

SHIPPING REVIEW

GHANA'S AUTHORITATIVE QUARTERLY MARITIME JOURNAL

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The Ghana Shippers Authority started operations as a subvented Agency under the ministerial supervision of the Ministry of Trade. In 1987, with the passage of the Ghana Shippers Authority Cargo Sharing Regulations L.I 1347, the Authority weaned itself from government subvention and became a net revenue earner supporting the foreign exchange requirements of the Central Bank.

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Our Vision

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

Our Mission

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

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GHANA SHIPPERS' AUTHORITY

ACTING UNDER THE AUSPICES OF THE MINISTRY OF TRANSPORT

NOTICE TO IMPORTERS, SHIPPING SERVICE PROVIDERS AND THE SHIPPING COMMUNITY

IMPLEMENTATION OF ADVANCE SHIPMENT INFORMATION (ASHI) SYSTEM

The Ghana Shippers' Authority wishes to inform all importers, shipping service providers and the shipping community at large, that in conformity with Ghana Shippers' Authority Regulations L.I. 2190 of 2012, the implementation of the Advance Shipment Information (ASHI) System shall commence on March 1, 2015.

Studies conducted by the Authority in the last five years have revealed that importers suffer long delays in the clearance of their cargoes, which result in huge demurrage and rent costs. About 75% of containers cleared at the Port of Tema enter demurrage and rent, thus costing importers (i.e. Ghana) in excess of USD75 million and Gh¢30 million per annum respectively.

The studies also show that the huge payment of demurrage and rent is largely attributable to the late arrival of the shipment documents required for going through the clearance process at the ports.

It is in a bid to address this problem, and to enhance the competitiveness of shippers and their businesses in Ghana, that the Advance Shipment Information (ASHI) system was mooted and passed into law in 2012 by virtue of L.I. 2190.

By the ASHI, exporters shipping to Ghana would enter a web portal on the internet, complete a form online and attach relevant documents such as Export Customs Declaration, Freight Invoice, Commercial Invoice, a Packing List, Bill of Lading for shipments to Ghana. This information is made available to the consignee in Ghana, and it is to enable the consignee or his agent perform a substantial portion of his/her clearance processes in advance of the vessels arrival in Ghana. This is intended to expedite the cargo clearance process, thereby avoiding the payment of huge demurrage and rent charges.

The ASHI system is also intended to deliver other

benefits to shippers and Government as follows:

- i. Build accurate databases on relevant shipment information such as product costs, freight charges, surcharges, etc. for the negotiation of competitive rates, charges and conditions of shipment with shipping service providers on behalf of shippers as prescribed in L. I. 2190.
- ii. Provide accurate trade and shipping information for informed decision making by shippers, businesses and Government.
- iii. Notification to importers of vessel arrival times and cargo locations (terminals) at the ports via personalized text messages, etc. for early commencement of clearance process.
- iv. Assist other agencies that may require advance shipment information, to perform risk analysis on imports before arrival of cargo, to secure Government revenue in duties and taxes, to ensure the efficient positioning of equipment and personnel for cargo handling, and to facilitate the cargo clearance process in general

The Ghana Shippers' Authority is partnering one of the most experienced players in this field, Antaser Afrique BvBa, Belgium, in undertaking this exercise. Their global network of agents would ensure that information on all shipments to Ghana is captured electronically to enable our importers derive maximum benefits from the system.

Importers in Ghana are by this notice urged to inform their suppliers of the commencement of the ASHI System from 1st March, 2015.

Importers may contact the **Ghana Shippers' Authority** for any further information or clarification they may require on this notice.

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TRADE FACILITATION AND REVENUE MOBILISATION AT THE PORT OF GHANA- STRIKING A BALANCE

By Samuel Akwasi Yenkyira, Former Deputy Commissioner Operations,
Customs Division of the Ghana Revenue Authority

INTRODUCTION

The responsibilities of Customs worldwide continue to evolve. Each country fashions out the role of Customs to suit its needs, operating environment, national priorities and perhaps its cultural heritage.

In Ghana, the Customs perform many functions. The main ones are:

- The Facilitation and Security of International Trade;
- The Collection and Protection of Tax Revenue on imports;
- Safeguarding the health of the citizenry in collaboration with related agencies;
- Helping to safeguard the security of the nation;
- Ensuring that imported goods meet set standards;
- Collection of Trade data for statistical and regulatory purposes and for policy formulation;
- Protection of Intellectual

Property Rights;

- Providing Industry with the protection enshrined in the tariff schedule.

INTERNATIONAL TRADE

Customs plays a critical role not only in providing expedited clearing processes but also in implementing effective controls that secure revenue, ensure compliance with national laws and ensure security and protection of society.

Customs control and administer the international movements of goods and are in a unique position to effectively contribute to socio economic developments through trade facilitation and revenue collection and to provide increased security to the global trading system.

The fiscal dependency by Government on Customs revenue is great and will significantly remain so for some time.

Traders expect uniformity, predictability, transparency and efficiency in their dealings with Customs. The uniformity of Customs operations is important and the speedy release of goods is crucial to support the competitiveness of traders

TRADE FACILITATION

Trade Facilitation could be defined as a comprehensive and integrated approach to reducing the complexity and costs of the trade transaction process, and ensuring that all these activities can take place in an efficient, transparent and predictable manner based on internationally accepted norms, standard and best practices.

In effect it refers to the simplification, harmonization, use of new technologies and other measures to address procedural and administrative impediments to trade.



As part of its strategic policy, Customs aim at optimizing improvement in trade facilitation for legitimate traders leading to increased voluntary compliance and integrity which should result in increased revenue

- Minimum necessary control to ensure compliance with regulations;
- Use of risk management and audit based controls;
- Coordinated interventions with other border agencies;
- Partnership with the trade;

While these principles generally form an integral part of our operations the following derived areas will be quite relevant for purposes of trade facilitation and revenue mobilization:

The main areas of focus in the facilitation of trade at the ports may be categorized under-

- Infrastructure investment
- Customs modernization, procedures and environment
- Streamlining of documentary requirements and information flows
- Automation and Electronic Data Interchange(EDI)
- Port efficiency
- Logistics and transport services regulation and competitiveness
- Transit
- Transport
- Security issues

From the Customs perspective, the objective of trade facilitation has been to remove constraints in the import and export of goods whilst enhancing compliance and reducing the cost of doing business. Indeed, trade Facilitation should be integral to the work of Customs.

Customs are required to facilitate trade while maintaining effective control on the movement of goods across national borders. However too much control from Customs as well as from the other relevant and perhaps competent agencies will result in increase in cost to traders and will rather serve as incentive to traders to circumvent formal procedures while lax control will result in high level of non-compliance such that the stated Customs objectives will not be met.

collection at a lower cost. In this connection, a raft of reforms and measures, underlined by partnership with other stakeholders, Business and the Private sector, has been initiated towards the achievement of these objectives. These reforms would be actively implemented and modified where necessary to achieve the set objectives.

Customs modernization is to bring the activities of the Customs Division of the Ghana Revenue Authority in line with modern Customs practices with particular reference to:

- The Revised Kyoto Convention;
- The SAFE Framework of Standards;
- The Revised Arusha Declaration.

The Revised Kyoto Convention provides International Commerce with the predictability and efficiency that modern trade requires. The Convention elaborates several key governing principles, the main ones being:

- Transparency and predictability of Customs actions;
- Standardization and simplification of the goods declaration and supporting documents;
- Simplified procedures for authorized persons;
- Maximum use of information technology;

- Use of Risk Management and Audit Based Controls;
- Correct, Relevant and Accurate Documentation;
- Inspection/Verification of Goods;
 - Gold Card Scheme
 - Non Intrusive Inspection
- Valuation of Goods;
- Processing of Transit Consignments;
- Enforcement of Trade Compliance;
- Trade Facilitation and Consultation;

Use of Risk Management and Audit Based Controls

Risk Management promotes the effective linkage and use of scarce resources based on priorities to achieve maximum efficiency. Control and facilitation are not mutually exclusive goals. On the contrary they are mutually reinforcing objectives and it is possible to achieve optimal levels of both basic risk management which has always been fundamental to Customs operations but in recent times the increasing complexity, speed, and volumes of international trade balanced against the expectation of traders for faster clearance of goods and the congestion at the port has brought up the need to lessen controls on the less risky consignments and focus on those deemed to pose the greatest risk.

The implementation of the Agreement on Customs Valuation

(ACV) and the expedited release of goods require an effective ex-post control especially post clearance audit to check frauds and other acts of revenue leakage. The effective implementation of such a control measure would require the keeping of relevant and correct documentation by the trader.

Correct, Relevant and Accurate Documentation

Incorrect input of data, misdescription and the non availability of required annexed documents, permits and exemption letters greatly contribute to delays in the clearance of otherwise simple consignments.

The preservation of the integrity of data in the Customs Management System is quite crucial for the generation of accurate and reliable reports, risk and economic analysis as well as provide a veritable audit trail. These requirements necessitate putting in post entries to correct mistakes and amendments which contribute to appreciable delays.

Gold Card Scheme

In the effort to reward and promote voluntary compliance and facilitate trade, the Gold Card Scheme was introduced. Gold Card Bearer Companies, which are selected, based on their risk levels and other criteria have their goods cleared at the ports without examination unless the consignments are randomly selected for examination.

Initially, only fifty companies enjoyed this concession but the list has been increased to one hundred and fifty (150). The number of companies will be increased as compliant levels increase. It is envisaged that based on continuous consultations, partnership with, and the commitment of the private sector the Gold Card scheme could be remodeled and enhanced to form the beginning of the World Customs Organisation led Authorized Economic Operator Scheme.

Non Intrusive Cargo Inspection

The World Customs Organization (WCO) in its Framework of Standards to secure the supply chain and assist in establishing and developing structures that facilitate legitimate trade without causing delays and bottlenecks in the movement of goods recommend the use of non intrusive detection equipment (inspection).

The use of Non Intrusive Inspection in support of Customs operations at the Tema Port is of strategic importance in addressing supply chain facilitation against the background of growing volumes in trade and the limited resources available.

The use of this technology is also envisaged to address the equally important issues of trade security and terrorism, accurate revenue collection, concealment of drugs, public health and safety.

Serious concerns have, however, been raised on the adequacy, operational effectiveness and overall efficiency of the scanning operations at the port.

The provision of additional scanners, preferably re-locatable or mobile scanners, as an immediate measure due to space constraints at the main port and/or the deployment of another fixed scanner with a high enough resolution/specification depending on the type but capable of differentiating between organic and inorganic items are recommended.

The additional scanners may be sited



outside the main port to address the congestion due to the traffic from the inland freight terminals of containers taken back to the port for scanning.

Measures taken

- Heterogeneous goods: There will be no scanning of non reefer containers containing heterogeneous goods except if the scanning is for a special purpose or directed.
- Reefer Containers: Frozen food items whether homogeneous or heterogeneous shall continue to be scanned except those covered by the Original copies of both the Health and Country of Origin Certificates. The containers in the latter category shall be physically examined.
- Verification: The confirmation of description and quantities after the scanning shall continue to be done at the examination platforms at the scanner sites.

Where anomalies have been detected which require the unstuffing of the goods for extensive examination these shall be done at the examination platform if there



is space. Where there is no space the container shall be escorted to the State Warehouse premises for the examination.

- Premises examination shall be conducted for discrepant reefer containers and in exceptional cases for scanned containers containing delicate items (e.g. glassware). The costs associated with such examination shall be borne by the importer. For the avoidance of doubt all verifications are to be done once with the participation of all the relevant agencies

Paperless Clearance of Goods

As part of measures to improve on the operational efficiency and effectiveness of the clearance process, Customs Division of GRA has initiated a project to implement a Paperless transaction module in the Ghana Customs Management System (GCMS).

The main objectives are:

- to reduce the use of hard copy (Paper) in the clearance process;
- optimize the use of the system by all stakeholders;
- minimize interaction between Traders and Customs officials;
- generally provide the electronic environment and

tools to facilitate and promote a more convenient and faster clearance of goods.

It is envisaged that this process if well implemented with the buy-in of stakeholders will reduce delays and enhance the faster

processing and release of compliant consignees.

Valuation Issues

The valuation of goods is still one of the major causes of delay in the clearance of goods at the ports.

The main issues involved may be summarized as follows:

- Late submission of documentation to the Destination Inspection Companies;
- Submission of fake documents;
- Delays in processing of the Final Classification and Valuation Reports (FCVRs);
- Manipulation of values on FCVRs;
- Challenge/petitions against high values by DICs;
- Substitution of values by Customs.

The effective implementation of the Agreement on Customs Valuation (ACV) requires the availability of information on prices with the following primary objectives:

- The elimination of reasonable doubt on the accuracy of declared values.
- To derive the import value using the alternate valuation methods in a hierarchical order where the declared value is deemed unacceptable.
- Verifiable sources of data for risk assessment and post clearance audit.

Customs has therefore introduced:

- I. A Valuation Assurance Programme to address the problem of serious discrepancies in the values for some identified commodities.
 - II. Electronic submission and validation of FCVRs in the Customs Management System.
- The Valuation module in GCMS provides for a structured database of validated reference values for selected commodities.
 - The use of the Valuation Database shall be mandatory for selected HS Codes that have been carefully chosen based on their risk levels.
 - For such HS Codes, Compliance Officer shall be required to use comparable Valuation information in the Valuation Database in GCMS to form an opinion on the acceptance or otherwise of the declared value.
 - The validation has been introduced to address some malpractices and fraudulent acts in the issuance and manipulation of values on FCVRs.
 - The Final Classification and Valuation Report (FCVR) validation ensures that information entered in declarations match those on the e-FCVRs submitted by the Destination Inspection Companies.
 - The management system will not accept values lower than those on the FCVR.

Importers are therefore advised to submit correct documentation and genuine invoices. In cases of seemingly unfair valuation, Customs may allow clearance on permit with payment based on an agreed

Customs value and an additional deposit to protect the potential revenue involved pending investigation and resolution to reduce cost to the importer.

Transit Consignments

Transit goods are transported through the country from one customs office and exit through another without the payment of import duties and other taxes normally due on imports.

Goods in transit and for re-export can be leaked into the domestic markets without the payment of import duties and domestic consumption taxes. What is more, their diversion could circumvent rules relating to prohibited and restricted goods.

This category of goods does not directly contribute to revenue however their levels of risk indicate the requirement of high level of customs control contrary to some perception.

Customs will continue with efforts to address the inherent malfeasance, fraud and associated delays in en-routing these consignments.

Joint Customs Consultative Committee (JCCC)

While Customs interacts with the global supply chain at importation, at exportation, in transit, or in a free zone the private sector controls and manages the global supply chain from end to end. The private sector is also the custodian of large amounts of commercial and transportation information that is critical to effective risk analysis and targeting.

Customs has moved from a culture of 'telling to consulting'. There is in place a Joint Customs Consultative Committees comprising almost all identified stakeholders. Their experiences and insights will serve as valuable inputs in the formulation of policies and dissemination of information.

It is expected that the various stakeholders will buy into the vision and use the Committee as a platform to promote effective and pro-active trade facilitation.

Information is vital in Trade Facilitation. The development of a Customs to Business communication platform and the institutionalization of regular meetings are clearly mutually beneficial in enhancing trade facilitation. These structures will be expanded to include all stakeholders involved in the import, export and transit of goods.

Active Promotion of Voluntary Compliance

It is an objective of the Customs Division to create a level playing field. The overarching strategy will continue to be the promotion of voluntary compliance. Towards this end, Customs has been pursuing a policy of:

- Consistent, objective and deterrent/punitive measures taken against breaches of customs laws and regulations;
- Imposition of penalties commensurate with the offences;
- Blocking/ Suspension in (CMS) of officers, declarants and traders;
- Reward for compliant traders- Gold card Scheme.

Logistics Supply Chain

It must be recognized that there are many players in the logistics service supply chain with Customs being only one of them. They include:

- Shippers
- Carriers-Shipping line
- Cargo Handlers
- Terminal operators
- Freight stations
- Freight Forwarders/Custom House Agents
- Regulatory Agencies
- Destination Inspection Companies
- Financial Institutions

- Customs
- Security Agencies
- Trucking Companies

Any delay or bottleneck at any of the stakeholders becomes a constraint, which increase the clearance time and/or contribute to the cost of doing business at the port.

Some of the easily identified effects of delays in the Supply Chain are:

- High demurrage -Shipping Lines/Agents
- High rents- Terminal operators
- Increased Transport costs
- Congestion in the Port
- Disruption in and supply s c h e d u l e s manufacturers/importers

CONCLUSION

For Customs to effectively manage the sometimes apparently contradictory mandates and objectives, the support and partnership of stakeholders is critical. Customs is committed to constructive engagement and partnership with stakeholders towards facilitating trade, reducing clearance times and reducing the cost of doing business at the ports without sacrificing control.

The easiest way to go backwards is to stand still. This is the time to hold hands as strategic partners for a better Ghana.

(This article was first published in the Volume 14, No. 4 October-December, 2012 edition of the Shipping Review)

We Provide e-Solutions For Trade Facilitation And Business Competitiveness



Deployed An Efficient And Unique Platform That Links Government To The Business
Community



SHIPPERS'@ 40 HISTORY AND ACHIEVEMENTS

Formation of Ghana Shippers' Authority

The Ghana Shippers' Authority (GSA) was established by NRCD 254 on 5th April, 1974 and was subsequently inaugurated on the 18th February, 1975 at the Ministry of Trade & Industry Conference Hall by the then Commissioner for Trade. It has over the years collaborated with private and public organizations in the maritime industry to pursue its primary objective of protecting and promoting the interests of Ghanaian shippers in relation to port, ship and inland transport problems in order to ensure safe, reliable and cost effective maritime transport and logistics.

The GSA's activities were initially supervised by the Ministry of Trade, however overtime the responsibilities were handed over to the Ministry of Transport and Communications because most of

the activities were related to the transportation of cargo. Additionally, it was to conform to the practice in the West Africa sub-region where other Shippers' Councils, that were also members of the Union of African Shippers' Councils were under the supervision of the Transport Ministries of their various countries.

On its formation, the GSA initially occupied the Ministry of Trade Office for one month before moving to the Drevise Building in Dzorwulu. The GSA then moved to the Trade Fair Site before finally moving to the 5th Floor of the Enterprise Insurance Company Building on 1st November, 1976.

The Authority started operations as a subvented Agency under the ministerial supervision of the Ministry of Trade. In 1987, with the passage of the Ghana Shippers Authority Cargo Sharing Regulations L.I 1347, the Authority weaned itself

from government subvention and became a net revenue earner supporting the foreign exchange requirements of the Central Bank.

Over the years, the Authority has grown into a formidable organization with Branch offices in Tema, Takoradi and Kumasi. The Tema Branch was the first to be established in order to bring the operations of the Authority closer to its major stakeholders. The GSA occupied two office rooms in the Ministry of Trade Building in Tema. It was followed by the establishment of offices in Takoradi and Kumasi respectively. The first Departments to be formed were Administration and Finance. These were followed by the Research and Development; Public Relations; MIS, Legal and Shipper Services in that order.

In the early 90s, the GSA's activities began to expand, and coupled with



the prevailing liberalization in the country at the time, it became imperative to establish the “Import/Export Shipper Committees” which assisted in effectively addressing the needs of importers and exporters on shipping matters affecting their interest. Consequently, in 1994, the GSA commenced the formation of sectoral Shipper Committees as a medium for bringing the GSA's activities to the doorsteps of shippers in Ghana. There are presently 10 regional Committees located in each of the country's 10 Regions.

For over a decade, the Authority operated under the corporate name – Ghana Shippers' Council. In 1998 however, by virtue of the Laws of Ghana (revised edition) 1998, Act 562, the corporate name was changed to Ghana Shippers' Authority. The change in name took care of the transformation the Council had experienced over the years and brought it in tune not only with the Constitution of the Republic of Ghana but also in accord with the dynamics of modern shipping practice as far as the demand side of shipping was concerned.

Role of the GSA

The GSA together with its sister Shippers' Councils have for many

years played their basic role of protecting and promoting the interest of shippers (importers and exporters) through the negotiation of freight rates with the Liner Conferences. This contributed to the drastic reduction and stabilization of freight rates on a number of routes by the mid 1980s. The monopolistic influence and strength of the Liner Conferences began to wane in the 1980s and by the 1990s the Liner Conferences serving the West and Central Africa trade had all disappeared.

Today, in a post Liner Conference era, the GSA in collaboration with Cocoa Marketing Company has continued pro-active dialogue/negotiation with the liner shipping industry in Europe with the view to negotiating freight rates and improving general conditions of shipment for Ghana's cocoa.

In addition to this, Section 3(2) of the establishment law, NRCD 254 which deals with the functions of the GSA sets out the other core functions as follows:

- to represent the views of shippers with regard to the structure of freight rates, availability and adequacy of shipping space, frequency of sailings, port charges, port

facilities and other related matters;

- to negotiate and enter into agreements with shipowners on matters affecting shippers;
- to undertake studies and enquiries on problems affecting shippers in Ghana;
- The passage of Ghana Shippers' Authority Regulations 2012, (LI 2190) in 2012 provided the operational framework for executing the Authority's mandate in NRCD 254. For instance, the regulations set out modalities for:
 - Creating a consultative platform between the GSA and shipping service providers that operate along the logistics chain in the transport industry with respect to international trade
 - Negotiating charges in relation to shipment and clearance of cargo from the ports
 - Negotiating minimum standards and quality of shipping services to be rendered to shippers
 - Provide information to shippers in Ghana through the use of Advanced Shipment Information (ASHI).

The foregoing seeks to clearly establish the fundamental role of the Ghana Shippers' Authority as a protector of shippers' interests.

Leadership of the Authority

The story of the Ghana Shippers' Authority is a tale of years of forward-looking leadership and generations of hard work. The under listed are the Executive Secretaries/Chief Executive Officers and Chairmen of the Authority's Governing Board since its inception till date.

Executive Secretaries/CEO's

- Mr. Isaac Clottey



unjustifiable dealings with them by some shipping service providers. Shippers have either received compensation for damage to their cargo, refund for overcharging, or demurrage and rent waivers in many cases.

- Executive Secretary
- Mr. Kwame Osei
- Acting Executive Secretary
- Mr. Emmanuel Tawiah
- Acting Executive Secretary
- Mr. Hagan
- Acting Executive Secretary
- Mr. Abokyi
- Acting Executive Secretary
- Mr. Yaw Adogla
- Acting Executive Secretary
- Mr. M.T Addico
- Executive Secretary/Chief Executive Officer
- Dr. Kofi Mbiah
- Chief Executive Officer

Board Chairmen

- 1) Mr. Y. K. Quartey
- 2) Mr. G.S Botchway
- 3) Mr. Ansah Otu
- 4) Commander Anatsui
- 5) Mr Imbeah Amoakuh
- 6) Mr. J.B.K Amanfu
- 7) Commander (Rtd.) K.T. Dovlo P.G.M
- 8) Commander Griffiths (Rtd)

KEY ACHIEVEMENTS OF THE AUTHORITY

Services to Shippers

- The GSA has established ten (10) vibrant Import/Export Shipper Committees in the ten regions of Ghana. This is a Committee of shippers who

meet regularly to discuss issues of concern to them and suggest ways in which these issues could be addressed to enhance their competitiveness in international trade.

- Shipper Complaints & Support Units (SCSU) are small office units of the GSA that are purposed to assist shippers through the provision of real-time support services in their trade and transport transactions at the frontiers. Presently, there are five (5) SCSUs located at Aflao, Elubo, Takoradi, Kotoka International Airport (KIA) and Paga.
- The GSA has since its establishment been able to educate shippers on their roles, rights and responsibilities in their logistics chain. Shippers have almost always received information on programmes, policies and measures that effect their trade and transport transactions.
- GSA has been able to resolve hundreds of complaints received from shippers over

- MOBISHIP, an initiative of the GSA, is a mobile information system by which shippers are able to access information on vessel arrivals at the ports. It enables shippers to proceed quickly with their cargo clearance processes, thus reducing cargo dwell time.

- As part of its mandate to carry out studies on activities affecting shippers, the GSA has been able to put out a number of publications for the benefit of shippers in particular, and the shipping industry as a whole. The following are some of these key publications:

- I. Shipping Review – A quarterly magazine that gives information on shipping in Ghana and other relevant news.
- II. Maritrade – A publication of papers presented by renowned scholars in the area of international maritime trade.
- III. The Admiral – A publication of papers presented at the annual Maritime Law Seminars for Judges of the Superior courts in Ghana by distinguished academics and practitioners in maritime law.
- IV. Digest of Maritime Trade Statistics – Periodic publications on Ghana's maritime trade statistics.

Trade Facilitation

- GSA's efforts at trade facilitation is manifested in its support and indeed its participation as a shareholder

in the Ghana Community Network (GCNet) project. The GCNet has served as an electronic platform for quick clearance of goods from the port and for providing assurance for the collection of government revenue.

- GSA has signed MOUs with counterparts in Burkina Faso, Mali and Niger for the unfettered use of the Ghana corridor for their transit trade.
- Two Transit Shipper Committees (one in Tema and one in Takoradi) comprising relevant stakeholders in the transit trade have also been established for the purpose of discussing and eliminating bottlenecks in the transit trade in Ghana.
- The GSA, in collaboration with the West Africa Trade Hub (WATH), has been undertaking studies on challenges on Ghana's transit corridor, and advocacy for their removal or reduction. The major problems have been illicit road checkpoints, bribery, and time wasted at these check points.
- Advocacy - At the international level, GSA has represented the interest of shippers in Ghana by making useful inputs in the Rotterdam Rules, which would be the international legal framework for the international carriage of goods with a sealink.
- Advocacy - At the local level, GSA has made representations to various agencies, protecting the interest of shippers in policies, measures and programmes such as the following:
 - i. Reduction in clearance steps from 25 to about 15 presently

- ii. The fixing of the foreign exchange rate for one week, instead of the daily changes in the rates.

Negotiation of Freight Rates and Charges at the Ports

- Cocoa Freight Negotiations - For over 15 years, the GSA has been undertaking cocoa freight rate negotiation on behalf of Ghana. The negotiated freight rates, which apply to each cocoa season, has given stability to Ghana's cocoa economy, and resulted also in cost savings to the COCOBOD. Averagely these negotiations have saved Ghana USD 10million a year.
- Negotiation of Other Port Charges - In 2013, GSA was able to negotiate the tariffs of the Ghana Ports & Harbours Authority (GPHA) and that of Freight Forwarders in Ghana. Consequently, these agreed rates were published in the national dailies for the information of all shippers under the caption 'DON'T PAY MORE'.

Research and Development

The GSA has been conducting

research into problems and challenges confronting shippers in Ghana. The research is to help SHIPPERS to formulate appropriate solutions to shippers' problems. The key research projects conducted so far include the following:

- i. Pilfering at the Port of Takoradi and Tema
- ii. Cargo Clearance procedure, taxes, duty and charges at the Banjul port in the Gambia
- iii. Evaluation of the benefits of the Transit Trade in Ghana
- iv. Impact of an upward review of shore-handling rates announced by the GPHA
- v. A Study of the Impact of the GCNET System on Cargo Clearance Procedures
- vi. Impact of Demurrage Payments on the Activities of Shippers

Contribution to Maritime Infrastructure

- Boankra Inland Port (BIP) Project - Although not





realized yet, the GSA was able to acquire 400 acres of land at Boankra in the Ashanti Region and put up a three storey administration block for the purpose of establishing an inland port.

The Boankra Inland Port (BIP) project has now been re-packaged together with the Eastern Railway line for development by Government. Indeed a Transactions Advisor has been selected to package the project for funding.

- Takoradi Logistics Platform (TLP) - The Authority has also established an oil services platform near Takoradi, known as the Takoradi Logistics Platform (TLP), to be used by operators in the Jubilee Oil Fields and other similar fields.
- Shippers' Centres - A Shippers' Centre is a building facility, which firstly houses the GSA's offices, and has computer facilities for use by shippers and other operators in the transport logistics chain. The first Shippers'

Centre was established in Takoradi.

A 12-storey Shippers' House is under construction in Accra. The Accra Shippers' House is expected to house the GSA's Head Office as well as a ship brokerage hall, which will create the medium for the establishment of a freight market in Ghana. It is expected to be a Centre of "maritime technology" linking the ports of Tema, Takoradi, the Kotoka International Airport as well as the Boankra Inland Port by satellite.

- Warehouses - The GSA has six large warehouses at a prime location at the Tema Port, to provide warehousing facilities to shippers, including shippers of landlocked countries transiting through the Tema port. The object is to provide quality warehousing services to shippers and to continuously ensure prompt delivery of services through the provision of cargo handling and haulage services to shippers to

facilitate movement of goods. The GSA has completed feasibility studies into a similar warehousing project at Buipe to take advantage of economic utilization of the vast resources of the Volta Lake.

AWARDS

Over the years SHIPPERS has been recognized and awarded by many local and international organizations as follows:

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- Contribution towards Marine & Freight Industry – 2001
- Third Prize – African Shippers' Councils - Best Practice - 2004
- Best Maritime Agency in Trade Facilitation in West Africa for the Year 2007 – awarded by the West Africa Maritime Awards
- The Most Innovative Shippers' Council in West Africa for the Year 2008 – awarded by the West Africa International Magazine
- Best Agency in Trade Facilitation in Africa for the Year 2010 and 2013 – awarded by the Shipping and Oil Digest
- International Quality Crown Award - 2012
- Top Five Public Sector organisations & Leaders in Ghana 2012 by Imani Ghana
- Top Five most Inspirational Public Sector Leadership Award 2014 by Imani Ghana



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CHALLENGES OF GHANA'S TRANSIT CORRIDORS

By Abdul Haki Bashiru-Dine, Ghana Shippers' Authority

INTRODUCTION

Ghana has two main transit corridors by which cargoes are transported in and out of the country to Sahelian and other coastal countries. These are:

1. The North - South Corridor (also called the Sahelian Corridor)
2. The East - West Corridor (also called the Coastal Corridor)

The North – South Corridor: this links the two seaports of Tema and Takoradi to the landlocked countries of Burkina Faso, Mali and Niger.

The East – West Transit Corridor: links Ghana to the coastal countries of La Cote d'Ivoire, Togo, Benin and Nigeria. This corridor provides alternative access to the sea for these countries.

Despite the fact that Ghana's corridor is performing well as compared to other corridors in the sub-region, the corridor is fraught with some

challenges which when not tackled would affect its competitiveness.

This article seeks to highlight some of the key challenges facing the corridor which threatens the competitiveness of the corridor and stifles the opportunities that can accrue to the shipping industry in Ghana as a whole but also most importantly transporters and transit shippers.

The challenges facing the corridor are quite enormous and require a strong determination by all the key industry players and transit shippers alike to overcome these challenges.

CHALLENGES OF THE GHANA TRANSIT CORRIDORS

The main challenges of the Ghana Transit Corridors include:

■ Axle Load Control Regime

The regulation on Axle Load Control is contained in Convention A/P.2/5/82 regulating Inter-State Road Transportation between ECOWAS

Member States which was adopted in 1982, and also known as the ISRT Convention.

The implementation of the Axle Load Control regime has been lull till Niger began to enforce it in January 2009. This followed reinforcement by UEMOA's 2005 Axle Load Limit Policy in Regulation No. 14/2005/CM/UEMOA. The UEMOA regulations outline permissible load limits for various truck types.

These regulations were in line with the relevant provisions of the ECOWAS ISRT Convention. The Axle Load regulations stipulate that the maximum axle load of vehicles authorized to undertake interstate road transportation must not exceed 11.5 metric tons per axle.

The non-uniform enforcement of the Axle Load Control regime in the Sub-region has created serious difficulties for countries such as Ghana that begun full enforcement

when its neighbours were not doing same. Average transport costs shot up by about 50% and this resulted in the loss of substantial cargo to neighbouring countries that were not implementing the regime.

The Ghana Highways Authority (GHA) that was in charge of enforcing the Axle Load regime initially pegged the maximum allowable tonnage for six axle vehicles at 51 metric tons (mt). Following review of the limits at the UEMOA level, Ghana now implements an allowable limit of 60 mt, and fines any excess up to 68 mt, and a higher fine thereafter. However, the UEMOA countries are allowing up to 68 mt, after which fines apply. This lack of harmonization in the implementation of the Axle Load Control regime is worrying and would be detrimental to the competitiveness of the Ghana corridor if no steps are taken by Ghana to fall in line with the rest of the Member States.

■ **The ISRT Convention**

As part of its regional integration efforts, the ECOWAS Member States adopted the Interstate Road Transit Scheme (ISRT) Convention in 1982 with a Supplementary Convention in 1990 as primarily a guarantee scheme that is designed to promote the free flow of goods among Member States; free of duties, taxes and restrictions while in transit.

The ISRT Convention stipulates that the transport of all transit goods should take place under the cover of an ISRT Declaration Booklet from the point of departure in one Member country to the final destination in another Member country.

In the implementation of the ISRT Guarantee Scheme so far, the divergent interests of the various National Guarantors have prevailed so much that the guarantee provided by each guarantor covers only its national territory, thus ending at the exit border of the State where the declaration originated. At this point a

new declaration is prepared and a new guarantee obtained. The cumulative payments made in successive countries exceed what was intended by the Convention. The segmented system also generates additional paperwork and delays.

In the wake of the foregoing, Ghana, Burkina Faso and Mali have for some time been negotiating modalities for the application of a Single Guarantee premium on the Tema-Ouagadougou-Bamako corridor, including a sharing formula. The document is being finalized for implementation.

■ **Harassment by Security Officials and Delays**

Within the Tema-Paga stretch of 881 km, transit truckers face harassment and delays at the various road checkpoints. Under the pretext of inspecting transit documents, some security officers at these road control points extort money from transit truck drivers and unreasonably delay those who refuse to pay any bribes. The activities of these entities defeat the purpose and the essence of the ISRT.

■ **Diversion of Cargo**

In spite of the electronic tracking devices affixed unto the transit trucks, truck drivers still manage to divert transit cargo into the local economy. This has both revenue and

security implications. Customs duties and taxes are lost if the diversion is not detected for Customs to fall on the guarantee bond. The security concerns are that, one cannot be sure what cargo has been diverted into the country. They could be contraband goods or illicit cargoes that pose a serious threat to national security. These diversions also strengthen the hands of the security agencies in their harassment of these transit truckers. Anytime there is diversion the National Guarantor would have to pay the amount insured to Customs, and therefore increasing the spate of the diversions which creates sustainability problems for the National Guarantor.

■ **Numerous Check Points**

During the journey from the port to the country of destination, transit truckers face harassment and delays at the various road checkpoints. Security officials, with the excuse of inspecting transit documents, extort money from transit truck drivers and unreasonably delay those who refuse to pay bribes. However, this should not be the case because under the ISRT regime, which is designed to promote the free flow of goods among Member States and is intended to be free of duties, taxes and restrictions are prohibited while goods are in transit. Documents carried by transit truck drivers are to be viewed by security officials.





Another scenario is the sticker which is given to transit drivers by the State Insurance Company to be posted on trucks to enable them move freely on the roads in Ghana when transporting goods. This is intended to enable Customs as well as Police officials to identify the truck as carrying transit cargo. Even with the sticker in place, truck drivers are stopped and harassed by the security officials.

■ **Language Barrier**

One other factor confronting transit trade operators is the difficulty in understanding one another due to the different Francophone-Anglophone language divide. Some transit drivers and security officials find it difficult to communicate in either the English or the French language which sometimes ends up in misunderstanding leading to delays at the check points or at the border crossing points.

■ **Securing of Funds (in CFA)**

One major problem facing transit trade operators is the difficulty in transferring CFA Francs to Ghana to help in executing their duty of transporting transit cargo to their final destinations. This results in a large number of trucks queuing for long periods at the ports in Ghana. This leads to congestion in the port area.

Traditionally, the banking system in Ghana does not deal in CFA Francs, so it makes it difficult to transfer funds through the banking system, to be received in CFA Francs in Ghana. The receipt of money in CFA Francs has been the preference of the transit truckers, since according to them they make most of their expenditure in the CFA Francs. It is of interest to note that even truck owners in Ghana also prefer payments in CFA Francs.

■ **Fake Stickers**

The National Guarantor in Ghana has confirmed that some transit truck drivers and their agents circumvent the approved ISRT procedures in the trucking of their transit cargo. Some of the truck drivers are said to be using fake ISRT transit stickers on their trucks.

■ **The ECOWAS Brown Card Scheme**

The ECOWAS Brown Card Insurance Scheme was established by the Protocol A/P1/5/82 signed on May 29, 1982 by Heads of States and Governments of the ECOWAS. The main objective of the Scheme was to ensure prompt and fair compensation to victims of motor accidents caused by non-citizen motorists visiting their territory from other ECOWAS Member States. The Scheme guarantees a motor insurance cover which leads to the realization of the free movement

objectives of ECOWAS.

The ECOWAS Brown Card Insurance covers Third Party Liability for injury, Death and Property Damage caused by visiting motorists from other ECOWAS Member States.

According to the Protocol on the ECOWAS Brown Card Insurance Scheme, each Member State should establish a National Bureau, which plays a dual role as an Issuing Bureau and a Handling Bureau. Ghana established its National Bureau in 1988 and the Bureau has been operational to date.

A few challenges confront the administration of the ECOWAS Brown Card scheme in Ghana, thus impeding the smooth operation of the transit trade as far as trucks of other ECOWAS countries are concerned.

At the outset, it is important to note that there is a dearth of knowledge on the ECOWAS Brown Card scheme among some key institutions, motorists and the general public at large. A major concern arising out of the lack of knowledge of the Scheme is the un-wanton arrest and detention of foreign motorists involved in motor accidents.

Sometimes foreign motorists involved in motor accidents do not report to the National Bureau as required, and by the time the Bureau is informed the case may have already been taken to court, making it difficult for the Bureau to assist them until the matter is determined by the judge.

In Ghana, the Brown card is valid for three (3) months after which it is renewable. However, in Burkina Faso and other French speaking countries of ECOWAS, the validity period is one (1) year, which does not correspond with the ECOWAS-wide immigration rules that prescribe that an immigrant from an ECOWAS Member State can stay up to ninety (90) days

in any other ECOWAS country after which that stay can be renewed.

This lack of harmonization in the rules creates confusion in the minds of transit truckers in respect of their rights and responsibilities in the Scheme, whether they are in Ghana or Burkina Faso.

It has also been discovered that there are a large number of fake ECOWAS Brown Cards in circulation and causing serious challenges to the management of the Scheme in the sub-region. It has been observed that the security agencies are not able to distinguish between fake and genuine Brown Cards. The existence of the fake Brown Cards defeat the whole purpose of the Scheme, since victims of accidents caused by holders of fake Brown Cards cannot be compensated.

■ **Armed Robbery Cases**

Another major concern for transit operators in Ghana is the incessant armed robbery attacks on them. The transit truckers have become an easy target by armed gangs on the roads. Apparently, some of these robbers pose as policemen and in the process rob these unsuspecting drivers of their cash, belongings and sometimes, the cargo. This matter has come to the attention of National Security and highway, patrols had to be increased to help contain the situation.

■ **Discriminatory Tolls (at the Port of Takoradi)**

Transit truck drivers have also complained about the discriminatory tolls between foreign registered trucks and Ghanaian registered trucks. At the Port of Takoradi, whereas Ghanaian registered trucks pay a toll of GHC10.00 per truck, the foreign registered trucks pay GHC19.00. This is in sharp contravention of Article 2 (2) of the Convention on Transit Trade of Land-locked States, 1965, to which Ghana is a signatory. The situation is however different at the Port of Tema, where both Ghanaian and foreign



registered trucks pay the same toll of GHC17.33 for 40' articulated trucks.

■ **VAT on Transit Charges**

Another issue affecting the transit trade in Ghana is the introduction of a Value Added Tax (VAT) by the VAT Service Division of the Ghana Revenue Authority (GRA) on shipping agents' local charges.

Many industry players see this policy as an aberration and against the tenets and principles of transit trade. This policy contravenes Article 3 of the Convention on Transit Trade of Land-locked States, 1965, and efforts are being made by the Ghana Shippers' Authority to help reverse the policy.

CONCLUSION

Research studies have revealed that Ghana's seaports are in good stead to be utilized by Burkina Faso as a transshipment centre for Burkina Faso's international trade cargo.

The studies also show that a lot of effort has gone into making the Ghana corridor a preferred one in West Africa for transiting goods meant for the landlocked countries of Burkina Faso, Mali and Niger.

It is however, also revealing from the studies that a lot more needs to be done and must continue to be done,

to ensure the continued competitiveness of the Ghana corridor.

The challenges of Ghana's Transit Corridor identified can be addressed if all the partners see the transit trade sector as a thriving one that has the potential to contribute significantly to the national economy.

It is also worth noting that Ghana's competitors, namely Benin, Togo and Cote d'Ivoire are not slacking in their effort to capture as much of the available transit cargo as possible.

The Ivorian factor, in other words the Cote d'Ivoire crisis-induced growth in Ghana's transit trade over the period would not persist forever, and Ghana must begin to compete on its own merit. That is why strenuous efforts must be made by Ghana to address the challenges confronting the transit trade in Ghana to ensure a culmination of a utilization of its seaports as transshipment centres for the landlocked countries of Burkina Faso, Mali and Niger.



MARITIME TRADE REVIEW

(July - September, 2014)

INTRODUCTION

For the third quarter of 2014 total trade at the sea ports of Ghana amounted to over 4.2 million tons. Of this, total import was 3.2million tons or 76% of the total volume of trade while total export amounted to over 1.05 million tons or 24% of the total volume of trade.

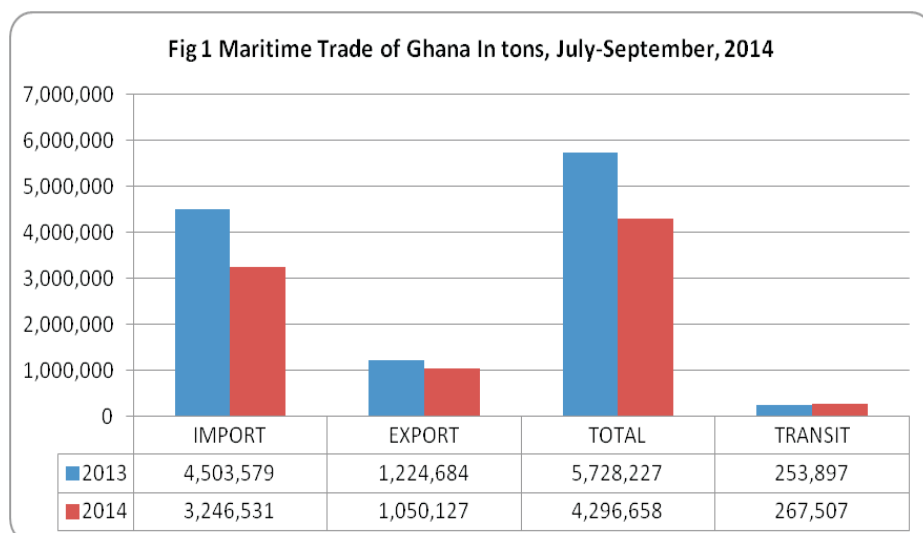
Total cargo volume at the port of Tema was over 3.4 million tons (81% of total volume of trade through the two sea ports) while the Takoradi port handled 811,389 million tons.

Total transit cargo (import and export to and from Burkina Faso, Mali & Niger) for the period was 4% (179,091 tons) of the total volume of trade at the two sea ports. Table 1 above and Fig 1 below give a summary view of the maritime trade situation for the review period.

JULY-SEPTEMBER 2012 AND 2013

Table 2 below compared the performance of the maritime trade in the review period of July to September 2014 to the performance in the same period in 2013. Total throughput for the review period decreased by 25% from 5.7 million

	IMPORT	EXPORT	TOTAL	% SHARE OF PORT
TAKORADI	171,921	639,468	811,389	19
TEMA	3,074,610	410,659	3,485,269	81
TOTAL	3,246,531	1,050,127	4,296,658	
%SHARE	76	24		
TRANSIT/TRANSHIP	265,544	1,963	267,507	6
TRANSIT	178,727	364	179,091	4



tons in 2013 to 4.29 million tons in 2014. This decrease was a reflection of the 28% and 14% reduction in the import and export tonnages for the review period respectively. Total transit tonnage also increased by 5.0% during the review period. In the

Port of Tema, total throughput decrease by 22% from 4.4 million tons in 2013 to 3.42 million tons in 2014.

Total transit cargoes passing through the port of Tema increased by over 4%.

Table 2 MARITIME TRADE COMPARISON IN TONS, JULY -SEPT, 2013 &2014

	TEMA			TAKORADI			TOTAL		
	2013	2014	%DIFF	2013	2014	%DIFF	2013	2014	%DIFF
IMPORT	4,098,896	3,074,610	-25	404,683	171,921	-58	4,503,579	3,246,531	-28
EXPORT	340,938	410,659	20	883,700	639,468	-28	1,224,684	1,050,127	-14
TOTAL	4,439,844	3,485,269	-22	1,288,383	811,389	-37	5,728,227	4,296,658	-25
TRANSIT	251,724	260,954	4	2,173	6,553	202	253,897	267,507	5

The port of Takoradi also saw a 37% decrease from the 1.2 million tons recorded for the 2013 period to 811,389 tons during the review period, 2014. This decrease was the result of a 28% decrease in the total

transit cargo recorded for the port of Takoradi during the review period.

TYPES OF TRADE

From Table 3 above it can be seen that the maritime trade was grouped

review period was 10% less than the tonnage recorded for the same period of 2013 while the liquid bulk trade saw a 10% decrease from the 2013 period tonnage during the review period. Fig. 2 below gives a

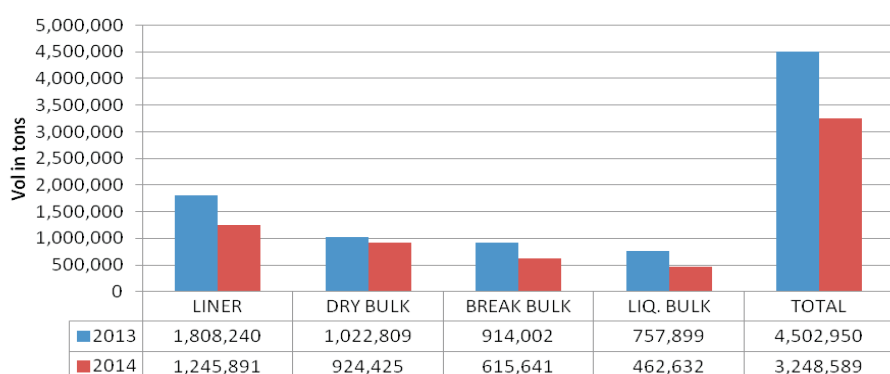
Table 3 MARITIME TRADE REVIEW BY TYPE IN TONS, JULY -SEPT, 2014

	TEMA			TAKORADI			TOTAL		
	2,013	2,014	%DIFF	2013	2014	%DIFF	2013	2014	%DIFF
IMPORT									
LINER	1,672,038	1,210,296	-28	136,202	35,595	-74	1,808,240	1,245,891	-31
DRY BULK	846,657	796,531	-6	176,152	127,894	-27	1,022,809	924,425	-10
BREAK BULK	906,819	609,267	-33	7,183	6,374	-11	914,002	615,641	-33
LIQ. BULK	673,382	460,574	-32	84,517	2,058	-98	757,899	462,632	-39
TOTAL	4,098,896	3,076,668	-25	404,054	171,921	-57	4,502,950	3,248,589	-28
EXPORT									
LINER	254,492	245,446	-4	49,364	94,254	91	303,856	339,700	12
DRY BULK	10,824	31,219	188	824,946	529,393	-36	835,770	560,612	-33
BREAK BULK	73,139	122,287	67	9,390	14,852	58	82,529	137,139	66
LIQ. BULK	2,493	11,707	370	0	969	#DIV/0!	2,493	12,676	408
TOTAL	340,948	410,659	20	883,700	639,468	-28	1,224,648	1,050,127	-14

export tonnage handled at the port of Takoradi during the review period. Import tonnage through the port of Takoradi for the review period also recorded a 58% decrease over the 2013 tonnage. There was 6,553 tons of

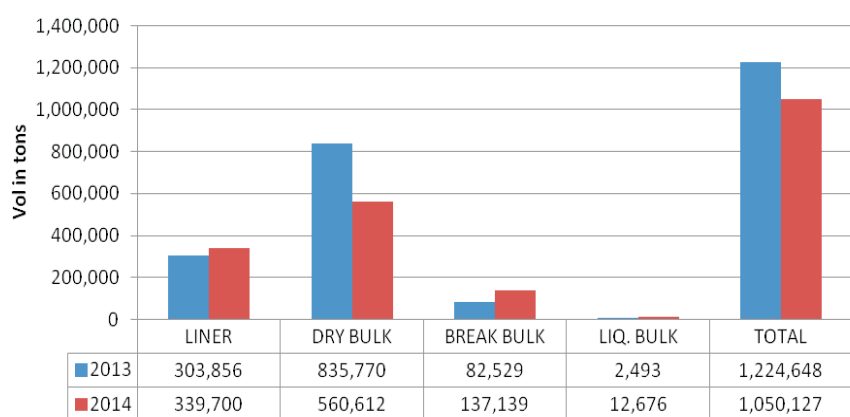
into the liner, break bulk, dry bulk, and liquid bulk trades. On the import side, total liner trade amounted to over 1.24 million tons for the review period. This was 31% less than what was recorded for the same period in 2013. The dry bulk trade for the

pictorial view of the import trade types. Break Bulk imports amounted to 615,641 tons less than the 914,002 tons recorded in 2013.

Fig 2. Maritime Import Trade by Type, July-September, 2014 in Tons

The export trade during the review period recorded an increase of 12% in the liner tonnage during the review period. The dry bulk export trade however recorded a decrease of 30% during the review period. The liquid bulk export trade showed significant increase (400%) during the review period, moving from over 2,493 tons in the 2013 period to 12,676 tons in 2013. Fig. 3 below gives details of the export trade types.

Fig 3 Maritime Export Trade By Type , July-September, 2014 in Tons



DIRECTION OF THE MARITIME TRADE OF GHANA

Ghana trades with various countries of the world. These countries are grouped into seven trading ranges as the United Kingdom (UK), the North Continent (NC), the Mediterranean Europe (ME), the North America (NA), the Far East (FE), the Africa (AF) and the Others (OH) ranges.

Table 4 DIRECTION OF MARITIME IMPORT TRADE, JULY-SEPT, 2014 IN TONS

	UK	NC	ME	NA	FE	AF	OT	TOTAL
LINER	43,129	181,818	79,912	102,098	599,283	124,296	115,355	1,245,891
DRY BULK	80	86,903	314,465	57,300	422,601	33,425	9,650	924,425
BREAK BULK	1,238	24,049	12,639	997	384,042	6,965	185,712	615,641
LIQUID BULK	0	131,086	8,500	61,385	31,759	156,610	71,234	460,574
TOTAL	44,447	423,856	415,516	221,779	1,437,686	321,296	381,951	3,246,531
%SHARE	1	13	13	7	44	10	12	100

The Import Trade

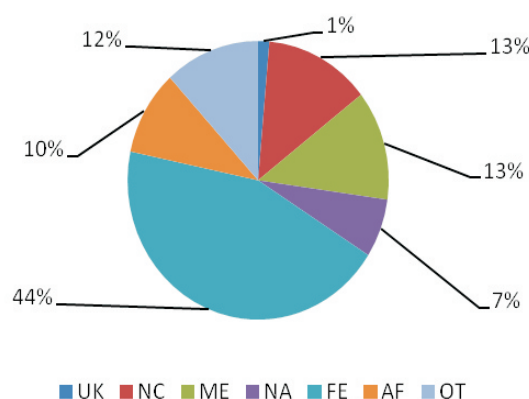
For the review period, majority of import into Ghana came from the Far East range amounting to 1.4 million tons. This was 44% of total import for the 3rd quarter of 2014. The Mediterranean range and North Continent contributed the next

highest tonnage of averagely 423,215 tons or 13% of total import. The African range recorded 10% of the total imports into Ghana. The Others range, made up of countries of South America, Australia, Jamaica, Lebanon, New Zealand, etc, also came next with 12% of the total

import. The North America and the United Kingdom ranges followed in that order with 7% and 1% respectively.

This is depicted in Table 4 above and Fig. 4 below

Fig 4 DIRECTION OF MARITIME IMPORT TRADE OF GHANA IN TONS, JULYSEPT. 2014



The Import Items

Major import items in the liner trade for the review period included pharmaceuticals and medical supplies (5,409 tons), lubricating oil (20,481 tons) and processed food and beverages (135,837 tons). In the dry bulk trade, major import items include fertilizer 489,093 tons), cement (273,010 tons) and clinker (493,281 tons). The major liquid bulk import items were petroleum product (324,111 tons) and crude oil (58,355 tons). Major Break Bulk imports included, bagged Rice (131,334), Iron/steel/plates/pipes (247,818 tons), Bagged Sugar (167,641 tons).

The Export Trade

Table 5 and Fig. 5 below give an indication of the direction of the maritime export trade for the review period. About 55% of the export trade

The Export Items

The major liner export items for the review period include cashew nuts which contributed 16,356 tons of the total liner export trade and cocoa

and sheanuts about (17,994 tons). The liquid bulk items were mostly other liquid bulks 10,049 tons.

Table 5 DIRECTION OF MARITIME EXPORT TRADE IN TONS, JULY -SEPT,2014

	UK	NC	ME	NA	FE	AF	OT	TOTAL
LINER	19,185	68,573	51,345	30,165	111,776	32,630	26,026	339,700
DRY BULK	0	31,219	226	0	346,796	0	182,371	560,612
BREAK BULK	49	101	97	132	123,220	553	12,987	137,139
LIQ. BULK	0	0	969	0	0	11,707	0	12,676
TOTAL	19,234	99,893	52,637	30,297	581,792	44,890	221,384	1,050,127
%SHARE	2	10	5	3	55	4	21	100

amounting to 581,792 tons was shipped to the Far East range. The North Continent range received 100% (99,893tons) and Mediterranean Europe and Africa range with 5% and 4% respectively. The Others and the North America ranges followed with 21%, and 2% respectively. The United Kingdom range had the least of 1% for the period.

beans (71,271 tons). Cocoa products amounted to 54,151 tons, metal scraps 19,495 tons, timber logs 137,139 tons and sawn timber 32,034 tons.

In the dry bulk export trade, major export items were manganese (319,211 tons), bauxite (209,956 tons)

THE CONTAINER TRADE

Total import laden container during the review period amounted to 67,252 which was equivalent 97,107 TEUs. Table 6 and Fig 7 below give details of the trade.

Fig 5 Direction of Maritime Export Trade of Ghana in tons, July-Sept. 2014

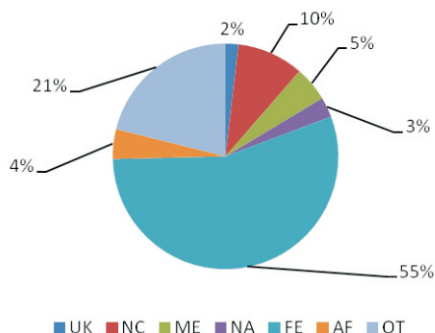


Fig 6 Maritime Export Trade By Type, July-September, 2014 in Tons

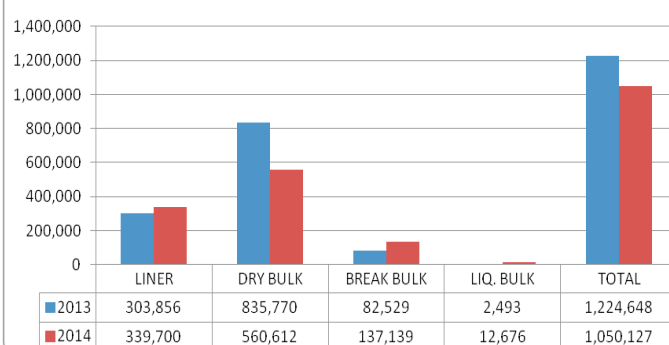
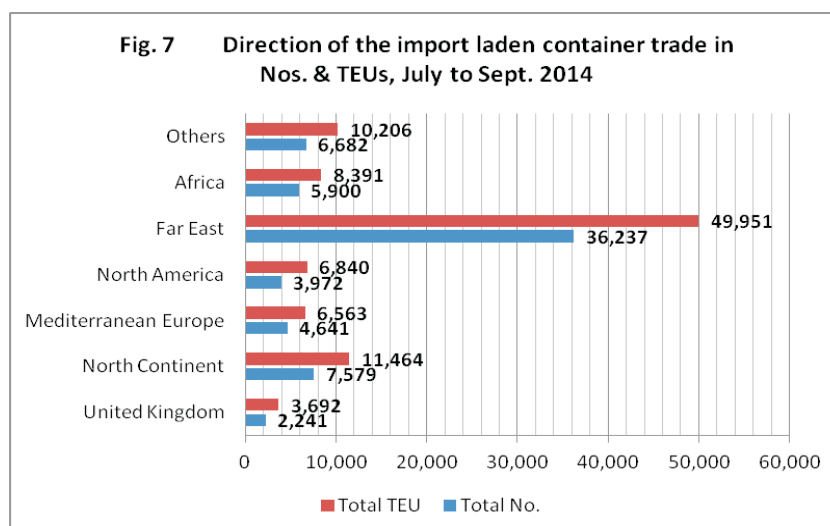


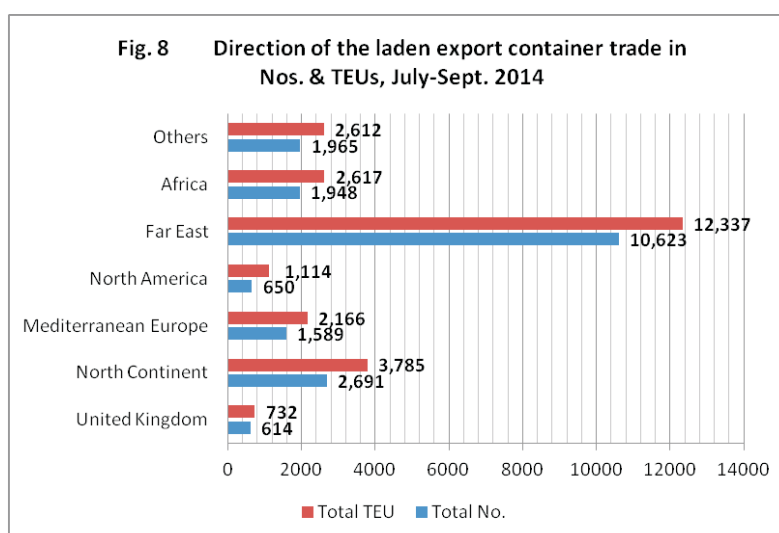
Table 6 Performance of the Import Laden Container Trade July to Sept 2014

	20 Dry		40 Dry		20 Reefer		40 Reefer		Total	
	No.	TEU	No.	TEU	No.	TEU	No.	TEU	No.	TEU
United Kingdom	789	789	1,277	2,554	1	1	174	348	2,241	3,692
North Continent	3,666	3,666	2,652	5,304	28	28	1,233	2,466	7,579	11,464
Mediterranean Europe	2,703	2,703	1,693	3,386	16	16	229	458	4,641	6,563
North America	1,103	1,103	2,598	5,196	1	1	270	540	3,972	6,840
Far East	22,509	22,509	13,066	26,132	14	14	648	1,296	36,237	49,951
Africa	3,402	3,402	1,962	3,924	7	7	529	1,058	5,900	8,391
Others	3,143	3,143	2,338	4,676	15	15	1,186	2,372	6,682	10,206
Total	37,315	37,315	25,586	51,172	82	82	4,269	8,538	67,252	97,107



The total export laden container during the review period was 20,080 which is equivalent to 25,363 TEUs. Table 7 and Fig. 8 below give details.

Table 7 Performance of the Export Laden Container Trade July to Sept 2014										
	20 Dry		40 Dry		20 Reefer		40 Reefer		Total	
	No.	TEU	No.	TEU	No.	TEU	No.	TEU	No.	TEU
United Kingdom	495	495	50	100	1	1	68	136	614	732
North Continent	1,589	1,589	979	1,958	8	8	115	230	2,691	3,785
Mediterranean Europe	1,008	1,008	511	1,022	4	4	66	132	1,589	2,166
North America	185	185	452	904	1	1	12	24	650	1,114
Far East	8,909	8,909	1,661	3,322	0	0	53	106	10,623	12,337
Africa	1,264	1,264	585	1,170	15	15	84	168	1,948	2,617
Others	1,315	1,315	620	1,240	3	3	27	54	1,965	2,612
Total	14,765	14,765	4,858	9,716	32	32	425	850	20,080	25,363



THE TRANSIT TRADE

Table 8 MARITIME TRANSIT TRADE OF GHANA IN TONS, JUL-SEPT, 2014									
	TEMA			TAKORADI			TOTAL		
	IMPORT	EXPORT	TOTAL	IMPORT	EXPORT	TOTAL	IMPORT	EXPORT	TOTAL
BRKINA FASO	140,390	266	140,656	6,440	0	6,440	146,830	266	147,096
MALI	12,336	98	12,434	0	0	0	12,336	98	12,434
NIGER	18,561	0	18,561	0	0	0	18,561	0	18,561
TOTAL	171,287	364	171,651	6,440	0	6,440	177,727	364	178,091

Table 9 Transit/Transshipment Maritime Trade Through Ghana's Seaports, July -September, 2014

	Tema			Takoradi			Tema/Takoradi		
	Import	Export	Total	Import	Export	total	Import	Export	Total
BENIN	6,303	0	6,303	0	0	0	6,303	0	6,303
BURKINA FASO	140,390	266	140,656	6,440	0	6440	146,830	266	147,096
CAMEROON	239	1,141	1,380	0	0	0	239	1141	1,380
OTHERS	32,230	0	32,230	0	0	0	32,230	0	32,230
COTE D'IVOIRE	14,603	333	14,936	109	0	109	14,712	333	15,045
GUINEA	885	40	925	0	0	0	885	40	925
MALI	12,336	98	12,434	0	0	0	12,336	98	12,434
NIGER	18,561	0	18,561	0	0	0	18,561	0	18,561
NIGERIA	63	22	85	0	0	0	63	22	85
SENEGAL	5,050	0	5,050	0	0	0	5,050	0	5,050
TOGO	28,331	63	28,394	4	0	4	28,335	63	28,398
GRAND TOTAL	258,991	1963	260,954	6553	0	6553	265,544	1,963	267,507

Table 8 above gives an idea of the transit trade during the review period. A total of 178,091 tons was recorded for the transit trade (export and import). In table 6 above, the transit export tonnage recorded for the period amounted 364 tons of the total transit trade while transit import amounted to 177,727 tons.

Major countries whose transit trade passed through the sea ports of Ghana include Burkina Faso which recorded the highest share of the total transit trade amounting to 147,096 tons. This was followed by Niger with 81,561 tons. The others was Mali with 12,434 tons,

TRANSIT/TRANSHIPMENTS

Table 9 below gives an idea of the Transit/transshipments trade during the review period. A total of 4267,507 tons was recorded for the Transit/Transshipments through the seaports of Ghana. (Export and Import). The details are captured below in table 9.

PERFORMANCE OF THE SHIPPING AGENTS

A total of 101 shipping agents participated in seaborne trade for the third quarter of 2014.

Liner trade saw involvement of 49 shipping Agents in import and export activities at the sea ports of Ghana. Maersk Line topped performance, recording 447,481 tons of liner cargo amounting to 10.42% of total trade from July-September 2014. MSCA Gh. Ltd. with 195,784 tons (4.56%), followed by MOL Gh. Ltd with 121,032 tons (2.82%), PIL Gh. Ltd with 116,861 tons (2.72%). Intermodal Shipping Agency came fifth with 100,828 tons (2.35%). The rest fell between 0.00% - 2.30%.

Break bulk trade saw 29 shipping agents participating. The high performers included Supermaritime being the highest performer with 122,756 tons (2.86%). Following were Sevenlog Gh. Ltd. with 101,358 tons (2.36%), GMT Shipping Gh. Ltd. with 73,117 (1.70%), Global Cargo and Commodities totalling 62,276 tons

(1.45%) and Maersk Gh. Ltd. with a total of 60,934 (1.42%). The rest fell between 0.00% - 0.60%.

12 shipping agents participated in import and/or export trade in dry bulk for July-September 2014. The highest performers among the 12 were Supermaritime; totalling 538,978 tons (12.55%), Hull Blyth Gh. Ltd. with 508,182 tons (11.84%), Macro Shipping Gh. Ltd. saw 169,146 tons (3.94%). Scanship Gh. Ltd. (11816 tons) and Global Cargo Commodities (111,010) took fourth and fifth positions respectively. The rest were between 0.00% and 0.73%.

11 shipping agents participated in liquid bulk trade for the period. The highest operators were Bulkship & Trade Limited with 235,515 tons (5.49%), Inchcape Shipping Services with 75,667 tons (1.76%), Daddo Maritime Services Gh. Ltd. with 57,359 tons (1.34%), Sea & Shore with 47,532 (1.11%) and Oil and Marine Agencies with 38,727 tons (0.90%). The rest fell between 0.00% to 0.28%.

Table 10 GHANA SHIPPERS' AUTHORITY

PERFORMANCE OF SHIPPING AGENTS IN GHANA'S SEABORNE TRADE - JULY - SEPT. 2014					
IMPORT AND EXPORT - TEMA & TAKORADI					
	<u>IMPORT</u>	<u>EXPORT</u>	<u>TOTAL</u>	<u>% SHARE / TRADE TYPE</u>	<u>%SHARE</u>
<u>LINER</u>					
A&J SHIPPING SERVICES	13,818	0	13,818	0.80	0.32
ADVANCED MARITIME	7,004	0	7,004	0.41	0.16
AFRICAN STEAM SHIP	14	0	14	0.00	0.00
AMT GH. LTD	0	111	111	0.01	0.00
ANDIPEX CO LTD	2,604	0	2,604	0.15	0.06
ANTRAK GH. LTD	25,038	5,353	30,391	1.76	0.71
AQUAMARINE SHIPP. GH. LTD	2,478	0	2,478	0.14	0.06
BEACON SHIPPING HANJIN GH.	30,300	0	30,300	1.76	0.71
BOLLORE AFRICA LOGISTICS	0	5,191	5,191	0.30	0.12
BLUE FUNNEL GH	23,461	0	23,461	1.36	0.55
DAMCO LOGISTICS	35,156	0	35,156	2.04	0.82
DELMAS SHIPP. GH. CMA CGM.	46,648	52,177	98,825	5.73	2.30
DOLPHIN SHIPPING SERVICES	8,384	0	8,384	8,384	8,384
DW CABLE NET SHIPPING GH. LTD	60	0	60	0.00	0.00
FAIRPOINT BUSINESS	4,235	0	4,235	0.25	0.10
GETMA GHANA LTD	9,710	0	9,710	0.56	0.23
GLOBAL CARGO & COMMODITIES	32,525	0	32,525	1.89	0.76
GMT SHIPPING LIMITED	5,382	0	5,382	0.31	0.13
GRIMALDI GH. LTD	45,274	10,542	55,816	3.23	1.30
HELP MARINE	2,824	0	2,824	0.16	0.07
HULL BLYTH GHANA	5,356	52,670	58,026	3.36	1.35
ICM LOGISTICS SERVICES LTD	185	0	185	0.01	0.00
INCHECAPE SHIPP. SERVICES GH. LTD	6,119	0	6,119	0.35	0.14
INTERMODAL SHIPPING AGENCY GH. LTD	51,063	49,765	100,828	5.84	2.35
KHUDA SERVICE	1,701	0	1,701	0.10	0.04
KOYANKS COMPANY LIMITED	5,714	0	5,714	0.33	0.13
MACRO SHIPPING GH. LTD	5,647	1,386	7,033	0.41	0.16
MAERSK GH. LTD	328,121	119,360	447,481	25.93	10.42

MOL GHANA LTD	96,246	24,786	121,032	7.01	2.82
MSCA GH. LTD	143,484	52,300	195,784	11.35	4.56
NAVITRANS GH. LTD	21,460	2,373	23,833	1.38	0.56
OIL AND MARINE AGENCIES	33,566	11,822	45,388	2.63	1.06
PANALPINA GH LTD	162	0	162	0.01	0.00
PIL GH. LTD	82,765	34,096	116,861	6.77	2.72
PORTS MARINE LTD	4,227	32	4,259	0.25	0.10
SAFMARINE	0	25,142	25,142	1.46	0.59
SCANSHIP GHANA LTD.	47,976	6,225	54,201	3.14	1.26
SDV GHANA	51,018	0	51,018	2.96	1.19
SEATRADE SHIPPING AND LOGISTICS	0	0	0	0.00	0.00
SEATRANS GHANA LIMITED	1	0	1	0.00	0.00
SEVENLOG LIMITED	427	385	812	0.05	0.02
SHARAF SHIPPING AGENCY	4,511	360	4,871	0.28	0.11
SILVERMARITIME GHANA LTD	1,454	0	1,454	0.08	0.03
STARDEX MARINE CONSULT	6,790	0	6,790	0.39	0.16
SUPERMARITIME GH. LTD	35,868	19,687	55,555	3.22	1.29
TRAMSCO SHIPPING	2,306	0	2,306	0.13	0.05
TRANSGLOBAL SHIPPING	8,588	0	8,588	0.50	0.20
TTV LIMITED	690	0	690	0.04	0.02
UNITED ARAB SHIPPING AGENCIES	11,306	0	11,306	0.66	0.26
SUB-TOTAL	1,251,666	473,763	1,725,429	100.00	8,424.40
<u>BREAK BULK</u>					
ANTRAK GH. LTD	3,576	0	3,576	0.59	0.08
BEACON SHIPPING HANJIN GH.	7,227	0	7,227	1.18	0.17
BLUE FUNNEL GH.	878	0	878	0.14	0.02
DELMAS SHIPP. GH. CMA CGM	7,285	0	7,285	1.19	0.17
FACULTY LOGISTICS LTD	20,000	0	20,000	3.28	0.47
GLOBAL CARGO AND COMMODITIES	62,276	0	62,276	10.21	1.45
GMT SHIPPING GH. LTD	73,117	0	73,117	11.99	1.70
GRIMALDI GH. LTD	1,358	0	1,358	0.22	0.03
HELP MARINE GH. LTD	80	0	80	0.01	0.00
ICM LOGISTICS SERVICES LTD	3	0	3	0.00	0.00
INCHECAPE SHIPPING SERVICES	11,357	0	11,357	1.86	0.26

INTERMODAL SHIPPING AGENCY GH. LTD	6,481	0	6,481	1.06	0.15
MACRO SHIPPING GH. LTD	5	0	5	0.00	0.00
MAERSK GH. LTD	60,934	0	60,934	9.99	1.42
MOL GHANA LTD	22,468	0	22,468	3.68	0.52
MSCA GH. LTD	25,767	0	25,767	4.23	0.60
NAVITRANS	3,861	0	3,861	0.63	0.09
OIL AND MARINE AGENCIES	4,899	0	4,899	0.80	0.11
PIL GHANA LTD	23,080	0	23,080	3.78	0.54
PORTS MARINE LTD	15	0	15	0.00	0.00
SCANSHIP GH. LTD	19,277	0	19,277	3.16	0.45
SDV GHANA LTD	8,581	0	8,581	1.41	0.20
SEATRADE SHIPPING AND LOGISTICS	1,496	0	1,496	0.25	0.03
SEATRANS GHANA LTD	9,999	0	9,999	1.64	0.23
SEVENLOG LIMITED	101,358	0	101,358	16.62	2.36
SHARAF SHIPPING AGENCY	80	0	80	0.01	0.00
SILVERMARITIME GHANA LTD	9,646	0	9,646	1.58	0.22
SUPERMARITIME GH. LTD	122,756	0	122,756	20.13	2.86
UNITED ARAB SHIPPING AGENCIES	2,001	0	2,001	0.33	0.05
SUB-TOTAL	609,861	0	609,861	100.00	14.20
<u>DRY BULK</u>					
DAMCO LOGISTICS	31,250	0	31,250	2.10	0.73
DELMAS SHIPP. GH. CMA CGM	76	0	76	0.01	0.00
GETMA GHANA LTD	7,583	0	7,583	0.51	0.18
GLOBAL CARGO AND COMMODITIES	111,010	0	111,010	7.48	2.59
HULL BLYTH GH. LTD	508,182	0	508,182	34.22	11.84
INCHCAPE SHIPPING SERVICES	0	5,722	5,722	0.39	0.13
MACRO SHIPPING GH. LTD	0	169,146	169,146	11.39	3.94
MOL GHANA LTD	571	0	571	0.04	0.01
MSCA GH. LTD	468	226	694	0.05	0.02
SCANSHIP GH. LTD	48,616	63,200	111,816	7.53	2.60
SUPERMARITIME GH. LTD	216,659	322,319	538,978	36.29	12.55
WESTERN FREIGHT AND LOGISTICS LTD	8	0	8	0.00	0.00
SUB-TOTAL	924,424	560,613	1,485,029	100.00	34.59
<u>LIQUID BULK</u>					
BULKSHIP & TRADE LIMITED	233,857	1,658	235,515	49.77	5.49
DADDIO MARITIME SERV. GH. LTD	57,359	0	57,359	12.12	1.34
GETMA GHANA LTD	274	0	274	0.06	0.01
HULLBLYTH GHANA	0	969	969	0.20	0.02
INCHCAPE SHIPPING SERVICES	75,667	0	75,667	15.99	1.76
MAERSK GHANA LTD	81	0	81	0.02	0.00

MSCA GH. LTD	100	0	100	0.02	0.00
MULTIPLAN	5,000	0	5,000	1.06	0.12
OIL & MARINE AGENCIES	38,727	0	38,727	8.18	0.90
SEA & SHORE	47,532	0	47,532	10.04	1.11
SUPERMARITIME GH. LTD	1,977	10,049	12,026	2.54	0.28
SUB-TOTAL	460,574	12,676	473,250	100.00	11.02
GRAND TOTAL	3,246,524	1,047,052	4,293,576	100.00	8,484.21

PERFORMANCE OF SHIPPING LINES

A total of 137 shipping lines participate in Ghana's seaborne trade from July to September, 2014.

Liner trade saw 62 shipping lines participating in seaborne trade at the sea ports of Ghana. The biggest players in liner trade within the period included Mediterranean Shipping Company, recording a total of 195,781 tons, amounting to 4.56%. Mitsui OSK Lines followed with a total of 121,065 tons (2.82%). Maersk Line saw a total of 120,717 tons (2.81%). Pacific Int. Lines saw 116,895 (2.72%) in total trade and Glovis came behind with 87,970 (2.05%). The rest of the

shipping lines fell between 0.00% - 1.40%.

Break Bulk trade saw 39 shipping lines taking part in seaborne trade within the period. Hippo Gh Ltd saw a total of 98,700 tons amounting to 2.30%. Others totalled 78,768 tons (1.83%) Maersk Line totalled 60,934 (1.42%). Sevenlog saw 60,646 tons and Conti GMT Shipping saw 50,424 tons amounting to 1.41% and 1.17% respectively. The rest fell between 0.00% and 1.12%

16 shipping lines took part in import and/or export of dry bulk. HC Trading 912,878 tons (21.26%). SOL Gh Ltd

totalled 162,000 (3.77%). United Arab Shipping saw 124,471 tons in import, representing 2.90% of total dry bulk trade. Dangote had 111,010 tons (2.59%). Ocencrest came fifth, seeing 162,000 tons (1.45%). The rest fell between 0.00% and 1.13%

Of the 20 shipping lines that participated in Liquid Bulk trade, Fuel trade topped with 87,339 tons (2.03%) in trade. Glencore totalled 80,280 (1.87%). Vihama saw 69,478 (1.62%). Cirrus had 54,667 tons and Volta River Authority recorded 47,532 tons representing 1.27% and 1.62% of total liquid bulk trade respectively. The rest fell between

Table 11 GHANA SHIPPERS' AUTHORITY

PERFORMANCE OF SHIPPING LINES/CHARTERERS IN GHANA'S SEABORNE TRADE - JULY - SEPT. 2014

IMPORT AND EXPORT - TEMA – TAKORADI

	<u>IMPORT</u>	<u>EXPORT</u>	<u>TOTAL</u>	<u>%SHARE / TRADE TYPE</u>	<u>%SHARE</u>
<u>LINER</u>					
ADVANCED MARITIME TRANSPORT	7,004	0	7,004	0.51	0.16
AFRICA EXPRESS LINE	6,459	5,644	12,103	0.88	0.28
AFRITRAMP	77	183	260	0.02	0.01
AMT LINES	0	111	111	0.01	0.00
ARKAS LINE	23,466	8,903	32,369	2.35	0.75
BOLLORE AFRICA LTD	240	0	240	0.02	0.01
CHINA OCEAN SHIPPING	48,960	6,284	55,244	4.01	1.29
CHINA SHIPPING	21,541	2,373	4,088	0.30	0.10
CMA CGM	7,543	31,068	38,611	2.80	0.90
CONTI GMT SHIPPING	3,833	0	3,833	0.28	0.09
CRYSTAL FROZEN SEA FOODS	1,931	0	1,931	0.14	0.04
DELMAS	39,125	21,108	60,233	4.37	1.40
EAGLE WEST AFRICA SERVICES	13,649	11,043	24,692	1.79	0.58

EUROFISH TRADING	1,412	0	1,412	0.10	0.03
EUKOR CAR CARRIERS	4,490	0	4,490	0.33	0.10
EVERGREEN SHIPPING LINE	51,018	5,191	56,209	4.08	1.31
GEMINI ENTERPRISE	702	0	702	0.05	0.02
GLOVIS	3,178	20	3,198	0.23	0.07
GOLDSTAR LINES	41,948	46,022	87,970	6.38	2.05
GRIMALDI LINES	45,873	10,788	56,661	4.11	1.32
HANJIN SHIPPING	30,311	15,113	45,424	3.29	1.06
HAPAG LLOYD	21,289	11,822	33,111	2.40	0.77
HB SHIPPING	79	0	79	0.01	0.00
HC TRADING	0	16,746	16,746	1.21	0.39
HOEGH AUTOLINES	8,111	0	8,111	0.59	0.19
HUAL LINES	8	0	8	0.00	0.00
IMT	2,500	0	2,500	0.18	0.06
J. MAR (SEA FOODS) LTD.	8,434	0	8,434	0.61	0.20
JAPAN TUNA ASSOCIATION	18	0	18	0.00	0.00
K' LINES	1,282	0	1,282	0.09	0.03
KASAPREKO	8,588	0	8,588	0.62	0.20
LATEX FOAM	800	0	800	0.06	0.02
LOUIS DREYFUS CORP.	3,500	0	3,500	0.25	0.08
MAERSK LINE	328,121	119,360	120,717	8.75	2.81
MEDITERANEAN SHIPP. CO.	143,481	52,300	195,781	14.20	4.56
MESSINA LINES	75	55	130	0.01	0.00
MITSUMI O.S.K LINES	96,279	24,786	121,065	8.78	2.82
NAVITRANS	2,617	0	2,617	0.19	0.06
NIPPON YUSEN KAISHA	12,638	4,810	17,448	1.27	0.41
NMT LINES	16,010	32	16,042	1.16	0.37
NOVELLE	2,306	0	2,306	0.17	0.05
OCEANCREST TRANSPORT	35,156	0	35,156	2.55	0.82
OLAM GHANA	25,002	0	25,002	1.81	0.58
OTHER	32,942	4,002	36,944	2.68	0.86
PACIFIC INT. LINES	82,799	34,096	116,895	8.48	2.72
RMR	34	0	34	0.00	0.00
ROYAL BOW	7,523	0	7,523	0.55	0.18
SAFMARINE	406	25,141	25,547	1.85	0.60
SALLUAM LINES	2,474	0	2,474	0.18	0.06
SEVENLOG	121	0	121	0.01	0.00
SINOHYDRO CORPORATION LTD	1,484	0	1,484	0.11	0.03
SOL GH. LTD	100	0	100	0.01	0.00
STARLLIER IND. AND IMPORT LTD	1,454	0	1,454	0.11	0.03
TEMA FLOUR MILL	4,050	0	4,050	0.29	0.09
TEMA LUBE OIL	5,220	0	5,220	0.38	0.12
UBA SEAFISH TRADE	3,398	0	3,398	0.25	0.08
UNILEVER	1,246	0	1,246	0.09	0.03
UNITED ARAB SHIPPING AGENCIES	11,279	11,632	22,911	1.66	0.53
UNIVERSAL AFRICA LINE	5,535	1,386	6,921	0.50	0.16

WE 2 SEAFOODS CO. LTD	10,419	0	10,419	0.76	0.24
WEST COAST FROZEN FISH	3,035	0	3,035	0.22	0.07
ZIM LINE	9,098	3,743	12,841	0.93	0.30
SUB-TOTAL	1,251,671	473,762	1,378,843	100.00	32.11
BREAK BULK					
AFRICA EXPRESS LINE	7	0	7	0.00	0.00
AMANDI GH.	1	0	1	0.00	0.00
ARKAS LINE	878	0	878	0.14	0.02
BOLLORE LINES	488	0	488	0.08	0.01
CHINA OCEAN SHIPPING	41,885	0	41,885	6.87	0.98
CHINA SHIPPING	3,861	0	3,861	0.63	0.09
CMA CGM	3,797	0	3,797	0.62	0.09
CONTI GMT SHIPPING	50,424	0	50,424	8.27	1.17
DARYA SHIPPING	1,496	0	1,496	0.25	0.03
DELMAS	3,488	0	3,488	0.57	0.08
EAGLE WEST AFRICA SERVICES	15	0	15	0.00	0.00
EVERGREEN SHIPPING LINES	8,581	0	8,581	1.41	0.20
GHANA CHINA FOODS CO. LTD	7,000	0	7,000	1.15	0.16
GLOVIS	80	0	80	0.01	0.00
GOLDSTAR LINE	5,475	0	5,475	0.90	0.13
GRIMALDI LINE	1,444	0	1,444	0.24	0.03
HANJIN SHIPPING	7,227	0	7,227	1.18	0.17
HAPPAG LLOYD	2,936	0	2,936	0.48	0.07
HIPPO GH. LTD	98,700	0	98,700	16.18	2.30
HOEGH AUTOLINERS	56	0	56	0.01	0.00
LOUIS DREYFUS CORP.	1,500	0	1,500	0.25	0.03
MAERSK LINE	60,934	0	60,934	9.99	1.42
MEDITERANNEAN SHIPPING LINE	25,765	0	25,765	4.22	0.60
MESSINA LINE	10	0	10	0.00	0.00
MITSUMI O.S.K LINES	22,468	0	22,468	3.68	0.52
NILEDUTCH	16,500	0	16,500	2.71	0.38
NIPPON YUSEN KAISHA	1,580	0	1,580	0.26	0.04
NMT LINES	1,978	0	1,978	0.32	0.05
OLAM GHANA	14,098	0	14,098	2.31	0.33
OTHER	78,768	0	78,768	12.92	1.83
PACIFIC INTERNATIONAL LINES	23,080	0	23,080	3.78	0.54
ROYAL BOW	48,177	0	48,177	7.90	1.12
SEVENLOG	60,646	0	60,646	9.94	1.41
SINOHYDRO CORPORATION LTD	507	0	507	0.08	0.01
STARLLIER IND. AND IMPORT LTD	9,646	0	9,646	1.58	0.22
SUCDEN	3,350	0	3,350	0.55	0.08
UNITED ARAB SHIPPING	2,001	0	2,001	0.33	0.05
UNIVERSAL AFRICA LINES	5	0	5	0.00	0.00

ZIM LINE	1,006	0	1,006	0.16	0.02
SUB-TOTAL	609,860	0	609,860	100.00	14.20
DRY BULK					
CARMEUS TRADING	8	0	8	0.00	0.00
CHINA OCEAN SHIPPING	48,616	0	48,616	3.27	1.13
DANGOTE	111,010	0	111,010	7.48	2.59
DELMAS	76	0	76	0.01	0.00
HC TRADING	508,182	404,696	912,878	61.47	21.26
I.M.T	37,879	0	37,879	2.55	0.88
MAERSK LINE	0	226	226	0.02	0.01
LOUIS DREYFUS COMMODITIES	7,583	0	7,583	0.51	0.18
MEDITERANNEAN SHIPPING	468	0	468	0.03	0.01
MITSUMI O.S.K LINES	571	0	571	0.04	0.01
OCEANCREST	31,250	31,219	62,469	4.21	1.45
SOL GH. LTD	162,000	0	162,000	10.91	3.77
TEMAFLOUR MILL	8,400	0	8,400	0.57	0.20
UNITED ARAB SHIPPING	0	124,471	124,471	8.38	2.90
UNILEVER	1,556	0	1,556	0.10	0.04
YARA GH. LTD	6825	0	6825	0.46	0.16
SUB-TOTAL	924,425	560,612	1,485,037	100.00	31.49
LIQUID BULK					
CIRRUS	54,667	0	54,667	16.79	1.27
EBONY	11,033	0	11,033	3.39	0.26
ECO/SAGE	14,705	0	14,705	4.52	0.34
FUELTRADE	87,339	0	87,339	26.82	2.03
GEOGAS TRADING	24,319	0	24,319	7.47	0.57
GLENCORE	80,280	0	80,280	24.66	1.87
HAPAG-LLOYD	950	0	950	0.29	0.02
HC TRADING	0	969	969	0.30	0.02
I.M.T	1,977	0	1,977	0.61	0.05
MAERSK LINE	81	0	81	0.02	0.00
MEDITERRANEAN SHIPPING CO.	100	0	100	0.03	0.00
OIL CHANNEL	15,095	0	15,095	4.64	0.35
OTHER	5,000	10,049	15,049	4.62	0.35
PLATON GAS OIL GH	4,496	0	4,496	1.38	0.10
SAHARA	7,878	0	7,878	2.42	0.18
TEMA OIL REFINERY	5,000	1,658	6,658	2.04	0.16
VIHAMA	69,478	0	69,478	21.34	1.62
VIHAMA/ECO	14,645	0	14,645	4.50	0.34
VOLTA RIVER AUTHORITY	47,532	0	47,532	14.60	1.11
WILMAR TRADING PTE LTD	16,000	0	16,000	4.91	0.37
SUB-TOTAL	460,574	12,676	325,596	100.00	7.58
GRAND TOTAL	3,246,530	1,047,050	4,293,580	100.00	100.00



Mrs. Dzifa Aku Attivor, Honourable Minister of Transport, Ghana receiving the award from the Mr. Mohamed Najib Boulif, Hon. Deputy Minister of Equipment, Transport and Logistics of the Kingdom of Morocco. Looking on is the IMO Secretary General, Mr. Koji Sekimizu.

IMO SECRETARY GENERAL CALLS FOR RATIFICATION OF CONVENTIONS

The Secretary General of the International Maritime Organization (IMO), Mr. Koji Sekimizu has made a passionate appeal to Member States of the IMO to ratify all IMO Conventions as a first step to ensuring their effective implementation across the globe. He made the call at the 2014 World Maritime Day Parallel Event held in Tangier, Morocco from 27-29 October, 2014, under the theme **"IMO Conventions: Effective Implementation"**.

Mr. Sekimizu noted that the goals of economic development cannot be achieved without shipping or maritime development, especially as 90% of international trade was seaborne, and therefore stressed the need to ensure that the world had a sustainable maritime industry. In order to operate efficiently, the

international shipping industry depends on the global regulatory framework provided by the IMO. This is testimony to the significant achievements of the IMO over the 60 years of its existence.

It is obvious that the alternative would be inferior levels of safety and environmental protection and some general disorder within the maritime industry.

Undoubtedly, through the mechanism of its Member States - Flag State Inspections and Port State Control, the IMO has achieved significant safety and security and the protection of the marine environment. Member States have a responsibility for implementation.

According to Mr. Sekimizu, "what IMO has created is a global system of

shared responsibility for maritime and ocean governance. IMO wants to ensure that in the future, we can maintain the system. We want to ensure that all Member governments ratify all IMO Conventions. This is a shared responsibility"

The IMO currently has over 53 conventions broadly prescribing best practices for shipping operations, driving technology for the achievement of the IMO mandate and providing liability regimes for maritime incidents. In order for a convention to enter into force, the number of nations required to ratify and a share of world tonnage which they must represent vary depending on the instrument.

IMO Conventions need to be ratified by governments, and then implemented and enforced in

practice. Once they enter into force, they are applied to ships on a global basis through a combination of flag state inspections and port state control. It is therefore now extremely difficult for sub-standard ships to operate without detection and sanctions.

Mr. Sekimizu also announced the theme chosen by the IMO Council for 2015 as **"Maritime Education and Training"** and noted that this was very important in the light of the apparent shortage of seafarers.

He indicated that statistics on the global maritime workforce show that Seafarers were made up of 500,000 Officers and about 1,000,000 Ratings. "With the projected expansion of world seaborne at an estimated 70% within the next 15 to 20 years, the current workforce also ought to increase at about 70% over the same period and this translates into an annual demand for an estimated 40,000 Officers annually who fully comply with the IMO standard of competency specified in the STCW Convention. This is a significant challenge for everybody."

It is important to educate and build up the future leaders in the maritime industry so they can understand the

importance of the oceans and the value of the IMO system.

He highlighted the roles of the two IMO educational institutions - the International Maritime Law Institute (IMLI), Malta and the World Maritime University (WMU), Malmo, Sweden.

A process of diversifying the activities of the WMU he noted had commenced, with the view to ensuring financial sustainability of the Institute and also building strong ties with merchant marine academies and maritime universities in various countries to ensure that the future maritime leaders of the industry really understand the value and importance of the oceans. "I wish to invite all other UN Agencies that deal with the oceans to come forward and support the WMU.

It is an IMO University and for that matter a UN University, therefore UN Agencies, like the Food and Agriculture Organization (FAO), United Nations Educational, Scientific and Cultural Organization (UNESCO), Intergovernmental Oceanographic Commission (IOC), Independent Evaluation Office (IEO) are invited to train the future leaders to fully understand their specific areas of operation on the oceans" he

said.

The World Maritime Day was established in 2005 by a UN resolution on a recommendation of the IMO. The celebration highlights the challenges and importance of maritime issues in the management of the global economy and takes the form of lectures and workshops that revolve around the theme of World Maritime Day.

This year's event was attended by Transport Ministers of IMO Member countries, Permanent National Representatives at IMO, Industry Experts, Shipowner Associations and Delegations from Maritime Agencies and Merchant Marine Academies and Maritime Universities.

On behalf of the Kingdom of Morocco, the Deputy Minister of Equipment, Transport and Logistics, presented an award to Mrs. Dzifa Aku Attivor, the Honourable Minister of Transport of Ghana. The award was in recognition of her significant role in the development of the maritime industry in Ghana.

The 2015 World Maritime Day Parallel Event would be hosted by Japan.



Mr. Koji Sekimizu, IMO Secretary General



NON-TARIFF MEASURES:

A key issue in evolving Trade Policy

By Petko Draganov, Deputy Secretary-General, United Nations Conference on Trade and Development

In today's world trade, the relative importance of non-tariff measures (NTMs) vis-à-vis tariffs for developing countries' exports has grown significantly.

This is because the ability of developing countries to gain reliable market access depends on their compliance with an increasing number of regulatory measures that go beyond the realm of traditional trade policies. NTMs include a diverse array of policies and can have different purposes. Some are manifestly employed as instruments of commercial policy, such as quotas, trade-related subsidies, trade defence measures and export restrictions, but most stem from non-trade policy objectives, such as technical measures that ensure quality, safety, performance and environmental protection.

The increasing importance of NTMs in determining market access conditions is due to two main factors.

First, modern societies require an increasing number of product standards and regulations to respond to growing societal demands for health, safety and environmental protection.

Second, traditional forms of trade policy have lower significance. In most product lines other than agricultural products, tariffs are generally low as they have been liberalized first under the auspices of the General Agreement on Tariffs and Trade and the World Trade Organization (WTO), and subsequently in the context of regional and bilateral preferential trade agreements. For developing countries, tariffs have also become less of an impediment because of Generalised System of Preferences programmes and other preferential schemes. The fact that tariff liberalization alone has generally proven insufficient in providing genuine market access for developing countries' exports

suggests that addressing NTMs, especially those with discriminatory and protectionist intentions, is now a key element in an effective and fair integration of developing countries in the world economy.

The importance of NTMs in restricting international trade has recently been quantified in a number of studies by the United Nations Conference on Trade and Development (UNCTAD) and other organizations. The results are striking as they show NTMs have a large impact on the cost of cross-border transactions and that many of the policies have a much higher restrictive effect than traditional tariffs.

In some extreme cases, NTMs are far more important than tariffs in restricting access to markets. For example, although existing systems of preferences grant low-income countries a relatively low tariff for their agricultural exports, about 5%

on average, once the ad valorem equivalent effect of NTMs is taken into consideration the total restrictiveness becomes much larger, at about 27%.

UNCTAD has long been at the forefront of efforts to address non-tariff barriers to developing countries' trade. Indeed, some of the issues related to NTMs were highlighted in the 1960s as priority topics of UNCTAD intergovernmental discussions and reports such as the 1968 UNCTAD document *Liberalization of Tariffs and Non-tariff Barriers*. UNCTAD also has a long history of collecting, organizing and disseminating data on NTMs. It developed the first comprehensive NTM classification and started collecting and organizing data on NTMs in the early 1990s. Recently, a much improved classification of NTMs embracing forms of NTMs that were of lesser importance decades ago, such as technical barriers to

organizations, including ITC, joined UNCTAD in its effort to address the issue of NTMs and their effect on international trade, particularly under the aegis of the Group of Eminent Persons convened by the Secretary-General of UNCTAD in 2006.

Most recently, UNCTAD, ITC, the World Bank and the African Development Bank launched the Transparency-in-Trade initiative (TNT), pledging resources to improve trade policy data collection procedures and to freely provide this data through the agencies' respective data dissemination platforms. The TNT initiative spans several areas of trade policy,



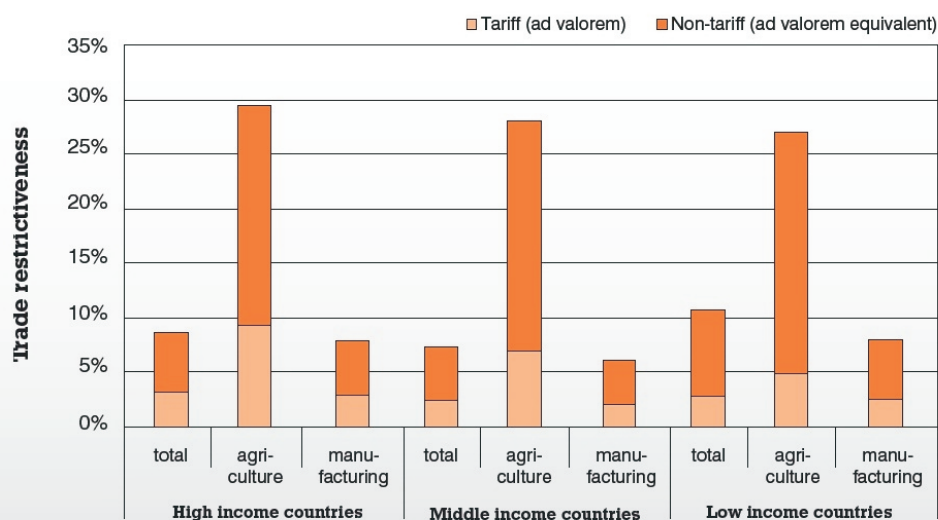
and entrepreneurs on the changing trade policy landscape.

Governments as well as private enterprises need to be constantly aware of the specific trade barriers and regulations that prevail in potential export markets. They also need to understand which of these are most restrictive so that trade negotiations and trade facilitation mechanisms can be centred on addressing those of higher priority. Moreover, the TNT initiative is valuable in identifying and containing a possible protectionist backlash in trade policy, especially in periods of economic crisis.

Although improving transparency is important, policy research and analysis are also essential to a better understanding of the implications of NTMs for developing countries. UNCTAD has produced a variety of analytical documents on NTMs, such as reports for its intergovernmental meetings and policy research and working papers.

The most recent report, published in 2012 and entitled *Non-tariff measures to trade: Economic and policy issues for developing countries*, provides an analysis based on new evidence of the impact of NTMs on developing countries' trade. It shows how the use of various types of NTMs has evolved over the past decade and how these measures disproportionately affect trade in agricultural products and other sectors of substantial export interest to developing countries, such as

TARIFFS AND AD VALOREM EQUIVALENTS OF NTMs FACED BY EXPORTERS



Source: UNCTAD, 2012

trade and sanitary and phytosanitary measures, has been developed. This new classification has been adopted by UNCTAD for official NTM data collection and by the WTO for its existing notification mechanisms.

Over the past few years, other international and regional

including tariffs, NTMs, trade defence measures and services regulations. UNCTAD is the coordinating agency for data on NTMs. Such unique multi-agency initiatives are instrumental in ensuring transparency, increasing awareness and providing information to both policymakers

textiles and clothing.

Moreover, the report highlights that the effects of NTMs are dependent not only on regulatory frameworks per se, but also on their implementation procedures and administration mechanisms. The report goes on to deal with designing practical policy responses to streamline and harmonize NTMs. In this regard, the report highlights how the multilateral policymaking process, although complex, is critical in minimizing the possible trade restrictive and discriminatory effects of NTMs.

Although recent research and analysis, both at UNCTAD and elsewhere, have contributed to a better understanding of NTMs and their effects, many important policy questions remain open. One key issue needing more thorough analysis is related to the likely discriminatory effects of NTMs. More specifically, although nominally non-discriminatory, NTMs can have discriminatory effects on developing countries, as well as on small- and medium-sized enterprises (SMEs).

There are various reasons for this. First, developing countries and SMEs often have more limited capacity or incur higher costs to meet the requirements of some types of NTMs, especially those of a complex technical nature. This is due to less advanced production technologies, weaker trade-related infrastructure, inadequate export-related services, or simply a lack of economies of scale to cope with the fixed costs required to meet many NTMs. Discrimination may also result from an informational problem. Smaller firms may not have the resources to fully understand the nature and implications of the NTMs that their exports face, or even less so how to comply with them.

Finally, discriminatory treatment can also be caused by the more rigorous administrative procedures that are often applied on imports originating

from developing countries, especially from least developed countries. Besides the discriminatory element, there are wider development issues in which NTMs can have a critical impact and require further analysis.

One issue of particular interest from a development perspective is the effect of NTMs on poverty and inequality. NTMs may not only preclude SMEs or small farmers from accessing international markets, but also constrain small players in supplying domestic markets. This may have major repercussions on employment and consequently on income distribution.

Food security is another important issue inherently related to NTMs. This applies not only to export restrictions, but also to standards and technical regulations and their international harmonization processes. Standards may lead to a segmentation of international and domestic markets resulting in food surplus and food deficit areas.

Most importantly there is a need to develop comprehensive and coherent international approaches to effectively address NTMs in a policymaking context. In this regard, one important task is to identify the ultimate purpose of specific NTMs. This affects how the NTMs should be addressed both domestically and internationally.

Domestically, this would require a balanced approach to ensure that NTMs can maintain their legitimate purposes, but at the lowest possible costs and restrictiveness. Internationally, while explicit protectionist policy instruments with protectionist intent, such as

export subsidies, quotas and local content requirements, are generally dealt with within the WTO framework, policies serving legitimate objectives, such as protection of health or the environment, need to be evaluated through a careful cost-benefit analysis. Regional and bilateral trade agreements could be a good testing platform to conduct such assessments.

Another approach may be through plurilateral agreements on harmonization, or mutual recognition of technical regulations and standards.

In summary, UNCTAD sees the increased transparency and better understanding of the effects of non-traditional trade policies as an essential issue on the trade agenda of the 21st century.

UNCTAD will continue working on NTMs, as mandated by its thirteenth conference in Doha in April 2012, by improving data collection and dissemination, and by strengthening its research and analysis. As the task of tackling NTMs is enormous, UNCTAD is pursuing a strategy of collaboration with other international and regional agencies, and is confident that this work will lead to a better understanding of the issue of NTMs for the benefit of all member states.

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