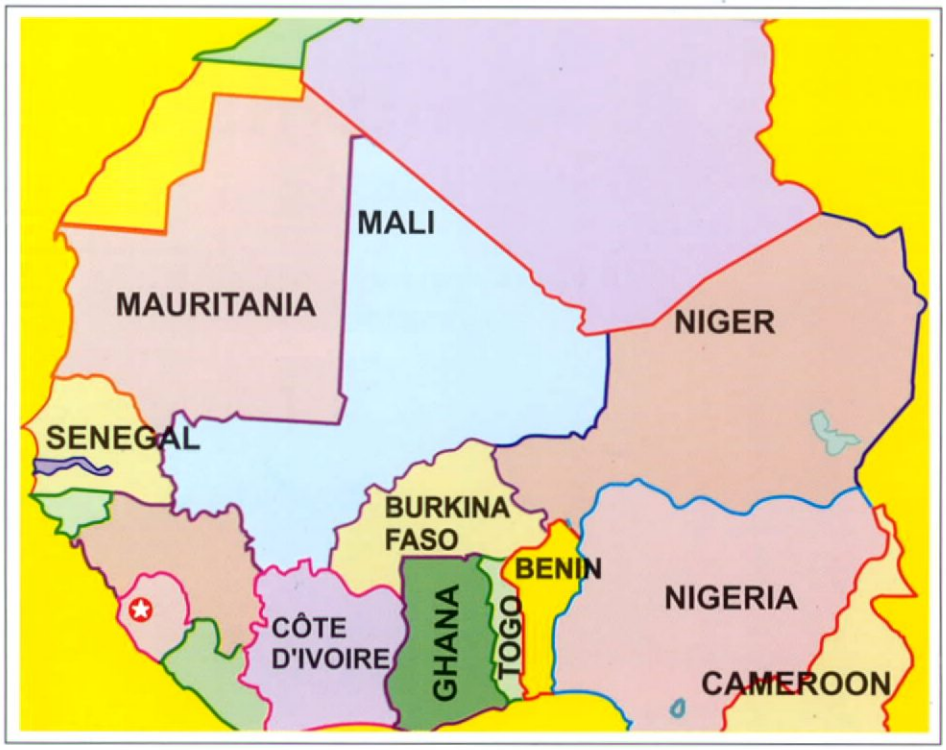
GHANA'S MARITIME/ROAD CORRIDOR AS THE TRANSIT GATEWAY TO BURKINA FASO, MALI AND NIGER

A Situational Comparison between 2004 and 2009

Michael Luguje: IMO Regional Coordinator for West and Central Africa



Introduction

The West African sub-region's three landlocked countries are being courted by several coastal states for their transit maritime imports and exports.

Presently, the front runners in this competition for the landlocked transit trade are Senegal, Cote d'Ivoire, Ghana, Togo and Benin. Historically, Port of Abidjan in Cote d'Ivoire, had remained the number one port for transit cargoes to Burkina and Mali. However, due to the civil crisis in the country, which started in 1999, Abidjan lost its leading position in transit cargo traffic to Lome Port in Togo as well as Tema and Cotonou.

In a Master of Science dissertation, at the World Maritime University, Sweden, in 2004, titled *"a comparative study of import transit corridors of landlocked countries in West Africa"*, Michael Luguje did a review of maritime transit trade to landlocked Burkina Faso, Mali and Niger and assessed the competitiveness of five maritime corridors including Senegal, Cote d'Ivoire, Ghana, Togo and Benin.

The researcher examined Ghana, based on statistics and all interventions to facilitate transit trade to these landlocked countries as of 2003. Based on the findings, the study analysed Ghana's Strengths, Weaknesses, Opportunities and Threats (S.W.O.T.) and made a number of recommendations to improve Ghana's competitiveness as the country sought to position itself as the preferred maritime gateway for transit traffic to and from the three landlocked neighbours.

Five years have come and gone since 2003, and certainly quite a lot of developments have also occurred whether positive or negative within the context of transit trade promotion to the three countries not only through Ghana but also through the other maritime corridors in West Africa.

It is, therefore, of crucial importance to inquire into what has changed or unchanged within the last five years since the last study by comparing Ghana in 2004 to Ghana in 2009 as far as its attractiveness to transit trade is concerned.

It is of interest to highlight some of the brief summaries and conclusions of the dissertation prior to doing the SWOT analysis on Ghana. These highlights could provide an *a priori* insight to readers about the situation in 2004 vis-à-vis the present context of 2009 as far as transit trade facilitation and attraction are concerned. The conclusions drawn from the first four chapters of the dissertation have affirmed that:

an efficient transit corridor is a complex system with sub-systems involving a multitude of actors who mostly have different interests and yet who work together in a harmonized and simplified way to satisfy their mutual as well as individual interests. Such a system becomes even more complex as it involves different countries with different legal jurisdictions.

For instance, corridor transit facilitation requires among other things, common infrastructural development policies for roads, rails, ports and inland dry ports or terminals. Transport regulations in each country must incorporate the regional setting, customs systems in the region must be harmonised to include single documents, common frontier controls, shared customs and trade data and harmonized transit security bond payments, among other formalities and procedures.

For all the above conditions to be realized, bilateral agreements are crucial as according to UNCTAD, "transit agreements are the starting point, as they form the basis for the development of various protocols along transit corridors".

(UNCTAD, 2003a, p.7). It is these agreements fashioned out in line with international and regional trade and transport conventions that will result in the perfect knitting of all the actors' operations, regulations and information systems in a harmonized and seamless flow of transit traffic along a corridor, thereby minimizing delays and fraud, and ultimately leading to reduced transit transport cost.

But what is the precondition for all this to be possible? According to Cervenka, (1973, p.316), "it is the cooperation among participating countries that is decisive.

For regional cooperation to succeed, it requires participating states to view projects in terms of regional rather than national benefits".

If Cervenka's argument for cooperation between countries means ratifying bilateral and multilateral agreements, then the World Bank's Report 1995, contends that ratification alone is not enough.

The report stated, "Neither bilateral nor multilateral agreements have yet contributed much to facilitating the transit traffic of Landlocked Developing Countries". (World Bank, OECD Report, 1995, p 2).

The report concluded that "Transit agreements can only work if they are backed by political will and the capacity of governments to actually control their agencies".

In relation to the country's SWOT as identified in the 2004 study, and indeed in the general context of what is needed to promote an effective and efficient transit trade, has Ghana improved or stagnated as a maritime transit corridor to the landlocked countries?

In the light of the above inquisitive question, this paper will attempt to crisp Ghana's SWOT as analyzed in 2004 and examine their relevance or otherwise in today's setting.

The paper will also try to identify any new pertinent developments that might have affected Ghana's SWOT as of 2009.

Based on the comparative findings, the paper will then conclude by providing some suggestions that could help convert Ghana's weaknesses into strengths, and adequately exploit the current opportunities while minimizing the threats to ongoing efforts at growing landlocked transit trade through the country's ports and corridor.

Table 1: Landlocked Transit Trade through Ghana: 2004-2008

Tema/Takoradi Ports (Ghana)					
	2004	2005	2006	2007	2008
Burkina Faso	398,206	472,690	542,712	506,131	381,209
Mali	307,261	357,812	270,679	233,441	207,593
Niger	184,003	271,642	228,412	155,658	331,722
Total	**889,470**	**1,102,144**	**1,041,803**	**895,230**	**920,524**

Transit imports and exports through Ghana to the landlocked countries of Burkina Faso, Mali and Niger date back to 1997. It is estimated that total sea borne trade volume to the three landlocked countries is about 5.5 million metric tonnes annually.

Until 2002 when Takoradi Port begun recording meaningful transit traffic, Tema Port was the only port in Ghana handling transit trade since 1997. The transit traffic volumes through Ghana's ports grew remarkably since 1997 and peaked in 2002/2003 when the civil conflict in Cote d'Ivoire heightened. The traffic volumes through Ghana however, fell in 2004 when Tema lost as much as 90,965 tonnes compared to the 2003 volume.

As shown in Table 1, from the 2004 volume, Ghana's corridor has not achieved any significant growth in terms of total transit traffic to the landlocked countries. For example, after recording a marginal increase of 212,674 tonnes in 2005 over the 2004 volume, Ghana's corridor recorded lower traffic consecutively by 60,341 metric tonnes in 2006 and a further loss of 146,573 metric tonnes in 2007. 2008 only managed to record a marginal increase of 25,294 tonnes (see table1).

Regional Competition for landlocked transit trade in West Africa

Table 2: Transit traffic (tonnes) by landlocked country per maritime corridor/port: 2004-2008

Cotonou Port (Benin)					
Cotonou Port	2004	2005	2006	2007	2008
Burkina Faso			224,210	201,972	225,892
Mali			130,612	112,111	107,533
Niger			1,280,236	1,696,993	2,205,805
Total	**697,135**	**1,18 9,016**	**1,635,058**	**2,011,076**	**2,539230**

Lome Port (Togo)

	2004	2005	2006	2007	2008
Burkina Faso	577,408	618,033	588,526	608,666	488,990
Mali	138,077	123,623	125,248	98,411	83,012
Niger	180,248	143,872	151,278	177,879	194,183
Total	895,733	885,528	865,052	884,956	766,185

Tema/Takoradi Ports (Ghana)

	2004	2005	2006	2007	2008
Burkina Faso	398,206	472,690	542,712	506,131	381,209
Mali	307,261	357,812	270,679	233,441	207,593
Niger	184,003	271,642	228,412	155,658	331,722
Total	889,470	1,102,144	1,041,803	5,289	920,524

Abidjan Port (Cote d'Ivoire)

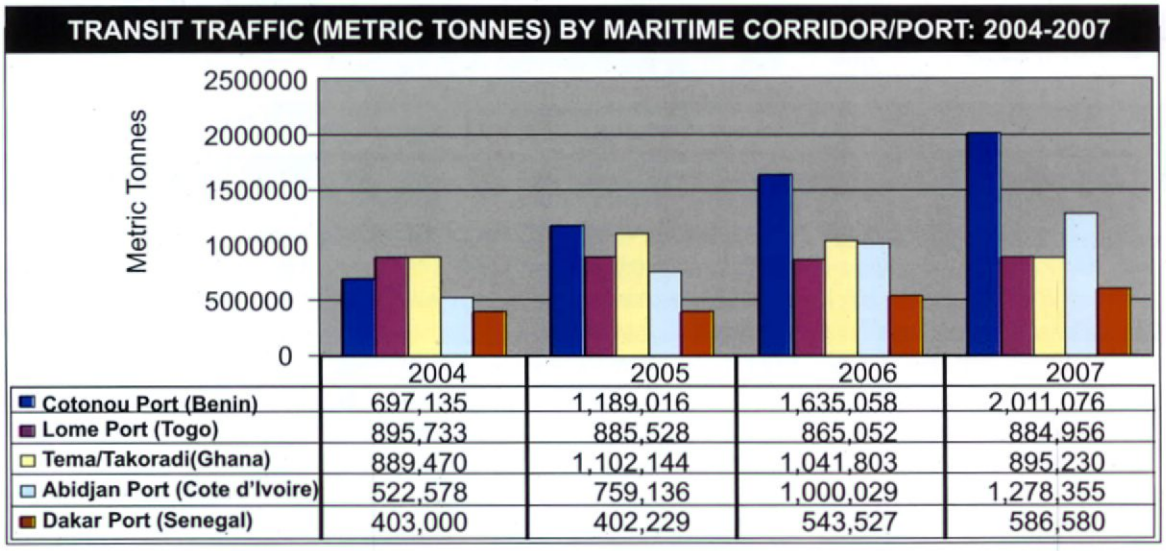
	2004	2005	2006	2007	2008
Burkina Faso	254,854	420,634	495,259	725,891	
Mali	267,621	338,400	504,754	552,280	
Niger	103	102	16	184	
Total	522,578	759,136	1,000,029	1,278,355	

Dakar Port (Senegal)

	2004	2005	2006	2007	2008
Burkina Faso	00	00	00	00	304
Mali	403,000	402,229	543,527	586,580	663,694
Niger	00	00	00	00	112
Total	403,000	402,229	543,527	586,580	664,110

Source: Compiled from various ports statistics publications and websites

Figure 1: Total landlocked Transit Traffic by transit corridor/port: 2004-2007



Source: generated from various ports statistics

Table 3: Total landlocked (Burkina Faso, Mali, Niger) maritime trade traffic (tonnes) by transit port: 2004-2008

COUNTRY Abidjan (Cote d'Ivoire)	2004	2005	2006	2007	2008
	522,577	759,136	1,000,029	1,278,355	*
Tema/Takoradi (Ghana)	889,470	1,102,144	1,041,803	895,230	920,524
Lome (Togo)	895,733	885,528	865,052	884,956	766,185
Cotonou (Benin)	697,135	1,189,016	1,635,058	2,011,076	2,539,230
Dakar (Senegal)	403,000	402,229	543,527	586,580	664,110
Total	3,407,915	4,338,053	5,085,469	5,656,197	*

Source: compiled from various ports statistics publications and websites

The trend depicted by the transit traffic statistics shown in Tables 2 and 3, confirm the earlier assertion that in the West African sub region, the three landlocked countries are being courted by several coastal states for their transit maritime imports and exports, thereby giving the landlocked countries a wider choice.

Presently, the main ports competing for the landlocked transit trade are Dakar (Senegal), Abidjan (Cote d'Ivoire), Tema/Takoradi (Ghana), Lome (Togo) and Cotonou (Benin). Historically, Port of Abidjan in Cote d'Ivoire, which had a commanding share of transit cargoes to Burkina and Mali, lost that position in favour of the other competing ports due to the civil crisis which rocked the country in 1999.

It is, however, note worthy that since 2004, Abidjan, in spite of the crisis, bounced back and begun reclaiming some of the transit cargo to the three landlocked countries. Abidjan has recorded consistent growth in transit traffic since 2004 from 522,578 tonnes to 1,278,355 tonnes by 2007, representing a growth of 145% within a period of three years.

Abidjan is also claiming its number one position as a transit corridor for Burkina Faso and Mali. For example, from 254,854 tonnes in 2004, Burkina Faso's transit traffic through Abidjan increased to 725,891 by 2007, representing a growth of 185%. Abidjan also now leading corridor for Mali's transit trade increasing its traffic from 267,621 tonnes in 2004, to 552,280 tonnes by 2007, representing a growth of 107%.

The fact that Abidjan, in spite of the prevailing uncertain political situation, still gaining so much ground by way of attracting transit traffic was a clear wake-up call on the other competing ports especially Tema/Takoradi and Lome. What this means is that the other competing ports have not been able to attract and retain the transit shippers who fled Abidjan due to the crisis.

Therefore, if Cote d'Ivoire is able to successfully hold elections as planned, investor confidence would be boosted further and the country would become much more attractive.

If finally, the rail and road corridors in that country return to their efficiency, safe and security levels as was the case prior to 1999, Lome and Tema/Takoradi would most likely lose majority, if not all of their present Burkina and Mali transit traffic to Abidjan.

In the case of Mali and Niger, the trend is mixed as some years recorded increases while others recorded falls in traffic. One major reason is the geographical location of each country vis-à-vis Ghana. Burkina Faso is located directly to the north of Ghana. As such cargo and trucks plying the two countries do not have to cross another or a third country.

Table 4: Percentage share of Landlocked traffic (Burkina Faso, Mali, Niger) (%) by transit port: 2004-2007

CORRIDOR/PORT	2004	2005	2006	2007
Cotonou Port (Benin)	20%	27%	32%	36%
Lome Port (Togo)	26%	20%	17%	16%
Tema/Takoradi (Ghana)	26%	25%	20%	16%
Abidjan Port (Cote d'Ivoire)	15%	17%	20%	23%
Dakar Port (Senegal)	12%	9%	11%	10%
Total Transit	100%	100%	100%	100%

Source: compiled from various ports statistics publications and websites

Table 4 shows percentage share, by transit corridor/port, of total transit traffic to and from the three landlocked countries. Clearly, Abidjan's potential dominance is demonstrated by the increasing trend of its growth. For example, from the fourth position in 2004 with 15%, Abidjan placed second in terms of market share by 2007 with 23%. Cotonou has also sustained its growth in market share in volume of transit traffic rising from third position in 2004 with 20% to first position by 2007 with 36%.

It is, however, important to note that cumulatively, Abidjan appears a stronger contender in spite of placing second to Cotonou in 2007 because, whereas Abidjan dominated the market for both Mali and Burkina Faso in terms of sustained growth over the four-year period, Cotonou's market share is dependent on only traffic to and from Niger.

The corridors of Ghana and Togo depict a direct opposite picture over the four years period as far as their attractiveness to landlocked transit traffic is concerned (see Table 4). The two corridors recorded decreasing trend of market share. For example, from the first position with 26% market share in 2004, Ghana's corridor's share dropped to 16% by 2007, thus placing it in the fourth position just like Togo.

The Port of Dakar suffers from location disadvantage compared to its competitors, vis-à-vis Burkina Faso and Niger. Whereas, Abidjan, Tema /Takoradi and Lome are somewhat closer, albeit to varying degrees, to Burkina Faso and Niger, Dakar appears far off with only immediate access to Mali. As a result, Dakar's landlocked transit traffic is predominantly, for Mali.

Factors that influence corridor attractiveness for transit traffic

Factors that influence competition for transit cargo by coastal ports and indeed the choice of port or corridor by transit importers and exporters include distance and road infrastructure as well as their related costs, cost of doing business in the seaports, security of cargo and persons in port as well as along the corridor, transit time from transit port to the landlocked destination, fluidity of goods clearance documentation and procedures, among other relevant considerations.

Table 5: Combined Transport Bill of Lading (CTBL) transit times from Transit ports to landlocked destinations

Landlocked destination	Port of arrival	Mode of Transport	Transit time	Port of arrival with the shortest transit time to LLC destination
Bamako (Mali)	Dakar (Senegal)	Rail (Road)	30 days	Abidjan (1st)
Bamako (Mali)	Lome (Togo)	Road	16 days	Conakry (2nd)
Bamako (Mali)	Tema (Ghana)	Road	20 days	Lome (3rd)
Bamako (Mali)	Conakry (Guinea)	Road	11 days	Tema (4th)
Bamako (Mali)	Abidjan (Cote D'Ivoire)	Road	9 days	Dakar (5th)
Ouagadougou (Burkina Faso)	Abidjan	Rail	12 days	Lome (1st)
Ouagadougou (Burkina Faso)	Tema	Road	16 days	Abidjan(2nd)
Ouagadougou (Burkina Faso)	Lome	Road	11 days	Cotonou(3rd)
Ouagadougou (Burkina Faso)	Cotonou	Road	14 days	Tema (4th)
Bobo Dioulasso (Burkina Faso)	Abidjan	Rail	11 days	Abidjan (1st)
Bobo Dioulasso (Burkina Faso)	Lome	Road	12 days	Lome (2nd)
Bobo Dioulasso (Burkina Faso)	Cotonou	Road	15 days	Cotonou(3rd)
Bobo Dioulasso (Burkina Faso)	Tema	Road	18 days	Tema (4th)
Niamey (Niger)	Tema	Road	20 days	Cotonou (1st)
Niamey (Niger)	Lome	Road	15 days	Lome (2nd)
Niamey (Niger)	Cotonou	Road	11 days	Tema (3rd)

Source: compiled from various ports statistics publications and websites

OTAL, the author of the above table did not respond to the writer's email query for clarification regarding what considerations or factors contributed to the various transit times between the various ports and their corresponding landlocked destinations.

Examined closely, the writer notes that distance alone could not have accounted for the transit times indicated in the table. Many other factors including port handling, clearance documentation, corridor road infrastructure, and many other factors coalesce to produce those transit times.

It is of significant marketing importance to note that Tema Port appeared non-competitive in terms of transit times to all the landlocked destinations Bamako, Ouagadougou, Bobo Dioulasso, and Niamey. For the last three destinations, Tema recorded the worse (longest) transit times, and only came better than Dakar port regarding transit time to Bamako.

This is not good news to Tema Port especially in view of the fact that this information is public knowledge on the internet and could be accessed by potential shippers. Taking this information at face value, any rational potential transit shipper will consider Tema as unattractive. This is therefore a clarion call on the authorities of Tema Port to take steps to investigate this publication and correct the wrong.

According to OTAL's CTBL transit times, the port of Abidjan appears as an attractive transit port to the landlocked countries compared to its competitors especially to Mali and Burkina Faso.

Table 6: Summary of Ghana's S.W.O.T. as a Transit Corridor – comparison between 2004 and 2009

Strengths			Weaknesses		
	2004	2009		2004	2009
1	Availability of two commercial ports for transit	same strength as in 2004	1	Physical infrastructure deficiencies: Port facilities Railway Inland water Road network	same weakness as in 2004
2	Increased Private Sector participation in port operations	same strength as in 2004	2	Language and currency differences	same weakness as in 2004
3	Ghana Ports' Sahelian Sub regional Representative Office in Ouagadougou	same strength as in 2004	3	The absence of an effective Port Community Association	same weakness as in 2004
4	Port infrastructure projects	Dedicated container terminal managed by a multinational consortium (MPS Ltd)	4	Lack of a deliberate policy and regulation on transit transport and trade	same weakness as in 2004
5	Strategic geographical location	same strength as in 2004	5	n/a	Implementation of axle load limitation by Niger and Ghana for transit cargo trucks
6	The presence of representatives of the LLCs in Ghana	same strength as in 2004	6		
7	Political stability and government's commitment to regional integration	same strength as in 2004			
8	n/a	Extension of GCNet to Paga (elimination of physical Customs escort)			
9	n/a	Introduction of single insurance bond between Ghana and Burkina Faso – thus eliminating double payments and processing in the two countries. This has also helped to reduce transit time, and minimize incidents of diversion of transit goods into Ghana's market.			

Considerable efforts have been made by the authorities in Ghana to facilitate transit traffic through Ghana's ports to the landlocked countries. Although the strengths of the Ghana corridor have not changed much since 2004, two significant developments have added to Ghana's strengths. These are the extension of the GCNet goods clearance system by Customs to the border post at Paga and Kulungugu, thereby eliminating the use of physical human escort to accompany transit goods to the border.

The other milestone for Ghana's corridor is the introduction of single insurance bond between Ghana and Burkina Faso covering goods in transit. This is in partial fulfillment of the ECOWAS' Inter-State Road Transit of Goods (ISRT) protocol which has for a long time not been implemented. With the introduction of this single insurance bond, transit times should be shorter, and the diversion of transit goods into the Ghanaian market is also expected to be minimized.

With regards to the weaknesses of Ghana's corridor, not much has changed as of 2009 compared to what pertained in 2004. For example, in spite of some efforts at providing additional storage capacity in both Tema and Takoradi, port storage facility deficiencies still persist, currency (CFA/Cedi) dichotomy is yet to be addressed, while the absence of a Port Community Association as well as the lack of deliberate government policy on attracting and growing transit trade remain a persistent weakness yet to be given attention.

One recent development which has come to add to Ghana's weaknesses is the introduction of the ECOWAS axle load limitation for haulage trucks in Niger and in Ghana.

Niger began implementation early in 2009 resulting in the detention of many Ghanaian trucks in Niger. It took the intervention of Ghana's Minister of Roads and Highways upon negotiation with the authorities in Niger for the trucks to be released after paying various sums of money in fines. This discouraged many trucks from accepting to carry transit cargoes from Ghana to Niger.

Then later on by the middle of 2009, Ghana also decided to implement the axle load limitation amid alleged inadequate prior sensitization, and lack of good weighbridges. This further dampened the interest of landlocked shippers in Ghana's corridor.

Table 6(continued): Summary of Ghana's S.W.O.T. as a Transit Corridor – comparison between 2004 and 2009

	Opportunities			Threats	
	2004	2009		2004	2009
1	Political goodwill enjoyed by Ghana in the sub region and indeed Africa	same opportunity as in 2004	1	Competing corridor efforts	Same as in 2004 and even more intensified
2	Sub regional integration efforts by ECOWAS and UEMOA	same opportunity as in 2004	2	Current positive economic trends in the sub region with the potential for increased volumes, which may lead to port congestion	Same as in 2004
3	The current relative political stability in the three LLCs	same opportunity as in 2004	3	Burkina Faso as a second transit country for Mali and Niger	Same as in 2004
4	The political uncertainty in Côte d'Ivoire	n/a	4	The ineffective or lack of implementation of the ECOWAS trade facilitation conventions in the sub region	Ineffective implementation still persistent1
5	n/a	Sponsorship of transit corridor studies by West Africa Trade Hub – provides rich information and analysis of corridor strengths and weaknesses for effective decision making	5	n/a	Cote d'Ivoire's exit from the political crisis

Regarding the opportunities and threats, not much has also changed since 2004 for Ghana as a transit corridor. The political goodwill Ghana enjoys in the region and continent and world at large, regional efforts to encourage intra-African trade and cooperation, as well as the prevailing uncertain political climate in neighbouring Cote d'Ivoire still remain opportunities that Ghana could exploit to position itself as a preferred corridor for landlocked transit trade.

One additional development which constitutes a big opportunity for Ghana is the series of road corridor facilitation studies that are being sponsored by the USAID under the West Africa Trade Hub. The Trade Hub has so far conducted several studies on the Tema-Ouagadougou-Bamako road corridor and identified various weaknesses and also made recommendations to deal with these weaknesses. For Ghana, the findings of the Trade Hub's studies should constitute a gold mine through which conscious solutions could be found in order to make the corridor more attractive.

Threats to Ghana's attractiveness as a transit corridor are different from those identified in 2004. Indeed some of the threats have become much more threatening. For example, competing corridors' efforts have become more intensified.

In 2004, only Ghana Ports had a marketing Representative in Burkina Faso. Today, Cotonou, Lome and Cote d'Ivoire have also established permanent Representation in that country. The positive economic climate, the increasing import-oriented nature of economies of the region have the potential to increase import cargo volumes, and this could pose congestion threats to ports in the region.

Burkina Faso's position as second transit country for Malian and Nigerien transit goods from Ghana's ports remain a threat, as rent seeking road safety authorities take advantage to harass truck drivers and extort monies from them.

Also the lack of holistic and effective implementation of the ECOWAS road transit facilitation protocols remains a serious threat to corridor attractiveness. One other threat which was already alluded to earlier is the exit of Cote d'Ivoire from its political crisis. Even in its present state of political uncertainty, the Ivorian corridor already has the largest share of transit traffic to Burkina Faso and Mali, the guess is obvious, regarding its dominance over the trade, when the political situation returns to normal.

Conclusion

If Ghana still harbours the dream of becoming the maritime and trade Gateway to West Africa, then quite a lot needs to be done in order to realize this dream. Promoting and growing transit to our neighboring countries is definitely a key component of achieving this gateway objective. Interventions to relating to attracting transit trade have remained the sole responsibility of the Ghana Ports Authority (GPHA).

Other stakeholders do very little if any, to attract and grow the trade. Customs' interventions have so far been reactionary in order to curb diversion of transit goods. As for shipping lines and freight forwarders, the impression one gets from their attitude towards transit shippers is that the latter are just opportunities for exploitation.

As regards measures to address problems hindering the growth of transit trade through Ghana's corridor, earlier studies by this writer identified individual stakeholder responsilities including the Port Authority, Shipping lines, Government, security agencies, freight forwarders, Customs, trucking companies, stakeholders in the landlocked countries themselves, etc. Therefore, this paper will not repeat these individual measures since not much has change over the years.

Indeed, much has been invested by GPHA to attract and grow transit trade, while Customs related interventions such as the extension of the GCNet and introduction of the single insurance bond were also meant to make Ghana more attractive. Yet as the statistics show, the overall trend since 2004 has shown a decline.

This is a clear indication that the approach to growing the transit traffic through Ghana needs to be reviewed and strengthened. It is time the GPHA adopted a communal approach to port business development.

It is the view of this writer that a first step should be the establishment of the port business development association (Port Community Association). This is because the solution to the problems as enumerated can hardly be provided by one agency alone.

Every actor in the trade must play his or her part to ensure effective transit trade facilitation and growth. But there is the need for an umbrella body that will provide the rally ground for mutual dialogue, research, contribution to collective marketing campaigns and customer service so as to find common solutions to making the port attractive for business.

The Port Community Association will provide this rally ground. It is important to recall that this approach is working very effectively for the Port of Abidjan through the Abidjan Port Community Association with the slogan *"Abidjan Port Synergy"*.

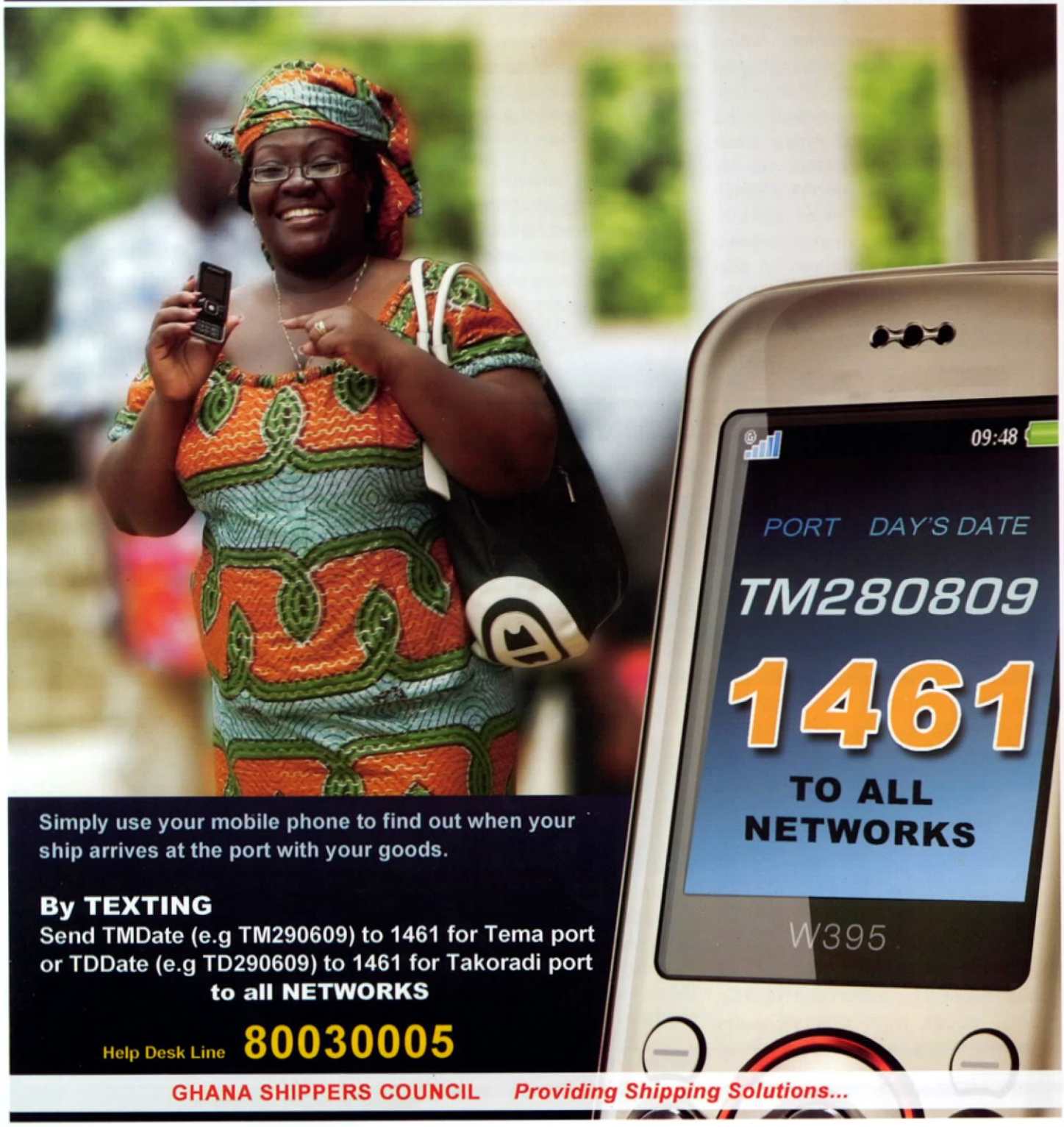
It is my firm conviction that it can work for Ghana's ports as well, provided we get the fundamentals right before setting it up. Some effort was made back in 2004/2005 in Tema to establish such an association but it could not see the light of the day.

My next article will examine experience of port community associations in West Africa the fundamental considerations that would contribute to the success of such associations.

Ghana Shippers' Council

MOBISHIP

Vessel Movement Schedule



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GHANA SHIPPERS COUNCIL *Providing Shipping Solutions...*

GLOBALISATION AND SHIPPING SERVICES

Opportunities for Maritime Nations in Africa

By Samuel Ntow-Kumi, Port Operations Coordinator, Tema Port

INTRODUCTION

There is no single and universally accepted definition of globalization. Many people see globalization primarily as an economic phenomenon, involving the increasing interaction, or integration, of national economic systems through the growth in international trade, investment and capital flows. However, globalisation also involves cross-border political, social, cultural and technological exchanges.

Globalisation has emerged as one of the most powerful socio-economic and political forces shaping the world today.

The phenomenon of globalisation is moving the world towards increasing and irreversible integration of economic, social, cultural and political systems. Globalisation has "*decoupled time and space*" resulting in the "*death of distance*". Thanks to globalisation, the once big world has been transformed into "*one little village*".

Shipping has been one of the main causes and effects of globalisation. The impact of globalisation on shipping, especially container shipping, has been most phenomenal.

Indeed, container shipping could lay claim to being the world's first truly global industry. Likewise, it could claim to be the industry which, more than any other, that makes it possible for a truly global economy to work. Shipping connects countries, markets, businesses and people, allowing them to produce, buy and sell goods on a scale not previously possible.

Globalisation offers both opportunities and risks. Countries that are able to adapt and position themselves well stand the chance of reaping the benefits of globalisation. Those countries that fail to adapt to the changes risk being marginalised.

This Paper reviews the processes and dynamics of globalisation, its impact on shipping and the opportunities that it offers to African countries.

GLOBALISATION AND SHIPPING

Shipping has for a long time been recognised as one of the strong catalyst of socio - economic development.

Back in 1776, Adams Smith noted that "A business working in a country town without links to the outside world can never achieve high levels of efficiency because its small market will limit the degree of specialisation".
Because shipping is one of the cheapest and efficient modes of transportation over long distances, it has since the ancient times been at the forefront of opening up of the world, and thus a major driver of the process of globalisation.

Shipping, especially container shipping, has been both a cause and effect of globalisation. Container shipping could lay claim to being the world's first truly global industry.

In fact, container shipping could claim to be the industry which, more than any other makes it possible for a truly global economy to work. It connects countries, markets, businesses and people, allowing them to buy and sell goods on a scale not previously possible.

It is now impossible to imagine world trade, and ultimately our lives as consumers, without container shipping. Globalisation has led to a phenomenal growth in world merchandise trade, which has consistently grown faster than output.

In 2006, goods loaded at ports worldwide was estimated at 7.42 billion tonnes, up from 5.98 tonnes in 2000. The value of total world exports increased from US$6,451 billion in 2002 to US$10,393 billion in 2005, representing an increase of 61 per cent.

OVERVIEW OF SHIPPING MARKETS

Shipping is a complex industry. It is segmented into several markets differentiated by ship type, trade requirements, organisation and geographical location.

From the perspective of maritime economics, shipping is divided into two major segments viz. bulk shipping and liner shipping.

Bulk shipping

Bulk shipping emerged as a dominant sector of the shipping industry in the decades following World War II. Bulk tonnage accounts for close to three quarters of the world merchant fleet.

Most of the bulk cargoes are drawn from the raw material trade such as oil, iron ore, coal and grain; and it is commonly described as Bulk commodities". There are four main categories of bulk cargo:

- ***Liquid bulk*** - requires tanker transportation. The main ones are crude oil, oil products, liquid chemicals such as caustic soda, vegetable oils, and wine. The size of individual consignments varies from a few thousand tons to half a million tons in the case of crude oil.

- ***The 'five major bulks'*** - covers the five homogeneous bulk cargoes - iron ore, grain, coal, phosphates and bauxite - which can be transported satisfactorily in a conventional dry bulk carrier or 'tween decker'.

- ***Minor bulks*** - covers the many other commodities that travel in shiploads. The most important are steel products, cement *gypsum*, non-ferrous metal ores, sugar, salt, sulphur, forest products, wood chips and chemicals.

- ***Specialist bulk cargoes*** - includes any bulk cargoes that present handling or storage problems. Motor vehicles, steel products, refrigerated cargo and special cargoes such as a cement plant or prefabricated building fall into this category.

Liner Shipping

The transport of general cargo is the domain of liner shipping. Liner vessels operate with fixed and pre-announced sailing schedules and itinerary.

Liner vessels carry general cargoes which consists of consignments of less than ship load or hold size and, therefore, too small to justify setting up a bulk shipping operation.

In addition, they are often of high-value or delicate cargoes that require special shipping services and for which the shipper requires a fixed tariff rather than a fluctuating market rates. The most important classes of general cargo from a shipping view point are:

- ***Loose cargo*** - individual items and packages of varying sizes and weights like boxes, pieces of machinery, drums, bags, balings, etc., each of which must be handled and stowed separately.

- ***Containerized cargo*** - standard boxes, usually 8 feet wide, often 8.5 feet high and 20, 30, or 40 feet long, filled with cargo.

- ***Palletized cargo*** - cargo packed onto a pallet for easy stacking and fast handling.

- ***Pre-slung cargo*** - small items such as planks of wood lashed together into standard-sized packages.

- ***Refrigerated cargo*** - perishable goods that must be shipped, chilled or frozen, in insulated holds or containers.

- ***Rollable Cargo*** – Automobiles, machinery and equipment, roll-on roll off

THE GLOBAL EVOLUTION OF CONTAINERISATION

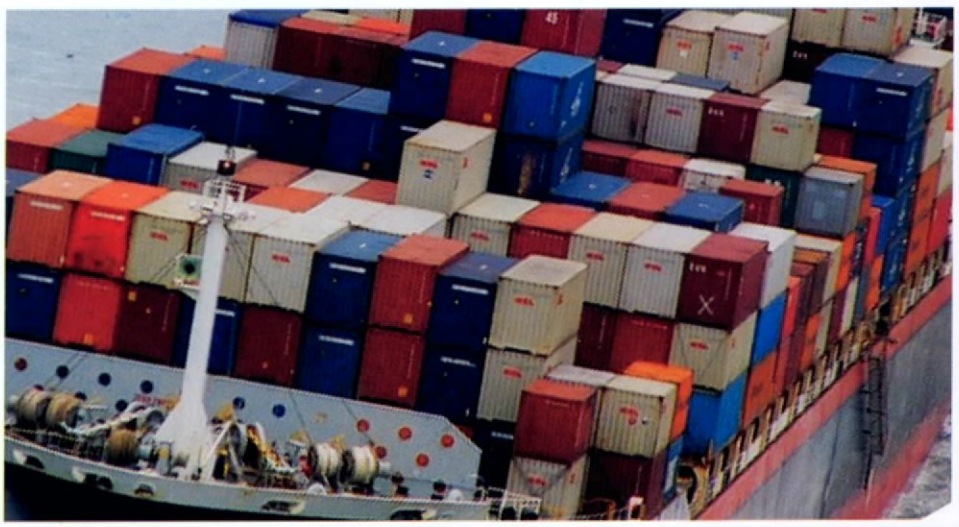
Before the advent of containerisation, most general cargo was shipped in loose form, and each item had to be packed and stowed into the hold of the ocean liner. This was a highly labour-intensive activity that was slow, expensive and difficult to execute. It also exposed cargo to the risk of damage or pilferage. As a result, ships spent two-thirds of their trading life in ports and cargo handling costs had escalated to more than one-quarter of the total costs of the shipowner.

Liner shipping was headed for bankruptcy and the need to find an urgent solution became imperative. The introduction of containerisation in the mid-1960s changed everything, and launched liner shipping into a revolution that continues to shape the industry and the global economy till today.

International containerised shipping grew by 600 per cent between 1979 and 2004, ahead of growth in shipping as a whole. According to estimates by Drewry Shipping Consultants Ltd about 141 million TEUs of loaded containers were moved across the oceans in 2007. It is estimated that more than 80 per cent of the volume of global trade in general cargo is now containerised.

Drewry Shipping Consultants estimate that over 70 per cent of the value of world international seaborne trade is moved in containers. The Asia region has emerged as a major hub of container traffic accounting for 48 per cent of the share of worldwide container traffic in 2006. Rapid growth in international trade in China and India has been one of the major driving forces behind the dominance of the Asia region.

In response to the need to reduce the cost of transporting goods, shipping lines have been rationalising their fleet and scope of operations. This strategy has led to a steady increase in the size of container vessels, with the last 10 years witnessing a surge in the rate of increase. Container ships of 6000 TEUs capacity are becoming the standard vessel size with mega vessels of 8000 TEUs or more becoming the emerging trend.



Vessels in this size category now account for 30 per cent of the total cellular capacity available or on order. At the same time, there has been an increasing concentration of container shipping lines, achieved through mergers, acquisition and pooling of resources. It is estimated that the Top 25 Container Carriers now control 84 per cent of the TEU capacity available or on order.

Furthermore, shipping lines are integrating their operations vertically to enable them assume effective control of their supply chains. This trend has witnessed shipping lines extending the scope of their operations beyond their traditional services to include marine terminal operations, inland transport, warehousing, and freight forwarding. This trend has given rise to what has been termed *one-stop logistics shopping*.

The expansion of container operations across the globe has also given rise to global port operators specialising in the management and operation of container terminals. Prominent among these global port operators are Hutchison Port Holding, PSA Corporation and APM Terminals.

The changes that have occurred in the shipping and ports sectors over the last few decades can be reviewed in the larger forces that have changed the structure of the global economy. The fundamental underlying factor has been an increased reliance on international trade as the primary engine of economic growth and development, thanks to globalisation.

The reality is that the global economy requires goods and resources to be transported cheaply and efficiently around the world. The container shipping industry has made this process possible. Consider that in a year, a typical container ship travels nearly 300,000 kilometres. That is more than seven times around the world, or three-quarters of the distance to the moon. This means that in a typical container ship's lifetime – about 26 years – it travels the equivalent distance to the moon and back nearly ten times. Multiply that by today's 4,000 container ships in service and the real scale of container shipping becomes apparent. And this is what keeps the global economy running.

OPPORTUNITIES FOR AFRICAN MARITIME COUNTRIES

Globalization offers a myriad of opportunities to African maritime and landlocked countries. Basically, globalisation has the great potential to open up African markets and accelerate the pace of socio-economic development. Growth in international trade would stimulate a boom in the maritime and allied logistics sectors of the economies of African countries.

In order to take advantage of the opportunities offered by globalisation, African countries must initiate policies and programmes that will integrate their economies into the global economy. Among the opportunities for African maritime nations are the following:

- **Expansion of the volume of international trade.**
  Globalisation has resulted in the accelerated growth of world seaborne trade. In fact, world trade has grown faster than the world economy (GDP) over the last couple of decades. Globalisation promotes liberalised and export-oriented economic development policies in place of protectionist policies like import substitution. Export oriented development has the potential to promote the growth of traffic through African seaports.

- **Industrialization of African Economies.** As a result of globalisation, businesses have been scouting round the globe in search of cheap sources of raw materials and other factors of production. This offers African countries that are endowed with raw materials to expand their exports. The countries with competitive factors also stand the chance of attracting foreign direct investments in the manufacturing sector. Globalisation also opens opportunities for African countries to market their manufactured goods. All these developments would support the expansion of the maritime sector of Africa.

- **Development of Maritime Logistics and Allied Sectors.** Globalisation and its attendant growth in trade provide the stimulus for African maritime nations to grow and develop their maritime and allied logistics sectors of their economies.

  Sectors such as ship owning, ship management, ship brokerage, ship repair, crewing, bunkering, ship chandelling and victualling, ship finance, marine insurance, maritime law and arbitration, maritime training and education would experience some boom. Other sectors that can be targeted include inland transport networks (road, rail, inland waterways and pipelines), port management and operations, warehousing, freight forwarding and distribution.

  Improvements in these sectors will enhance logistics and supply chain management, reduce transport and distribution costs, enhance the competitiveness of African exports, and accelerate the integration of Africa economies into the global economy.

- **Regional Integration.**
  Regionalism has been one of the building blocks of globalisation. Thanks to globalization, regional cooperation integration has become a policy instrument for attaining peace and accelerating economic development.

The AU, NEPAD, ECOWAS and other sub-regional economic and political groupings are the framework for promoting cooperation between African countries. Globalization offers an opportunity to accelerate the pace of African integration through the various regional bodies. Along with the further opening up of regional markets, regional integration would facilitate joint development of transport infrastructure and trade negotiation with the external world.

POTENTIAL THREATS

Besides opportunities, globalisation presents some threats, especially to countries that fail to adapt. African countries face the ominous threat of further marginalisation if they fail to adapt and integrate their economies into the global economy. Among the threats that African countries face in the global economy are:

- ***Protectionist Economic Policies*** – Many African countries continue to pursue national economic policies that favour protectionism rather than openness and liberalism. Countries pursuing protectionist policies risk retaliation which would further marginalise and deny themselves the benefit of globalisation.

- ***Price volatility of Export Commodities*** - Most African countries depend on primary commodity exports for the bulk of their foreign exchange earnings. These commodities are subject to severe price volatility. Volatility in commodity prices aggravates difficulties in macroeconomic management. It frustrates investment efforts, as it increases uncertainty about overall economic conditions, including exchange rates, return on investments, and import capacity, particularly of critical imports such as oil and capital goods.

- **Concentration of shipping lines** – Shipping lines, especially the container lines have been concentrating to take advantage of economies of scope and scale. There has emerged what is called "Mega Carriers". Currently, the Top 25 Container Lines control about 84 per cent of the total TEU capacity available or on order.

- This growing concentration, coupled with the government subsidies given to ship building in the developed and Asian countries will make it difficult for African countries to re-launch their fortunes in the ownership of shipping tonnage. This Mega Carriers can make life very difficult for any shipping companies that African countries will promote.

- ***The vertical integration of shipping services*** - Shipping lines have been transforming themselves into one stop logistics shops by integrating their operations vertically. This practice has posed a serious threat to indigenous African shipping agencies, freight forwarders, warehouse operators and inland transport operators.

  Already in many African countries ship agencies operating on the traditional model have collapsed or on the verge of collapse as most of the main lines have established their own agencies. This trend will pose a serious threat to the development of indigenous African logistics enterprises and brands.

  At the flip side, this development offers the opportunity for African indigenous logistics firms to partner with foreign shipowners who control large volumes of freight. Such partnerships will offer the opportunity for transfer of technical and managerial know-how.

- ***Mega Vessels.*** The advent of mega container ships presents a major challenge to ports all over the world. They require deep access channels, alongside draughts, giant shore cranes, and massive shore back up support. For African countries, this will mean further marginalisation if they are unable to make the required investments to receive such vessels.

- **Environmental issues**- As Africa countries develop their transport and logistics infrastructure, major environmental problems would emerge. There is growing concern about the impact of transport on the environment. This means that environmental considerations in the design of transport projects would add to the costs and also increase project lead times.

CONCLUSION

Globalisation is a phenomenon involving the increasing interaction, or integration, of national economic systems through the growth in international trade, investment and capital flows. It also involves increased cross-border socio-cultural and technological exchange.

Globalisation has promoted instantaneous communications and the simultaneous sharing of knowledge and culture across the world. Experts have described globalisation as a process that has *decoupled time and space,* resulting in the *death of distance.* As Bertrand Russell observed, *the world has become one not only for the astronomer but for the ordinary citizen.*

Globalisation has resulted in the increase in world trade and economic activity, leading to improvements in the quality of life of many people across the world. However, African countries have been marginal beneficiaries of globalisation. The participation of African countries in world trade; and by extension world shipping has diminished. Africa's trade performance in the global market place reflects its inability to diversify exports, tap into cheap production finance, improve transport and logistics services, attract capital resources, improve production technology and skills.

Furthermore, Africa lacks the capacity to respond adequately to the structural changes in international trade, which now places premium on accurate market information, timely delivery, environmentally friendly packaging. African countries also have difficulties in meeting market exigencies such as food safety requirements, such as the Hazard Analysis and Critical Control Point (HACCP), and sanitary and phytosanitary, which have become critical for gaining competitive advantage in global markets.

Besides all these problems, the private sector in many African countries is weak and incapable of competing in world markets. Again, African countries lack a strong public sector and institutional capacity to provide the necessary support to producers and exporters. The continent thus has a great competitive disadvantage compared to other developing-country regions of the world.

THE WAY FORWARD

The experience of China and other regions of the world suggest that globalization can bring rare economic development opportunities to African maritime countries, and indeed landlocked nations. World seaborne trade will continue to grow, with higher knowledge content and higher added value requirements.

Taking advantage of the manifold opportunities in the global economy will require, among other things, rethink of economic development philosophy and policies in many African countries. African maritime nations can re-position themselves to take advantage of the opportunities presented by these developments.

Restructure their economies. Globalisation thrives on economic liberalism and open trade. Many African countries have pursued economic policies and development strategies that emphasised self-sufficiency and the protection of domestic markets.

Globalisation thrives on liberalism and open markets. African countries should move away from protectionism and other inward looking policies that do not help their integration into the global economy, and which in turn marginalises their economies. Economic liberalisation should also aim at optimizing the market environment of transport and logistics systems, including the seaports; strengthen market rules and market supervision.

Invest in transport and logistics infrastructure. Trade thrives on efficient transport services. African countries initiate programmes to improve logistics and supply chain efficiency to ensure that African countries move goods efficiently and at competitive price into the global market. African maritime nations should strive to go to the high-end of the value chain of international shipping and logistics.

Efforts should focus on the development of shipping finance, marine insurance, maritime law and arbitration, ship brokerage, maritime education and training, maritime research and information advisory, etc. to promote the building of a maritime tradition. As part of this initiative, African governments should pursue policies that support and nurture indigenous logistics enterprises with unique African brands and international appeal. Improvements in transport services can also be achieved through public private partnership in the provision of transport infrastructure.

Regional cooperation and collaboration – Collaboration and cooperation have become important aspects of the global economy. African maritime nations should establish a framework for cooperation towards the development of their maritime resources.

The African Union, NEPAD, ECOWAS, and other sub-regional economic groupings provide the framework for such collaborative actions. For instance, there is no need for all African ports to pursue hub port strategies, since that might lead to wanton dissipation of scarce resources. All African ports can, however, strive to become Third Generation Ports, as part of strategy to enhance their capacity, efficiency and attractiveness.

Secondly, cooperation can help joint development of transport and economic projects such as roads, railways, inland waterway systems, energy projects, telecom, etc. It will also promote cross-regional customs reforms towards improving cargo clearance efficiency in the ports, land and frontiers.

Improve information systems. African countries should invest in information systems as part of their strategy to improve their trade and logistics competitiveness in the global economy. Efforts should be focused on developing EDI systems and the connectivity of transport and trade information networks.

Promote good governance. Good governance, rule of law, democratic governance, respect for human rights, etc. will help establish peace and political stability in Africa. The numerous political and civil strives that have afflicted Africa have played a major role in retarding Africa's progress in the global economy. African countries should therefore promote democratic system of governance to engage their people in the governance process. Efforts should also be targeted at training and human resource development in shipping, logistics and supply chain management.

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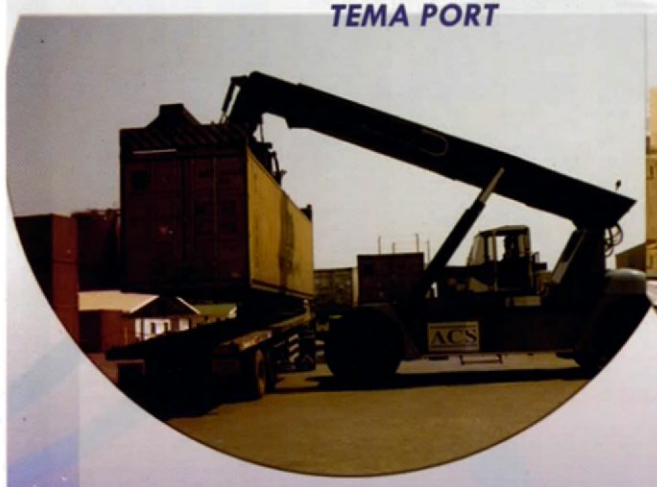

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Maritime Trade of Ghana

July - September, 2009

SUMMARY

Cargo throughput for the third quarter of 2009 amounted to 3, 039,900 metric tons (mt). This was made up of 2.94 million mt of Ghana's import and export trade and 91,684 mt of transit trade.

The total import cargo for Ghana stood at 2.19 million mt representing 74% of the total trade while the total export cargo amounted to 755,264 mt, representing 26% of the total trade. Total transit import for the period was 88,046 mt and transit export stood at 3,638 mt.

The Port of Tema had the greater share of the maritime trade activity in terms of cargo handled. Over 2.0 million mt of cargo representing over 71% of the total national trade was loaded and discharged at the Tema Port during the period under review, whilst the Port of Takoradi accounted for 869,631 mt or 29% of the national trade. As usual, Tema Port handled the greater share of import cargo which amounted to 1.8 million mt representing 91% of the maritime import trade activity, whilst the Takoradi Port accounted for a greater share of the export cargo of 561,830 mt representing 65% of the export trade.

The total port traffic including transit cargo had import trade accounting for 75% of the maritime trade activity and the export trade representing 25% of the maritime trade.

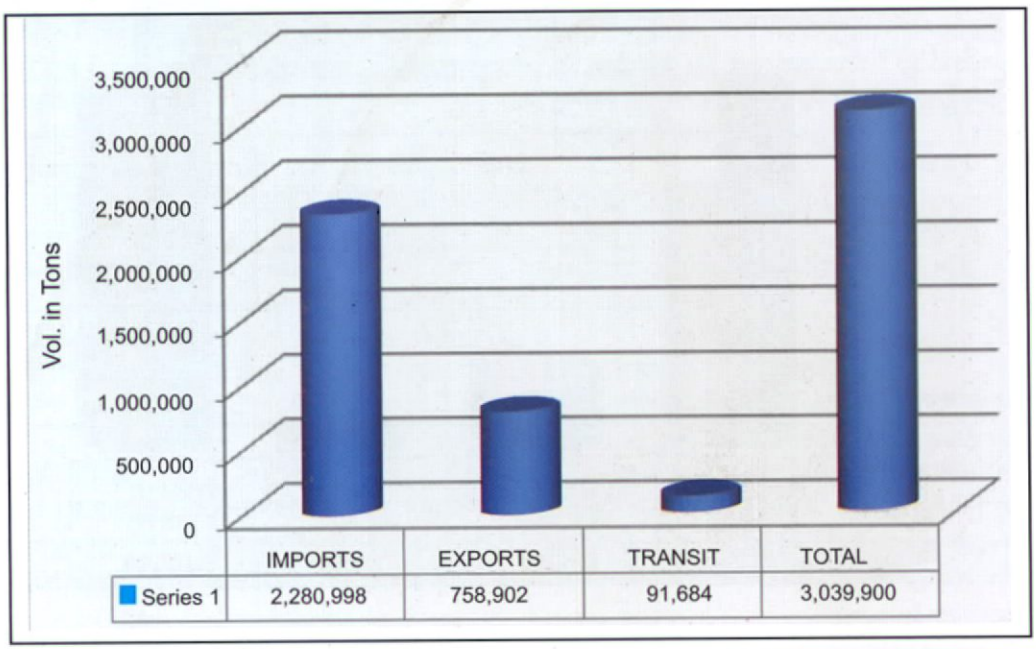
Total transit trade was 3% of the total port traffic amounting to 91,684 mt out of which import trade was 88,046 mt and export trade was 3,638 mt.

Table 1 and Fig 1 below give the detailed description of the state of the maritime trade for the period under review.

Table 1 SUMMARY OF MARITIME TRADE OF GHANA IN TONS (JULY - SEPT 2009)

IMPORT	IMPORT	EXPORT	TOTAL	%SHARE OF PORTS	%SHARE OF TRAFFIC
TAKORADI	307,801	561,830	869,631	29	29
TEMA	1,885,151	193,434	2,078,585	71	68
TOTAL	**2,192,952**	**755,264**	**2,948,216**		
%SHARE OF TRADE	74	26			
TRANSIT	88,046	3,638	91,684		3
TOTAL TRAFFIC	2,280,998	758,902	3,039,900		
%SHARE OF TOTAL	75	25			

Fig. 1 SUMMARY FO MARITIME TRADE OF GHANA IN TONS (JULY - SEPT., 2009)



JULY TO SEPTEMBER 2008 &2009

Table. 2 and Fig. 2 below show a brief comparison between 2008 and 2009 maritime trade volumes for the third quarter period. Total throughput at the sea ports of Ghana decreased to 3,039,900 mt in 2009 from 3,983,122 mt in 2008. This represents a 24% decline.

The total throughput for the Port of Tema in 2009 saw a decrease of about 5% from the 2008 figure. The port of Takoradi also registered a decrease in its import trade during the review period.

Total imports through the sea ports of Ghana decreased to 2,192,952 mt in 2009 from 3,115,169 tons in 2008 for the third quarter. This represents a 30% decline. The total export trade for the third quarter in 2009 was 755,264 mt, a higher figure compared to 697,967 mt recorded in 2008, representing an 8% increase in tonnage.

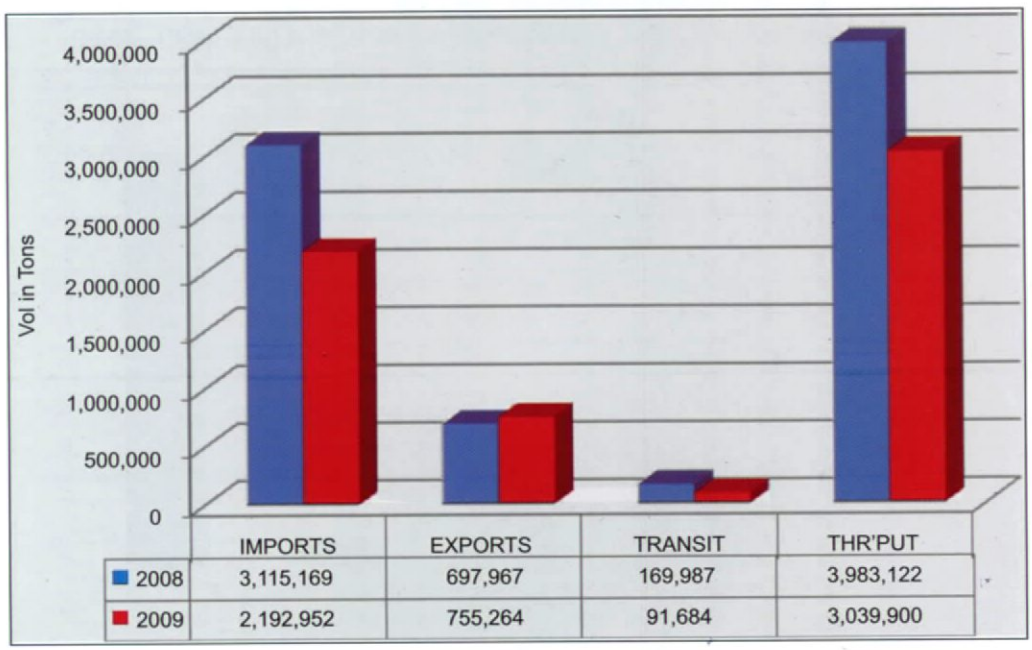
Transit trade decreased for the Tema Port from 169,666 mt in the third quarter of 2008 to 91,472 mt in the same period in 2009. The situation was the same for the Takoradi Port with 321 mt in 2008 and 212 mt in 2009, a decline of 34%. The total transit trade for the period decreased by 46% compared to 2008.

The table.2 and figure.2 below gives a pictorial representation of the situation.

TABLE 2 . SUMMARY OF MARITIME TRADE OF GHANA IN METRIC TONS (JULY - SEPTEMBER 2008 & 2009)

	TEMA			TAKORADI			TOTAL		
	2008	2009	%DIFF	2008	2009	%DIFF	2008	2009	%DIFF
IMPORT	1,990,709	1,885,151	-5	1,124460	307,801	-73	3,115169	2,192,952	-30
EXPORT	251,343	193,343	-23	446,623	561,830	26	697,967	755,264	8
TOTAL	**2,242,052**	**2,078,585**	-7	**1,571083**	**869,631**	-45	**3,813136**	**2,948,216**	-23
TRANSIT	169,666	91,472	-46	321	212	-34	169,987	91,684	-46
THR'PUT	2,411,718	2,170,057	-10	1,571404	869,843	-45	3,983122	3,039,900	-24

Fig. 2 SUMMARY OF MARITIME TRADE OF GHANA (JULY - SEPT, 2008 & 2009)



THE IMPORT TRADE

Total import trade for the third quarter of 2009 excluding transit trade, was lower compared to the third quarter of 2008. The import tonnage for the third 2009 recorded for the third quarter amounted to 2,192,952 mt representing 74% as against 3,115,169 mt for 2008. The Port of Tema recorded a total import trade of 1,885,151 mt for the third quarter of 2009 as against 1,990,709 mt for 2008 , which represents a slight drop in tonnage for 2009 third quarter.

The Takoradi port posted a lower figure of 307,801 mt for its total imports for the third quarter period of 2009 compared to 1,124,460 mt for 2008.

Table 3 and Figure 3 below further give a graphical representation of the import trade activity for the period July to September 2009.

Table.3 SUMMARY OF IMPORT /EXPORT TRADE OF GHANA 2008 & 2009

	TEMA			TAKORADI			TOTAL		
	2008	2009	%DIFF	2008	2009	%DIFF	2008	2009	%DIFF
IMPORT									
LINER	1,018,719	952,178	-6.5	281,711	83,419	-70.4	1,300,430	1,035,597	-20.3
DRY BULK	414,994	318,718	-23.2	283,578	224,381	-21.0	698,572	543,099	-22.4
LIQUID BULK	556,997	614,256	10.3	559,171	0	-	1,116,168	614,256	-45.0
TOTAL	1,990,710	1,885152	-5.3	1,124,460	307,800	-73.0	3,115,170	2,192,952	-29.6
EXPORT									
	TEMA			TAKORADI			TOTAL		
LINER	223,270	186,496	-16.5	97,730	94,354	-3.0	321,000	280,850	-12.5
DRY BULK	2,021	3,945	95.2	348,894	467,476	2.0	350,915	471,412	34.0
LIQUID BULK		2,993	-88.5	0	0	-	26,052	2,993	-88.5
TOTAL	251,343	193,434	-23.0	446,624	561,830	26.0	697,967	755,264	8.2

LINER IMPORT TRADE

The total liner import for the third quarter of 2009 which stood at 1,035,597 mt was a decline from the 2008 figure of 1,300,430 mt. The decline was 23%.

The Tema port recorded about 1.0 million mt of liner volume for the third quarter of 2009 as against 1.3 million mt for the same period in 2008. This represents a 20% decrease in the tonnage of liner cargo at the port of Tema.

The Takoradi port also recorded a decline in liner volume for the third quarter period from a figure of 281,711 mt in 2008 to 83,419 mt in 2009.This represents over 70 % decrease from the previous year.

DRY BULK IMPORT TRADE

The dry bulk import tonnage amounted to 543,099 mt for the third quarter of 2009 representing a decline of about 22% from the third quarter of 2008 tonnage of 698,572 metric tons.

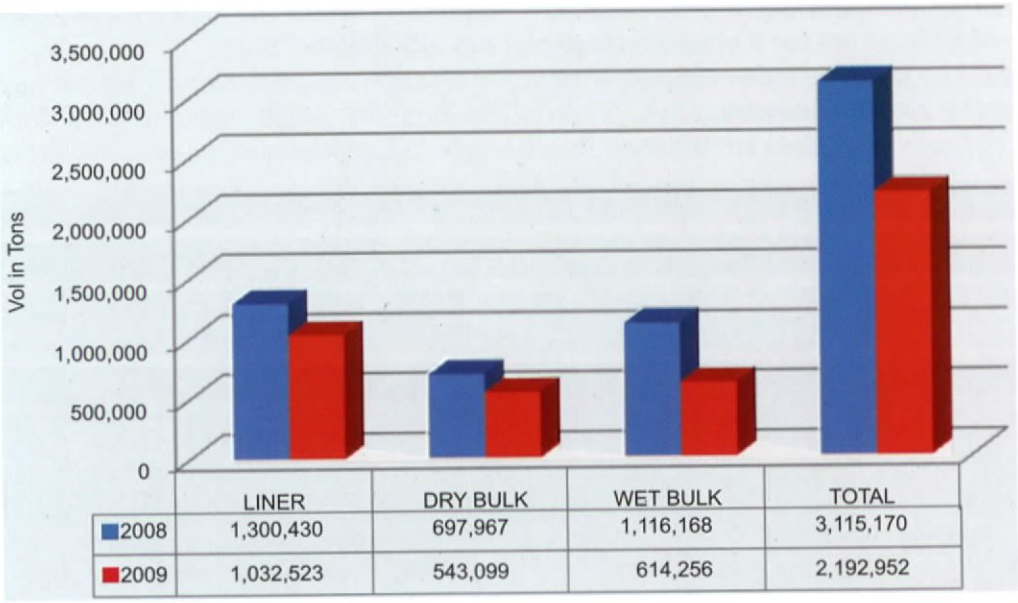
For the two main Ports, Tema recorded the largest tonnage of 318,718 mt for the third quarter of 2009 for the bulk imports. This was a decline from the third quarter period 2008 by about 23%.

Similarly the Takoradi port registered a decline in dry bulk imports trade from 283,578 mt for the third quarter of 2008 to 224,381 mt in the third quarter 2009, representing 21% decrease.

LIQUID BULK IMPORT TRADE

The total liquid bulk import trade stood at 614,256 mt for third quarter of 2009 which was a decrease from the previous year's of 1,116,168 mt. The Tema port handled the 614,256 mt of liquid bulk import while Takoradi Port recorded no liquid bulk cargo, representing a decline of 40% from the previous year's tonnage.

Fig 3.SUMMARY OF MARITIME IMPORT TRADE OF GHANA (JULY - SEPT. 2009)



	LINER	DRY BULK	WET BULK	TOTAL
2008	1,300,430	697,967	1,116,168	3,115,170
2009	1,032,523	543,099	614,256	2,192,952

THE EXPORT TRADE

The total export trade for the third quarter of 2009 stood at 755,264 mt representing an increase of 8% compared to the export trade for the same period in 2008 which was 697,967 mt.

The Takoradi port handled the largest share of the total export trade accounting for 74% of total export trade, whilst the Tema Port handled 26% of the total export trade for the period July to September 2009.

LINER EXPORT

The liner exports stood at 280,850 mt for the third quarter 2009 representing 37% of the total export trade, whilst the 2008 liner exports stood at 320,999 mt representing 42% of total exports.

Out of the total liner exports the Tema Port recorded 233,270 mt in 2008 compared to 186,496 mt in 2009 . This shows a decline in liner trade at the Tema Port for the third quarter period.

The Takoradi Port accounted for 97,730 mt of the total liner exports for 2008 whilst that for the same period in 2009 was 94,354 mt representing a marginal decrease.

DRY BULK EXPORT

Total dry bulk export trade stood at 471,421 mt for 2009 representing 62% of the share of export trade. The Takoradi Port recorded the largest export tonnage of 467,467 mt of dry bulk exports for the third quarter of 2009, as against the Tema Port which handled 3,945 mt.

LIQUID BULK EXPORT TRADE

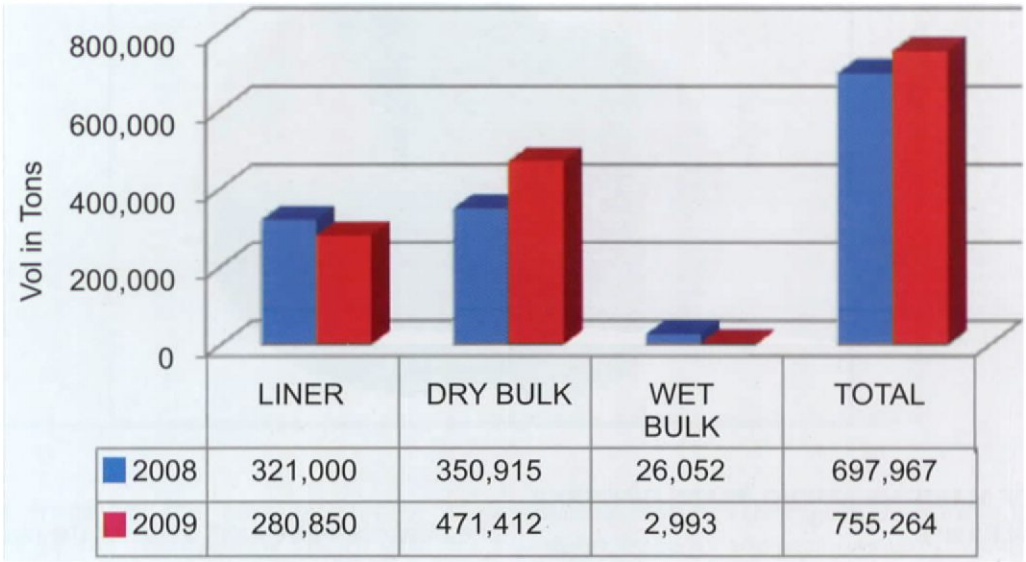
Liquid bulk exports saw a decrease for the third quarter of 2009 as compared to the same period of 2008.

For 2009, liquid bulk exports amounted to 2,993 mt representing 1% of the total export trade compared to 26,052 mt the previous year which represented 24% of total export trade in 2008.

The Tema Port accounted for all the dry bulk exports for the period under review for both 2008 and 2009.

Table 3 and figure 4 below give a pictorial view of the maritime export trade for the period under review.

Fig 4. SUMMARY OF MARITIME EXPORT TRADE OF GHANA (JULY - SEPT. 2009)



	LINER	DRY BULK	WET BULK	TOTAL
2008	321,000	350,915	26,052	697,967
2009	280,850	471,412	2,993	755,264

DIRECTION OF MARITIME IMPORT OF GHANA IN METRIC TONS JULY – SEPTEMBER, 2009

The total maritime import and export trade for July to September 2009 period amounted to 3,039,300 mt.

These goods were loaded and discharged at various ports of the world which are grouped in ranges as United Kingdom (UK), North Continent(NC), the Mediterranean Europe(ME), North America(NA), the Far East(FE), Africa (AF) and Others(oh).

IMPORT

The highest import tonnage of 692,145 mt came from the Far East (FE) Range representing 31% of the total maritime trade. This was followed by the Africa (AF) Range with 464,208 mt representing, 21% of the maritime imports.

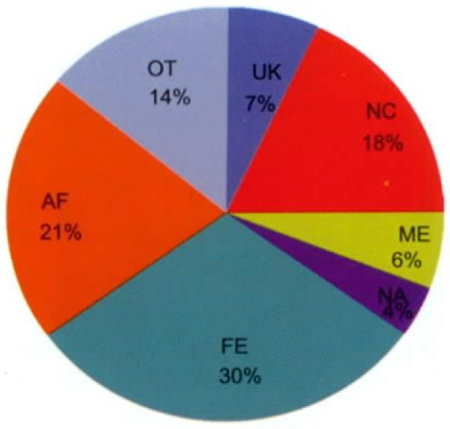
The North Continent (NC) range followed third placed with an import tonnage of 410,377 mt, representing 18%.
The United Kingdom posted the least maritime import tonnage of 36,700 mt, representing 7%.

Table 4 and Figure 5 below gives a graphical presentation of the Direction of the maritime import trade for the period under review.

TABLE.4 DIRECTION OF MARITIME IMPORT OF GHANA FOR JULY-SEPTEMBER, 2009

	UK	NC	ME	NA	FE	AF	OTHERS	TOTAL
LINER	36,700	159,589	60,404	52,166	438,681	132,305	155,751	1,035,597
DRY BULK	0	91,411	82,990	77,752	224,804	13,341	52,800	543,099
WET BULK	0	159,336	2,415	0	28,660	318,562	105,283	614,256
TOTAL	36,700	410,337	145,809	129,919	692,145	464,208	313,834	2,192,952
% OF RANGES	7	18	6	4	30	21	14	100

Fig. 5 DIRECTION OF MARITIME IMPORTS OF GHANA
(JULY - SEPT., 2009)



THE DIRECTION OF MARITIME EXPORT TRADE OF GHANA JULY TO SEPTEMBER 2009.

The total maritime export amounted to 755,264 mt made up of 320,999 mt of liner exports, 350,915 mt of dry bulk exports and 26,052 mt of liquid bulk exports.

The North Continent recorded the largest share of the export trade, representing 44% export trade followed by the Far East with 20%. The Mediterranean Europe range was third place with 15%. The least performing range was the United Kingdom which recorded 2% of the total maritime export trade for the period under review.

The Far East recorded the largest share of the liner export maritime trade of Ghana for the third quarter of 2009, posting a figure of 164,111 mt out of the total liner exports. The North Continent registered the second largest liner export tonnage of 61,892 mt.

The Mediterranean and Africa followed closely in third and fourth places with liner export tonnage of 28,363 mt and 27,464 mt respectively.

The total dry bulk export trade for the period under review saw the North Continent recording the largest tonnage of 216,431 tons. The Mediterranean followed with 90,782 mt and 43,702 mt for the North America. There were no exports to the UK, FE, AF and Others Ranges for the third quarter of 2009.

Over all the North continent Range recorded the highest export trade capturing 44% of the total export trade for Ghana for the third quarter of 2009.

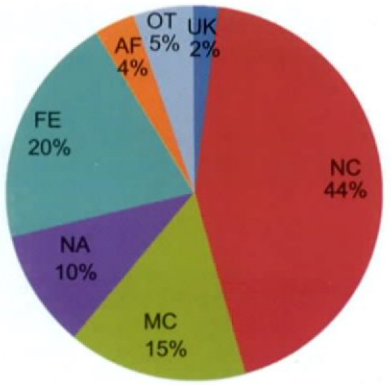
The United Kingdom range recorded the lowest export maritime trade for the period, recording 2% of the total exports trade.

The Far East and the Mediterranean range recorded 19% and 26% respectively of the total export trade for the period. Table 5 below and figure 6 below give a pictorial view of the maritime export trade for the period under review.

TABLE. 5 DIRECTION OF MARITIME EXPORT OF GHANA, JULY TO SEPTEMBER 2009

	UK	NC	ME	NA	FE	AF	OTHERS	TOTAL
LINER	14,578	61,892	28,363	16,959	164,111	27,464	7,633	320,999
DRY BULK	0	216,431	90,782	43,702	0	0	0	350,915
LIQUID BULK	0	0	0	0	0	0	26,052	26,052
TOTAL	14,578	278,323	119,145	60,661	164,111	27,464	33,685	755,264
%SHARE OF RANGE	2	44	15	10	20	4	5	100

Fig. 6 DIRECTION OF MARITIME EXPORTS OF GHANA
(JULY - SEPT., 2009)



TRANSIT TRADE

The total transit trade for the third quarter of 2009 amounted to 91,684 mt representing 3% of the total maritime trade activity compared to 169,982 mt for same period in 2008. This represents a decline in transit trade volume for the third quarter of 2009 as compared to the same period in 2008 by 46%.

Transit trade for the Tema Port also witnessed a decline of 46% in the third quarter of 2009 as compared to the same period of 2008 which was 169,666 mt. The volume for the third quarter of 2009 was 91,472 mt.

The transit trade for Takoradi Port followed a similar trend by posting a decline from 321 mt in 2008 to 212 mt in 2009 for the same period. Transit imports amounted to 88,046 mt whilst the transit exports stood at 3,638 mt for the period July to September of 2009.

Burkina Faso was the highest performer in the transit trade import trade for the period under review, recording 46,695 mt. However, this figure was a decrease of about 16% from what was recorded for the same period in 2008 which was 56,972 mt.

Mali and Niger were the other countries whose import cargoes passed through the ports of Ghana to the tune of 21,560 mt and 6,757 mt respectively. Other countries whose cargo came through the ports of Ghana were Nigeria with 4,301 mt, Togo with 5,775 mt, Benin with 375 mt, Cote D'Ivoire with 1,808 mt and Guinea with 440 mt, and Others with 22,136 mt.

Table 6 below gives a pictorial view of the transit trade activity for the period.

TABLE . 6 TRANSIT TRADE THROUGH THE PORTS OF GHANA

	TEMA			TAKORADI			TOTALS		
COUNTRY	2008	2009	%DIFF	2008	2009	%DIFF	2008	2009	%DIFF
ALGERIA	0	72	-	0	0	-	0	72	-
BURIKINA FASO	56,651	46,638	-18	321	57	-82	56,972	46,695	-18
BENIN	1,530	375	-75	0	0	-	1,530	375	-75
CHAD	0	10	-	0	0	-	0	10	-
CAMEROUN	0	21	-	0	-	-	0	21	-
COTE D'IVOIRE	635	1,808	185	0	141	-	635	1,808	185
GAMBIA	0	5	-	0	0	-	0	5	-
GUINNEA	0	440	-	0	-	-	0	440	-
MALI	31,092	21,512	-31	0	48	-	31,092	21,560	-31
NIGER	50,757	6,757	-87	0	0	-	50,757	6,757	-87
NIGERIA	3,555	4 ,291	21	0	10	-	3,555	4,301	21
OTHERS	22,136	3,865	-83	0	0	-	22,136	3,865	-83
TOGO	3,310	5,678	72	0	97	-	3,310	5,775	74
TOTAL	169,666	91,472	-46	321	212	-34	169,987	91,684	-46

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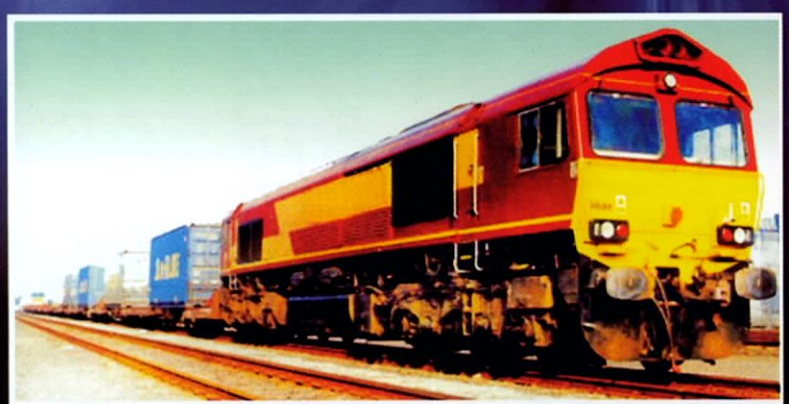

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THE PERFORMANCE OF THE SHIPPING AGENTS IN THE SEABORNE TRADE OF GHANA FOR THE PERIOD JULY-SEPTEMBER, 2009.

A total of fourty -six (46) Shipping Agents were involved in the maritime trade of Ghana for the period July to September of 2009, handling a total cargo throughput of 2.9 million metric tons.

LINER TRADE

Twenty-six (26) of the Shipping Agents took part in the liner trade handling, about 1.0 million mt of cargo representing 44.7% of the total cargo throughput for the period under review.

The highest performer, Maersk Ghana Ltd, handled 397,965 mt of liner trade representing 30.23% of liner trade. 323,019 mt were import and 74,946 mt were exports.

Delmas Shipping Ghana /CMA CGM handled the second largest share of 187,049 mt comprising 127,489 mt of imports and 59,560 mt of exports. This represents 14.21% of the total liner trade.

MSCA Ghana Ltd. followed in third place with 129,399 mt representing 9.83% of the total liner trade, comprising 105,581 mt of import and 23,818 mt of exports.

DRY BULK TRADE

A total of eight (8) Shipping Agents participated in the dry bulk trade amounting to 1,014,519 mt, representing 34.41% of the total maritime trade for the third quarter of 2009.

Hull Blyth which were the best performers in this sector handled 436,715 mt representing 43.05% of the total dry bulk maritime trade made. This was made up of imports and exports of 416,715 mt and 20,000 mt respectively.

Supermaritime was the second best performer with a share of 41.80% of the total dry bulk trade amounting to 424,119 mt. The import and export figures for Supermaritime were 63,783 mt and 360,337 mt respectively.

The third and fourth places were occupied by MACRO Shipping and Maersk Ghana Ltd. with 87,139 mt (8.59%) and 48,511 mt. (4.78%) respectively.

PIL GH LTD. recorded the lowest dry bulk trade of 0.20% of total dry bulk trade amounting to 2,007 mt.

LIQUID BULK TRADE

A total of twelve (12) Shipping Agents handled the liquid bulk trade the period under review. They handled a total of 617,250 mt, representing 20.94% of the total maritime trade for Ghana.

Daddo Shipping Agency handled the largest share of the liquid bulk trade of 234,085 mt representing 37.92% of liquid bulk trade. Supermaritime placed second with a total of 97,735 mt (15.83%) followed by Celtic with 63,163 mt (10.23%). The third placed agency was Bulk ship with 54,958 tons representing 8.90%.

For the period under review Supermaritime handled an export tonnage of 2,993 mt. Table 7 further shows the figures and the percentages.

PERFORMANCE OF SHIPPING AGENTS IN THE MARITIME TRADE OF GHANA (JULY – SEPT., 2009)

SHIPPING AGENTS	IMPORT	EXPORT	TOTAL	% SHARE OF TRADE
LINER				
ANTRAK GH.LTD	37,207	11,147	48,354	3.67
DELMAS SHIPP. GH.CMA CGM	127,489	59,560	187,049	14.21
DOLPHIN SHIPPING	16,757	0	16,757	1.27
FAIRPOINT	1,999	0	1,999	0.15
GLOBAL CARGO	41,761	0	41,761	3.17
GMT SHIPPING	22,373	0	22,373	1.70
GRIMALDI GH.LTD	33,734	9,388	43,123	3.28
HULL BLYTH	38,450	3,352	41,802	3.18
INSCHCAPE	13	0	13	0.00
ISAG	13,764	13,042	26,806	2.04
KHUDA SERVICES	8,800	0	8,800	0.67
MAERSK GH. LTD	323,019	74,946	397,965	30.23
MAP SHIPPING	22,848	0	22,848	1.74

SHIPPING AGENTS	IMPORT	EXPORT	TOTAL	% SHARE OF TRADE
LINER				
MARCO SHIPPING	3,986	241	4,227	0.32
MARITIME	315	799	1,114	0.08
MOL GH . LTD	59,335	4,963	64,298	4.88
MSCA GH.LTD	105,581	23,818	129,399	9.83
OCEANLANE	10,440	0	10,440	0.79
PANALPINA GH. LTD	8,301	3,800	12,101	0.92
PIL GH. LTD	42,201	15,162	57,363	4.36
SAFMARINE	0	9,095	9,095	0.69
SCAN SHIP GH. LTD	36,747	18,102	54,849	4.17
SDV GH .LTD	1,334	21,323	22,658	1.72
SETRA NS	46,727	0	46,770	3.55
SUPERMARITIME	29,660	12,110	41,770	3.17
TRANSGLOBAL SHIPPING	2,758	0	2,758	0.21
SUB - TOTAL	**1,035,599**	**280,848**	**1,316,449**	**44.65**
DRY BULK				
DELMAS SHIPP. GH. CMA CGM	0	2,539	2,539	0.25
HULL BLYTH	416,715	20,000	436,715	43
MAERSK GH. LTD	48,511	0	48,511	4.78
MAP SHIPP.	12,083	0	12,083	1.19
MARCO SHIPP.	0	87,139	87,139	8.59
PANALPINA GH. LTD	0	1,406	1,406	0.14
PIL GH. LTD	2,007	0	2,007	0.2.
SUPERMARITIME	63,783	360,337	424,119	41.80
SUB -TOTAL	**543,099**	**471,421**	**1,919**	**34.41**
LIQUID BULK				
AFRITMAP	23,386	0	23,386	3.79
BULKSHIP	54,958	0	54,958	8.90
CELTIC	63,163	0	63,163	10.23
DADOO	234,085	0	234,085	37.92
INCHACAPE	32,990	0	32,990	5.34
MARITIME	4,548	0	4548	0.74
MAXITIDE	20,107	0	20,107	3.26
MULTIPL AN	34,072	0	34,072	5.52
PANALPINA GH. LTD	1,839	0	1,839	0.30
SCANSHIP GH.LTD	8,850	0	8,850	1.43
SECTEL	41,517	0	41,517	6.73
SUPERMARITIME	94,741	2,993	97,735	15.83
SUB TOTAL	**614,256**	**2,993**	**617,250**	**20.94**
GRAND TOTAL	**2,192,954**	**755,262**	**2,948,218**	**100.00**

PERFORMANCE OF THE SHIPPING LINES IN SEABORNE TRADE OF GHANA FOR THE PERIOD JULY- SEPTEMBER, 2009

A total of eighty-five (85) Shipping Lines participated in the carriage of 2.9 million mt of maritime cargo comprising 2.1 million mt of imports and 755,266 mt of exports for Ghana for the period July- September, 2009.

Fifty (50) Shipping Lines handled the over one (1) million mt of liner imports and 280,852 mt of liner exports. Out of this, Maersk Line carried 397,965 mt of the liner trade representing 30.23% of the total liner cargo making it the number one carrier in the liner trade for the period under review.

Mediterranean Shipping Company carried the next largest liner cargo of 129,399 mt representing 9.83% of liner trade. Delmas followed with a tonnage of 116,971 mt representing 8.89% of the liner trade.

Yara recorded the lowest liner cargo of carriage 39 mt.
Dry bulk cargo amounting to 1,014,520 mt and representing 34.41% of the total maritime trade of Ghana for the review period was carried by Thirteen (13) Shipping Lines.

I.M.T posted the largest carriage of 357,401 mt representing 35.23% of the dry bulk trade.

HC Trading followed with 333,212 mt (32.84%) of the dry bulk trade. The least performing Shipping Line in the dry bulk carriage was Pacific Int. Lines with 2,007 mt representing 0.20%.

The liquid bulk trade saw twenty -two(22) shipping lines involved with a total cargo carriage of over 617,248 mt with 614,255 mt being imports and 2,993 mt being exports.

This represented 20.95% of the total maritime trade for the period under review.

Vitol recorded the highest carriage of 143,431 mt representing 23.24% of the total liquid bulk trade which was mainly imports.

VRA also recorded 103,431 mt representing 16.76% of the liquid bulk trade which were only imports. Bulk Shipping and OTHERS placed third and fourth with 80,103 mt and 45,830 mt respectively. Each representing 12.98% and 7.42% of the total liquid bulk trade. Table 8 below show the figures and percentages.

PERFORMANCE OF SHIPPING LINES IN THE MARITIME TRADE OF GHANA (JULY – SPET., 2009)

SHIPPING LINE	IMPORT	EXPORT	TOTAL	% SHARE IN TOTAL TRADE
LINER				
K LINE	15,420	0	15,420	1.17
AFRICA EXPRESSN LINE	1,053	9,535	10,588	0.80
AMAJARO LTD	9,685	0	9,685	0.74
BREABOX SHIPPING	0	124	124	0.01
BRUNO	2,004	0	2,004	0.15
C.C.T.C	880	0	880	0.07
C.S.A.L	1,213	0	1,213	0.09
CHINA OCEAN SHIPPING	7,558	0	7,558	0.57
CMA CGM	52,791	10,626	63,417	4.82
CONTI GMT	19,006	0	19,006	1.44
CONTINENTAL LINES	8,466	0	8,466	0.64
COSCO	1,195	4,745	5,940	0.45
DARYA SHIPPING	7,879	0	7,879	0.60
DELMAS	60,174	56,797	116,971	8.89
EUKOR CAR CARRIES	1,141	0	1,141	0.09
EURO AFRICA	16,123	9,700	25,823	1.95
GOLD STAR LINE	6,169	9,301	15,471	1.18
GRIMALDI LINE	33,734	18,436	52,171	3.96
LLOYD-HAPAG	13,753	1,361	15,114	1.15
HIPPO	19,043	0	19,043	1.45
HAUL LINES	2,173	0	2,175	0.17
INCHCAPE SHIPP. SERV.	13	0	13	0.00

SHIPPING LINE	IMPORT	EXPORT	TOTAL	% SHARE IN TOTAL TRADE
LINER				
J. MARR (SEAFOODS) LTD	16,757	0	16,757	1.27
L &C MARINE TRANSPORT	6,761	0	6761	0.51
MAERSK LINE	323,019	74,946	397,965	30.25
MED/WEST AFRICA SERV.	3,237	0	3,237	0.25
MEDITERRANEAN SHIPP.	105,581	23,818	129,399	9.83
MESSINA LINES	11,022	6,278	17,300	1.31
MIDAS LINE	0	2,644	2,644	0.20
MITSUI O. S. K LINES	59,335	4,963	64,298	4.88
NILEDUTCH	22,248	640	22,887	1.74
NIPPON YUSEN KAISHA	12,696	0	12,696	0.96
NOBLE SHIPPING	150	0	150	0.01
NORDINA LINES	7,592	28	7,619	0.58
OTAL	19,743	12,491	32,234	2.45
OTHER	68,169	1,474	69,643	5.29
PACIFIC INT.LINES	42,201	15,162	57,363	4.36
ROMEU Y CIA	963	0	963	0.07
SAFMARINE	0	9,095	9,095	0.69
SAMARTEX GH.	0	675	675	0.05
SEAWELD LTD	0	2,945	2,945	0.22
SOCAR SHIPPING	238	0	238	0.02
SWEDISH ORIENT LINE	2,804	0	2,804	0.21
TRANSAFRICA S.A	387	0	387	0.03
UNIVERSAL AFRICA LINES	3,257	129	3,385	0.26
UNIVESAL AFRICAN LINES	491	113	603	0.05
WEST AFRICA EXPRESS SERV.	5,733	142	5,875	0.45
YARA	39	0	39	0.00
ZIM LINE	8,963	4,684	13,647	1.04
SUB-TOTAL	**1,035,597**	**280,852**	**1,316,447**	**44.65**
DRY BULK				
BULK HANDLING	0	87,137	87,139	8.59
CAREMUS TRADING	21,140	0	21,140	2.08
DELMAS	62,485	2,539	65,024	6.41
HC TRADING	313,212	20,000	333,212	32.84
I.M.T	0	357,401	357,401	35.23
MAERSK LINE	48,511	0	48,511	4.78
OTHER	33,158	0	33,158	3.27
PACIFIC INTL. LINES	2,007	0	2,007	0.20
SEABOARD	0	2,936	2,936	0.29
STAR SHIPPING	14,200	0	14,200	1.40
TAHO MARITIME CORP	36,303	0	36,303	3.58
WILHELMSEN	0	1,406	1,406	0.14
YARA	12,083	0	12,083	1.19
SUB- TOTAL	**543,099**	**471,421**	**1,014,520**	**34.41**
WET BULK				
BELUGA CHARTERING GMBH	8,925	0	8,925	1.45
BULKSHIP	80,103	0	80,103	12.98
CHADECO	29,922	0	29,922	4.85
CHASE PET	31,156	0	31,156	5.05

SHIPPING LINE	IMPORT	EXPORT	TOTAL	% SHARE IN TOTAL TRADE
LINER				
CHINA MARINE SHIPPING	14,640	0	14,640	2.37
CIRRUS	38,834	0	38,834	6.29
EUROAFRICA	1,967	0	1,967	0.32
FORESTER	6,791	0	6,791	1.10
INCHCAP SHIPP. SERV.	32,990	0	32,990	5.34
MARATHON	3,883	0	3,883	0.63
MERCURIA	2,035	0	2,035	0.33
OANDO	35,150	0	35,150	5.69
OTHER	42,837	2,993	45,830	7.42
PT PELEYARAN	3,000	0	3,000	0.49
SAHARA	7,687	0	7,687	1.25
TEMA OIL REFINERY	1,249	0	1,249	.20
TRAFIGURA	10,535	0	10,535	1.71
UBI	4,150	0	4,150	0.67
VRA	103,431	0	103,431	16.76
VITOL	143,431	0	143,431	23.24
WILHELMSEN	1,839	0	1,839	0.30
YARA	9,700	0	9,700	1.57
SUB-TOTAL	**614,255**	**2,993**	**617,208**	**20.94**
GRAND TOTAL	**2,192,951**	**755,266**	**8,294**	**100.00**

GHANA'S PREPARATION TOWARDS
The Exploitation of Oil and Gas

By Patience Abuabey-Dortey (Ms)

Introduction

The discovery of oil in commercial quantities offshore in the Tano Basin, off Cape Three Point of the Ghanaian continental shelf by the Ghana National Petroleum Corporation and its exploration partners in July 2007, was seen as a dream come true and the news was received with great excitement. Considering the importance of crude oil in the running of economies worldwide and the revenue that it generates, it makes Ghana proud to be counted as one of the oil producing countries.

The drilling of the oil is expected to begin during the third quarter of 2010, with an estimated 120,000 barrels per day which is expected to increase by 100% by 2013 with 240,000 million cubic feet of gas per day.

The dream of the government of Ghana, the major stakeholders and the entire people of Ghana is to maximise the potential benefit that the oil and gas sector has to offer. However, the major challenge is that while accruing the benefits, the undesirable outcomes which are known to have occurred in many oil producing nations should be reduced significantly to the barest minimum.

A lot has been said and suggested concerning the management of the revenue but it is important to note that unless the country takes the responsibility of putting things in order, she would lose out on the oil find.

To pursue economic growth and energy self-sufficiency, it requires that all hands must be on deck. This is the opportune time to set bold, challenging, but achievable benchmarks, barring substandard parameters, by planning meticulously within laid down time lines against which to compare our development progress to make sure that the development objectives are on track. It is paramount that as a nation, waste, apathy, corruption, lack of foresight, lack of transparency and accountability is eschewed as far as the oil and gas industry is concerned.

Expected Preparations

- **Transportation:**

The oil and gas business is capital intensive and as such demands a lot of financial commitment to provide all that is required for the production to take off. The importance of transportation in any economy can never be over-emphasised. Currently, there are a total of 1,611km of trunk roads in the Western Region of which 54% is in good to fair condition and 46% in poor condition. The Ahanta West District has a feeder road network of 196km of which 29% is in good condition, 46% in fair condition and 25% in a poor condition.

Transportation plays a major role in the oil and gas industry just like any other industry and as such the government has to develop the road and rail network in the Western Region. This will facilitate the transportation of heavy equipment over land to the exploitation site, support logistic supply chain to ensure production at exploitation sites, to reduce congestion between key sites and location, reduce travel times for passengers (workers) and goods, finally to meet the additional demand that will be created by the additional socioeconomic activities.

Fortunately, some of the roads are currently being rehabilitated. Additionally, with the inauguration of an eight member Board of Directors for the Ghana Railway Company, charged

It is paramount that as a nation, waste, apathy, corruption, lack of foresight, lack of transparency and accountability is eschewed as far as the oil and gas industry is concerned.

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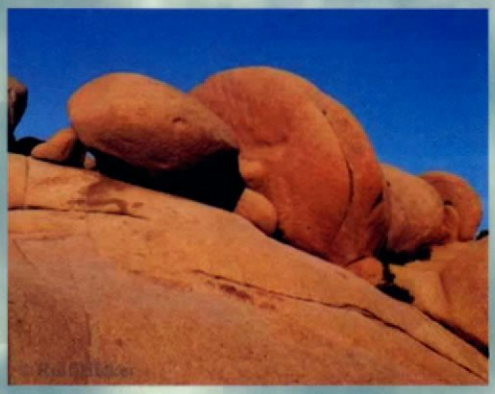

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