

SHIPPING REVIEW

GHANA'S AUTHORITATIVE QUARTERLY MARITIME JOURNAL

VOLUME 21 NO. 3, JULY - SEPTEMBER, 2019

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Our Mission

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Published by:

7th Floor, Ghana Shippers' House
No. 12 Cruickshank Street,
Ambassadorial Enclave, West Ridge,
P. O. Box GP 1321, Accra

Tel. 233-302-666915/7

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Unik Image - 0302 253756
0302 231527



MAINSTREAMING GENDER FOR SUSTAINABLE SEAS AND OCEANS DEVELOPMENT: THE AFRICAN AGENDA

The Writer

By Mrs. Jemilat J. Mahamah (MICS), President, Wista Ghana

INTRODUCTION

Sustainable Seas and Oceans development is a very important subject matter for the 21st century. The Oceans and Seas provide an important source of food, energy and fuels among others for human survival. However, they (oceans) are threatened and as a result human survival is at stake.

Unfortunately, most of the debilitating effects on the oceans are as a result of human activities, as it is also the case that the largest source of sea or ocean pollution is land based. This is largely on account of dumping and unhealthy discharges into the sea through land activity. This has serious consequences for man and indeed the entire planet earth.

At the global level, the United Nations through its sustainable

development goals has acknowledged this important fact and has thus instituted a global response mechanism in confronting the sustainable development and exploitation of the oceans.

The Sustainable Development Goal 14 in particular calls for the urgent need to conserve and sustainably use the oceans and its marine resources.

SDG 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development.

Targets for SDG 14;

- By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution.

- By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including strengthening their resilience and take action for their restoration in order to achieve healthy and productive oceans.

To ensure sustainable seas and oceans development requires the inclusive participation of all human kind. Women who form the largest segment of the world's population cannot be left out in this quest to save the world's oceans. Women by our nature and role in the maritime industry provide a unique opportunity to drive the agenda for cleaner and safer oceans.

Majority of the artisanal use of the oceans such as fisheries and



marine conservation activities affect women and their livelihoods, especially in coastal cities. A chunk of the activity downstream, especially in the sea food sector is controlled by women.

Over the years, women's involvement in critical mobilization drives to address world problems have been limited. It cannot be the case that a huge segment of the world population is left out when world challenges are addressed. Recognizing this deficiency, the global maritime community and in deed the United Nations has acknowledged the immense role women should play in saving the world oceans.

The International Maritime Organisation (IMO) has in particular dubbed this year as "Empowering Women in the Maritime Industry". Gender mainstreaming and participation in global maritime affairs has thus taken centre stage as a critical ingredient to addressing challenges and in an effort to ensure sustainable development of our ocean industry for development.

The African Union has as one of

its first pillars of the Africa Integrated Maritime Strategy Policy Framework (AIMS), non-discrimination of women and gender equality in the Africa Blue Economy.

G E N D E R MAINSTREAMING

It is an approach to policy-making that takes into account both women and men's interests and concerns. The concept of gender mainstreaming was first introduced at the 1985 Nairobi World Conference on Women.

According to the UN Entity for Gender Equality and the Empowering of Women, Gender Mainstreaming is a globally accepted strategy for promoting gender equality.

Gender mainstreaming is not an end in itself but a strategy, an approach and a means to achieve the goal of gender equality. Mainstreaming involves ensuring that gender perspectives and attention to the goal of gender equality are central to all activities - policy development, research, advocacy/ dialogue, legislation, resource allocation and planning, implementation and monitoring of programmes and projects.

O C E A N S A N D S U S T A I N A B L E D E V E L O P M E N T

The world's ocean, spreading over 70 percent of the planet, is in crisis from decimated fish stocks, pollution and acidification. Sustainable management is essential since oceanic changes can result in globally significant climate shifts. Equally vital is the protection of human livelihoods. Nearly a billion people, 12 percent of the global population, depend on oceans, seas and marine resources to survive.

Women face the risks of ocean degradation with fewer assets and alternatives for income and less resilience against mounting losses.

Fishing and aquaculture are marked by significant occupational segregation, with men primarily involved in fish and aquaculture harvesting and women largely concentrated in low-skilled, low-paid secondary jobs such as fish processing and marketing.

They often work without contracts or health, safety and labour rights protections. Many are constrained by the lack of access to technology and other resources, even basic refrigeration to keep fish stocks fresh.

The maritime industry is almost completely managed by men. In 2016, only one of the top 100 seafood companies globally was run by a woman.

Women are engaged in all aspects of interaction with our ocean, yet their voices are often missing at the decision-making level. The head of the United Nations cultural agency said on World Oceans Day, 2019 emphasizing that "we must ensure diversity and gender inclusiveness at all



levels” to set a balanced course for humanity and foster innovative solutions for the ocean.

“We need to empower each and every citizen to take care of the ocean and enable all women to play transformative and ambitious roles in understanding, exploring, protecting and sustainably managing our ocean”, said Audrey Azoulay, Director-General of UNESCO, pointing out that this year’s “special edition” of World Oceans Day links the themes of gender equality and ocean preservation.

Women engage in all aspects of ocean interaction, yet in many parts of the world, women’s contribution, both towards ocean-based livelihoods like fishing and conservation efforts are invisible as gender inequality persists “from the marine industry to the field of ocean science”.

The UN says there is also very little data and research on these issues and a concerted action towards gender equality and the empowerment of women and girls is still needed in all ocean-

related sectors to achieve Sustainable Development Goal 5 (SDG 5).

Not only is the ocean an increasingly important battleground for achieving gender equality, Ms. Azoulay said, “but building a more gender equal society also means empowering women and girls to be the actors of positive ocean change”.

Citing UNESCO’s Global Ocean Science Report, Ms. Azoulay highlighted that women represent only 38 per cent of all ocean scientists. And while women make up 50 per cent of the marine and coastal industry workforce, “their wages continue to be lower than those of men”.

“Mainstreaming gender equality throughout the Ocean Science Decade will help ensure that, by 2030, women as much as men are driving ocean science and management, helping to deliver the ocean we need for a prosperous, sustainable and environmentally secure future”, stressed the UNESCO chief.

Pointing out that it is the source of the world’s fresh water, that the

ocean “produces half of the oxygen we breathe and powerfully affects our climate”.

“Yet the ocean is endangered”, she lamented, saying that global warming, acidification, pollution, dead zones, harmful algal blooms and ecosystem degradation “reveal how far human activities have impacted on our oceans”.

EMPOWERING WOMEN FOR SUSTAINABLE OCEAN DEVELOPMENT

Empowering women to participate in the blue economy is vital. This is because of the significant number of women who form the world population. To address a global issue like sustainable ocean development, we as women cannot and must not be left out. To ensure that women are fully integrated into the efforts there will be the need to rethink policy and women participation in global ocean affairs. The critical issues to be considered in ensuring women are adequately empowered to effectively support the process of sustainable ocean developments include:

- **Inclusiveness**

The role of women and men in the blue economy and the challenges they face are different. Fisheries is often seen as a male-dominated sector and women’s contribution therein as minimal. Where women are involved, this is linked to processing and trading.

This picture does not reflect reality. Work done by African women extends along the entire supply chain. For example, they are actively involved in pre-harvest activities such as preparing bait and mending nets. Harvesting activities typically take place in shallow waters along the shore where women glean smaller fish, crustaceans and



invertebrates. While not part of commercial fishing, these catches are crucial for family nutrition and supporting household income.

Globally, they dominate the processing sector, both at small-scale and in industrial factories where more than 85% of the workforce is female.

In some African countries, such as Ghana where women handle 90% of small-scale fisheries production, women are becoming trade entrepreneurs ('fish mammies') some of whom also own boats and provide informal credit.

- **Removal of Barriers to Women**

While women play a pivotal role in fisheries, they are often found in the lowest positions. Jobs are underpaid or informal, temporary or part-time. Very rarely are women seen in managerial and decision-making roles. They struggle to access resources vital for economic betterment such as capital or credit or training opportunities.

Social norms that relegate women to the domestic sphere and exclude them from engaging in traditionally male activities

bring further challenges. Household and childcare responsibilities restrict women to the home, limiting possibilities for diversifying livelihood opportunities.

- **Policy Addressing Women's challenges**

Women are overlooked, undervalued and underestimated and this finds its way into policymaking, where women's contribution is rarely taken into account. Some policies that seek to modernize the fishery sector have by failing to recognise the different roles of women and men, even ended up damaging women's livelihoods. Typical example is Lake Victoria in Tanzania where the expansion of the fish export trade has led to the promotion of industrial fish processing factories. While these provide opportunities for wage workers, women in the informal and small-scale processing sector cannot compete with the prices factories are offering to fishers nor adapt to changing market demands and have consequently lost their livelihoods.

- **Women Considerations in Policy Formulations**

In research and policy making the gender dimension is often

ignored or becomes a "box ticking" exercise. Research projects or policy programmes that supposedly create "gender aware" schemes frequently lack ambition or are limited in scope *ending up in lip-service to women's issues*. If a project or programme does not address gender adequately, the views and needs of both women and men will not be captured. This risks exacerbating existing inequalities.

An inclusive blue economy must, by definition, place fairness and equity at its core. It must consider the different needs and challenges faced by women and men. Research that includes gender data disaggregation or women specific studies, while valuable, is not enough.

In research and policymaking, gender must be mainstreamed, from project inception and design to implementation, be it fiscal policy and incentive-based management or natural capital accounting or impact investment or plastic pollution.

- **Eliminating Gender Inequality (Women segregated to 'unrecognized Labour')**

In his message on the World Ocean Day Celebrations on 8th June, 2019 at the United Nations, New York, Secretary-General António Guterres flagged that for too long, "women have also been unable to share equally in ocean-supplied benefits".

They are often "segregated into low-skilled and unrecognized labour", such as fish processing and "denied a decision-making role", he elaborated, adding that "similar treatment occurs in related sectors", such as shipping, coastal tourism and marine science, "where the voices



of women are frequently not heard”.

The UN chief highlighted that “confronting gender inequality is essential” to achieving the ocean-related Goal and targets of the 2030 Agenda for Sustainable Development.

“We must ensure an end to unsafe work conditions and guarantee that women have an equal role in managing ocean-related activities,” he underlined.

In closing, Mr. Guterres urged governments, international organizations, private companies, communities and individuals to “promote gender equality and the rights of women and girls as a crucial contribution to meeting ocean challenges”.

• ***Addressing Ocean Pollution Challenges***

The pollution of oceans has not only endangered fisheries and other aquatic livestock but human survival. To address these issues of ocean pollutants requires the full efforts of men and women. Some of the major considerations in confronting the ocean pollution menace are addressed in the following;

i. Preserving our common heritage

Plastic pollution in the ocean is an

especially pressing issue, having increased ten-fold since 1980, according to the first Global Assessment Report on Biodiversity of the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services, launched on 6th May, 2019 in UNESCO.

Moreover, plastic debris leads to the deaths of more than a million seabirds and 100,000 marine mammals every year.

“This situation should engage us all in the preservation of our common environmental heritage”, Ms. Azoulay said. “It should drive humankind to understand the paramount importance of maintaining a healthy ocean, which we all depend on for life, climate, well-being and more essentially, our future”.

Against this backdrop, she noted that because “ocean challenges require urgent and collective action to reverse current trends”, the General Assembly proclaimed 2021-2030 as the Ocean Science Decade for Sustainable Development.

Coordinated under UNESCO's Intergovernmental Oceanographic Commission, the decade aims to “encourage

international scientific collaboration as well as sustainable management of our oceans and coasts through the interplay of science and policy”, she continued.

It also aims to mobilize citizens across cultures, gender and generations to preserve the ocean “because it is about our very survival as a species”, she maintained.

ii. Combatting plastics in the Oceans

Meanwhile, World Scouting has teamed up with the UN Environment Programme (UNEP) to create a new movement to battle against plastic pollution.

Since its introduction in five countries across Africa, including Ghana, Kenya, Uganda, Mauritius and Tanzania, some 27,000 youth from the Scouts, Girl Guides, Junior Achievement and various Universities have undertaken a new Plastic Tide Turners Challenge Badge.

“The Challenge Badge has made me live by the 3Rs: Reduce, Reuse and Recycle,” said Yussif Kamara, a Scout from Accra in Ghana, who also participated in the badge programme.

As part of UNEP and The Youth and UN Global Alliance's (YUNGA) Clean Seas campaign, the aim is to mobilize a direct youth-led contribution to SDGs 14 and 15, Life Below Water, and Life on Land.

First time in World Scouting's history, the badges will be made from ocean recovered plastic with the first certificates awarded to young leaders that have completed all three levels of the badge.

At UN Headquarters in New



York, storytellers and speakers globally gather to share their perspectives on building greater ocean and gender literacy and discovering ways to promote gender equality in ocean-related activities, such as marine scientific research, fisheries, labour at sea, migration by sea and human trafficking, policy-making and management.

iii. African Agenda in Gender, Ocean and Seas Development

The blue economy has quite rightly been described as the 'New Frontier of the African Renaissance'. Its potential for a continent on which almost two thirds of its states have a coastline, whose trade is 90 percent sea-borne and whose lakes constitute the largest proportion of surface freshwater in the world, is enormous.

Indeed, its potential runs into many trillions of dollars and promises to combine enormous economic growth with environmental conservation, if stewarded properly.

The Africa Union's Integrated Maritime Strategy (AIMS 2050) provides a robust roadmap to fully exploit the potential of its oceans and seas and the first

Sustainable Blue Economy Conference in Nairobi last year offered African nations the opportunity to solidify this continental framework.

But one thing we can say with certainty now is that the full potential of Africa's blue economy can only be reached if it is truly inclusive, allowing all people in society to reap the dividends on offer from the oceans, seas, lakes and rivers of the continent.

Women must be at the heart of this inclusivity. Gender equality and women's empowerment is at the heart of all African Union (AU) policies and actions and the blue economy is fertile ground to further women's role in this transformative field.

The AU at its 31st Ordinary Summit in Nouakchott adopted its first Continental Strategy for Gender Equality and Women's Empowerment (2017-2027) to accelerate and translate Agenda 2063 into reality for the millions of women and girls across the continent.

The first pillar of this strategy is aimed at achieving economic autonomy for women through maximizing outcomes and opportunities for them. The blue

economy is one such target.

Women have not always been able to fully enjoy the rewards of the growth in Africa's economies and the roles they have played in helping expand sectors across the continent are gaining greater recognition.

The AU is committed to ensuring this is not the case with the blue economy and is advocating for women to be more involved in marine industries across Africa. The AU currently works with women's networks in this field, including among others Women in Maritime Africa (WIMA), and Women in the Maritime Sector in Eastern and Southern Africa (WOMESA), Arab Women in Maritime (AWIMA) and welcomes new initiatives like Women In Maritime West and Central Africa (WIMOWCA).

As delegates discussed at the Nairobi conference, Africa is pushing several initiatives for women in the blue economy, for instance to help them become sea cadets, lead port operations, increase the number of women in the industry, become captains of ships, celebrate their accomplishments and leaders in the industry, to expand their roles in shipping, fishing and other sectors of the marine industry.

We want to make sure that the blue economy is an inclusive one for women. Agenda 2063 calls for inclusive economic growth and we want to make sure that women are included in that growth and within the blue economy.

At present, the marine industry in Africa is male dominated, but women are working collaboratively with men to find a voice within it. Such conferences will ensure women's voices are more fully heard.



This is especially important now as we have seen women deciding to come together to play their part in the blue economy and take their dividend from it – across Africa they are joining groups to promote and support the role played and which could yet be played in the marine industry.

The AU welcomes and fully supports these and any similar activities as they can only be good for women for the promotion of inclusivity and the blue economy as a whole.

But it must not stop there. The Sustainable Blue Economy Conference in Nairobi offers an opportunity for all blue economy stakeholders, in Africa and from other continents, to not only hear about the key role women can play in the blue economy but help suggest and support ways and means to expand those roles and to ensure that women are truly and fully included in Africa's blue economy and able to reap its rewards. Several events were held to promote women's role in the blue economy and were anticipated to help leaders rally behind women's initiatives in the industry example of which is the 6th WISTA Africa Conference held in April this year in Accra, Ghana.

Together, heads of State, Ministers, policymakers, civil society groups and other stakeholders must unite to honor commitments we have all made to inclusivity in the blue economy and guarantee that women are not left behind as Africa's 'New Frontier' is opened up. We must therefore create bold and transformative initiatives to accelerate women's economic empowerment and leadership in this field.

It must also not be forgotten that this is not just about women's roles in developing the potential of the oceans, seas, lakes and rivers around the world. It goes well beyond this.

By showing that women can succeed and thrive as entrepreneurs and independent active agents of change and growth in the blue economy, we can inspire women in all other sectors of society. If they can succeed in one economy, why not in another? If a woman can rise to the top in a sector for example, the finance or retail industry, she can equally rise to the top in the marine industry too.

The AU helps give women a voice in all industries, especially those

which are non-traditional or male-dominated, and after Nairobi, we should be helped to find our voice in the blue economy.

We say “women can sail Africa to the seas” and we believe the Sustainable Blue Economy Conferences will eventually give us the chance to succeed.

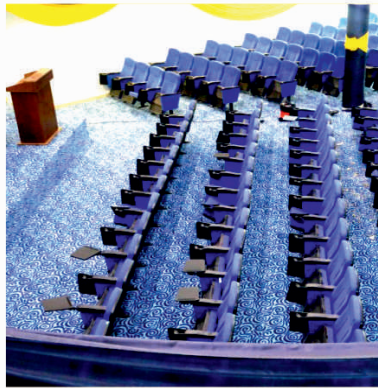
CONCLUSION

The challenges facing our oceans today require that urgent steps are taken to ensure inclusiveness and empowerment of both men and women to confront these challenges. While preparing to present this paper, I have come to the firm conviction and in agreement with the AU's African Agenda that, a set of well thought policy initiatives and the implementation of gender-responsive policies and related programmes in the respective sectors of the blue economy would enhance Sustainable Seas and Oceans development. Among the key points to tackle are:

- Enforcing gender-responsive policies;
- Updating statistics on women professionals in all sea-related activities;
- Promoting role models;
- Engaging with children in primary and secondary education to raise awareness of career opportunities in the industry;
- Establishing mentoring programmes;
- Securing priority funding for gender research;
- Emphasizing gender equality as a business case;
- Ensuring equal employment opportunities and pay.

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HANDICRAFT EXPORTERS AND OTHERS HONoured AT THE 3RD GHANA SHIPPERS' AWARD

The third edition of the Ghana Shippers' Awards came off on July 12, 2019 at the Kempinski Hotel in Accra with many shippers and providers of shipping services winning awards for their contributions to the growth of the shipping and logistics sector.

A member of the National Handicraft Exporters and Producers and Managing Director of Delata Ghana Limited, Mr Mawuli Akpenyo and the Chief Executive Officer of Quatiakrow Enterprise Limited, Mrs Christiana Boamah from the Abossey Okai Spare Parts Dealers Association received honorary awards for their contributions to Ghana's international trade.

Other honorary award winners of the night were Roney Adu Gyamfi from the Used Clothing Dealers Association and Mark Amofo, CEO of Magnity Ventures from the Ghana Electrical Dealers Association.

The Ghana Community Network (GCNet) and Mr MacDonald Vasnani, CEO of Consolidated Shipping Agencies Limited won the Company of the Year and CEO of the Year Awards respectively. A total of 51 competitive awards

were given on the night with 15 received by importers and exporters and the rest by shipping service and other allied service providers.

The event was organised by the Globe Productions in partnership with the Ghana Shippers' Authority and Graphic Business to recognise individuals and companies that play key roles in Ghana's international trade and transport chain. The Awards are aimed at distinguishing excellence in the trade and transport industry in order to instil in the industry players a sense of fulfilment and greater zeal to achieve higher laurels, encourage more transparency and compliance with laid down procedures in the trade and transport industry.

The Chief Executive Officer (CEO) of the Ghana Shippers' Authority (GSA), Ms Benonita Bismarck, in a welcome address congratulated all winners of the awards for the past two years, particularly shippers from various trade associations like the Association of Ghana Industries (AGI), Ghana National Chamber of Commerce and Industry (GNCCI), Federation of Associations

Ghanaian Exporters (FAGE), the Ghana Union of Traders' Associations (GUTA) among others.

She appealed to shippers to refrain from insuring their imported goods with offshore insurers in consonance with the Insurance Act 2006 (Act 724) which enjoins them to effect insurance with a Ghanaian registered insurer.

The Deputy Transport Minister, Hon. Nii Kwartei Titus-Glover, MP, who spoke on behalf of the Transport Minister, said government was committed to creating a business-friendly environment for companies and organisations pursuing business ventures in Ghana to thrive, particularly those in the shipping and transport logistics sector.

He assured the shipping community that the Ghana Ports and Harbours Authority (GPHA) and the Meridian Port Services (MPS) would continue to operate with the existing port tariffs following the opening of the multipurpose Terminal 3 at the Tema Port.

Profiles of Special Recognition Awardees of the SME Category at the 3rd Ghana Shippers' Awards

Quatiakrow Enterprise Limited (QEL)



Mrs Christiana Boamah, a former seamstress, started Quatiakrow Enterprise Ltd (QEL) with the husband in 1981. She fully took over the business in 1990 when her husband passed away.

Quatiakrow Enterprise Limited was located at Kokomlemle a suburb of Accra. After Five (5) years of operating in Kokomlemle, QEL relocated to Abossey Okai.

The company deals in auto spare parts (for Nissan, Toyota, Mitsubishi, Kia, Hyundai), body parts for all cars as well as car batteries. QEL mainly imports its goods from Dubai in the United Arab Emirates.

QEL contributes its quota to the development of the Abossey Okai Spare Parts Dealers Association and the Ghanaian economy through the payment of charges and varied taxes.

QEL is one of the pioneers of Abossey Okai Spare Parts Dealers Association.

Magnity Ventures



Mr. Mark Bonsu, a 49-year-old from the Ashanti Region established Magnity Ventures in 2001. Mr. Bonsu is married with four (4) children.

Magnity ventures deals in the import and export of quality electrical accessories and cables for household and industrial purposes.

The company imports its goods mainly from India and Dubai in the UAE.

Magnity Ventures has four distribution shops and six wholesale outlets located at Opera Square in the Central Business District of Accra (Cowlane- Accra).

Roney Adu Gyamfi Ventures



Mr. Roney Adu Gyamfi is a businessman and an entrepreneur who imports used clothing and shoes. He started out with Hutchinson Enterprise in 2005 at Kantamanto in the Central Business District of Accra and later changed the name to

Roney Adu Ventures in 2007. The business was registered in 2008.

The company in the past imported its goods mainly from South Korea. It also now imports from China, Italy, the United Kingdom, Japan and USA. The company has 12 employees.

Roney Adu Gyamfi Ventures imports about ten containers in a month. He is also an executive member of the Ghana Used Clothing Dealers Association.

Delata Ghana Ltd



Delata Ghana Ltd, located at Lashibi – Tema, is a private limited liability company established in 1997 by Mr. Mawuli Akpenyo. The company was incorporated as an export business company in 2007. It has a staff strength of six (6) including two (2) ladies. It deals with over 500 basket weavers and

artisans countrywide.

The core business of the company is Design, Production and Export Marketing of handmade products from Ghana. Its main products include Bolga baskets & straw products, musical instruments, wood carvings, recycled beads and fabric accessories.

Delata Ghana Ltd is a member of the National Association of Handicraft Exporters (NAHE).

The company also has an Export Agency and Shipping Service wing which offers professional export and shipping services to foreign buyers and local exporters of made in Ghana products.

Delata Ghana Ltd exports to chain stores and wholesale companies in many countries including USA, Canada, Germany, UK, Sweden, Norway, Netherlands, Belgium, Chile, Columbia, Australia, New Zealand, Slovakia and South Africa.



Konkomba Yam Farmers And Exporters Association- The Journey So Far

One of the most consumed tuber crops in Ghana apart from cassava is yam. It is best enjoyed boiled, fried and roasted and eaten with sauce or any accompaniment one prefers. Even though consumed in many homes in the country, yam is mostly planted in the northern part of the country.

The Agbogbloshie market in the heart of the capital, Accra hosts the Konkomba Yam Market which boasts of about 300 sheds for market men and women who sell yams on wholesale and retail basis. The yams are thereafter redistributed and sold in other markets both locally and internationally.

Mr. Ezekiel Dannah, the former Secretary and an Executive Member of the Konkomba Yam Farmers and Exporters Association revealed that about

10 trucks loaded with yams from the harvesting centres up north come to the Konkomba market daily. Out of this, other truck loads of yams estimated around three 40-footer containers leave the market for export on a daily basis.

Formed in 2000, the Konkomba Yam Farmers and Exporters Association is an umbrella body of 25 companies who are into yam farming and export. Members of the Association are part of the Konkomba Yam Farmers Society whose membership is composed of farmers in their thousands. Members of the Association meet on the last Thursday of every month to discuss issues related to their welfare and the yam business.

Even though yams are planted by people from other ethnic groups, the Konkombas in the Northern

Region are traditionally and nationally reputed for their love for planting this tuber crop. From Tatale to Kpandai, Zabzugu to Kintampo, Bimbila to Kwame Danso, a typical Konkomba farmer moves anywhere a fertile land is found for the planting of yams.

Planting season and export market

According to Mr. Dannah, the two main types of yams grown by the farmers are the 'Pona' and the white yam. However, the white yam has different species like 'Alaba', 'Pronjo', 'Asana', 'Dokoba', 'Laribako' among others. Names of yams have historical significance. The Asana, for instance, was named after the wife of a farmer who had found the yam in the wild bush on her way from the farm.

The planting season for yam



Mr Ezekiel Dannah (right) interacting with a yam seller at the Konkomba Yam market

spans from November to February while the harvesting period is between June-September.

Yams from Ghana are exported to the United States of America, the United Kingdom, France, Germany, South Africa and other parts of the world. The volume of exports of some members of the Konkomba Yam Farmers and Exporters Association have reduced over the years due to certain challenges.

The export of the commodity is, however, done by other individuals and companies who are not members of the Association some of whom buy their yams from the Konkomba market and other out-growers.

Contribution to the economy

The former Secretary of the Association said his members and other yam farmers and exporters across the country continue to contribute significantly to the economy of Ghana.

On employment, several thousands of people, including truck drivers, head porters, farmers, and other persons along the chain of planting, harvesting,

transportation, selling and export of yams are employed.

The export of yams also generates foreign revenue for the country in addition to the payment of charges on exports to the state.

The members of the Association also educate the out-growers on best planting, harvesting, storage and transportation practices to help them to stay in business.

Challenges and the way forward

One of the key challenges of the Association is the lack of market access for exports. Mr Dannah deplored the lack of the GLOBAL G.A.P Certificate, an internationally recognised certification for producers of crops, livestock and aquaculture, for members of the Association.

The certification provides a platform for easy access of goods to local and international markets. Unfortunately, only one member of the association has been certified. One has to spend over GHS 20,000 for the inspection and standardisation processes and requirements to be qualified and awarded the certificate-an investment he considers expensive.

The Association is also financially challenged in its education outreach programmes to educate out-growers on best farming, harvesting and business practices.

He mentioned the lack of irrigation systems to support the planting of yams all-year round, post-harvest losses, inadequate access to capital from banks among others as some of the challenges of the Association

On the way forward, Mr Dannah appealed for financial support from the government and other local and international agencies to help farmers stay in business. He also called for technological advancement in the breeding of weather-resistant varieties of yams with longer shelf-life to address post-harvest losses. This, he said, should also be complemented with the building of warehouse and storehouse facilities.





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INVESTIGATING THE FACTORS AFFECTING THE EFFICIENCY OF CONTAINER FREIGHT STATIONS (CFSs) OF THE TEMA PORT IN GHANA

By Abdul Karim Muhsin, Ghana Shippers' Authority

Introduction

Containerization of ship cargo was first introduced in 1956 (Levinson, 2006) in order to cut down the costs associated with maritime transport by reducing cargo-handling costs. Instead of loading/unloading each piece of transport item onto or from a ship in a labor-intensive manner, containerization increases the efficiency and speed of transport by reducing the packing requirements and handling processes at all transfer points. That is between port, rail and road. At the end of 2005, the world container fleet was expected to have increased to 21.6 million TEUs (Twenty-foot equivalent units) (UNCTAD, 2006). Thus, countries without adequate unitized transport facilities will be disadvantaged in their international trade (Castro, 1999).

With regards to the growing international sea traffic and changing technology in the maritime transport industry,

seaports are coping with mounting pressures to upgrade and provide cutting-edge technology. They are also being forced to improve efficiency at Container Freight Stations (CFSs) at various ports to provide comparative advantages that will attract more traffic.

A Container Freight Station (CFS) is a place where containers are packed and unpacked and also aggregation/ segregation of cargo takes place there. An Inland Container Depot (ICD) may have a CFS attached to it but ICDs are generally located outside a port city. (Obed and Emeghara; 2009). Couper (1986) defined CFS as a facility where parcels of cargo are grouped and packed into containers. These are inland cargo clearance depots with customs facilities and they came up with containerization where individual units of cargo are handled outside the port area. Freight depots are generally located near the port and large population centers that ensure door-to-door cargo service to

shippers.

According to Wali (1996), CFSs are facilities set up for the purpose of container handling and storage between seaports and cargo centers. Some of the major activities of CFSs include storage of laden and empty containers, stuffing of export containers, stripping of import containers as well as examination and assessment of cargo by customs authorities.

The CFSs are an integral part of the logistics chain in relation to the movement of containerized cargo for exports and imports. CFSs are involved in export/import transaction both at the port of embarkation as well as at the port of disembarkation. Amiwero (2005) in his narration explains that a CFS is a common user facility with public authority status equipped with fixed installations and offering services for handling and temporary storage of import/export laden



and empty containers carried under customs control and with customs and other agencies competent to clear goods for home use, warehousing, temporary admissions, re-export, temporary storage for onward transit and outright export. Transshipment of cargo can also take place from such stations.

Factors Affecting the Efficiency of Container Freight Stations at the Tema Port

Some of the key challenging factors terminal operators are surmounting is to secure traffic flows and prevent diversion to nearby ports including handling containers and cargos more rapidly, providing more adequate and performing equipment, reducing berth times and delays, enabling large storage capacity and ensuring multi-modal connections to the hinterland (Castro, 1999).

However, a container terminal's efficiency is often associated with productivity and performance; also additional factors that are associated with the more organizational side of production such as how efficiently ports use inputs to produce current output levels and whether the technologies adopted by

container terminal operators are most efficient, that are critical to determining container terminals efficiency (Chin and Tongzon, 1998).

Efficiency often means speed and reliability of container terminal services. In a survey conducted by UNCTAD (2011), 'on-time delivery' was cited to be a major concern by most shippers (UNCTAD, 2006). In fast-paced industries where products must be moved to the markets on time, terminal operators are vital nodes in the logistics chain and as such must be in a position to guarantee shipping lines very reliable service levels. These include on-time berthing of vessels, guarantee turnaround time for vessels and guaranteed connection of containers. That is the total turnaround time it takes to wait for pilot to berth, terminal time, un-berthing and final departure from port area (Tongzon and Ganesalingam, 2009).

The Tema Port is a vital gateway for imports and exports to Ghana and its neighboring countries. The imports and exports that pass through the Tema port aside the Takoradi port are critical to Ghana's economic growth and to the economic well-being of its Sahelian neighbors such as

Burkina Faso, Niger and Mali as well. The Tema port is faced with operational and traffic challenges. According to the Ghana Port and Harbors Authority (GPHA) Annual Review and Bulletin of statistics (2010), the containerized imports discharged at the port of Tema went up from 229,465 in 2006 to 345,314 TEUS in year 2010. The number of motor vehicles discharged in same period went up from 65,348 in 2006 to 95,604 in 2010 necessitating the high demand for CFS to be more efficient in their operations.

With growing international sea traffic and changing technology in the maritime transport industry, seaports are coping with mounting pressures to upgrade and provide cutting-edge technology. They are also being forced to improve terminal efficiency at CFSs to provide comparative advantages that will attract more traffic. Some challenging factors include: providing adequate and performing equipment, reducing berth times and delays, enabling large storage capacity and ensuring multi-modal connections to hinterland (UNCTAD, 2006); as well as improving infrastructure (Haralambides 2002).

Terminal operations are affected not only by the larger number of vessel calls but also by the increased variability of call sizes. Vessels of over 15,000 TEUs are becoming increasingly common (Cullinane and Khanna 1999). This will concentrate container flows on a few mega ports, in turn influencing berth and crane efficiency of the terminal and adding pressure on hinterland links, often with adverse effects on congestion and the environment (Yap and Lam 2013). Difficulties in containerized cargo clearance are



evident at the Tema Port which is indicated by long clearance periods or overstay of received containers at the port. Even though some initiatives such as the paperless system have been established at the Tema Port to curb this menace, the constraints still exist.

The delay in clearing containers at the CFS is made worse by transport constraints, cargo handling equipment, documentation process difficulties and space capacity issues. The attendant frustration is largely responsible for the situation where some importers and ship owners divert ships destined to Ghana to competitors' ports in Togo and Ivory Coast. It is against this backdrop that this study seeks to investigate the factors affecting the efficiency of container freight stations of the Tema Port in Ghana.

Conclusion

From the findings of this research study, all factors were found to influence the efficiency of CFS in Tema port. Container freight stations though a relatively new and unique business concept have played a great role in decongesting the Tema port. CFSs face many challenges among them, the weak regulatory framework governing them,

operation costs and delays in transfer. For instance, infrastructural factors, especially, the status of road but not the distance of the CFS from the port, were found to affect the efficiency of the CFS. Most CFS owned top loaders, trucks/lorries and forklifts. However, a majority of the CFS lacked cranes, stacking machines, weighbridge, climbing lanes and car carriers. When machine index (a measure of the richness of machines owned by a CFS) increased, both loading and unloading times reduced and vice versa.

Reducing regulated cargo dwell time in ports and the timeframe within which transactions are concluded in ports also provides effective control measures against common causes of port congestion. Most of all, the issue of increasing capacity, regulations and investment in basic infrastructure and modern equipment will go a long way in easing port congestion at the Tema Port.

Recommendations

Firstly, government should assist in not only improving existing infrastructure but building additional infrastructure to meet current developments and technological changes in the shipping industry. For instance, it

should build roads which will be used by the rapid moving trucks to and from the seaport to reduce congestion. Government should also provide land for the construction of other terminals in order to facilitate movement of cargo and reduce congestion in existing terminals.

Secondly, the management of Tema port should improve port operations, deploy new technology and automated machines in order to reduce risks such as theft and breakage of cargos.

Also, there is a general concern of the need to embrace technology with recommendation to have a seamless integration of the information systems of the regulators and the CFS operators so as to enhance efficiency and monitoring. Once this is done, it can allow single window processing of documentation on cargo from the time they are manifested aboard a vessel/ship to the point of release/clearance from the container freight station.

Furthermore, it is suggested that the Ghana Ports and Harbors Authority should maintain its resolve in its commitment to develop innovative solutions that will engender competitiveness for the shipper in Ghana and ultimately realize its vision of becoming a world-class service organization in the ECOWAS sub-region that ensures quick, safe and reliable service delivery at competitive cost. This can be attained through fighting corruption and bribes in the institution as well as putting the institution away from political muscles.

This paper is an excerpt from a dissertation presented to the KNUST for the award of Msc. in Logistics & Supply Chain Management, 2019.



GHANA POST COMPANY LIMITED

Brief introduction

Ghana Post was incorporated by an Act of parliament, Act 505 in August 1995 thereby formally separating it from Ghana Telecom Company. By this Act of incorporation, the company was expected to operate on sound commercial lines and to be self-supporting.

In July 1999, Ghana Postal Services Corporation was converted to a limited liability company. The conversion therefore placed the company together with similar private enterprises in the same legal and regulatory operating environment which enabled the company to operate successfully in a competitive business environment and also it widened the objects of the company as it existed under Act 505.

The company was incorporated with 100 billion shares of no-par value of which 10 billion have been issued for 10 billion cedis in the name of the Government of Ghana.

Ghana Post operates on both national and international postal and financial services market. These markets present competition to Ghana Post. The domestic market comprises the

public, institutions and organizations who transact business with the company as well as those who receive mails from Ghana Post for distribution.

Vision:

To make Ghana Post commercially focused and compliant driven organisation.

Mission:

To provide prompt, efficient, reliable and secure communication and financial services to domestic and foreign customers for profit.

Core Values

Teamwork, Integrity, Drive, Excellence

The mission of the company is anchored by the following activities:

- Superior service to reduce Customer Waiting Time (CWT) with the enforcement of the Multiple Queuing system; checking equipment and facilities consistently; operating reasonable shift hours; training staff regularly to put customer first and sanctioning staff who provide poor service etc.

- Superior utilization of technology for tracking, scheduling and security of items handled by operatives.
- Create a channel for partnerships to maximize the use of the channel for profit and customer convenience.
- Security of mails by installing and maintaining security equipment; ensuring effective supervision of mails; recruiting qualified mail office security staff and bonding them; ensuring stringent penalties to deter prospective offenders and motivating employees.

Objectives of the Post

- Expand postal network to viable areas and delegate non-viable areas to appropriate commissioned agents.
- Improved mail security
- Introduce additional services to augment the traditional ones.
- Promote all postal



products to create awareness of their existence.

Service Offering

Courier & Parcel Service – Aside the core postal business, Ghana Post offers an Expedited Mail Service (EMS) which is an Internationally connected services under the Universal Postal Union. The courier and parcel services are part of the flagship services provided by Ghana Post. The Award winning service (EMS) is in keen competition from over fifty private courier operators including DHL, FedEx, TNT, UPS and some transport operators in both the domestic and international markets.

Ghana Post's mail operations have been connected to the internet based 'Rugby' and 'Cricket' mail enquiry systems, which handle EMS and parcel enquiry respectively. The International Postal System (IPS) managed by the Universal Postal Union (UPU) also facilitate exchange of data on mail movement worldwide and also track and trace EMS, parcels and registered items. Also, Ghana Post has adopted an Enterprise Postal System (EPS) which aids the tracking of daily transactions in all the networked post offices across the country.

E-Services – The proliferation of technology and use of the internet

for business transactions came as a positive tool awakening Ghana Post to invest in technology. Ghana Post offers electronic services in areas of: online admission forms, filling of online applications, exam result checking and helping check placement of wards in various schools at selected post offices.

Financial Inclusion – Ghana Post offers financial services including: Agency Banking with Fidelity Bank, Western Union, Money Gram and RIA money transfer. We are also in the process of signing Post Assurance service with some Insurance Companies as their agent countrywide.

E-Commerce – Parcel services offered by the company have been improved with online trade to boost delivery. Ghana Post has an online platform that integrates online shops for customer easy transactions. By this, Ghana Post becomes a choice delivery agent to send parcels to the respective locations of buyers.

All the services offered by Ghana Post are fully automated. Our delivery vans and bikes have trackers and deliveries made are captured real time for proof online. We also have a modern website that enables online payment, tracking and tracing of mail items. Customers can now pay their letter box bills online or using Unstructured

Supplementary Service Data (USSD).

There are also current Enterprise applications and software that are aiding daily transactions at major post offices nationwide. Currently, Ghana Post has introduced electronic pay slips to enforce paperless transactions. Our services are supported by an ultra-modern 20 seater capacity call center.

Awards

From 2017, Ghana Post has been recognized by both local and International Institutions for its excellence.

1. Best Call Center Award 2017 – Universal Postal Union, Switzerland
2. EMS Cooperative Customer Care Award 2018 - Universal Postal Union, Switzerland
3. Public Sector Campaign of the Year 2018 (Ghana Post GPS – “Jack where are you campaign”)
4. Excellence in Innovation and Technology 2019 – Ghana Shippers' Award
5. Outstanding Contributions to the Shipping Industry 2019 – Ghana Shippers' Award

The company structure has the Board of Directors, Managing Director and three broad divisions servicing the Managing Director. These are the Finance and Administration Division, Operations Division and Commercial and Transformation Division. The Finance and Administration Division is headed by a Deputy Managing Director while the Operations and Commercial Divisions are headed by a Chief Operations Officer and a Chief Commercial Officer respectively.

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|--|---|---|--|---|
| Kumasi 0577700075 0501288346 | Weija 0577700061 0577736103 | Tema 0501288366 0501288329 | Spintex 0501288347 0501288335 | Takoradi 0501288367 0501288368 0574064783 |
| Sunyani 0577736093 0577700064 | Tamale 0501418486 0372028912 | Ho 0577736092 | Akim Oda 0577700065 | |



GHANA'S MARITIME TRADE REVIEW (January-June 2019)

1.0 OVERVIEW

The July 2019 edition of the IMF World Economic Outlook has described the momentum for global trade activity for the First Half of 2019 as subdued. The US-China trade tensions have entered a phase characterized by high tariffs and signs of more threats. This has weighed heavily on the two economic giants, with China's second-quarter figures reporting that its economy slowed to 6.2% from 6.4%; the weakest rate in at least 27 years. The US economy also slowed in growth to 2.1% in the second quarter of 2019 after recording a growth rate of 3.1% in the 1st quarter. The World Trade Outlook Indicator (WTOI) reading for May 2019 was 96.3, same as in February 2019, also signalling slowing trade growth for the First Half of 2019.

Despite these developments, major players in the shipping industry posted positive bottom lines with many carriers focused on boosting their positions through supply chain efficiency, digitalization and a focus on customer service.

The implementation of the IMO 2020 sulphur cap has raised concerns within the shipping industry. Whereas shipping companies are concerned about sufficient compliant product (fuel) availability when the regulation comes into force on 1 January

2020, shippers are concerned about cost implications by way of freight charges. Overall, the impact on the shipping industry is projected to be substantial on both the operators and shippers, with an obvious increase in freight charges to shippers borne out of input cost adjustments by the shipping lines.

In spite of the global trade happenings, Ghana continued its growth trend in the second quarter of 2019 on the back of exports. Seaborne trade volume (Cargo throughput) for the first half of 2019 posted an increase of 7.2 percent over the same period in 2018. This growth was largely on account of exports which increased by 42 percent, led by manganese exports. Imports on the other hand declined in the 1st half of 2019 by 11 percent.

2.0 COMPARISON OF GHANA'S CARGO THROUGHPUT OF Q2 2019 AND Q2 2018

Cargo throughput for the 2nd quarter (Q2) 2019 increased by 3.7% compared to the same period of 2018 (i.e. Q2 2018). Total import decreased by 16.9%, export trade volume in Q2 2019 increased by 39.2% compared to Q2 2018 whilst total transit/transshipment trade volume in Q2 2019 decreased by 6.5% over Q2 2018. See Table 1 for details.

Table 1 SUMMARY COMPARISON OF GHANA'S CARGO THROUGHPUT**APR-JUN (Q2) 2018 AND 2019**

| TRADE TYPE | APR-JUN (Q2)2019 | APR-JUN (Q2) 2018 | CHANGE |
|-----------------------|------------------|-------------------|---------|
| | (mt) | (mt) | |
| TOTAL IMPORT | 2,731,046 | 3,286,241 | -16.89% |
| TOTAL EXPORT | 2,768,625 | 1,988,055 | 39.26% |
| TOTAL TRANSIT/TRANSH. | 253,704 | 271,504 | -6.56% |
| CARGO THROUGHPUT | 5,753,375 | 5,545,800 | 3.74% |

3.0 PORTS SHARE OF CARGO THROUGHPUT FOR FIRST HALF (JANUARY – JUNE) 2019

Cargo throughput for the seaports of Ghana (i.e. Tema and Takoradi) for the first half (H1) of 2019 was 12.6 million metric tons (mt). Cargo throughput for the Port of Tema was 7.3 million mt representing 58% of the total whilst the Port of

Takoradi recorded 5.3 million mt, representing 42% of the total seaborne trade.

Transit/Transshipment imports amounted to 525,257mt whilst transit/transshipment exports recorded 62,279mt. Table 2 below shows the summary performance for the review period.

**Table 2. SUMMARY OF GHANA'S SEABORNE TRADE PER PORT (in mt)
(JAN- JUN 2019)**

| PORT | IMPORT (mt) | TRANSIT/TRANSHIP. IMPORT (mt) | *EXPORT (mt) | TRANSIT/TRANSHIP. EXPORT (mt) | TOTAL (mt) | Share |
|----------|-------------|-------------------------------|--------------|-------------------------------|------------|-------|
| TEMA | 5,518,090 | 468,034 | 1,292,524 | 62,279 | 7,340,927 | 58% |
| TAKORADI | 828,588 | 57,223 | 4,427,179 | 0 | 5,312,990 | 42% |
| TOTAL | 6,346,678 | 525,257 | 5,719,703 | 62,279 | 12,653,917 | 100% |

* Exports exclude Ghana's crude oil exports

4.0 COMPARISON OF CARGO THROUGHPUTS H1 2019 AND H1 2018

Table 3 shows the summary of seaborne trade comparison between the First half (H1) of 2019 and First Half (H1) of 2018. Cargo throughput for the review period (H1 2019) increased by 7.6%

compared to the same period of 2018 (H1 2018). Total import trade decreased by 11.3% and export trade volume in H1 2019 increased by 42.0% compared to H1 2018. Total transit/transshipment trade volume for H1 2019 increased by 2.8% over H1 2018.

Table 3 SUMMARY COMPARISON OF GHANA'S CARGO THROUGHPUT**JAN-JUN (H1) 2018 AND 2019**

| TRADE TYPE | JAN-JUN (H1) 2019 | JAN-JUN (H1) 2018 | CHANGE |
|-----------------------|-------------------|-------------------|---------|
| | (mt) | (mt) | |
| TOTAL IMPORT | 6,346,679 | 7,155,724 | -11.31% |
| TOTAL EXPORT | 5,719,703 | 4,026,816 | 42.04% |
| TOTAL TRANSIT/TRANSH. | 587,537 | 571,054 | 2.89% |
| CARGO THROUGHPUT | 12,653,919 | 11,753,594 | 7.66% |

5.0 COMPARISON OF GHANA'S SEABORNE TRADE H1 2019 AND H1 2018 PER CARGO TYPE

Table 4 below shows the detailed comparison of

cargo types between the the first half (H1) of 2019 and the same period in 2018.

| Table 4 COMPARISON OF GHANA'S SEABORNE TRADE PER CARGO TYPE | | | |
|---|-------------------|-------------------|----------------|
| TRADE TYPE | Jan-Jun (H1) 2019 | Jan-Jun (H1) 2018 | Change |
| | (mt) | (mt) | |
| IMPORT: | | | |
| Liner | 2,518,936 | 2,926,296 | -13.92% |
| Break Bulk | 443,956 | 863,751 | -48.60% |
| Dry Bulk | 1,967,192 | 1,708,944 | 15.11% |
| Liquid Bulk | 1,416,595 | 1,656,733 | -14.49% |
| TOTAL IMPORT | 6,346,679 | 7,155,724 | -11.31% |
| EXPORT: | | | |
| Liner | 1,149,033 | 1,173,045 | -2.05% |
| Break Bulk | 356,398 | 148,972 | 139.24% |
| Dry Bulk | 4,210,615 | 2,560,776 | 64.43% |
| Liquid Bulk | 3,657 | 144,023 | -97.46% |
| TOTAL EXPORT | 5,719,703 | 4,026,816 | 42.04% |
| TOTAL IMPORT & EXPORT | 12,066,382 | 11,182,540 | 7.90% |

5.1 IMPORT TRADE

Total imports for the review period (H1 2019) are 6.3 million mt. This comprised 2.52 million mt of Liner cargo, 443,956mt of Breakbulk, 1.96 million mt of Dry bulk cargo and 1.41 million mt of Liquid

bulk imports. The major import commodity decliners for the period are petroleum products, bulk cement, bagged rice, chemicals and bagged sugar. Details of the decliners are shown in Table 5 below.

| TABLE 5 THE MAJOR COMMODITY DECLINERS FOR IMPORTS FOR H1 2019 | | | | |
|---|--------------|--------------|-------------|----------|
| COMMODITY | H1 2019 (mt) | H1 2018 (mt) | CHANGE (mt) | % CHANGE |
| PETROLEUM PRODUCTS | 1,183,234 | 1,517,285 | -334,051 | -22% |
| BULK CEMENT | - | 225,485 | -225,485 | -100% |
| BAGGED RICE | 15,535 | 198,399 | -182,864 | -92% |
| CHEMICALS | 233,381 | 402,663 | -169,282 | -42% |
| BAGGED SUGAR | 55,504 | 191,294 | -135,790 | -71% |

5.2 EXPORT TRADE

The total export trade volume for H1 2019 was 5.7 million mt. This represents a 42% increase over H1 2018. This was made up of 1.14 million mt of Liner items, 356,398 mt of Breakbulk items, 4.2 million

mt of Dry Bulk and 3,657 mt of Liquid Bulk. The export commodities that registered highest increases for the first half 2019 period are manganese, bauxite, timber logs, cashew nuts and cocoa beans. Table 6 shows the details.

TABLE 6 THE MAJOR COMMODITY GAINERS FOR EXPORTS FOR H1 2019

| COMMODITY | H1 2019 (mt) | H1 2018 (mt) | CHANGE (mt) | % CHANGE |
|-------------|--------------|--------------|-------------|----------|
| MANGANESE | 3,570,705 | 1,896,301 | 1,674,404 | 88% |
| BAUXITE | 578,679 | 387,456 | 191,223 | 49% |
| TIMBER LOGS | 265,808 | 96,050 | 169,758 | 177% |
| CASHEW NUTS | 357,025 | 263,500 | 93,525 | 35% |
| COCOA BEANS | 256,778 | 225,295 | 31,483 | 14% |

6.0 PERFORMANCE IN LADEN CONTAINERS

Table 7 below shows the details of the performance in Laden containers for the First half (H1) of 2019. Total Laden Containers for imports and exports for H1 2019 was 337,915 TEUs. This represents an increase of 2.7% compared to H1 2018.

Total Import Laden Containers for H1 2019 was 243,558 TEUs; a 4.7% decrease compared to H1 2018. Total Export Laden Containers for H1 2019 was 94,357 TEUs; representing an increase of 28.8% compared to H1 2018.

Table 7 GHANA'S SEABORNE TRADE IN LADEN CONTAINERS (in TEUs) PER PORT

| TRADE TYPE | PORT | Jan-Jun (H1) 2019 (in TEUs) | Jan-Jun (H1) 2018 (in TEUs) | CHANGE |
|--------------|----------------------|--------------------------------|--------------------------------|---------------|
| IMPORT | TEMA | 236,302 | 242,852 | -2.70% |
| | TAKORADI | 7,256 | 12,717 | -42.94% |
| | TOTAL IMPORT | 243,558 | 255,569 | -4.70% |
| EXPORT | TEMA | 79,338 | 65,217 | 21.65% |
| | TAKORADI | 15,019 | 8,015 | 87.39% |
| | TOTAL EXPORT | 94,357 | 73,232 | 28.85% |
| TOTAL | IMPORT/EXPORT | 337,915 | 328,801 | 2.77% |

7.0 DIRECTION OF GHANA'S SEABORNE TRADE

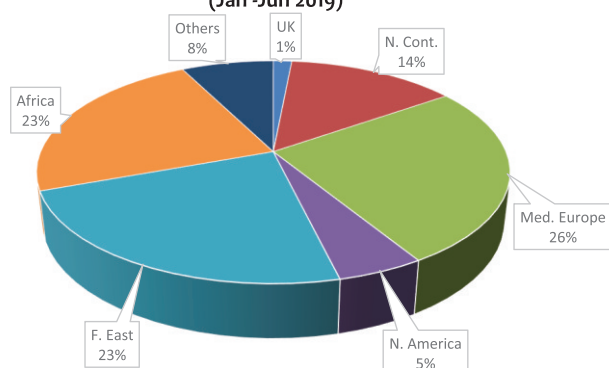
7.1 Import Trade

Figure 1 and Table 8 below show that the majority of Ghana's seaborne imports for H1 2019 came from

the Mediterranean Europe range, representing about 26% of the total import trade. Africa and Far East ranges accounted for 23% share of Ghana's import trade each. The major commodities imported from the Africa range were LPG, Petroleum Products and Clinker.

Table 8. DIRECTION OF GHANA'S SEABORNE IMPORT TRADE (in mt)
(Jan – Jun 2019)

| Trade Type | UK | N. Cont. | Med.Eur | N.Amer. | F. East | Africa | Others | TOTAL |
|--------------|---------------|----------------|------------------|----------------|------------------|------------------|----------------|------------------|
| LINER | 29,031 | 324,497 | 342,522 | 261,561 | 912,718 | 384,003 | 264,604 | 2,518,936 |
| BREAK BULK | 3,224.63 | 76,476.89 | 14,360.74 | 1,151.75 | 299,998.24 | 24,607.88 | 24,135.46 | 443,956 |
| DRY BULK | 0 | 197,415 | 1,285,527 | 52,026 | 170,857 | 93,638 | 167,729 | 1,967,192 |
| LIQUID BULK | 63,054 | 278,476 | 323 | 4,019 | 89,142 | 961,813 | 19,768 | 1,416,595 |
| TOTAL | 95,309 | 876,864 | 1,642,732 | 318,759 | 1,472,716 | 1,464,063 | 476,236 | 6,346,678 |
| SHARE | 2% | 14% | 26% | 5% | 23% | 23% | 8% | 100% |

FIG 1: DIRECTION OF GHANA'S SEABORNE IMPORT TRADE (in mt)
(Jan -Jun 2019)

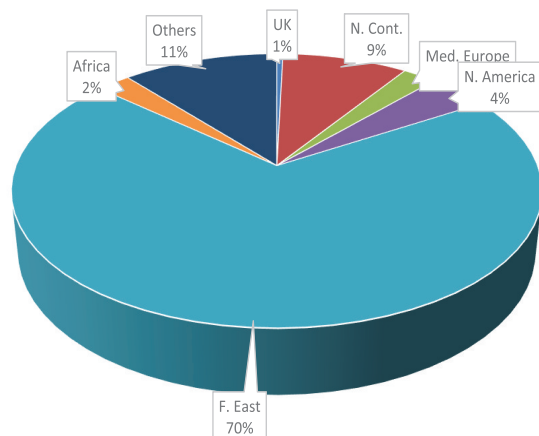
7.2 Export Trade

The 5.7 million mt of seaborne exports for H1 2019 went to various destinations in the world. Majority of these exports were to the Far East accounting for a total of 3,994,635mt (i.e. 70% of total exports). The major commodities exported were Manganese (3,570,750mt) which represent 62.4% of the total export, bauxite and Timber Logs.

Table 9 and Fig 2 below gives more details about the direction of Ghana's seaborne export trade for H1 2019.

Table 9 DIRECTION OF GHANA'S SEABORNE EXPORT TRADE (in mt) JAN -JUN (H1)2019

| Trade Type | UK | N. Cont. | Med. Europe | N. America | F. East | Africa | Others | TOTAL |
|--------------|---------------|----------------|----------------|----------------|------------------|----------------|----------------|------------------|
| LINER | 20,131 | 189,983 | 123,476 | 55,405 | 544,336 | 116,593 | 99,109 | 1,149,033 |
| BREAK BULK | 5,498 | 5,573 | 10,151 | 26,327 | 280,731 | 3,190 | 24,928 | 356,398 |
| DRY BULK | 0 | 326,128 | 6,730 | 169,681 | 3,169,568 | 15,246 | 523,262 | 4,210,615 |
| LIQUID BULK | 0 | 0 | 0 | 0 | 0 | 3,657 | 0 | 3,657 |
| TOTAL | 25,629 | 521,684 | 140,357 | 251,413 | 3,994,635 | 138,686 | 647,299 | 5,719,703 |
| SHARE | 0% | 9% | 2% | 4% | 70% | 2% | 11% | 100% |

FIG 2: DIRECTION OF GHANA'S SEABORNE EXPORT TRADE (in mt)
(Jan -Jun 2019)

8.0 TRANSIT TRADE AND TRANSSHIPMENT THROUGH THE SEAPORTS OF GHANA

Total Transit/Transshipment trade volume for H1 2019 shows an increase of 2.8% compared to H1 2018. The total volume of transit/transshipment for H1 2019 was 587,537 metric tons (mt).

Transit/Transshipment Imports for H1 2019 amounted to 525,258 mt, an increase of 0.62% compared to H1 2018. Transshipment/Transit Exports recorded 62,279 mt in H1 2019, an increase of 26.9% compared to H1 2018. Table 10 below shows the details of the transit/transshipment trade volumes for the review period.

Table 10. SUMMARY COMPARISON OF TRANSIT TRADE AND TRANSSHIPMENT THROUGH THE SEAPORTS OF GHANA (JAN. - JUN.) 2019 AND 2018

| TRADE TYPE | Jan-Jun (H1) 2019 (mt) | Jan-Jun (H1) 2018 (mt) | CHANGE |
|------------------------|---------------------------|---------------------------|--------------|
| TRANSIT/TRANSH. IMPORT | 525,258 | 522,012 | 0.62% |
| TRANSIT/TRANSH. EXPORT | 62,279 | 49,042 | 26.99% |
| TOTAL | 587,537 | 571,054 | 2.89% |

9.0 TRANSIT TRADE PERFORMANCE FOR BURKINA FASO, MALI AND NIGER

Total transit volume for the three (3) landlocked countries of Burkina Faso, Mali and Niger amounted to 488,629mt in H1 2019. This represents a decrease of 1.80% compared to H1

2018. The transit trade comprises imports of 427,705 mt and exports of 60,923 mt.

Major transit trade commodities included Processed Foods/ Beverages, Frozen Meat/Foods, and Chemicals. Details are shown in Table 11.

| Table 11. SUMMARY COMPARISON OF TRANSIT TRADE for BURKINA FASO, MALI & NIGER (JAN. - JUN.) 2019 AND 2018 | | | |
|---|---------------------------|---------------------------|--------|
| TRADE TYPE | Jan-Jun (H1) 2019 (mt) | Jan-Jun (H1) 2018 (mt) | Change |
| TRANSIT IMPORT | 427,705 | 449,710 | -4.89% |
| TRANSIT EXPORT | 60,923 | 47,864 | 27.28% |
| TOTAL | 488,629 | 497,574 | -1.80% |

10.0 PERFORMANCE IN GHANA'S CONTAINERIZED CARGO TRADE

10.1 Shipping Line Performance in the Containerized Trade

Twenty-Five (25) Shipping Lines were involved in the containerized cargo trade which amounted to 337,915 TEUs for the review period H1 2019. The highest operators were Maersk Line, with 104,041 TEUs (32.8% of the container trade) and the Mediterranean Shipping Company (MSC), with 65,875 TEUs (19.5%). Details are shown in Table 12.

10.2 Shipping Agents' Performance in the Containerized Trade

Twenty-Three (23) Shipping Agents were involved in the containerized trade to and from Ghana. Together, they handled 337,915 TEUs for the review period H1 2019. The highest performing agencies were Maersk Ghana Ltd, with 104,041 TEUs (30.8% of the containerized trade) and MSC, with 65,875 TEUs (19.5% of the containerized trade). Details are shown in Table 13.

11.0 PERFORMANCE OF SHIPPING LINES AND AGENTS PER VOLUME OF SHIPMENT

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

A total of Ninety-Six (96) Shipping Lines and Charterers participated in transporting the over 12 million mt of Ghana's seaborne cargo (import & export) through the Ports of Tema and Takoradi during H1 2019. The performance of the Lines per

trade type (i.e. Liner, Breakbulk, Dry bulk, and Liquid bulk) is shown in Table 14.

The high performers in Liner Trade were Maersk Line (19.8%) and Mediterranean Shipping Company (14.7%). In the Break Bulk Trade, Maersk Line moved the highest volume (28.5%), followed by Mediterranean Shipping Company with 14.9%. High performers for the Dry Bulk Trade were I.M.T (63.4%) and Others with 12%. In the Liquid Bulk Trade, BP Oil International Ltd. lifted the highest volume of 39.1%.

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

Sixty-One (61) Shipping Agents handled over 12 million mt of seaborne trade (import & export) through the Ports of Tema and Takoradi during the period H1 2019. Table 15 below shows the performance in the various trades namely, Liner, Break Bulk, Dry Bulk and Liquid Bulk trade for the review period.

High performers in the Liner Trade were Maersk Ghana Ltd. with 19.8% of the volume and MSCA Ghana Ltd. with 14.7%. The leading Shipping Agents in the Break Bulk Trade were Maersk Ghana Ltd. with 28.5% and MSCA Ghana Ltd. with 14.9%. In the Dry Bulk Trade, the high performers were Supermaritime Ghana Ltd. with 60.2% of the share and Hull Blyth Ghana Ltd. with 18.1%. In the Liquid Bulk Trade, Inchcape Shipping Ltd. handled 51% of the volume whilst Oil and Marine Agencies (OMA) handled 38%.



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TABLE 12 PERFORMANCE OF SHIPPING LINES PER LADEN CONTAINERS (in TEUs)

| TOTAL (TEMA & TAKORADI) | | | | |
|------------------------------------|----------------|---------------|----------------|----------------|
| JAN – JUN (H1) 2019 | | | | |
| SHIPPING LINE | IMPORT | EXPORT | TOTAL | % SHARE |
| AFRICA EXPRESS LINE | 4,395 | 2,157 | 6,552 | 1.94% |
| ARKAS LINE | 8,570 | 3,395 | 11,965 | 3.54% |
| CHINA OCEAN SHIPPING | 7,921 | 180 | 8,101 | 2.40% |
| CMA CGM | 11,179 | 10,418 | 21,597 | 6.39% |
| COSCO SHIPPING LINE | 12,186 | 9,475 | 21,661 | 6.41% |
| EUKOR CAR CARRIERS | 2 | 0 | 2 | 0.00% |
| GOLD STAR LINE | 8,086 | 4,617 | 12,703 | 3.76% |
| G.N.P.C. | 44 | 0 | 44 | 0.01% |
| GRIMALDI LINES | 8,471 | 3,643 | 12,114 | 3.58% |
| GMT SHIPPING | 8 | 0 | 8 | 0.00% |
| HAPAG-LLOYD | 24,972 | 5,436 | 30,408 | 9.00% |
| MAERSK LINE | 85,525 | 18,489 | 104,014 | 30.78% |
| MEDITERRANEAN SHIPP. CO | 50,121 | 15,470 | 65,591 | 19.41% |
| MESSINA LINE | 2,170 | 676 | 2,846 | 0.84% |
| NILEDUTCH | 467 | 981 | 1,448 | 0.43% |
| OCEAN NETWORK EXPRESS PTE | 3,592 | 4,312 | 7,904 | 2.34% |
| ORIENT OVERSEAS CONT. LINE | 0 | 374 | 374 | 0.11% |
| OTHER | 1,749 | 6 | 1,755 | 0.52% |
| PACIFIC INTL. LINES | 12,002 | 4,041 | 16,043 | 4.75% |
| SAFMARINE | 0 | 8,942 | 8,942 | 2.65% |
| ZIM LINE | 1,696 | 1,715 | 3,411 | 1.01% |
| BBC CHARTERING | 4 | 20 | 24 | 0.01% |
| UNIVERSAL AFRICA LINE | 19 | 10 | 29 | 0.01% |
| HC TRADING | 352 | 0 | 352 | 0.10% |
| I.M.T | 27 | 0 | 27 | 0.01% |
| TOTAL | 243,558 | 94,357 | 337,915 | 100.00% |

TABLE 13 PERFORMANCE OF SHIPPING AGENTS PER LADEN CONTAINERS (in TEUs)

| TOTAL (TEMA & TAKORADI) | | | | |
|--------------------------------------|---------------|---------------|--------------|-------------------|
| JAN– JUN (H1) 2019 | | | | |
| SHIPPING AGENT | IMPORT | EXPORT | TOTAL | % of TOTAL |
| ANTRAK GHANA LTD | 2,170 | 676 | 2,846 | 0.84% |
| ARKAS GHANA LTD | 8,570 | 3,395 | 11,965 | 3.54% |
| COMEXAS GHANA LTD | 486 | 991 | 1,477 | 0.44% |
| COSCO SHIPPING LINE GH. LTD | 12,715 | 9,475 | 22,190 | 6.57% |
| CMA CGM GHANA LTD | 11,180 | 10,418 | 21,598 | 6.39% |
| DW CABLE NET SHIPPING GH. LTD | 1 | 0 | 1 | 0.00% |
| EOLIS GHANA LTD | 4,395 | 2,157 | 6,552 | 1.94% |
| GMT SHIPPING LTD | 13 | 0 | 13 | 0.00% |

| | | | | |
|------------------------------------|---------|--------|---------|---------|
| GRIMALDI GHANA LTD | 8,220 | 2,907 | 11,127 | 3.29% |
| HAFENAGENTUR GH. LTD | 2 | 0 | 2 | 0.00% |
| HAPAG-LLOYD GHANA LTD | 24,972 | 5,436 | 30,408 | 9.00% |
| HULL BLYTH GHANA LTD | 70 | 0 | 70 | 0.02% |
| INTERMODAL SHIPPING AGENCY GH. LTD | 9,782 | 6,332 | 16,114 | 4.77% |
| MAERSK GHANA LTD | 85,525 | 18,489 | 104,014 | 30.78% |
| MARITIME AGENCIES | 4 | 20 | 24 | 0.01% |
| MSCA GHANA LTD | 50,405 | 15,470 | 65,875 | 19.49% |
| OOCL GH. LTD | 1,159 | 374 | 1,533 | 0.45% |
| OCEAN NETWORK EXPRESS GH. LTD | 3,592 | 4,312 | 7,904 | 2.34% |
| PIL GH. LTD | 12,002 | 4,041 | 16,043 | 4.75% |
| PORTS MARINE LTD | 29 | 0 | 29 | 0.01% |
| SAFMARINE GH. LTD | 0 | 8,942 | 8,942 | 2.65% |
| SCANSHIP GH. LTD | 8,167 | 916 | 9,083 | 2.69% |
| SUPERMARITIME GH. LTD | 100 | 6 | 106 | 0.03% |
| TOTAL | 243,559 | 94,357 | 337,916 | 100.00% |

GHANA SHIPPERS' AUTHORITY

TABLE 14. PERFORMANCE OF SHIPPING LINES IN GHANA'S SEABORNE TRADE - JAN - JUNE. 2019

IMPORT AND EXPORT - TEMA - TAKORADI

| SHIPPING LINES/CHARTERER | IMPORT | EXPORT | TOTAL | % SHARE / TRADER TYPE | %SHARE |
|----------------------------|---------|---------|---------|-----------------------------|--------|
| LINER | | | | | |
| ADOM MBROSO COLDSTORES LTD | 3,643 | 0 | 3,643 | 0.09 | 0.03 |
| AFCOTT GHANA LTD | 1,242 | 0 | 1,242 | 0.03 | 0.01 |
| AFRICA EXPRESS LINE | 43,941 | 47,151 | 91,092 | 2.32 | 0.75 |
| AFRICA FISH GH. LTD | 710 | 0 | 710 | 0.02 | 0.01 |
| AFRITRAMP | 312 | 910 | 1,222 | 0.03 | 0.01 |
| AMEROPA SA | 7,630 | 0 | 7,630 | 0.19 | 0.06 |
| AMISACHI LTD | 2,883 | 0 | 2,883 | 0.07 | 0.02 |
| ARKAS LINE | 56,734 | 49,498 | 106,232 | 2.70 | 0.88 |
| BAJ FREIGHT & LOGISTICS | 0 | 709 | 709 | 0.02 | 0.01 |
| BBC CHARTERING | 465 | 1,231 | 1,696 | 0.04 | 0.01 |
| C&G FISHERIES CO. LTD | 1,717 | 0 | 1,717 | 0.04 | 0.01 |
| CARMEUS TRADING | 85 | 0 | 85 | 0.00 | 0.00 |
| CHINA OCEAN SHIPPING | 138,133 | 133,343 | 271,476 | 6.90 | 2.25 |
| CHINT ELECTRIC CO. LTD | 575 | 0 | 575 | 0.01 | 0.00 |
| CMA CGM | 69,806 | 173,108 | 242,914 | 6.18 | 2.01 |
| COSMO SEAFOODS CO. | 466 | 0 | 466 | 0.01 | 0.00 |
| DANGOTE CEMENT GHANA LTD | 29,000 | 0 | 29,000 | 0.74 | 0.24 |
| DOLPHIN FROZEN FOODS | 600 | 0 | 600 | 0.02 | 0.00 |
| EUCO CAR CARRIER | 0 | 98 | 98 | 0.00 | 0.00 |
| EUKOR CAR CARRIERS | 7,097 | 0 | 7,097 | 0.18 | 0.06 |
| EUROAFRICA | 24,885 | 1,151 | 26,036 | 0.66 | 0.22 |
| FLOUR MILLS GH. LTD | 2,500 | 0 | 2,500 | 0.06 | 0.02 |
| GLOVIS | 5,277 | 0 | 5,277 | 0.13 | 0.04 |

| | | | | | |
|--------------------------------|---------|---------|---------|-------|------|
| GMT | 4,973 | 0 | 4,973 | 0.13 | 0.04 |
| GOLD STAR LINE | 70,362 | 73,784 | 144,146 | 3.66 | 1.19 |
| GOLDEN STAR FISH CO. LTD | 1,201 | 0 | 1,201 | 0.03 | 0.01 |
| GRIMALDI LINES | 77,634 | 48,481 | 126,115 | 3.21 | 1.05 |
| HAPAG-LLOYD | 180,815 | 81,540 | 262,355 | 6.67 | 2.17 |
| HC TRADING | 22,883 | 1,631 | 24,514 | 0.62 | 0.20 |
| HOEGH AUTOLINERS | 883 | 0 | 883 | 0.02 | 0.01 |
| I.M.T | 73,360 | 800 | 74,160 | 1.89 | 0.61 |
| INCHCAPE SHIPPING SERVICES | 1,503 | 0 | 1,503 | 0.04 | 0.01 |
| K' LINE | 1,163 | 0 | 1,163 | 0.03 | 0.01 |
| LEONE FISHING CO. LTD | 3,153 | 0 | 3,153 | 0.08 | 0.03 |
| LOULITA ENT. | 2,522 | 0 | 2,522 | 0.06 | 0.02 |
| MAERSK LINE | 537,163 | 243,439 | 780,602 | 19.84 | 6.47 |
| MANSELL GH. LTD | 6,000 | 0 | 6,000 | 0.15 | 0.05 |
| MARINE & ENERGY | 0 | 2 | 2 | 0.00 | 0.00 |
| MEDITERRANEAN SHIPPING CO. | 356,463 | 220,232 | 576,695 | 14.66 | 4.78 |
| MEDKON LINES | 16 | 0 | 16 | 0.00 | 0.00 |
| MESSINA LINES | 19,049 | 9,200 | 28,249 | 0.72 | 0.23 |
| MTSUI O.S.K LINES | 20 | 0 | 20 | 0.00 | 0.00 |
| MOL ACE | 1,620 | 0 | 1,620 | 0.04 | 0.01 |
| NILEDUTCH | 14,494 | 12,393 | 26,887 | 0.68 | 0.22 |
| NMT LINES | 5,982 | 0 | 5,982 | 0.15 | 0.05 |
| OCEAN FARE CO. LTD | 3,405 | 0 | 3,405 | 0.09 | 0.03 |
| OCEAN NETWORK EXPRESS PTE | 25,780 | 59,682 | 85,462 | 2.17 | 0.71 |
| OLAM GHANA | 79,967 | 0 | 79,967 | 2.03 | 0.66 |
| ORIENT OVERSEAS CONT LINE | 0 | 4,832 | 4,832 | 0.12 | 0.04 |
| OTHER | 297,395 | 7,930 | 305,325 | 7.76 | 2.53 |
| PACIFIC BASIN | 10,305 | 0 | 10,305 | 0.26 | 0.09 |
| PACIFIC INTL LINE | 64,367 | 60,114 | 124,481 | 3.16 | 1.03 |
| PIONEER FOOD CANNERY LTD | 3,689 | 0 | 3,689 | 0.09 | 0.03 |
| PIONEER FOOD/COSMO SEAFOODS | 185 | 0 | 185 | 0.00 | 0.00 |
| PRECIOUS COLDSTORE LTD | 1,703 | 0 | 1,703 | 0.04 | 0.01 |
| RAFFLES SHIPPING INTERNATIONAL | 17,954 | 0 | 17,954 | 0.46 | 0.15 |
| SANTA FISHERIES GH. LTD | 41,000 | 0 | 41,000 | 1.04 | 0.34 |
| SAFMARINE | 0 | 152,626 | 152,626 | 3.88 | 1.26 |
| SEVENLOG LTD | 81,817 | 137 | 81,954 | 2.08 | 0.68 |
| SHELL INTERNATIONAL | 12,748 | 0 | 12,748 | 0.32 | 0.11 |
| SIKA KORABEA CO. LTD | 475 | 0 | 475 | 0.01 | 0.00 |
| ST SHIPPING | 27,501 | 0 | 27,501 | 0.70 | 0.23 |
| SUCDEN MIDDLE EAST | 2,501 | 0 | 2,501 | 0.06 | 0.02 |
| TRUSTLINK VENTURES LTD | 5,535 | 0 | 5,535 | 0.14 | 0.05 |
| UNILEVER GH. LTD | 1,199 | 0 | 1,199 | 0.03 | 0.01 |
| UNITED ARAB SHIPP. CO | 4 | 0 | 4 | 0.00 | 0.00 |
| UNIVERSAL AFRICA LINES | 1,505 | 1,660 | 3,165 | 0.08 | 0.03 |
| VOLTA ALUMINIUM CO. LTD | 10,502 | 0 | 10,502 | 0.27 | 0.09 |
| WE 2 SEAFOODS CO. LTD | 10,857 | 0 | 10,857 | 0.28 | 0.09 |
| WILMAR AFRICAN LTD | 7,015 | 0 | 7,015 | 0.18 | 0.06 |
| YARA GH. LTD | 11,000 | 0 | 11,000 | 0.28 | 0.09 |

| | | | | | |
|---------------------------|------------------|------------------|------------------|---------------|--------------|
| YORK OVERSEAS | 8,500 | 0 | 8,500 | 0.22 | 0.07 |
| ZIM LINE | 13,079 | 29,157 | 42,236 | 1.07 | 0.35 |
| SUB-TOTAL | 2,518,946 | 1,414,839 | 3,933,785 | 100.00 | 32.60 |
| BREAK BULK | | | | | |
| AFRICA EXPRESS LINE | 83 | 0 | 83 | 0.02 | 0.00 |
| AFRITRAMP | 23 | 0 | 23 | 0.01 | 0.00 |
| ARKAS LINE | 9,567 | 0 | 9,567 | 2.13 | 0.08 |
| CHINA OCEAN SHIPPING | 32,236 | 0 | 32,236 | 7.17 | 0.27 |
| CMA CGM | 11,299 | 0 | 11,299 | 2.51 | 0.09 |
| EUKOR CAR CARRIERS | 126 | 0 | 126 | 0.03 | 0.00 |
| G.N.P.C | 369 | 0 | 369 | 0.08 | 0.00 |
| GMT SHIPPING | 52,269 | 0 | 52,269 | 11.63 | 0.43 |
| GOLD STAR LINE | 15,874 | 0 | 15,874 | 3.53 | 0.13 |
| GRIMALDI LINES | 9,012 | 0 | 9,012 | 2.01 | 0.07 |
| HAPAG-LLOYD | 29,720 | 0 | 29,720 | 6.61 | 0.25 |
| HC TRADING | 752 | 0 | 752 | 0.17 | 0.01 |
| MAERSK LINE | 128,283 | 0 | 128,283 | 28.54 | 1.06 |
| MEDITERRANEAN SHIPP. CO | 66,883 | 0 | 66,883 | 14.88 | 0.55 |
| MEDKON LINES | 21 | 0 | 21 | 0.00 | 0.00 |
| MESSINA LINES | 972 | 0 | 972 | 0.22 | 0.01 |
| NILEDUTCH | 5,347 | 0 | 5,347 | 1.19 | 0.04 |
| OCEAN NETWORK EXPRESS PTE | 5,292 | 0 | 5,292 | 1.18 | 0.04 |
| OTHER | 43,041 | 0 | 43,041 | 9.58 | 0.36 |
| PACIFIC INTL. LINES | 14,876 | 0 | 14,876 | 3.31 | 0.12 |
| SIKA KORABEA CO. LTD | 17,288 | 0 | 17,288 | 3.85 | 0.14 |
| UNIVERSAL AFRICA LINE | 2,715 | 0 | 2,715 | 0.60 | 0.02 |
| ZIM LINE | 3,399 | 0 | 3,399 | 0.76 | 0.03 |
| SUB-TOTAL | 449,446 | 0 | 449,446 | 100.00 | 3.72 |
| | | | | | |
| DRY BULK | | | | | |
| CARMEUS TRADING | 32,457 | 0 | 32,457 | 0.52 | 0.27 |
| CHINA OCEAN SHIPPING | 102 | 0 | 102 | 0.00 | 0.00 |
| CMA CGM | 0 | 2,623 | 2,623 | 0.04 | 0.02 |
| DS NORDEN | 51,622 | 0 | 51,622 | 0.83 | 0.43 |
| ED&F MAN SHIPPING | 28,000 | 0 | 28,000 | 0.45 | 0.23 |
| GHANA NUTS CO. LTD | 0 | 2,006 | 2,006 | 0.03 | 0.02 |
| GMT SHIPPING | 355 | 0 | 355 | 0.01 | 0.00 |
| GRIMALDI LINES | 0 | 4,930 | 4,930 | 0.08 | 0.04 |
| HAPAG-LLOYD | 0 | 352 | 352 | 0.01 | 0.00 |
| HC TRADING | 716,251 | 3,000 | 719,251 | 11.54 | 5.96 |
| I.M.T. | 0 | 3,950,629 | 3,950,629 | 63.41 | 32.74 |
| LH SHIPPING PTE LTD | 30,433 | 0 | 30,433 | 0.49 | 0.25 |
| MAERSK LINE | 724 | 51,238 | 51,962 | 0.83 | 0.43 |
| MEDITERRANEAN SHIPP. CO | 3,214 | 79,467 | 82,681 | 1.33 | 0.69 |
| NORDEN A/S | 31,975 | 0 | 31,975 | 0.51 | 0.26 |
| OLDENDORFF CARRIERS GMBH | 42,000 | 0 | 42,000 | 0.67 | 0.35 |
| OTHER | 562,718 | 190,959 | 753,677 | 12.10 | 6.25 |
| PACIFIC BASIN | 38,500 | 0 | 38,500 | 0.62 | 0.32 |

| | | | | | |
|-----------------------------------|------------------|------------------|-------------------|---------------|---------------|
| SANTA FISHERIES GH. LTD | 7,500 | 0 | 7,500 | 0.12 | 0.06 |
| SEVENLOG LTD | 200,251 | 0 | 200,251 | 3.21 | 1.66 |
| SIGMA SHIPPING | 26,658 | 0 | 26,658 | 0.43 | 0.22 |
| TRANSATLANTIC COMMODITIES PTE LTD | 22,451 | 0 | 22,451 | 0.36 | 0.19 |
| WESTERN BULK CARRIERS AS | 54,350 | 0 | 54,350 | 0.87 | 0.45 |
| WIN SHIPPING | 40,100 | 0 | 40,100 | 0.64 | 0.33 |
| UNICARGO LINES | 0 | 7,000 | 7,000 | 0.11 | 0.06 |
| UNIVERSAL AFRICA LINE | 0 | 9,000 | 9,000 | 0.14 | 0.07 |
| YORK OVERSEAS | 72,030 | 0 | 72,030 | 1.16 | 0.60 |
| SUB-TOTAL | 1,961,692 | 4,301,204 | 6,230,439 | 100.00 | 51.90 |
| | | | | | |
| LIQUID BULK | | | | | |
| ALPHA PETROLEUM | 13,039 | 0 | 13,039 | 0.93 | 0.11 |
| ARKAS LINE | 113 | 0 | 113 | 0.01 | 0.00 |
| BLUE OCEAN INVESTMENTS | 190,081 | 0 | 190,081 | 13.51 | 1.58 |
| BP OIL INTERNATIONAL LTD | 551,510 | 0 | 551,510 | 39.19 | 4.57 |
| BP SHIPPING LTD | 35,760 | 0 | 35,760 | 2.54 | 0.30 |
| CHASE PETROLEUM | 57,325 | 0 | 57,325 | 4.07 | 0.48 |
| CIRRUS OIL SERVICES | 24,963 | 0 | 24,963 | 1.77 | 0.21 |
| FUELTRADE | 39,857 | 0 | 39,857 | 2.83 | 0.33 |
| GAC HUB | 35,404 | 0 | 35,404 | 2.52 | 0.29 |
| GLENCORE ENERGY | 4,203 | 0 | 4,203 | 0.30 | 0.03 |
| I.M.T | 10,880 | 0 | 10,880 | 0.77 | 0.09 |
| INCHCAPE SHIPPING SERV. | 35,594 | 0 | 35,594 | 2.53 | 0.29 |
| JUWEL ENERGY | 10,000 | 0 | 10,000 | 0.71 | 0.08 |
| LITASCO | 15,010 | 0 | 15,010 | 1.07 | 0.12 |
| MAERSK LINE | 299 | 0 | 299 | 0.02 | 0.00 |
| MEDITERRANEAN SHIPP. CO | 467 | 0 | 467 | 0.03 | 0.00 |
| OTHER | 179,231 | 3,657 | 182,888 | 13.00 | 1.52 |
| PACIFIC INTL. LINE | 0 | 0 | 0 | 0.00 | 0.00 |
| TRAFIGURA PTE LTD | 59,466 | 0 | 59,466 | 4.23 | 0.49 |
| UNIVERSAL AFRICA LINE | 19 | 0 | 19 | 0.00 | 0.00 |
| VITOL | 146,365 | 0 | 146,365 | 10.40 | 1.21 |
| WILMAR AFRICA LTD | 7,009 | 0 | 7,009 | 0.50 | 0.06 |
| SUB-TOTAL | 1,416,594 | 3,657 | 1,407,099 | 100.00 | 11.77 |
| | | | | | |
| GRAND TOTAL | 6,346,678 | 5,719,700 | 12,066,378 | 100.00 | 100.00 |

GHANA SHIPPERS' AUTHORITY

TABLE 15 PERFORMANCE OF SHIPPING AGENTS IN GHANA'S SEABORNE TRADE - JAN - JUNE. 2019

IMPORT AND EXPORT - TEMA - TAKORADI

| | <u>IMPORT</u> | <u>EXPORT</u> | <u>TOTAL</u> | <u>% SHARE / TRADE TYPE</u> | <u>%SHARE</u> |
|--------------------------|---------------|---------------|--------------|-------------------------------------|---------------|
| LINER | | | | | |
| AFRICA CARGO CENTRAL LTD | 1,091 | 0 | 1,091 | 0.03 | 0.01 |
| A&J SHIPPING SERVICES | 23,896 | 0 | 23,896 | 0.61 | 0.20 |
| ANDIPEX CO. LTF | 10,832 | 0 | 10,832 | 0.28 | 0.09 |
| ANTRAK GH. LTD | 20,553 | 10,111 | 30,664 | 0.78 | 0.25 |
| ARKAS GH. LTD | 56,731 | 49,498 | 106,229 | 2.70 | 0.88 |

| | | | | | |
|------------------------------------|------------------|------------------|------------------|------------|--------------|
| BAJ FREIGHT | 8,247 | 709 | 8,956 | 0.23 | 0.07 |
| BLUE FUNNEL GH. LTD | 14 | 0 | 14 | 0.00 | 0.00 |
| COMEXAS GH. LTD | 15,999 | 14,053 | 30,052 | 0.76 | 0.25 |
| CONSOLIDATED SHIPPING AGENCIES LTD | 107 | 0 | 107 | 0.00 | 0.00 |
| COSCO SHIPPING LINE GHANA CO LTD | 71,394 | 130,992 | 202,386 | 5.14 | 1.68 |
| CMA CGM GH. LTD | 0 | 173,108 | 173,108 | 4.40 | 1.43 |
| DAMCO LOGISTICS GH. LTD | 8,500 | 0 | 8,500 | 0.22 | 0.07 |
| DELMAS SHIPPING GHANA | 69,806 | 0 | 69,806 | 1.77 | 0.58 |
| DOLPHIN SHIPP. SERVICES | 1,703 | 0 | 1,703 | 0.04 | 0.01 |
| EOLIS GHANA LIMITED | 41,715 | 47,151 | 88,866 | 2.26 | 0.74 |
| FACULTY LOGISTICS LTD | 1,760 | 0 | 1,760 | 0.04 | 0.01 |
| GLOBAL CARGO & COMMODITIES | 93,733 | 0 | 93,733 | 2.38 | 0.78 |
| GMT SHIPPING LTD | 7,058 | 0 | 7,058 | 0.18 | 0.06 |
| GRIMALDI GH. LTD | 75,617 | 42,462 | 118,079 | 3.00 | 0.98 |
| HAFENAGENTUR GHANA LTD | 2,712 | 0 | 2,712 | 0.07 | 0.02 |
| HAPAG-LLOYD GH. LTD | 180,597 | 81,540 | 262,137 | 6.66 | 2.17 |
| HASS LOGISTICS GH. LTD | 25,886 | 0 | 25,886 | 0.66 | 0.21 |
| HULL BLYTH GH. LTD | 36,143 | 1,730 | 37,873 | 0.96 | 0.31 |
| INCHCAPE SHIPPING SERVICES | 41,692 | 0 | 41,692 | 1.06 | 0.35 |
| INTERMODAL SHIPP. AGENCY GH. LTD | 83,441 | 102,941 | 186,382 | 4.74 | 1.54 |
| KHUDA SERVICE | 7,827 | 0 | 7,827 | 0.20 | 0.06 |
| KOYANKS COMPANY LIMITED | 6,528 | 0 | 6,528 | 0.17 | 0.05 |
| MACRO SHIPP.LTD | 18,788 | 0 | 18,788 | 0.48 | 0.16 |
| MAERSK GH. LTD | 537,163 | 243,439 | 780,602 | 19.84 | 6.47 |
| MAP SHIPPING LTD | 12,000 | 0 | 12,000 | 0.31 | 0.10 |
| MARITIME AGENCIES | 466 | 1,231 | 1,697 | 0.04 | 0.01 |
| MARINE & ENERGY SERVICES GH. LTD | 4,470 | 197 | 4,667 | 0.12 | 0.04 |
| MOL GHANA LTD | 20 | 0 | 20 | 0.00 | 0.00 |
| MSCA GH. LTD | 356,463 | 220,232 | 576,695 | 14.66 | 4.78 |
| OCEAN NETWORK EXPRESS GHANA LTD | 25,780 | 59,682 | 85,462 | 2.17 | 0.71 |
| OIL & MARINE AGENCIES | 21,052 | 0 | 21,052 | 0.54 | 0.17 |
| OOCL GH. LTD | 6,480 | 4,832 | 11,312 | 0.29 | 0.09 |
| PIL GHANA LTD | 64,367 | 60,114 | 124,481 | 3.16 | 1.03 |
| PORTS MARINE LTD | 10,962 | 0 | 10,962 | 0.28 | 0.09 |
| SAFMARINE | 0 | 152,626 | 152,626 | 3.88 | 1.26 |
| SANTA SHIPPING AGENCY LTD | 41,000 | 0 | 41,000 | 1.04 | 0.34 |
| SCANSHIP GHANA LIMITED | 66,672 | 9,522 | 76,194 | 1.94 | 0.63 |
| SDV GHANA LTD | 1,620 | 0 | 1,620 | 0.04 | 0.01 |
| SEVENLOG LTD | 127,710 | 311 | 128,021 | 3.25 | 1.06 |
| SHARAF SHIPPING AGENCY LIMITED | 5,277 | 0 | 5,277 | 0.13 | 0.04 |
| STARDEX MARINE CONSULT | 11,268 | 0 | 11,268 | 0.29 | 0.09 |
| SUPERMARITIME GHANA LIMITED | 250,623 | 8,361 | 258,984 | 6.58 | 2.15 |
| TRAMSCO SHIPPING | 600 | 0 | 600 | 0.02 | 0.00 |
| UNITED ARAB SHIPPING AGENCIES | 4 | 0 | 4 | 0.00 | 0.00 |
| UMAL SHIPPING AGENCY GH LTD TEMA | 29,000 | 0 | 29,000 | 0.74 | 0.24 |
| WATER FRONT ALL SERVICES LIMITED | 33,500 | 0 | 33,500 | 0.85 | 0.28 |
| WESTERN FREIGHT AND LOGISTICS LTD | 85 | 0 | 85 | 0.00 | 0.00 |
| SUB-TOTAL | 2,518,948 | 1,414,842 | 3,933,790 | 100 | 32.60 |

| | | | | | |
|------------------------------------|----------------|----------|----------------|------------|-------------|
| | | | | | |
| BREAK BULK | | | | | |
| ANTRAK GH. LTD | 1,876 | 0 | 1,876 | 0.42 | 0.02 |
| ARKAS GHANA LTD TEMA | 9,567 | 0 | 9,567 | 2.13 | 0.08 |
| BAJ FREIGHT | 457 | 0 | 457 | 0.10 | 0.00 |
| COMEXAS GH. LTD | 8,062 | 0 | 8,062 | 1.79 | 0.07 |
| CONSOLIDATED SHIPPING AGENCIES LTD | 311 | 0 | 311 | 0.07 | 0.00 |
| COSCO SHIPPING LINE GHANA LTD | 12,839 | 0 | 12,839 | 2.86 | 0.11 |
| DELMAS SHIPPING GHANA | 11,299 | 0 | 11,299 | 2.51 | 0.09 |
| EOLIS GHANA LIMITED | 82 | 0 | 82 | 0.02 | 0.00 |
| FACULTY LOGISTICS | 10,000 | 0 | 10,000 | 2.22 | 0.08 |
| GLOBAL CARGO & COMMODITIES | 17,288 | 0 | 17,288 | 3.85 | 0.14 |
| GMT SHIPPING LTD | 57,496 | 0 | 57,496 | 12.79 | 0.48 |
| GRIMALDI GHANA LTD. | 8,882 | 0 | 8,882 | 1.98 | 0.07 |
| HAFENAGENTUR GHANA LTD TEMA | 314 | 0 | 314 | 0.07 | 0.00 |
| HAPAG-LLOYD GH. LTD | 29,619 | 0 | 29,619 | 6.59 | 0.25 |
| HULL BLYTH GHANA | 878 | 0 | 878 | 0.20 | 0.01 |
| INTERMODAL SHIPP. AGENCY GH. LTD | 19,273 | 0 | 19,273 | 4.29 | 0.16 |
| MAERSK GH. LTD | 128,283 | 0 | 128,283 | 28.54 | 1.06 |
| MARINE AND ENERGY SERVICES GH LTD | 2,056 | 0 | 2,056 | 0.46 | 0.02 |
| MSCA GH. LTD | 66,883 | 0 | 66,883 | 14.88 | 0.55 |
| OCEAN NETWORK EXPRESS GHANA LTD | 5,292 | 0 | 5,292 | 1.18 | 0.04 |
| OIL AND MARINE AGENCIES | 101 | 0 | 101 | 0.02 | 0.00 |
| ORIENT OVERSEAS CONTAINER LINES | 1,009 | 0 | 1,009 | 0.22 | 0.01 |
| PIL GHANA LTD | 14,876 | 0 | 14,875 | 3.31 | 0.12 |
| SCANSHIP GH LTD | 14,300 | 0 | 14,299 | 3.18 | 0.12 |
| SILVERMARITIME GH. LTD | 18,000 | 0 | 18,000 | 4.00 | 0.15 |
| SUPERMARITIME GH. LTD | 401 | 0 | 401 | 0.09 | 0.00 |
| WATER FRONT ALL SERVICES LIMITED | 10,000 | 0 | 10,000 | 2.22 | 0.08 |
| SUB-TOTAL | 449,443 | 0 | 449,443 | 100 | 3.72 |
| | | | | | |
| DRY BULK | | | | | |
| ANTRAK GH. LTD | 1,314 | 0 | 1,314 | 0.02 | 0.01 |
| BLUESEA MARITIME | 0 | 7,000 | 7,000 | 0.11 | 0.06 |
| CMA CGM GH. LTD | 0 | 2,623 | 2,623 | 0.04 | 0.02 |
| COMEXAS GH. LTD | 0 | 9,000 | 9,000 | 0.14 | 0.07 |
| COSCO SHIPPING LINES GHANA CO LTD | 102 | 0 | 102 | 0.00 | 0.00 |
| DAMCO LOGISTICS GHANA LTD | 72,030 | 0 | 72,030 | 1.15 | 0.60 |
| GETMA GHANA LTD | 2,489 | 0 | 2,489 | 0.04 | 0.02 |
| GMT SHIPPING LIMITED | 355 | 0 | 355 | 0.01 | 0.00 |
| HAFENAGENTUR GHANA LTD TEMA | 170,241 | 0 | 170,241 | 2.72 | 1.41 |
| HAPAG-LLOYD GH. LTD | 0 | 352 | 352 | 0.01 | 0.00 |
| HULL BLYTH GH. LTD | 1,130,302 | 3,000 | 1,133,302 | 18.10 | 9.39 |
| INCHCAPE SHIPPING SERVICES | 14,826 | 0 | 14,826 | 0.24 | 0.12 |
| MACRO SHIPPING GH. LTD | 0 | 528,529 | 528,529 | 8.44 | 4.38 |
| MAERSK GH. LTD | 724 | 51,238 | 51,962 | 0.83 | 0.43 |
| MSCA GHANA TEMA | 3,214 | 79,467 | 82,681 | 1.32 | 0.69 |
| SANTA SHIPPING AGENCY LTD | 7,500 | 0 | 7,500 | 0.12 | 0.06 |

| | | | | | |
|-----------------------------------|------------------|------------------|-------------------|------------|--------------|
| SCANSHIP GHANA LIMITED | 61,799 | 4,930 | 66,729 | 1.07 | 0.55 |
| SEVENLOG LIMITED | 292,009 | 0 | 292,009 | 4.66 | 2.42 |
| STAR MARITIME GH. LTD | 0 | 14,500 | 14,500 | 0.23 | 0.12 |
| SUPERMARITIME GH. LTD | 172,329 | 3,598,558 | 3,770,886 | 60.21 | 31.25 |
| TIDE-SHIPS MARINE CONSULT LTD | 0 | 2,006 | 2,006 | 0.03 | 0.02 |
| WESTERN FREIGHT AND LOGISTICS LTD | 32,457 | 0 | 32,457 | 0.52 | 0.27 |
| SUB-TOTAL | 1,961,692 | 4,301,203 | 6,262,895 | 100 | 51.47 |
| LIQUID BULK | | | | | |
| AFRICA INTERGRATED SERVICES GHANA | 44,725 | 0 | 44,725 | 3.15 | 0.37 |
| ARKAS GHANA LTD TEMA | 113 | 0 | 113 | 0.01 | 0.00 |
| BULKSHIP & TRADE LTD | 80,179 | 0 | 80,179 | 5.65 | 0.66 |
| COMEXAS GHANA LTD TEMA | 19 | 0 | 19 | 0.00 | 0.00 |
| INCHCAPE SHIPPING SERVICES | 720,185 | 0 | 720,185 | 50.71 | 5.97 |
| MAERSK GH. LTD | 299 | 0 | 299 | 0.02 | 0.00 |
| MSCA GHANA TEMA | 467 | 0 | 467 | 0.03 | 0.00 |
| OIL & MARINE AGENCIES | 541,051 | 0 | 541,051 | 38 | 4.48 |
| SUPERMARITIME GHANA LIMITED | 26,076 | 3,657 | 29,733 | 2.09 | 0.25 |
| TIGER HAULAGE SHIPPING AGENCY LTD | 3,480 | 0 | 3,480 | 0.25 | 0.03 |
| SUB-TOTAL | 1,416,595 | 3,657 | 1,420,252 | 100 | 11.77 |
| GRAND TOTAL | 6,346,679 | 5,719,702 | 12,066,381 | 100 | 100 |



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GHANA SHIPPERS' AUTHORITY



BACKGROUND

The Ghana Shippers' Authority (GSA) is a state agency operating under the auspices of the Ministry of Transport. It was established in 1974 by NRCD254 and has over the years collaborated with private and public organizations in the maritime industry to pursue its primary objective of protecting and promoting the interest of shippers in Ghana in relation to port, ship and inland transport problems in order to ensure safe, reliable and cost effective cargo handling.

SERVICES TO SHIPPERS

- Sensitising and empowering shippers and stakeholders in the shipping and logistics sector through programmes such as open fora for trade associations, annual seminars for the journalists, biennial maritime law seminars for Judges, workshops for truck owners and drivers, etc.
- Establishment of Import/Export Shipper Committees across the country to enable shippers and shipping service providers interact regularly in order to resolve challenges confronting their businesses;
- Negotiation of freight and port charges of shipping service providers on behalf of shippers;
- Establishment of Shipper Complaints and Support Units at the country's entry points to provide real-time assistance to shippers engaged in cross-border trade.
- Negotiation and monitoring of service standards of shipping service providers;
- Conducting research on emerging issues in Ghana's maritime transport industry;
- Facilitation and promotion of the Transit Trade along Ghana's transit corridor;
- Advocacy in matters affecting shippers such as Implementation of IMO Sulphur Regulations 2020, Terminal Handling Charges, payment of VAT on transit services and levy on transit exports, etc;
- Intervening, investigating and finding solutions to recurrent shipment problems such as loss/damaged cargo, late arrival of shipping documents, cargo insurance claims, illegitimate charges, shortlanding of cargo, etc.
- Representation of the interests of shippers in the deliberations of international bodies such as IMO, WTO, UNCTAD, Global Shippers Forum, etc.
- Provision of infrastructure such as the Takoradi Logistics Platform project, Boankra Inland Port project, Akatakyiwa Freight Park project, Shippers Centres, etc to support the shipping and logistics sector.

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The Writer

DIGITAL TRANSFORMATION AND ITS IMPACT ON SHIPPING, PORTS AND THE MARITIME INDUSTRY

By Abdul Haki Bashiru-Dine, Ghana Shippers' Authority

INTRODUCTION

The shipping industry is currently facing a new challenge; a multifaceted one called “Digital Transformation”. Digitization is currently pushing the maritime industry beyond its traditional limit and providing many new opportunities to enhance productivity, efficiency and sustainability of logistics.

The concept of smart ports for instance aims to adopt modern information technologies to enable better planning, controlling and management between and within ports. Strong facilitators of digitalization are investments into technology and cooperation for promoting information sharing and a better coordination and collaboration.

With rapid growth in e-commerce, the shipping industry is feeling the impact of digital transformation. Automation is gaining interest across the maritime sector. Contemporarily, Maersk Line, the world’s largest container shipping line in the shipping industry, is leading in the digital transformation. The Danish shipping company owns more than 600 vessels and operates in over 130 countries, transporting US\$675 billion worth of goods per year.

What is the Concept of Digital Transformation?

Digital transformation refers to

the alteration of a business by changing the business strategy, adopting digital technologies. It is about innovating processes, connecting the supply chain, launching new and innovative digital products and services and evolving your organization with the goal of transforming the customer engagement experience to drive more business value. Simply, it is the transformation from paper to digital. It is also a cultural change that requires organizations to challenge the status quo, experiment and get comfortable with the future.

Digital Transformation and the Shipper

The interest of the shipper is the real focus for any digital transformation agenda in the shipping industry. How businesses and processes can be adapted to create value for shippers who are the users of shipping services. The benefits that accrue are reduced cost and speed for the shipper.

For the shipping service providers, digital transformation accelerates sales and growth of the organization from end to end. It also offers an abundance of benefits like increased efficiencies, cost saving, increased visibilities, lower emissions etc. In the shipping industry, technology is the bedrock of digitalization; the rest is about

educating staff and developing new strategic plans. Digital transformation is inevitable and necessary but must be managed correctly. Digitization will continue to drive far-reaching change in shipping but businesses should not be overawed by the transition.

Global trade is not standing still. Ever-increasing vessel sizes and cargo volumes continue to pressure ports and terminals which must keep innovating just to keep up. Operators that want to maintain a competitive edge must adopt a digital mindset and implement smart-port technologies to stay productive, customer friendly, efficient and competitive. Digital transformation in the shipping industry can result in smart shipping. Thus turning infrastructure from “dumb” to “Smart”.

Smart Shipping

Smart shipping refers to vessels that are able to sail and operate completely by themselves. For starters, smart shipping can be divided into unmanned ships and autonomous ships. Unmanned vessels are administered by an operator from the control centre onshore. On the contrary, autonomous vessels are those that use computers on board that take decisions about the route, speed, fuel consumption, maintenance



and even mooring in the harbor. To ensure everything is under control, autonomous vessels are always connected with an onshore control center. The world's first crewless cargo ship was delivered in 2018 under the name and fame of Yara Birkland and the operations are assumed to commence in 2020.

Smart Ports

Smart-port technologies are digital-based multi-stakeholder systems. Port stakeholders can use these technologies to reconfigure or change basic functions and improve existing operations to re-engineer how work gets done. Smart port technologies do not include traditional IT services such as data standardization and systems integration or systems such as terminal automation that serve only a single entry.

Smart port technologies include systems that support basic infrastructure as well as tools for handling cargo, managing traffic, dealing with customs, assuring safety and monitoring energy use.

GHANA'S PERSPECTIVE

Port Automation and the Paperless System in Ghana

Port automation can be defined as the use of integrated technology to develop intelligent solutions for efficient control of traffic and trade flows on the port thereby

increasing port capacity and port efficiency.

The paperless system was introduced on the 1st of September 2017. This was an initiative by the Vice President of the Republic of Ghana aimed at the removal of customs barriers in Ghana and ensures mandatory joint inspections and paperless port system in Ghana. This was after he observed that the current system had too much human interaction and was at the mercy of corruption.

This is part of government's effort to ensure and enhance greater transparency at the country's port of entry. The national drive to make the port community activities paperless is positive for the development of the maritime economy.

It has been a year since the introduction of the paperless system in Ghana, although the implementation was met with stiff opposition from freight forwarders who claimed they were not educated enough. Five key things to know about the paperless system as opposed to the old system are captured in the table below:

| Old System | Paperless System |
|---|---|
| 1. Process delayed in duty payables due to operational challenges | Faster and accurate duty payables. |
| 2. Movement of documents among agencies. | Reduced human interference and paper movement among agencies. |
| 3. Payables are made at the counter. | Payables are made electronically via Mobile Money, Card (Visa GH -Link) Online Banking. |
| 4. Takes a week or more | Takes 48hrs. |
| 5. Separate inspections by sector agencies. | Joint inspection. |

Review of the System Performance

On the 7th of November, 2018 the Ghana Shippers' Authority organized a forum for all the stakeholders in the shipping industry to review the one-year implementation of the paperless system. This was to elicit the views of all the stakeholders after the implementation of the paperless system. Shippers and freight forwarders described the system as an ongoing success story that needs to be implemented fully for the benefit of all the stakeholders in the maritime industry and the country as a whole. They assert that although the implementation of the paperless has its challenges, it has so far improved the time and cost of clearance of goods at the port.

Impact of the Paperless System

1. The number of agencies undertaking joint inspection at the port has reduced from sixteen to three. That is Ghana Standards Authority (GSA), Food and Drugs Authority (FDA) and Customs Division of the Ghana Revenue Authority (GRA). This has led to a reduction in time and cost of transportation.
2. The introduction of the paperless system at the country's seaport has brought about a high level of efficiency in port operations which used to be fraught with paper work and bureaucratic processes. The long room which used to be an area for payment of customs duty has been scrapped with the coming into force of the paperless system.



3. Importers have acknowledged that the initiative has helped them to receive Customs Classification Valuation Reports (CCVRs) within twenty-four hours compared to previously when the process took three days.
4. In relation to revenue mobilization, the initiative has yielded positive results since its inception because the Customs Division of the Ghana Revenue Authority (G.R.A) has improved on its revenue for imports.
5. It has reduced the turnaround time of vessels and minimized human interference to reduce corruption.
2. Education on the paperless system is still needful. There has not been enough education on the paperless system as some agents are still complaining that the system is still cumbersome. They also indicated that Customs officials do not provide the appropriate assistance to help agents clear their goods without delay.
3. System failure. The freight forwarders, among other things, lamented the intermittent breakdown of the system in the operations of the clearing institutions such as West Blue, GCNet and GPHA. The GPHA was not swift enough to establish an electronic clearance (implementation) at the Ghanaian port.

Challenges:

1. The Ghana Institute of Freight Forwarders (GIFF) for instance has scored the initiative 65% for easing business at the ports. It maintained that the system could have performed better than it had presently done if the compliance stage of the clearance process had been abolished when the system was initiated last year.

The paperless clearing system means that all the activities involved in the valuation, classification of imports, issuance of permits, settlement of cash and all others relating to the clearing process will be web-based to facilitate a seamless system without recourse to much paper work. To this end, the government, key actors such as the Ghana Ports and Harbours Authority (GPHA) must ensure

that the fears of other stakeholders are allayed by providing efficient and reliable services by way of uninterrupted supply of power and the absence of system breakdown which many IT systems have suffered from.

IMPACT OF SMART SHIPPING ON THE MARITIME INDUSTRY

1. Reduction in Personnel. One delicate result of smart shipping is the elimination of human interference or the human factor. Experts debate whether total elimination of human interference is possible. However, it is likely for crew size to shrink to an appreciable level. As a result less facilities will be needed to leave more space for goods to be transported.
2. Increased safety. Research indicates that about 80 to 90 percent of accidents on the high seas or marine accidents are as a result of human error. With the introduction of smart shipping these errors are likely to be minimized.

IMPACT OF DIGITAL TRANSFORMATION ON THE PORT

1. It reduces costs: It enhances customer experience or satisfaction. The use of mobile technology helps consumers to track their deliveries to get their shipment in real time. Another benefit of going mobile is that the delivery staff can access the most up to date information available. Smart shipping tracking of cargo at sea will be the general standard.
2. Digital delivery for

increased speed: With customers wanting efficiency and a better experience, transport and logistics companies want to offer shorter delivery times. As such they need faster processes to meet customer expectation. Most consumers are willing to pay significant premiums for the privilege of same day or instant delivery. This implies that companies are faced with new challenges in order to speed up their processes.

3. It increases efficiency or boosts productivity: Digital and logistical transformation results in the reduction of cargo handling times and therefore an increase in efficiency. Digitisation specifically using technology to connect ports to share information across the supply chain is more important in order for ports and terminals to operate more efficiently. It enhances productivity by optimizing cargo operations. Reliable monitoring system can help ensure that cranes and other cargo handling gear operate at peak efficiency and are properly maintained helping terminal operators handle increased volumes and improving productivity. The container terminal at the Port of Valencia in Spain is testing one such network.
4. Digital transformation helps to stay competitive or it promotes competition: To survive and stay competitive in the current economic

climate, shipping companies must find innovative ways of working by embracing modern technology.

CHALLENGES ASSOCIATED WITH DIGITAL TRANSFORMATION IN THE SHIPPING INDUSTRY

1. *Marine Liability*: There are many challenges associated with digital transformation in shipping and one of them is Marine Liability. The question of liability is more complex as the vessel travels through different national waters and of different jurisdictions. The insurance industry will also face similar challenges in resolving disputes and also the difficulty to analyze the resources to risk management as well as to understand the loss incurred.
2. *Cyber Attack*: Cyber-attacks on unmanned vessels can also be problematic as container vessels reliant on digital navigation system could be potentially manipulated and a small failure in the system can result in dangerous consequences in an interconnected digital environment.
3. *No budget for Digital initiative*: Digital transformation in the shipping industry is capital intensive. If shipping organizations fail to plan for it by stating clearly where they will acquire their sources of finance, (whether it will be generated internally, donor agencies or through

sponsorship) funding can be an impediment to digital transformation in the industry.

4. *Resistance to change*: Change can be challenging in enterprises where corporate leaders have enjoyed a certain degree of comfort. People build their careers and power on what they know and it is hard for them to let go. Resistance to change can grind transformation to a halt.
5. *Talent Deficit*: Digital transformation requires new talent including software engineers trained in the latest programming language and product managers who know what customers want in a virtual assistance. Most enterprises find it hard to lure seasoned software developers, product managers and other tech professionals away from Apple, Google or Facebook. Scarcity and attrition can kill digital transformation

CONCLUSION

Digital transformation is key for every type of organization and industry. Digital transformation represents how an enterprise uses technology to radically change performance. Shipping transport moves about 90% of the world's trade but in terms of managing information, its processes are considered decades behind other logistics and transport industries.

The introduction of digitalization and big data management will contribute to better and improved efficiencies in terms of route identification, port allocations and creating better links with couriers, production and supply value chains.