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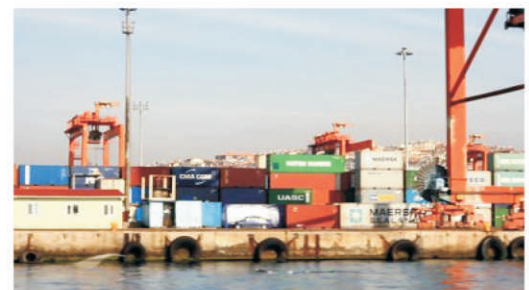
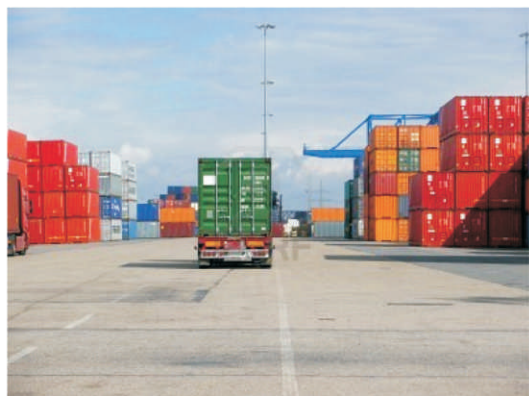
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INTEGRATING WOMEN IN THE MARITIME INDUSTRY IN AFRICA – The Ghanaian Experience

By Naa Densua Aryeetey (Mrs), Head of Shipper Services, Ghana Shippers' Authority



The writer

INTRODUCTION

The Oxford Advanced Learner's dictionary defines "Integration" as the act or process of combining two or more things so that they work together. It is also defined as "to make somebody become accepted as a member of a social group especially when they come from a different culture".

Integrating women into the maritime industry will therefore be to make women become accepted in an industry considered to be male dominated and to ensure that they are able to work together as a whole in the development of the industry.

How to Integrate

It is indeed an undeniable fact that the maritime industry has over the years been seen as a man's world, and that the engagement of women in this industry is low especially at decision-making levels.

Integration into the industry however, calls for education and requisite training; it calls for the enactment of legislation and advocacy in order to properly assimilate at a level equal to the male counterpart.

Over the years, the case for the advancement and empowerment of women has been made at very high levels from the United Nations and its agencies to regional bodies and governments.

THE UNITED NATIONS DECADE FOR WOMEN

As far back as 1975, the United Nations (UN) convened the first ever global conference on women in Mexico, to discuss women's equal rights. Decisions and resolutions at this conference led to the UN declaring the decade of Women from the period 1976-1985.

Since then a total of four global Women conferences have been held. The second one in 1980 in Copenhagen, Denmark, the third in Nairobi, Kenya in 1985, and the fourth in Beijing, China in 1995.

These conferences brought to the fore the essential contributions of women in the development process and moved the issue of women from just seeking their equal rights to the level of seeking empowerment and their full participation at all levels of human activity, political, economic, and social.

It has been almost two decades since the last global conference was held.

In 2000, however, the world's leaders meeting under the auspices of the United Nations adopted an 8 point Millennium Development Goals (MDGs) to be achieved between the period 2000 and 2015. The 3rd MDG was on the "promotion of Gender Equality and Women Empowerment".

INTERNATIONAL/REGIONAL BODIES

The declaration of the UN Decade for women led many agencies of the UN to implement programmes to achieve the advancement of women and promote gender equality.

The International Maritime Organisation (IMO)

The International Maritime Organisation is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships.

In 1988, the IMO came out with its strategy to integrate women into the maritime sector and started the programme for Women in Development (WID), which objectives were:

- integration of women in the mainstream of maritime activities;
- improvement of women's access to maritime training and technology;
- Increasing the percentage of women at senior management level within the maritime sector; and
- the promotion of women's economic self reliance, including access to employment.

The WID programme has shown considerable success in training and development projects which were gender specific, thus helping to get women trained and educated at the highest level and thereby affording them the opportunity to move into senior management positions and being involved in decision-making.

The maritime industry today can boast of professional women highly trained in their area of expertise and who are making strides in the industry.

THE AFRICA CONTEXT

The promotion of gender equality, advancement and empowerment of women was high on the African Agenda.

The African Women's Decade 2010-2020

In all of the global conferences on



women's rights and gender equality held under the auspices of the United Nations, African women have played their role and effectively contributed in discussions at these conferences.

It was, therefore, not out of place that African women should seek a decade of their own to look into areas affecting their own development and advancement. In 2008, therefore, the African Union (AU) Ministers of Gender and Women Affairs at an Extra-Ordinary Meeting in Maseru, Lesotho called on the AU to declare 2010–2020 as African Women's Decade, and to undertake wide consultations to ensure that the Decade is a success. The proposal was adopted by AU Heads of State and Government in Assembly Dec. 487 (XIX) which declared 2010–2020 as African Women's Decade.

Ten main themes were agreed on for the decade, two of the themes focused on:

- Fighting Poverty and Promoting Economic Empowerment of Women and Entrepreneurship;
- Women In Decision-making positions.

The African Union Maritime Transport Charter

The AU adopted the revised African Maritime Transport Charter in 2009

The African Maritime Transport Charter,



chapter 13 recognizes the need to develop the Human Resource capabilities in order to have a well trained and educated human resource for the maritime industry.

Article 37 of this Chapter affirms the need for the advancement of women and encourages all member states:

- To agree to promote policies that create opportunities for the advancement of gender equality in the maritime sector;
- To adopt policies that vigorously promote economic opportunities; recruitment, placement, promotion and progression of women in the maritime sector;
- To endeavour to enact relevant legislation to give effect to the acceleration of women empowerment in the maritime sector; including
- Encouragement of specific education, mentoring, and training of women at all levels.

This is one area that African governments who are signatories to this charter should endeavor to achieve before the end of the AU decade 2010-2020. It should be that by the end of this decade, women should be playing an effective role at the highest decision making level.

THE GHANA EXPERIENCE

Ghana is a member of the IMO and is a party to the African Maritime Transport Charter.

The 1992 Constitution

The 1992 Constitution of Ghana provides for the fundamental Human Rights and Freedom and stipulates that Women shall be guaranteed equal rights to training and promotion without any impediments from any persons.

Ghana, like some countries has created a cabinet level ministry that focuses on Women and Children issues. Ghana established the Ministry of Women and Children's Affairs (MOWAC) now Gender, Children and Social Protection

by an Executive Instrument (EI) in January, 2001 to be specifically responsible for co-ordinating national response to gender inequality and promoting the implementation of activities that address the rights of women and children towards advancing the status of women and the growth, survival and development of children.

In 2004, the Ministry came out with a national gender policy, which has seen some revision by the Ministry to reflect a better understanding of gender issues.

In Ghana, there have been a number of programmes in promoting women in politics, entrepreneurship, social rights amongst others. These programmes seem to make progress and women are encouraged to take part in all activities within the political, economic and social sectors.

Government Policy

Government policy is to increase the percentage of women at all levels and in all sectors. The current government has indicated a level of 40% and it is the hope that this will be achieved.

Ghana's Maritime Industry:

- *Women at Sea*

Long before the advocacy on women empowerment, advancement, and integration, Ghanaian women were going to sea. Ghana's first National Shipping line, the Black Star Line, recruited and trained women as seafarers from the then Nautical College which is now the Regional Maritime University.

Today, Ghana can boast of women seafarers who rose through the ranks to the level of Captains and took command of vessels at sea.

These women today are serving at various capacities in international and regional maritime organizations and at levels of decision making. Ghana is, indeed, proud of them as they continue to make strides in the industry.

- *Growth of the Sector*

The maritime sector of every country plays a significant role in the country's socio-economic development and

Ghana is no different. Ghana's maritime industry has seen tremendous growth during the past decade.

Considering the last four years however, significant growth has been witnessed, a total throughput for both import and exports measured in tons amounted to 12,051,808 metric tons for 2009 and increased by 16% to 13,976,439 metric tons in 2010. In 2011, this increased to 17,985,810 metric tons showing an increase of 28.69%.

At the end of 2012 there was a significant increase of 8.36% above that of 2011 and this amounted to 19,485,810 million tons. (source: Ghana Shippers' Authority, Maritime Trade & Transport digest, 2010, & 2011, Shipping Review, Jan-March, pg 20, Maritime Trade of Ghana-2012).

The question to ask is "will the growth be sustainable? The key word is sustainability, which can only come through continuous innovation.

The discovery of oil in commercial quantities and its exportation will definitely impact on the growth and the role of maritime transport as a servant of trade becomes very significant here. However, there are other factors and one often ignored is the contribution of women when properly integrated into the industry. It is a known fact that women in any economic sector, contribute to its growth as they tend to reinvest their finances and are very productive. The maritime industry in Ghana is a vibrant one and plays a very significant role in the country's economy.

In Ghana, the focus has been targeted at highlighting the numerous opportunities available to women who want to pursue a career in the maritime transport industry. To this end, it is worthy of note that, opportunities exist in many areas of the industry including, maritime tourism, ship acquisition and management, maritime media, the provision of services in the oil and gas sector, the provision of advice on shipping matters to the transport and logistics sector, ship chandelling and others.

- *Women in the Industry*

Though there is no clear policy or

strategies in place in the industry for integrating women into Ghana's Maritime Industry, women in the industry continue to contribute their quota to the development of the industry.

The last decade in Ghana has seen some public sector organizations creating quotas for women's representation on governing Boards. An example is the Board of the Ghana Maritime Authority which has in its establishment law, the representation of at least two women with maritime expertise and not below the rank of a Director.

The Ghana Shippers' Authority and the Ghana Ports and Harbours Authority, were set up almost four decades ago, but there is no such provision in their establishment law for women's representation on their Boards. However, today we find at least one woman on each of the board of these two organizations, and it is hoped that sooner than later this number will increase to a level equal to the representation of men on the Boards.

In the private sector, amongst the shipping service providers there are just a handful of women running their own businesses and therefore at the level of decision making.

Other organizations in the industry have similar representation with women either non-existent at the level of governing board or at best just one. In fact, only few women are in higher managerial positions.

CHALLENGES TO INTEGRATION

- *Lack of Awareness of the Industry as a career path:* Many women hardly see the shipping industry as a career path, they are more aware of other professions which are taught at the country's tertiary institutions.

- *Education and Training Opportunities:* Few women have opportunity for training and development. Due to marital demands



and child bearing some find it difficult to take advantage of opportunities for further education hence they are not able to advance to higher positions.

- *Mentoring:* This is important for developing the skills of younger women in the industry to reach their full potential. At the moment, this is lacking and needs to be incorporated into the work place and even at the level of tertiary institutions.

- *On the Job Training:* This is essential and can be a tool for encouraging women into the higher positions within an organization.

- *Availability of Training vessels:* It is now difficult for Women to go to sea. Apart from the fact that there are no training vessels for training, conditions on board vessels are not adequate to cater for the needs of women on board.

THE WOMEN'S INTERNATIONAL SHIPPING AND TRADING ASSOCIATION (WISTA) GHANA

The Women's International Shipping and Trading Association (WISTA) is an international organisation for women in management positions involved in maritime transportation and related trades worldwide.

It all started in 1974, when a handful of women involved in the tanker business met over lunch and coffee and decided to repeat the experience on a regular basis to exchange views on professional matters of common interests.

Over the years, contacts from overseas were invited to join the meeting and the group gradually expanded throughout

Europe to include women from other areas of shipping. Currently, WISTA is in 33 countries across five continents.

The Ghana chapter was established with the sole aim of promoting the development of women in the shipping industry. WISTA Ghana is committed to providing training in relevant shipping and international trade courses for the benefit of its members, through seminars, workshops, lectures on relevant topics, and to create the opportunity for networking as to enhance the career competence of its members.



Since its inception and inauguration in 2010, it has received tremendous support from the industry and the government through the Ministries of Transport, Trade and Industry, and the Women and Children's Affairs.

Over the last three years, WISTA Ghana has organized seminars, lectures and conference and as well as participated in other international conferences as a way of learning, sharing of knowledge and exchange of ideas with other sister National WISTA Association's (NWAs) in different maritime domains.

WISTA Ghana intends to implement a mentorship programme for already recruited young ladies in middle management in the industry, who would advance their careers and aspire to higher positions.

The Association has considered instituting an awards scheme for the best overall female student of the Regional Maritime University which will start in the 2013/2014 academic year. This is to encourage the young ladies to aspire to achieve higher academic laurels that can give them a brighter future in the industry. Such young ladies will be incorporated into WISTA Ghana as young WISTA members and will have the full benefit of on the job training in the industry and will be assisted to participate in exchange programmes among NWAs in Africa and Europe.

The challenge for WISTA Ghana is funding to undertake some of her programs targeted at developing and enhancing the careers of her members and the young women.

WAY FORWARD

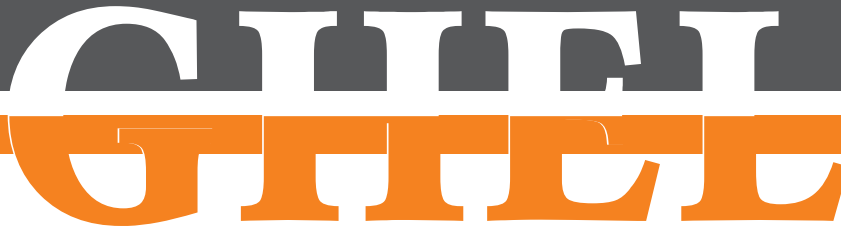
Looking at the future with the development goals for 2015, which is less than two years, there is the need to act now if gender equality and women empowerment in the maritime industry is to be achieved for effective integration at all levels. In this regard, WISTA is of the view that there is the urgent need to look critically at women with requisite qualification and number of years of experience in the industry, as we have quite a number of such qualified women.

On the way forward, WISTA will:

- Increase the percentage of women in management through training, education and career development and also to bring some women into mainstream maritime activities; eg. those in secretarial and other support services could be put in operations so as to learn on the job;
- Seek financial assistance for WISTA Ghana to be able to organize seminars, lectures and talks for its members without them paying as a way of encouraging them to reach for higher heights;
- Collaborate with National Training Institutions to increase the percentage for young ladies into maritime training institutions and to encourage young ones from the Senior High Schools to gain interest in the industry and see it as a career destination;

- Attract women into seafaring careers and making it convenient and pleasant for them to properly integrate into the male dominated seafarer career;
- Make conscious effort to encourage networking amongst women where the opportunity to learn and share knowledge can be achieved so as to move the women agenda forward.
- Encourage male counterparts to support the women by participating in events organized by women and contributing financially.
- Identify goodwill ambassadors that can also trumpet the work and contribution of women in the industry so that policy makers may appreciate women's role and give due recognition to them.

We take a cue from the words of the IMO Secretary General when he says: "the full and equal participation of women in civil, cultural, economic, political and social life at the international, regional and national levels and the eradication of all forms of discrimination on grounds of gender are and must remain priority objectives of the International Maritime Community".



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CAN TRADE MAKE A DIFFERENCE IN AFRICA?

By Carlos Lopes, Executive Secretary, United Nations Economic Commission for Africa

Assessing the development needs of Africa while being mindful of economic, environmental and social concerns

It is unquestionable that Africa is on a major ascendance path, a trend shared by the rest of the rising 'South'. Despite the global economic downturn of recent years, the continent has experienced unprecedented growth. While erratic at times, there has been progress in the reduction of poverty, and the improved quality of life has brought economic opportunities for many Africans.

Trade has significant potential to help achieve sustainable development and has increasingly played an important role in the strong economic performance of African economies during the past decade. Indeed, trade performance has shown great resilience even in the face of the ongoing economic crisis.

Still, Africa needs to look at its continuous economic growth in light of the three pillars of sustainable development – economic, environmental and social – and assess whether its 'development meets the needs of the present without compromising the ability of future generations to meet their own needs', as set out by the Brundtland

Commission in its report *Our Common Future*. Last year's United Nations Conference on Sustainable Development, Rio+20, unleashed the momentum for the facilitation of a green economy in Africa, and it remains critical that the continent direct its transformational agenda onto a sustainable development path.

HOW TO ENHANCE AFRICA'S COMPETITIVENESS?

Intra-regional formal trade in Africa has historically hovered around 10% to 12%, although this could be much higher. These figures do not take into account statistical deficiencies and informal trade. Still, trade within regional economic communities is growing faster than African exports to the rest of Africa, and to the rest of the world. The Common Market for Eastern and Southern Africa alone has increased its intra-African trade almost fivefold since it launched its free-trade agreement in 2000. Southern African Development Community trade grew more than threefold and East African Community trade grew more than twofold.

Regional value chains, if properly exploited, can help Africa gain the critical capacity needed to compete

as the continent moves up the global value chain, promoting cross-border opportunities that allow countries to contribute with different inputs to the production of intermediate and finalized products. This could lead to a multitude of positive outcomes, such as employment creation, productivity gains, income generation and the creation of backward linkages into the economy that could lift millions of people out of poverty. Trade has yet to serve a transformational process for the benefit of human development in Africa as it has done in many other developing economies, and it is through positive linkage to development that trade can play a pivotal role.

Developing the capacity and improving the quality of its human resources is another way for Africa to enhance its competitiveness.





trade negotiations, ensuring fair trade and import tariff regimes for the continent's growing industries. Up to 90% of Africa's total income from coffee, calculated as the average retail price of a pound of roasted and ground coffee, goes to consuming countries. This clearly underscores the benefit to be realized and enjoyed by African countries if they were to increase value-addition processes.

According to the Africa Progress Panel led by Kofi Annan, the former Secretary-General of the United Nations, Africa is on the brink of a demographic dividend with the current median age on the continent at 18. Over the past 10 years the number of youths aged 15 to 24 in Africa has increased from 133 million to 172 million. By 2020, that figure is expected to rise to 246 million. This 'youth bulge', could significantly tilt the current social dynamics – either in a positive or in a negative direction – as shown in the recent North African uprisings. Investment in skills development, technical and vocational training, as well as in higher university education is necessary to transform this natural resource into a profit for the entire continent.

Neither should we lose sight of the benefits of commodities-based industrialization, nor the benefits of improving the performance of the agricultural sector, which still employs a majority of Africans. Governments have to play a better role through proper regulation of production, and put in place the right mix of trade and industrial policies needed to support local manufacturing industries that provide employment and create jobs.

SOCIAL AND ENVIRONMENTAL CONSTRAINTS

Moreover, African leaders must implement policies that ensure access to capital, technology and labour. Measures must be put in place that create equity in global

The provision of regular, affordable and reliable energy to industries must also be assured. And there must be adherence to minimum standards of sustainability in the exploration of mineral and natural resources.

WHAT SUSTAINABLE OPTIONS ARE AVAILABLE?

Africa's minerals sector has experienced the commodities boom of recent years but, sadly, this has not translated into greater returns on investment for African countries. A clear vision on the inclusive use and management of resources for Africa's development and transformation is needed.

As part of the Institutional Sustainable Development Framework set out in Rio, Africa must make better use of its natural resources and at the same time ensure that the benefits are passed on to future generations. The Africa Mining Vision endorsed by African Heads of State in 2009 seeks to do exactly this through a framework that integrates the triple goals of economic, social and environmental sustainability.

The possibility of simultaneous infrastructure and mining investments, for example by establishing natural resource-driven development corridors, offers a pragmatic approach to unlocking not only mining and infrastructure projects, but also other collateral economic and social opportunities – beyond

national borders. This concept has worked well in Botswana, which has developed a policy of beneficiation, and South Africa, which has developed mining policies to establish backward linkages into its economy with a sustainable and equitable development dimension.

Many opportunities also exist for the growth of the green economy through several ongoing initiatives at regional and national levels focused on mitigating the adverse impacts of climate change. In addition, efforts are on the way to develop sub-regional strategies for low-carbon economic growth. These efforts, when finalized, could help the continent make giant leaps towards sustainable energy solutions.

BETTER TRADE

For many years, Africa, has been a mere price taker in global trade relations, having little to no influence on markets. It now has an opportunity to transform itself into a price-maker. The expanded avenues for South-South cooperation, notably intra-African trade through the proposed continental free-trade area, break the monopoly held by developed countries by providing a better environment for African policymaking and choice in terms of trade partnerships. The fundamentals of policymaking, infrastructure, capital financing and ensuring linkages between trade and other parts of the economy must be worked upon to make this a sustainable reality

(International Forum magazine)





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ADOPTING THE ALTERNATIVE DISPUTE RESOLUTION MECHANISM FOR THE SETTLEMENTS OF INTERNATIONAL MARITIME TRADE AND TRANSPORT DISPUTES

By Dr. Thomas A. Mensah, Judge, International Tribunal for the Law of the Sea, Hamburg, Germany

THE NATURE OF ADR

Alternative Dispute Resolution (ADR) refers to a wide variety of dispute settlement mechanisms and procedures that parties adopt to resolve disputes, in place of litigation before regular national courts. ADR comprises a whole range of procedures and methods ranging from, at one end, facilitated negotiation in which the disputing parties are encouraged and assisted to negotiate directly with each other instead of or prior to going to court all the way to, at the other end, formal arbitration that may be hardly distinguishable from the court-room process.

Because ADR encompasses such a wide variety of mechanisms, advocates sometimes ascribe to it many advantages, some of them highly exaggerated if not overly romantic. For example it is often claimed that parties resort to ADR because they are frustrated by the expense, time, and emotional toll involved in resolving disputes through the regular courts. For that reason it is claimed that ADR procedures have emerged as an “alternative and litigation-free method of resolving business disputes”.

While this may be true of some forms of ADR (such as conciliation and other customary dispute settlement

mechanisms), it is not necessarily the case with other and more structured forms of ADR. For example, arbitration is regularly used by parties in commercial disputes, but its attraction to parties has little or nothing to do with either the simplicity of its procedures or the savings in expenses that it offers to the parties. In fact, in some cases arbitration may involve more delay and can entail more expenses for the parties than settlement through the courts.

However, there is no doubt that ADR presents a number of important advantages over litigation through the normal courts, particularly in respect of disputes in international maritime trade and maritime transport operations. In these fields ADR methodologies are frequently used whenever the parties involved (generally companies and their clients or customers) wish either to avoid the expense, time, and emotional toll resulting from litigation in the regular courts or to benefit from some other advantages of ADR, as compared to litigation through the courts.

DIFFERENT METHODS OF ADR

The common forms of ADR include negotiation, conciliation/mediation, or arbitration. Negotiation encourages and facilitates direct exchanges between parties without the intervention of a third party.

Mediation and conciliation are very similar in that they interject a third party between the disputants, either to mediate a specific dispute or to reconcile their relationship. Depending on the will of the parties, mediators and conciliators may be authorised simply to facilitate communication between them or they may be requested to help direct and structure a settlement for acceptance by the parties. However, mediators and conciliators do not have the authority to decide or to rule on a settlement.

In mediation, a third party, who may be a respected member of the legal or other profession, is chosen by the parties to facilitate the settlement process, generally by helping the parties to identify issues, to negotiate constructively and to explore settlement alternatives. The parties make their own decisions, usually with the help of their lawyers. Hence they retain complete control over the outcome and they avoid the risk of having an adverse decision imposed upon them by a judge or arbitrator.

Mediation does not seek to establish which of the parties in a dispute is right or at fault; and the purpose is not to declare a winner and a loser. Its goal is to find a practical solution and settlement acceptable to those involved, having regard to their different interests, needs and concerns.



the courts except in a few and exceptional circumstances. Until early this year the 1961 Act was the main legislation that regulated arbitration practice in the country. It provided the legal basis for parties to settle their differences by arbitration in the country and to enforce awards resulting from arbitration outside Ghana.

With respect to the latter, the Act made provision for the enforcement of foreign awards in accordance with the United Nations Convention on the Recognition and Enforcement of Foreign Arbitral Awards adopted in New York in June 1958. The 1961 Act was replaced by the 2010 ADR Act that entered into force in May this year.

ADVANTAGES OF ADR

ADR has many advantages, especially in disputes concerning shipping and maritime transport activities. In such cases the subject matter of disputes tends to be highly technical or specialized, and the parties generally feel more comfortable with some form of ADR because it enables them to have the disputes resolved by specialists with the requisite experience of, and expertise in, the subject matter of the disputes. Moreover, the arbitrator or arbitrators are appointed by the parties themselves or by another person or authority specifically appointed or designated by them. This right and ability to choose the person who is to determine their dispute is, of course, not available to parties if they go to the ordinary courts.

Another advantage of ADR methodologies, such as mediation and arbitration, is that the process can be made much faster than litigation in court. With few exceptions, the parties are free to determine the procedure to be followed. For this purpose they can either choose the rules developed in an existing arbitration organization which they find appropriate for their dispute or they can agree to adopt special rules

that they deem suitable, having regard to the nature of the particular dispute to be settled. Whatever method is chosen, the parties have the satisfaction of knowing that the process to be used will not depend on the vagaries of the judicial system that happens to operate in the location of their contract or at the place of its performance. What is more, the parties can avoid many of the constraints that tend to afflict the national judiciary, especially in a developing country such as Ghana.

Because the parties are in control of the process and its mechanics, they can establish a procedure that helps to reduce expenses and thus makes the process cheaper than it might otherwise be. Whether or not this happens in any case will, of course, depend on the procedure that the parties select, but the possibility of simplifying the process always exists if the parties so choose. Further, the procedure can be made as flexible as the parties may choose to suit their particular situation and preference.

Another major advantage of ADR is that the parties can determine the extent to which the proceedings (and any information exchanged or produced during the proceedings) can be put into the public domain. In disputes relating to maritime commerce or maritime transport contracts, the parties may have special reasons to want to protect information that they regard as confidential for some trade or industrial reasons. In a normal court process, it is often difficult, and sometimes impossible, to protect the confidentiality of information that the parties rely upon to support their case. Parties which agree to use ADR methodologies can, by mutual consent, restrict third party access to any such confidential trade and professional information and data.

As already noted, it is generally easy to implement the results achieved through the use of ADR. In the case of arbitration, it is usually possible for one of the parties to enforce the decision of the arbitrator or

Mediation is commonly used in many jurisdictions to resolve disputes in the field of shipping and maritime transportation. These include P&I claims, cargo claims, collision of vessels, collision with fixed and floating objects, freight demurrage, charter party disputes as well as hull and marine insurance policy disputes.

Mediation may also be used in disputes relating to damage to quays, ships, containers or other property, employer's liability for personal injury to employees or third parties, and disputes regarding the application of the Hague/Visby Rules or, where applicable, the Hamburg Rules.

Arbitration differs in essence from conciliation and mediation in that it tends to be more formal. In arbitration, the parties agree to authorize a third party (one or more arbitrators) to decide in final form how the dispute should be resolved. Like mediation and conciliation, arbitration is a private process. The arbitrator (or arbitral tribunal) may hold a hearing, during which the parties present documents and witness testimony and submit arguments. On the basis of the evidence submitted, the arbitrator or tribunal makes a written decision in the form of an award, generally in favour of one of the parties. In many cases, arbitration awards are published and can serve as a basis for the development of principles of law.

Arbitration has been recognized by statute in Ghana since the passage of the Arbitration Act of 1961 (Act 38). This Act gave legal recognition to "party autonomy" in dispute settlement, with no intervention of

arbitrators. In Ghana, as in other States Parties to the 1958 New York Convention, it may be easier in some cases to enforce decisions of arbitral decisions than those of national courts. The same is true of mediation. If the conclusions of the mediator are accepted by the parties to the dispute, the terms can fairly easily be given judicial effect and enforced, much in the same way as a judicial determination.

Finally, because there are very limited avenues for appeal against the substance of arbitral awards, the decisions of arbitrators are generally accepted as final and binding, and can thus bring the dispute to an end more speedily.

In sum, there are distinct and special benefits that should make ADR attractive to parties in commercial or trade disputes, such as disputes relating to shipping and maritime transport. By adopting ADR the parties avoid the delay that inevitably arises as a result of the heavy caseload of the traditional courts, and the consequential high costs of litigation in the courts. ADR processes are also attractive to parties who prefer confidentiality and wish to have a greater say on the choice of the person or persons to decide their dispute.

SOME DISADVANTAGES OF ADR

But ADR procedures can also have certain disadvantages for the parties. With respect to arbitration, a major drawback is that it can be highly complex especially where the parties in the dispute have their places of business in the different States or where the arbitration is to be conducted under the rules of an international body, such as UNCITRAL or the ICC.

And, of course, where arbitration is mandatory and binding, the parties will be deemed to have waived their rights to access the courts and to have their case decided by a judge or jury. Further, in most arbitration agreements, the parties are responsible for the costs of the

arbitration, including the arbitrators' fees which can be quite hefty. This could add an additional layer of legal costs that can be prohibitive, especially for small businesses and individuals. And, in arbitration systems where recovery of counsel's fees is not available, it may be difficult or impossible for consumers or employees to get legal representation. However, it is always possible for the parties to make provision in the Rules for similar reliefs or the same reliefs as those that are normally available from a court.

Also the limited avenues and grounds for appeal against decisions of arbitral tribunals may be a negative factor for some parties. For it means that it may not be easy or even possible for them to overturn what they may consider to be erroneous decisions

It is also to be noted that arbitration is not always necessarily speedier than litigation through the courts. This is especially so in international arbitration in which there are multiple arbitrators on the panel. In such cases it is often necessary to juggle the busy schedules of the arbitrators in order to arrange hearing dates. In long cases this can lead to delays which will be both inconvenient and costly for the parties.

Another drawback of arbitration is that, although arbitral tribunals can grant interlocutory measures, it is not always easy to enforce such measures against the parties. This may make it easier for a party to take steps to avoid enforcement of an award, for example by relocating assets offshore.

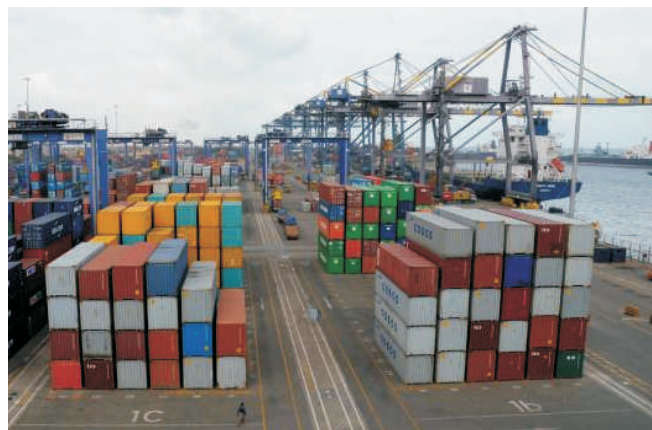
Finally, unlike court judgments, arbitration awards themselves are not directly enforceable. A party seeking to enforce an arbitration award must resort to judicial action to confirm the award. And although the grounds for attacking an arbitration award in court are limited, efforts to confirm the award can be fiercely resisted by the other

party, and this might necessitate huge legal expenses that could negate the perceived economic incentive to arbitrate the dispute in the first place.

Conciliation and mediation may also have their own drawbacks. Even where all parties in the dispute agree to use some form of conciliation or mediation, it is always open to one party to decide at some stage that it is no longer convenient to proceed with the process. And there is always the possibility that a party will refuse to accept the outcome of the mediation, which is not binding. Where this happens, the other party may feel that it has wasted considerable time and even missed some opportunities.

THE RISE IN THE USE OF ADR

The rise in the use of ADR methods in developed market economies can be traced to changing attitudes within the legal communities and the judicial systems in many of these countries. Until the latter part of the twentieth century (the 1980s) attempts by business firms to settle their disputes out of court were generally frustrated by the long-standing hostility of courts to methods that appeared to infringe on their constitutional jurisdiction. Gradually, however, a new and more cooperative attitude emerged in sections of the judiciary; and a new body of case law gradually developed which tolerated (and later actually sanctioned) the use of binding arbitration provisions in commercial contracts between companies, business partners, employees and employers, etc. This area of the law continued to develop in the late 1990s. For example, in the United States, the Alternative Dispute Resolution Act of



1998 extended ADR mechanisms throughout the federal district court systems. As one writer puts it: "the 1998 Act recognize(d) that ADR, when properly accepted, practiced, and administered, can not only save time and money and reduce court burdens, but also 'provide a variety of benefits, including greater satisfaction of the parties, innovative methods of resolving disputes, and greater efficiency in achieving settlement'".

Today, there is legal and corporate acceptance of alternative dispute resolution as a legitimate remedy for addressing business disputes. This is reflected in the language of business contracts all over the world, and provisions based on ADR methods of dispute settlement have become a standard feature of many contracts between companies and their partners, customers, suppliers and employees. In the United States the position is that "virtually every state has experimented with some form of ADR, and the number of private arbitrations and mediations handled through arbitration has nearly doubled in the past decade. The same is true of Britain and other European countries. This growth seems to confirm the claim of some commentators that "alternative dispute resolution is the dispute-resolution mechanism of the future."

THE POTENTIAL ROLE OF ADR FOR THE SOLUTION OF SHIPPING AND RELATED DISPUTES

In Ghana there are many possibilities for the use of ADR to settle disputes, especially disputes in the field of shipping and maritime trade. As in other countries ADR presents many advantages not only for the parties in the dispute but also for the country as a whole and for the judicial system, in particular. The use of ADR to resolve commercial disputes and investment disputes can be of great benefit for Ghana as a developing country. The possibility of speedily settling commercial disputes can help to attract business to the country. It hardly needs emphasis that protracted procedures for settling commercial disputes can have a

negative impact on the growth of business in any country. Investors and other business enterprises naturally prefer to do business in destinations where disputes arising in connection with their contracts and other transactions can be settled expeditiously

It is undeniable that the traditional courts in the country are currently overloaded. And although there is no doubt that our judges have the training, aptitude and expertise required for dealing with most of the disputes that come before our courts, it is also true that many judges may not be as fully equipped to deal adequately with complicated disputes arising in connection with shipping activities or cases relating to insurance and commercial contracts. It is not in any way an underestimation of the qualifications and expertise of judges of the regular courts to observe that some at least of the judges may not have the requisite aptitude in or experience of these types of cases. Where this is the case, it can lead to some misunderstandings. This is true not only of the courts in Ghana or in Africa and other developing countries. It is also true of courts in many of the so-called developed countries. In fact it is one of the reasons for the rapid increase in the use of ADR methodologies in so many of these countries.

For these reasons, the use of the courts for the settlement of commercial and shipping disputes should normally be a last resort. In such disputes it would be highly desirable for business partners to be assisted as much as possible to identify and agree on alternative methods to resolve their disputes in a way that reduces time and expense but at the same time makes them feel that they have had a fair deal.

Such procedures can help commercial and industrial companies and their operators to maximize their involvement in the economic and commercial life of the country. As is well known, shipping is a time-sensitive industry, and any time lost - whether from delays in the movement of the ship and its personnel or from the tying up of resources and attention of owners, operators or managers of ships - is time that can be more profitably used for other more useful purposes.

Mediation

Mediation is a non-adversarial problem-solving process that is particularly suitable for many of the disputes that arise in shipping and maritime transport activities. For such disputes, a qualified mediator chosen by the parties can facilitate the process by helping the parties to identify issues, to negotiate constructively and to explore settlement alternatives. The parties will then make their own decisions, usually with the help of their lawyers. This also means that the parties retain complete control over the outcome.

They also avoid the risk of having an adverse decision imposed upon them by a judge or arbitrator.

Mediation of this type appears particularly suitable for Ghana as it can be conducted at the local level and there is no need to internationalise the process. But the use of mediation in any meaningful way is only possible if there is a reasonable pool of qualified and trusted experts in the legal and related professions who have a good track record that can attract the





custom and trust of foreign business partners.

The Singapore Mediation Centre

An example of such a trusted local resource is the Singapore Mediation Centre. The Singapore Mediation Centre has a proven track record of success. It has a panel of highly trained mediators who are distinguished individuals selected from different professions and fields. The Centre is supported by the Supreme Court, the Subordinate Courts, the Singapore Academy of Law and its numerous institutional partners from both the private and public sectors. The mediation fee starts from \$900 per party per day. The fees are pegged to the quantum of claim.

The high attraction of the Centre is demonstrated by the fact that more than 1000 disputes, including shipping disputes, have been referred to it for mediation in the years it has been in operation since

1997. The settlement rate of the Centre is in the region of 80%. It is interesting to note that, of the settled cases, more than 90% were settled within one working day. In a recent survey as many as 84% of the parties who provided feedback on mediation through the Centre reported costs savings, 88% reported time savings and 94% stated that they would recommend the process to other persons in the same conflict situation. According to figures provided by the Supreme Court of Singapore, savings of as much as \$80,000 in legal fees have been made, compared to what

would normally be involved in a case involving two parties in the High Court. This does not include court fees and hearing fees, which can be quite substantial.

According to information on the website of the Singapore Mediation Centre, the majority of cases brought to the Centre are settled within one working day. Individuals and organisations who have been parties before the Centre have regularly reported considerable savings in time and many have expressed appreciation for how quickly they were able to untangle themselves from a potentially long-drawn dispute and move forward. In most cases, a mediation session can be arranged within one week. In urgent cases it may even be done within 24 hours.

The parties settle only when they are satisfied with the settlement package that has been agreed between them with the help of the mediators. This is unlike arbitration or litigation, where the parties run the risk of having a judge or an arbitrator deciding against them wholly or substantially. Whenever possible, the parties are

guided in a way which allows them to avoid witch-hunting and to adopt a constructive approach, which can also help them to improve their relationships. This can be particularly helpful where there is an on-going commercial or other relationship between the parties. It has also been shown that this amicable approach results in more durable resolutions. And, of course, this type of mediation is valuable to parties who value their privacy, for what transpires in the mediation is generally privileged and confidential. The Mediation Centre, the mediators and the parties in disputes are all bound by agreement and prohibited by law from disclosing any information relating to the mediation.

Parties in dispute contact the Singapore Mediation Centre with a

request for mediation. Sometimes, only one of the parties makes the initial request. In such cases, the centre will contact all the other parties to persuade them to attempt mediation. When all the parties agree to mediate their dispute, the Singapore Mediation Centre arranges for the Mediation Agreement to be signed, designates a date, time and place for mediation, appoints a mediator and attends to all other administrative details.

The Centre has a panel of accredited mediators and other neutrals which includes retired Supreme Court Judges, Members of Parliament, former Judicial Commissioners, Senior Counsel and leaders from different professions and industries. Every member of the panel is required to undergo formal mediation training and rigorous evaluation. Members are accredited and appointed only after they have been assessed to have the necessary skills and appropriate temperament. There are presently more than one hundred mediators on the Centre's panel. The Centre has also established an international panel of mediators, consisting of internationally renowned neutrals. All of them have to agree to operate according to the rules and conditions of the Centre.

The mediator leads and guides the parties through a problem-solving process. The lawyers of the parties attend and play the important role of assisting the mediator and advising the parties throughout the settlement process. The parties usually reduce the terms of their settlement to writing, with the assistance of their lawyers at the end of the mediation.

Of course, parties will not agree to use mediation where they consider that mediation is not suitable for their particular. For example mediation will not be used if there are issues affecting society as a whole (such as human rights issues) or when the parties wish to establish an authoritative legal precedent.

(To be continued)



GHANA DOCK LABOUR COMPANY LTD

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

The vision of the company is 'to become the most effective and respected Labour Supply Company in Ghana'.

The mission is To develop and deliver competent, disciplined and highly motivated Labour, tailored to meet the needs of our clientele each and every day, at highly competitive costs'.

The core values of the company are as follows:

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

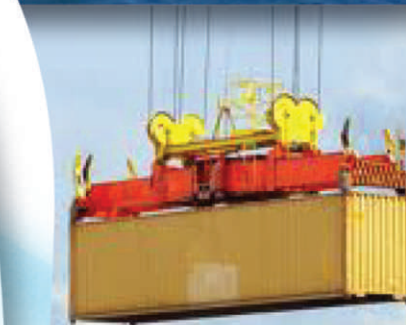
GDLC has over 13,000 Dockers comprising, record and tally clerks, topside men, drivers, plant operators, sew bags, lashing and gangway men. Other trades men include mechanics, painters, carpenters, IT Professionals, Audit and Accounting Staff, plumbers and masons, the company has been the main supplier of labour to the Dock Labour Employers (DLE) working in the Tema and Takoradi ports. Labour is also supplied to the private container terminals in Tema, including MPS, GJT, and TCT among others. In Takoradi, GDLC has been the sole supplier of labour to the NCP and Unicontrol - a bulk cocoa loading company.

GDLC takes pride in the continuous development of its labour to meet the diverse changes in the business of its customers.

For all your Labour needs, please contact the following:

TEMA :
THE OPERATIONS MANAGER
GHANA DOCK LABOUR CO. LTD
PMB C1 TEMA
TEL: 0303 202561
Cell Phone: 020-201 5446
FAX: 0303 202561
EMAIL: gtedeku@docklabourgh.com

TAKORADI:
THE BRANCH MANAGER
GHANA DOCK LABOUR CO. LTD
P.O. BOX TD 1433, TAKORADI
TEL/FAX: 03120-24077
Cell Phone: 020-2015447
EMAIL: jsackey@docklabourgh.com





REPOSITIONING THE COUNTRY'S PORTS AS THE MOST PREFERRED PORTS IN THE WEST AFRICA SUB-REGION - Mr Richard A. Y. Anamoo, Director General of the Ghana Ports And Harbours Authority leads the team



Mr Richard A. Y. Anamoo

The Ghana Ports and Harbours Authority (GPHA) is a statutory, state-owned organization which manages the country's ports – the Ports of Tema and Takoradi, as well as the fishing harbours. It is presently undergoing a restructuring exercise which will progressively transform it into a Maritime hub, an effective and efficient one-stop port services centre in the West African sub-region. After the restructuring exercise, the GPHA will act as the regulator of port activities instead of its present role as an operator.

The GPHA's plan is to re-position the seaports to make them effective tools in the national and regional development agenda by transforming the Port of Tema into a

Container Hub in the West Africa sub-region and providing facilities at the Port of Takoradi for Oil and Gas Services.

At the helm of affairs of repositioning the country's Ports as the most preferred ports in the West Africa sub-region is Mr. Richard Aburi Yinga Anamoo, the Director-General of the GPHA who was appointed to the position in 2012.

Prior to his current appointment, he worked with the Port Authority in various capacities spanning a period of almost 30 years. He held several positions, including Port Civil Engineer, Project Engineer and Chief Engineer at the Ports of Tema, Takoradi and the Authority's Headquarters in Tema. He was elevated to the position of Director

of the Port of Tema in 2009.

During his service until the current position, he was very instrumental in the physical and institutional development of the seaports in Ghana and the GPHA respectively. He also worked briefly for private investors in the Ports of Sierra Leone and Monrovia, Liberia after the return of peace in those countries.

After his formal education at the then University of Science and Technology, Ghana with a B.Sc.

[Civil] Engineering, he proceeded to do a number of post-graduate courses at the International Institute of Hydraulic Engineering in Delft, The Netherlands; Design of Ports and Harbours Research Institute of Japan, Port Planning and Strategic Information Systems at the Massachusetts Institute of Technology (MIT) in the USA, Project Management at GIMPA, etc.

With support from the Confederation of British Industries [CIB], he worked as a Design Engineer with then Sir William & Halcrow & Partners [now Halcrow Limited] in Swindon, UK for one year during his early years as a young Civil Engineer in 1985.

After years of work, he decided to seek knowledge in law to enable him appreciate in particular the terms and conditions in the engagement

of commercial, financial and contract transactions. He therefore pursued a degree in Law from the University of Ghana, Legon from 2002 to 2006 and now holds an LLB in Law and is a Barrister and Solicitor of the Supreme Court of Ghana.

Mr Anamoo has been credited with the outstanding transformation of the GPHA since he was assigned duty as the Director of the Port of Tema in September 2009 and then Director General of the entire Authority in February, 2012.

Through his initiatives and policies in cargo allocation, traffic throughput has risen significantly from 10,778,470 tonnes in 2009 to 16,761,702 tonnes in 2012 i.e. a 56% increase. Container traffic through the ports have also risen considerably from 573,522 Twenty Foot-equivalent Unit (TEU's) in 2009 to 882,877 TEU's in 2012 indicating a rise of about 54%.

This increased traffic has positively affected the revenue base of the Authority with attendant implications on staff motivation and the provision of appropriate working environment and tools.

Mr Anamoo has also introduced an Information Technology revolution into the port system culminating in the transformation from a largely manual to an automated system of all the vessel handling and cargo delivery processes leading to rapid and efficient information dissemination amongst stakeholders.

The ports now have a number of software and systems that promote working systems efficiency. These include the Electronic-Gate Systems for monitoring all persons and vehicles entering the port, the Vessel Cargo Management System, Container Terminal Management

System, Automatic Ship Identification System and the Enterprise Resource Planning System.

Besides, he has facilitated the linking of all state institutions involved in the issuance of permits to the GCNet system with the cooperation of other stakeholders in the port e.g. Customs and the Ghana Community Network (GCNet) to ensure faster processes of these permits.

He capped the IT revolution by employing IT specialists, engineers and other staff with specialised expertise to sensitive and essential departments in the GPHA to transform those areas.

Mr. Anamoo has also initiated the expansion and modernization of the Ports of Tema and Takoradi to prepare them for the next 20-30 years. Work has already started on these projects following the acquisition of loans from some Chinese and other European Banks.

Other notable projects undertaken include the installation of nine traffic lights around the ports to regulate and reduce the perennial traffic congestions, reconstruction of the access and other commercial roads acquisition of modern cargo and container handling equipment to improve vessel turnaround times and service delivery to clients.

Mr. Anamoo has inspired efficiency in all staff by introducing and ensuring the strategic principle "High efficiency service delivery level is our goal".

This is driving high level performance in all sections of the Authority.

He has also initiated an organisational restructuring exercise to properly fit the Authority to current and anticipated future demands of the dynamic port industry.

He has further commenced the review of the legal and regulatory framework of the Authority involving the Port Regulation Instrument and the PNDC Law 160 which were enacted in 1964 and 1986 respectively.

Indeed under Mr. Anamoo's leadership, the Authority has been transformed significantly into one of the best, vibrant, profitable state institutions in the country.

Additionally, GPHA has become the beacon of the Port Authorities in the West and Central Africa Region with the staff of the various ports in the sub-region calling to understudy Ghana's success story.

He is a member of the Ghana Institution of Engineers, [MGhIE] as well as the Ghana Bar Association.

He is married to Kate Anamoo, a seasoned Fashion Designer in Tema. They have three adult children.



Mr Anamoo signing an Agreement

INTERMARITIME SERVICES LIMITED

CORPORATE PROFILE

Inter Maritime Services Limited is an independent bunker trader and supply services in Ghana with the sole purpose of providing a reliable and independent bunker supply service.

BACKGROUND

Inter Maritime Services Limited was established in 1995 as a fully Ghanaian owned and operated private company based in Tema and Takoradi.

OUR SERVICES

Inter Maritime Services Limited's marine products provide fuels, lubricants and related technical services to the shipping industry through a network in Africa.

We supply about 200 customers involved in a broad range of shipping operations, including ocean-going tankers, containerships, dry bulk commodity carriers, cruise- liners, ferries, fishing, as well as specialized offshore exploration and production vessels, dredgers and salvage vessels.

We are a leading Ghanaian bunker supplier and authorized Shell lubricant distributor. As a partner to Shell, Inter Maritime Services has a global commitment to promote best practice and standards in the Shipping industry, working hard to ensure efficient delivery of our products to our customers in a responsible and safe manner.

The demand for a wide variety and choice of fuels, especially in the development of low Sulphur fuel oil, is increasing and Shell Marine Products is committed to ensuring that product integrity is maintained to the very highest levels.

Our in depth knowledge of the bunker industry as well as the business of shipping enables us to provide our customers with the assurance they need.



The Managing Director of Inter Maritime Services Ltd.
Mr. David Ameble displaying the company's Quality and Technology award.



MARITIME TRADE REVIEW (April-June, 2013)

INTRODUCTION

For the second quarter of 2013, total volume of cargo through the sea ports of Ghana amounted to more than 5.75 million tons. Of this, total import was 4.57 million tons or 79% of the total volume while total export amounted to over 1.18 million tons or 21% of total volume of trade.

Total volume of cargo through the port of Tema was more

	IMPORT	EXPORT	TOTAL	%SHARE OF PORT
TAKORADI	624,263	735,410	1,359,673	24
TEMA	3,951,881	445,751	4,397,632	76
TOTAL	4,576,144	1,181,161	5,757,305	
%SHARE	79	21		
TRANSIT	322,629	12,356	334,985	6

In the port of Tema, total volume of trade increased by 14% from 3.84 million tons in 2012 to 4.39 million tons in 2013. Total transit cargoes passing through the port of Tema also increased by over 100%.

The port of Takoradi saw a 34% increase from the 1.01 million tons recorded for the 2012 period to 1.35 million tons during the review period with import tonnage increasing by over 90%. Export tonnage through the port of Takoradi for the review period saw a 7% increase over the 2012 tonnage. Total transit tonnage recorded for the port of Takoradi during the review period fell by 76% from 27,008 tons in 2012 to 6,383 tons.

than 4.39 million tons (76% of total volume of cargo) while the Takoradi port handled 1.35 million tons.

Total transit cargo (import and export) for the period was 6% (334,985 tons) of the total volume of cargo through the sea ports of Ghana. Table 1 and Fig 1 below give a summarized view of the maritime trade situation for the review period.

APRIL-JUNE 2011 AND 2012

Table 2 below compared the performance of the maritime trade in the review period of April to June 2013 to the performance in the same period in 2012.

Total volume of trade for the review period increased by 18% from 4.85 million tons in 2012 to 5.75 million tons in 2013. Total import increased by 25% while total export showed no significant change. Total transit volume however increased by over 100% during the review period compared to the same period in 2012.

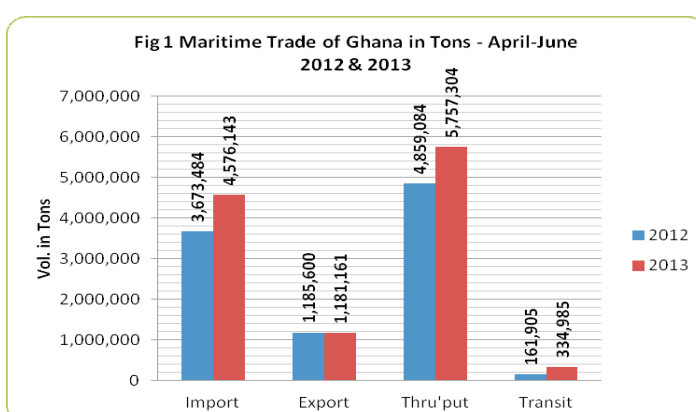
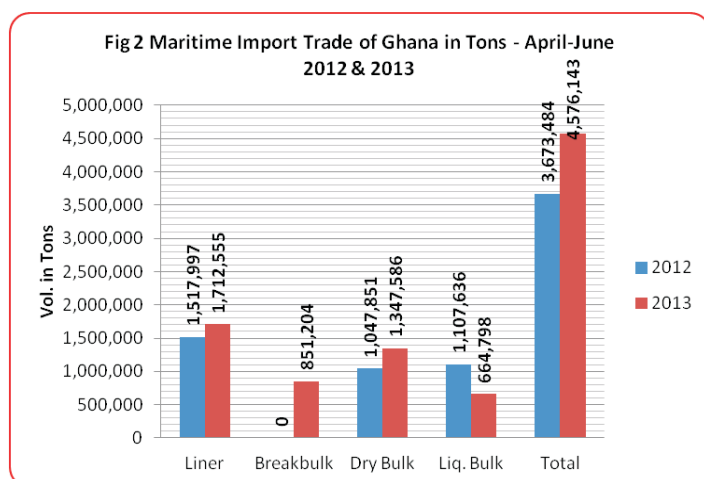


Table 2 Maritime Trade of Ghana Compared in Tons (April -June 2012 &2013)

	Tema			Takoradi			Total		
	2012	2013	% change	2012	2013	% change	2012	2013	% change
Import	3,346,484	3,951,881	18	327,378	624,263	91	3,673,862	4,576,144	25
Export	497,484	445,751	-10	688,116	735,410	7	1,185,600	1,181,161	0
Thru'put	3,843,968	4,397,632	14	1,015,494	1,359,673	34	4,859,462	5,757,305	18
Transit	134,897	328,602	144	27,008	6,383	-76	161,905	334,985	107

From Table 3 below it can be seen that the maritime trade was grouped into liner, break bulk, dry bulk and liquid bulk trades.

On the import side the total liner trade amounted to over 1.71 million tons for the review period. This was 13% more than what was recorded for the 2012 period. Total break bulk recorded for the period was 851,204 tons. The dry bulk trade for the review period was 29% more than the tonnage recorded for the 2012 period while the liquid bulk trade saw a 40% decrease from the 2012 tonnage. Fig. 2 below gives a pictorial view of the import trade.

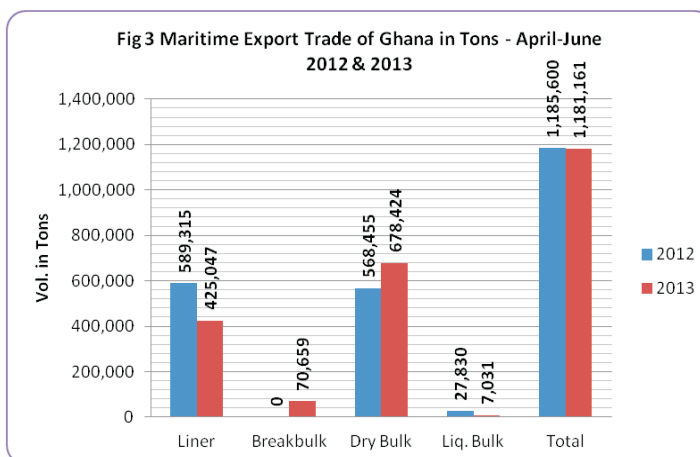


DIRECTION OF THE MARITIME TRADE OF GHANA-April-June 2013

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 3 Maritime Trade of Ghana By Type in Tons (April-June, 2012 & 2013)					
		2012	2013	%change	2013 %share
Import	Liner	1,517,997	1,712,555	13	37
	Break Bulk	0	851,204	0	19
	Dry Bulk	1,047,851	1,347,586	29	29
	Liq. Bulk	1,107,636	664,798	-40	15
	Total	3,673,484	4,576,143	25	
Export	Liner	589,315	425,047	-28	36
	Break Bulk	0	70,659	0	6
	Dry Bulk	568,455	678,424	19	57
	Liq. Bulk	27,830	7,031	-75	1
	Total	1,185,600	1,181,161	0	

The export trade during the review period recorded a decrease of 28% in the liner tonnage moving from 589,315 tons in 2012 to 425,047 tons in 2013. There was a break bulk tonnage of 70,659 tons for the review period. The dry bulk export trade recorded an increase of 19% during the review period. The liquid bulk export trade showed a huge decrease (75%) during the review period, moving from 27,830 tons in 2012 to 7,031 tons in review period. Total export trade thus for the review period showed no significant change as can be seen in Table 3 above and Fig 3 below.



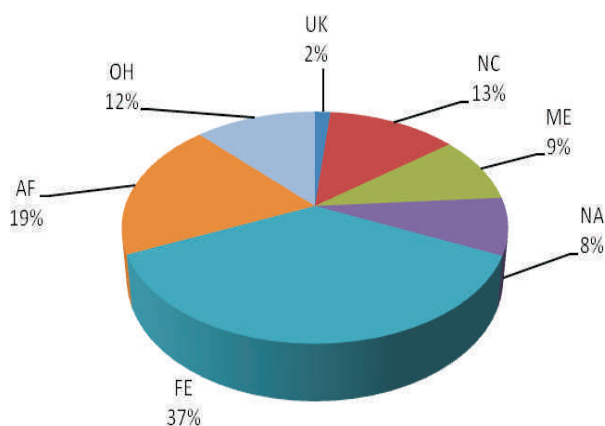
The Import Trade

Table 4 Direction of Maritime Import Trade of Ghana in Tons, April -June 2013								
	UK	NC	ME	NA	FE	AF	OH	TOTAL
Liner	62,308	227,124	123,380	59,331	706,805	306,294	227,313	1,712,555
Break Bulk	8,504	94,461	26,112	81,072	379,124	63,129	198,802	851,204
Dry Bulk	0	133,766	269,081	213,717	586,776	100,326	43,921	1,347,587
Liq. Bulk	0	136,775	8,346	9,471	4,950	419,698	85,559	664,799
Total	70,812	592,126	426,919	363,591	1,677,655	889,447	555,595	4,576,145
%Share	2	13	9	8	37	19	12	100

For the review period, majority of imports into Ghana came from the Far East range amounting to 167 million tons. This was 37% of total import for the review period. The Africa ranges contributed 19% amounting to 889,447 tons. The North Continent and the Others ranges contributed the next highest tonnage of 592,126 tons and 555,595 tons or 13% and

12% respectively of total import trade each. This was followed by the Mediterranean and the North America ranges with 426,919 tons and 363,591 tons or 9% and 8% respectively of total import each. The United Kingdom range followed with 2% or 70,812 tons. This is depicted in Table 4 above and Fig. 4 below.

Fig4 Direction of the Maritime Import Trade of Ghana in Tons
- April-June 2013



The Import Items

Major import items in the liner trade for the review period included processed food and beverages (350,652 tons) machinery and equipments (186,401 tons), polythene raw materials (141,670 tons), chemicals

(108,728 tons) and tiles (104,644 tons). In the break bulk trade bagged rice (352,098 tons), iron/steel/plates/pipes (262,956 tons) and bagged sugar (192,041 tons) were the main import items. The dry bulk trade had clinker (598,446 tons), bulk cement (324,276 tons), bulk wheat (248,752 tons) and bulk fertilizer (127,250 tons) as major import items. The major liquid bulk import items were petroleum product (394,135 tons) and crude oil (214,044 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. Over 56% of the export trade amounting to 660,317 tons was shipped to the Far East range. The North Continent range received 32% (382,036 tons) followed by the Mediterranean Europe and North America ranges with 38,309 tons and 29,786 tons or 3% and 2% respectively. The Africa and the Others ranges came next with 2% each with the United Kingdom range recording 1%.

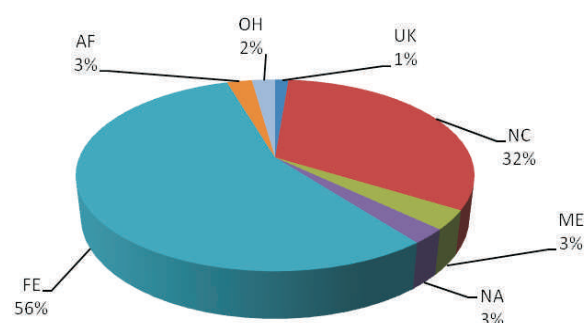
Table 5 Direction of Maritime Export Trade of Ghana in Tons, April-June 2013

	UK	NC	ME	NA	FE	AF	OH	TOTAL
Liner	15,312	86,283	34,246	29,786	212,040	24,310	23,070	425,047
Break Bulk	0	8,030	0	0	58,754	323	3,552	70,659
Dry Bulk	0	287,723	4,063	0	386,515	123	0	678,424
Liq. Bulk	0	0	0	0	3,008	4,023	0	7,031
Total	15,312	382,036	38,309	29,786	660,317	28,779	26,622	1,181,161
%Share	1	32	3	3	56	2	2	100

The Export Items

The major liner export items for the review period include cashew nuts which contributed 114,829 tons and cocoa beans 113,326 tons. Cocoa product contributed 49,222 tons, sawn timber 34,145 tons, and metal scraps 17,824 tons. The break bulk trade had timber logs (59,709 tons) and bagged cocoa beans (10,950 tons). In the dry bulk export trade, major export items were manganese (483,789 tons), bauxite (93,682 tons) and bulk cocoa beans (66,075 tons). The liquid bulk item was mostly other liquid bulks amounting to 7,031 tons.

Fig5 Direction of the Maritime Export Trade of Ghana in Tons
- April-June 2013



THE TRANSIT/TRANSHIPMENT TRADE

Table 6 SUMMARY OF THE TRANSIT/TRANSHIPMENT TRADE IN TONS THROUGH THE PORTS OF GHANA, APRIL-JUNE 2013

COUNTRIES	TEMA			TAKORADI			TOTAL			% Share
	Import	Export	Total	Import	Export	Total	Import	Export	Total	
Benin	3018	0	3,018	0	0	-	3,018	-	3,018	0.90
Burkina Faso	216,265	6,478	222,743	6,141	0	6,141	222,406	6,478	228,884	68.33
Ivory Coast	5,750	225	5,975	230	0	230	5,980	225	6,205	1.85
Mali	22,088	4,729	26,817	0	0	-	22,088	4,729	26,817	8.01
Niger	37,762	0	37,762	4	0	4	37,766	-	37,766	11.27
Nigeria	1,604	0	1,604	0	0	-	1,604	-	1,604	0.48
Others	9,204	248	9,452	0	0	-	9,204	248	9,452	2.82
Senegal	59	176	235	0	0	-	59	176	235	0.07
Togo	20,133	500	20,633	8	0	8	20,141	500	20,641	6.16
Guinea	39	0	39	0	0	-	39	-	39	0.01
Cameroun	326	0	326	0	0	-	326	-	326	0.10
Total	316,248	12,356	328,604	6,383	-	6,383	322,631	12,356	334,987	100.00

Table 6 above gives an idea of the transit/transshipment trade during the review period. A total of 334,987 tons was recorded for the period (export and import). This was over 100% more than what was recorded in 2012 for the same period as shown in Table 7 below. Major countries whose transit trade passed through the sea ports of Ghana

included Burkina Faso which recorded the highest share of the total transit trade amounting to 228,884 tons or over 68%. This was followed by Niger with 37,766 tons or 11%. The others were Mali with 26,817 tons or 8% and Cote d'Ivoire with 6,205 tons or 1.8%.

TABLE 7 THE TRANSIT/TRANSHIPMENT TRADE THROUGH THE PORTS OF GHANA IN TONS, APRIL-JUNE 2012 AND 2013							
COUNTRY	2012			2013			% Variance (Totals)
	Import	Export	Total	Import	Export	Total	
Benin	845	77	922	3,018	-	3,018	227
Burkina Faso	82,811	21,358	104,169	222,406	6,478	228,884	120
Ivory Coast	3,644	20	3,664	5,980	225	6,205	69
Mali	12,234	2,336	14,570	22,088	4,729	26,817	84
Niger	11,478	63	11,541	37,766	-	37,766	227
Nigeria	2,874	48	2,922	1,604	-	1,604	(45)
Others	5,040	654	5,694	9,204	248	9,452	66
Senegal	188	-	188	59	176	235	25
Togo	15,698	2,432	18,130	20,141	500	20,641	14
Guinea	43	-	43	39	-	39	(9)
Cameroun	42	-	42	326	-	326	676
Chad	-	20	20	-	-	-	(100)
Total	134,897	27,008	161,905	322,631	12,356	334,987	107

PERFORMANCE OF THE SHIPPING AGENTS

Tema

Forty-nine shipping agencies handled the over 4.39 million tons of maritime trade (import & export) through the Port of Tema during the review period as shown in Table 8 below.

Forty-three shipping agencies handled the liner trade of 1.88 million tons. The highest performer was Maersk Gh Ltd with 412,163 tons which amounted to over 9.37% of the total volume of trade for the period. This was followed by MSCA Shipping which handled 172,665 tons or over 3.93% of the total volume of trade. The next was PIL Gh Ltd with 149,738 tons or 3.40%. Delmas Shipping CMA CGM came next with 127,320 tons amounting to over 2.90% of the total volume of trade. Other participants with good performances in the maritime trade for the period include Intermodal Shipping Agency (2.03%), Hull Blyth (1.96%), Beacon Shipping Hanjin (1.89%), Grimaldi Gh Ltd (1.70%), Oil and Marine Agencies (1.62%), Supermaritime Gh Ltd (1.60%), Antrak Gh Ltd (1.23%), Getma Gh Ltd (1.15%) and Scanship Gh Ltd (1.03%).

In the break bulk trade, thirty(30) shipping agencies participated in handling the 863,932 tons of cargo. The highest performer here was Scanship Gh Ltd with 133,401

tons or 3.03% of the total trade for the period. The next were Seatrans Gh Ltd (2.42%), Silvermaritime Gh Ltd (2.27%) and GMT Shipping Gh Ltd (2.13%). Other agencies within this trade performed between 0.01% and 1.37%.

The dry bulk trade saw eleven(11) participating agencies. Hull Blyth Gh Ltd handled the highest tonnage of 369,348 tons which was over 8.40% of the total volume trade. Global Cargo & Commodities came next handling 262,000 tons of cargo which was over 5.90% of total trade through the Port of Tema. Supermaritime Gh Ltd was next with a tonnage of over 121 450 tons amounting to over 2.70%. Other major performers include Damco Logistics Gh Ltd which handled 2.51%, Map Shipping Ltd 1.34% and others with percentages ranging from 0.02 to 0.97.

The liquid bulk trade had nine(9) shipping agencies which handled the over 615,334 tons of cargo. Sea and Shore handled the highest tonnage of 214,044 tons (4.87%). Inchcape Shipping Services followed with 143,491 tons (3.26%). The next were Daddo Maritime Services Gh and Bulkship & Trade Ltd with 124,258 tons (2.83%) and 90,909 tons (2.07%). The rest of the agencies in this trade handled between 0.02% and 0.65%.

GHANA SHIPPERS' AUTHORITY				
Table 8 PERFORMANCE OF SHIPPING AGENTS IN GHANA'S SEABORNE TRADE - APR. - JUNE. 2013				
IMPORT AND EXPORT IN TONS - TEMA				
	IMPORT	EXPORT	TOTAL	%SHARE
LINER				
AFRICAN STEAM SHIP	780	0	780	0.02
A&J SHIPPING SERVICES	2,257	0	2,257	0.05
ANDIPEX CO. LTD	5,860	0	5,860	0.13

ANTRAK GH. LTD	48,121	6,147	54,268	1.23
AQUA MARINE SHIPP. GH. LTD	1,514	0	1,514	0.03
BEACON SHIPP. HANJIN GH.	83,154	0	83,154	1.89
BLUE FUNNEL GH. LTD	284	0	284	0.01
BULKERS	1	0	1	0.00
CONSOLIDATED SHIPP. AGENCIES LTD	5,260	0	5,260	0.12
CORAL MARINE LTD	4,009	0	4,009	0.09
DELMAS SHIPP. GH. CMA CGM	89,160	38,161	127,320	2.90
DOLPHIN SHIPP. SERVICES	10,634	0	10,634	0.24
ELDER DEMPSTER GH.	76	0	76	0.00
FAIRPOINT BUSINESS	1,844	0	1,844	0.04
GETMA GH. LTD	50,514	0	50,514	1.15
GLOBAL CARGO & COMMODITIES	7,831	0	7,831	0.18
GMT SHIPPING LTD	39,762	0	39,762	0.90
GRIMALDI GH. LTD	60,343	14,223	74,566	1.70
HULL BLYTH GH. LTD	18,850	67,242	86,092	1.96
INCHCAPE SHIPP. SERVICES GH. LTD	34,232	14	34,246	0.78
INTERMODAL SHIPP. AGENCY GH. LTD	64,020	25,450	89,470	2.03
KHUDA SERVICES	7,783	0	7,783	0.18
KOYANKS CO. LTD	7,501	0	7,501	0.17
MAERSK GH. LTD	356,460	55,703	412,163	9.37
MOL GH. LTD	80,782	21,293	102,075	2.32
MSCA GH. LTD	140,172	32,493	172,665	3.93
OIL & MARINE AGENCIES	52,610	18,727	71,338	1.62
OVEESEAS SHIPP. & LOGISTICS	2,642	0	2,642	0.06
PANALPINA GH. LTD	16,757	2,896	19,653	0.45
PIL GH. LTD	103,258	46,480	149,738	3.40
PORTS MARINE LTD	12,179	0	12,179	0.28
SCANSHIP GH. LTD	43,157	2,059	45,216	1.03
SDV GH. LTD	22,955	15,005	37,960	0.86
SEATRANS GH. LTD	9,517	0	9,517	0.22
SEVENLOG LTD	1,176	7,018	8,194	0.19
SHARAF SHIPPING AGENCY	6,532	0	6,532	0.15
SILVERMARITIME GH. LTD	205	0	205	0.00
STARDEX MARINE CONSULT	14,553	0	14,553	0.33
SUPERMARITIME GH. LTD	51,227	19,279	70,506	1.60
TRAMSCO SHIPPING	1,186	0	1,186	0.03
TRANSGLOBAL SHIPPING	6,919	0	6,919	0.16
TTV LTD	3,559	0	3,559	0.08
UNITED ARAB SHIPPING AGENCIES	42,395	0	42,395	0.96
SUB-TOTAL	1,512,033	372,190	1,884,224	42.85
BREAK BULK				
ANTRAK GH. LTD	7,223	0	7,223	0.16
AQUA MARINE SHIPP. GH. LTD	0	0	0	0.00
BEACON SHIPPING HANJIN GH.	25,450	0	25,450	0.58
BLUE FUNNEL GH.	14	0	14	0.00
DELMAS SHIPP. GH. CMA CGM	15,370	12,160	27,531	0.63
ELDER DEMPSTER GH.	4	0	4	0.00
FACULTY LOGISTICS LTD	60,400	0	60,400	1.37
GLOBAL CARGO & COMMODITIES	58,552	0	58,552	1.33
GMT SHIPPING GH. LTD	93,525	0	93,525	2.13
GRIMALDI GH. LTD	7,251	0	7,251	0.16
HULL BLYTH GH. LTD	2	9,540	9,542	0.22
INCHCAPE SHIPPING SERVICES	22,495	0	22,495	0.51
INTERMODAL SHIPP. AGENCY GH. LTD	13,004	13,423	26,427	0.60
MAERSK GH. LTD	42,063	13,357	55,420	1.26
MAXITIDE VENTURES LTD	3,958	0	3,958	0.09
MOL GH. LTD	5,651	0	5,651	0.13
MSCA GH. LTD	38,840	1,088	39,928	0.91
OIL & MARINE AGENCIES	6,418	173	6,590	0.15
OVERSEAS SHIPPING & LOGISTICS	1	0	1	0.00
PANALPINA GH. LTD	3,651	120	3,771	0.09
PIL GH. LTD	34,606	5,594	40,200	0.91
PORTS MARINE LTD	3,433	0	3,433	0.08
SCANSHIP GH. LTD	133,401	0	133,401	3.03
SDV GH. LTD	10,017	1,614	11,631	0.26
SEATRANS GH. LTD	106,280	0	106,280	2.42
SEVENLOG LTD	155	0	155	0.00
SHARAF SHIPPING AGENCY LTD	0	0	0	0.00

SILVERMARITIME GH. LTD	99,623	0	99,623	2.27
SUPERMARITIME GH. LTD	2,604	58	2,662	0.06
UNITED ARAB SHIPP. AGENCIES	12,815	0	12,815	0.29
SUB-TOTAL	806,805	57,127	863,932	19.65
DRY BULK				
BEACON SHIPPING HANJIN GH.	1,384	0	1,384	0.03
DAMCO LOGISTICS GH. LTD	110,199	0	110,199	2.51
GETMA GH. LTD	32,292	0	32,292	0.73
GLOBAL CARGO & COMMODITIES	262,000	0	262,000	5.96
GRIMALDI GH. LTD	917	0	917	0.02
HULL BLYTH GH. LTD	369,348	0	369,348	8.40
INCHCAPE SHIPPING SERVICES	35,000	0	35,000	0.80
MAERSK GH. LTD	194	0	194	0.00
MAP SHIPPING LTD	58,857	0	58,857	1.34
SCANSHIP GH. LTD	33,086	9,395	42,481	0.97
SUPERMARITIME GH. LTD	121,457	0	121,457	2.76
SUB-TOTAL	1,024,734	9,395	1,034,129	23.52
LIQUID BULK				
BULKSHIP & TRADE LTD	90,909	0	90,909	2.07
DADDO MARITIME SERV. GH. LTD	124,258	0	124,258	2.83
GETMA GH. LTD	28,421	0	28,421	0.65
INCHCAPE SHIPPING SERVICES	140,480	3,011	143,491	3.26
OIL & MARINE AGENCIES	5,242	0	5,242	0.12
PANALPINA GH. LTD	0	1,012	1,012	0.02
SCANSHIP GH. LTD	0	3,008	3,008	0.07
SEA & SHORE	214,044	0	214,044	4.87
SUPERMARITIME GH. LTD	4,950	0	4,950	0.11
SUB-TOTAL	608,303	7,031	615,334	13.99
GRAND TOTAL	3,951,875	445,743	4,397,618	100.00

Takoradi

A total of 28 shipping agencies handled the maritime trade of over 1.35 million tons at the Port of Takoradi during the review period as shown in Table 9 below.

The liner trade was handled by 22 agencies. Supermaritime Gh Ltd was the highest performer handling over 68,224 tons or 5.02% of total cargo (import and export) for the review period. Hull Blyth Gh was next with 42,261 tons or 3.11% of total volume of cargo. Next came Bal Freight with 2.85% and MSCA Gh Ltd with 2.12%. The rest handled tonnages ranging between 0.01% and 1.02%.

In the break bulk trade, 18 agencies handled the over 57,438 tons of cargo at the Port of Takoradi. The major performers were T-Point Logistics with 29,938 tons or 2.20% and Scanship Gh Ltd with 15,555 tons or 1.14% of total volume of

trade at the Port of Takoradi. The rest handled between 0.01% and 0.22%.

The dry bulk trade of 991,882 tons at the Port of Takoradi was handled by 13 shipping agencies. The highest performer was Supermaritime 40.6%, followed by Hull Blth 17.74%. Others include Macro Shipping 4.93%, Sevenlog Ltd 3.64% and MSCA Gh Ltd 2.86%. The rest handled between 0.01% and 0.96%.

Six shipping agencies handled the liquid bulk trade of 56,496 tons at the Port of Takoradi during the review period.

Daddo Maritime Services and Inchcape Shipping Service handled the highest tonnages amounting to 1.75% and 1.02%. The rest handled tonnages amounting to between 0.26% and 0.64%.

GHANA SHIPPERS' AUTHORITY				
Table 9 PERFORMANCE OF SHIPPING AGENTS IN GHANA'S SEABORNE TRADE - APR. - JUNE. 2013				
IMPORT AND EXPORT IN TONS - TAKORADI				
	IMPORT	EXPORT	TOTAL	%SHARE
LINER				
ADVANCED MARITIME	83	0	83	0.01
AMT GH. LTD	0	184	184	0.01
ANTRAK GH. LTD	5,661	1,701	7,362	0.54
BAJ FREIGHT	38,736	0	38,736	2.85
BLUESEA MARITIME	0	2,500	2,500	0.18
BOLLORE	0	544	544	0.04
CONSOLIDATED SHIPPING	74	235	309	0.02
DELMAS SHIPP. GH. CMA CGM.	3,275	8,726	12,001	0.88
GMT SHIPPING GH. LTD	1,369	0	1,369	0.10

HULL BLYTH GH. LTD	42,221	40	42,261	3.11
ICM LOGISTICS SERVICES LTD	63	0	63	0.00
INTERMODAL SHIPPING AGENCY GH. LTD	882	5,457	6,339	0.47
MACRO SHIPPING GH. LTD	935	689	1,624	0.12
MAERSK GH. LTD	9,207	11,665	20,872	1.54
MAP SHIPPING LTD	412	0	412	0.03
MARITIME AGENCIES	0	435	435	0.03
MSCA GH. LTD	19,790	9,047	28,837	2.12
PANALPINA GH. LTD	3,041	0	3,041	0.22
SCANSHIP GH. LTD	2,399	11,496	13,895	1.02
SUPERMARITIME GH. LTD	68,106	118	68,224	5.02
T-POINT LOGISTICS	1,461	0	1,461	0.11
TRAMSCO SHIPPING	3,304	0	3,304	0.24
SUB-TOTAL	201,020	52,837	253,857	18.67
BREAK BULK				
ADVANCED MARITIME	109	0	109	0.01
ANTRAK GH. LTD	214	0	214	0.02
BAJ FREIGHT	69	0	69	0.01
BLUESEA MARITIME	0	3,000	3,000	0.22
CONSOLIDATED SHIPPING	6	0	6	0.00
DELMAS SHIPP. GH. CMA CGM	156	178	334	0.02
GMT SHIPPING GH. LTD	2,152	0	2,152	0.16
HULL BLYTH GH. LTD	436	0	436	0.03
ICM LOGISTICS SERVICES LTD	0	0	0	0.00
INTERMODAL SHIPPING AGENCY GH. LTD	29	0	29	0.00
MACRO SHIPPING GH. LTD	374	0	374	0.03
MAERSK GH. LTD	254	55	309	0.02
MARITIME AGENCIES	0	0	0	0.00
MSCA GH. LTD	474	2,359	2,833	0.21
PANALPINA GH. LTD	0	2,000	2,000	0.15
SCANSHIP GH. LTD	9,605	5,950	15,555	1.14
SUPERMARITIME GH. LTD	78	0	78	0.01
T-POINT LOGISTICS	29,938	0	29,938	2.20
SUB-TOTAL	43,896	13,542	57,438	4.22
DRY BULK				
ANTRAK GH. LTD	21	11,200	11,221	0.83
BAJ FREIGHT	0	0	0	0.00
BLUESEA MARITIME	0	9,000	9,000	0.66
DELMAS SHIPP. GH. CMA CGM	0	123	123	0.01
HULL BLYTH GH. LTD	222,915	18,278	241,193	17.74
MACRO SHIPPING GH. LTD	0	67,097	67,097	4.93
MARITIME AGENCIES	0	3,554	3,554	0.26
MOL GH. LTD	0	3,375	3,375	0.25
MSCA GH. LTD	0	38,845	38,845	2.86
PANALPINA GH. LTD	0	3,000	3,000	0.22
SCANSHIP GH. LTD	0	13,000	13,000	0.96
SEVENLOG LTD	49,448	0	49,448	3.64
SUPERMARITIME GH. LTD	50,468	501,558	552,026	40.60
SUB-TOTAL	322,852	669,030	991,882	72.95
LIQUID BULK				
ANTRAK GH. LTD	3,687	0	3,687	0.27
BULKSHIP & TRADE LTD	3,029	0	3,029	0.22
DADDO MARITIME SERV. GH. LTD	23,729	0	23,729	1.75
INCHCAPE SHIPPING SERVICE	13,813	0	13,813	1.02
OIL & MARINE AGENCIES	8,728	0	8,728	0.64
SUPERMARITIME GH. LTD	3,510	0	3,510	0.26
SUB-TOTAL	56,496	0	56,496	4.16
GRAND TOTAL	624,263	735,409	1,359,672	100.00

PERFORMANCE OF SHIPPING LINES

Tema

A total of 73 shipping lines and charterers participated in transporting the over 4.39 million tons of seaborne trade (import & export) through the Port of Tema for the second quarter of 2013 as can be seen Table 10 below.

The liner trade saw 55 shipping companies and operators loading and unloading cargo at the sea Port of Tema during the review period. The highest performer was Maersk Line which handled 404,809 tons of liner cargo amounting to over 9% of the total volume of trade through the Port of Tema for the period. Mediterranean Shipping Company was next with 170,077 tons (3.87%), followed by Hanjin Shipping with 119,050 tons (2.71%) and Pacific International Lines with 116,512 tons (2.65%). Other high performers include Mitsui O.S.K Lines and (2.29%), Conti GMT Shipping (1.86%), United Arab Shipping Co. and Green Reefer Charterers ASA with 1.67% each, followed by Gold Star Line (1.45%) and Hapag-Lloyd (1.44%).

Thirty-eight(38) shipping lines carried break bulk cargo amounting to 863,932 tons to and from the Port of Tema during the review period.

China Ocean Shipping handled the highest tonnage of 120,448 tons which was 2.74% of total cargo discharged and loaded at the Port of Tema. Conti GMT Shipping followed with 62,057 tons or 1.41% of break bulk cargo handled at the Port of Tema for the review period. Louis Dreyfus Corporation and Maersk Line handled 1.38% and 1.20P% respectively. The rest of the companies performing in the break bulk trade handled between 0.05% and 0.86%.

The dry bulk trade amounting to 1.03 million tons was handled by 17 shipping lines and operators. High performers include HC Trading with 221,996 tons (5.05%), HB Shipping with 137,352 tons (3.12%) and Oceancrest Transport with 83,500 tons (1.90%). The remaining participants handled between 0.01% and 0.75%.

Twelve(12) shipping lines participated in the liquid bulk trade which amounted to 615,334 tons for the period. The highest operators were Tema Oil Refinery with 117,325 tons (2.67%), Vihama with 108,266 tons (2.46%), Volta River Authority with 96,719 tons (2.20%), Chase Petroleum with 64,232 tons (1.46%) and Cirrus with 55,311 tons (1.26%). Other participants handled between 0.07% and 0.25%.

GHANA SHIPPERS' AUTHORITY				
Table 10 PERFORMANCE OF SHIPPING LINES IN GHANA'S SEABORNE TRADE - APR. - JUNE. 2013				
IMPORT AND EXPORT IN TONS - TEMA				
SHIPPING LINES/CHARTERER	IMPORT	EXPORT	TOTAL	%SHARE
LINER				
AFRICA EXPRESS LINE	8,659	6,908	15,567	0.35
ARKAS LINE	0	3,433	3,433	0.08
ALPHA REEFER	7,004	0	7,004	0.16
CCB LA COMPAGINE DU CAP BLANC	4,856	0	4,856	0.11
CHINA OCEAN SHIPPING	60,529	2,059	62,588	1.42
CHINA SHIPPING	0	2,896	2,896	0.07
CMA CGM	14,686	15,958	30,644	0.70
CONTI GMT SHIPPING	81,811	0	81,811	1.86
DELMAS	5,029	22,203	27,232	0.62
DIAMOND SHIPPING	4,970	0	4,970	0.11
EAGLE WEST AFRICA SERVICE	10,001	9,304	19,305	0.44
EUKOR CAR CARRIERS	14,616	0	14,616	0.33
EVERGREEN SHIPPING LINE	7,238	15,005	22,244	0.51
DOLPHIN SHIPP. SERVICES	22,840	0	22,840	0.52
FIRESTONE	3	14	17	0.00
GLOVIS	5,798	0	5,798	0.13
GMT SHIPPING	740	0	740	0.02
GOLD STAR LINE	46,743	17,140	63,883	1.45
GREEN REEFERS CHARTERING AS.	2,492	0	2,492	0.06
GRIMALDI LINES	59,433	14,223	73,656	1.67
H. FOLMER & CO.	84	0	84	0.00
HANJIN SHIPPING	64,956	54,094	119,050	2.71
HAPAG-LLOYD	44,511	18,727	63,238	1.44
HB SHIPPING	5,159	0	5,159	0.12
HOEGH AUTOLINERS	3,942	219	4,161	0.09
HUAL LINES	4,106	0	4,106	0.09
J. MARR(SEAFOODS) LTD	6,636	0	6,636	0.15
JAPAN TUNA CORPORATION	31,265	0	31,265	0.71
LOUIS DREYFUS CORPORATION	3	0	3	0.00
MAERSK LINE	349,107	55,703	404,809	9.21
MEDITERRANEAN SHIPP. CO	137,584	32,493	170,077	3.87
MESSINA LINES	18,585	4,534	23,119	0.53
MITSUMI O.S.K. LINES	79,552	21,293	100,845	2.29
MK SHIP MANAGEMENT	1	0	1	0.00
NAVIG 8 CHEMICAL	16,500	0	16,500	0.38

NECOTRANS	50,440	0	50,440	1.15
NILEDUTCH	0	3,067	3,067	0.07
NIPPON YUSEN KAISHA	19,244	1,394	20,638	0.47
NMT LINES	19,754	0	19,754	0.45
NORDANA LINES	783	0	783	0.02
OLAM INTERNATIONAL	7,763	0	7,763	0.18
OTHER	123,286	0	123,286	2.80
PACIFIC INT'L. LINES	70,032	46,480	116,512	2.65
SALLAUM LINES	297	0	297	0.01
SEABOARD OVERSEAS LTD	3,401	0	3,401	0.08
SEATRADE REEFER CHARTERING	2,597	0	2,597	0.06
SHIP SINCERE MARINE	9	0	9	0.00
STASCO	11,251	0	11,251	0.26
THORCO SHIPPING A/S	9	0	9	0.00
TOPSHEEN SHIPPING GROUP LTD	2,114	0	2,114	0.05
UNITED ARAB SHIPP. CO	63,535	9,715	73,250	1.67
USIBRAS GH. LTD	0	7,018	7,018	0.16
WE 2 SEAFOODS CO. LTD	1,424	0	1,424	0.03
YARA	1,000	0	1,000	0.02
ZIM LINE	15,658	8,310	23,968	0.55
SUB-TOTAL	1,512,034	372,190	1,884,224	42.85
BREAK BULK				
AFRICA EXPRESS LINE	28	58	86	0.00
BRUNO	18,762	0	18,762	0.43
CHINA OCEAN SHIPPING	120,448	0	120,448	2.74
CHINA SHIPPING	3,651	120	3,771	0.09
CMA CGM	14,176	7,677	21,853	0.50
CONTI GMT SHIPPING	62,057	0	62,057	1.41
CONTI LINES	5,526	0	5,526	0.13
DELMAS	579	4,483	5,062	0.12
EAGLE WEST AFRICA SERVICE	1	0	1	0.00
EUKOR CAR CARRIERS	0	0	0	0.00
EVERGREEN SHIPPING LINE	9,853	1,614	11,467	0.26
FIRESTONE	16,969	0	16,969	0.39
GLOVIS	0	0	0	0.00
GMT SHIPPING	6,628	0	6,628	0.15
GOLD STAR LINE	7,529	13,423	20,952	0.48
GRIMALDI LINES	6,068	0	6,068	0.14
HANJIN SHIPPING	18,412	8,875	27,287	0.62
HAPAG-LLOYD	3,524	173	3,696	0.08
HB SHIPPING	0	0	0	0.00
HOEGH AUTOLINERS	3	0	3	0.00
HUAL LINES	44	0	44	0.00
JAPAN TUNA ASSOCIATION	7,901	0	7,901	0.18
LOUIS DREYFUS CORPORATION	60,849	0	60,849	1.38
MAERSK LINE	39,607	13,357	52,964	1.20
MEDITERRANEAN SHIPP. CO	36,539	1,088	37,627	0.86
MESSINA LINES	4,748	0	4,748	0.11
MITSUMI O.S.K. LINES	5,125	0	5,125	0.12
MK SHIP MANAGEMENT	19,999	0	19,999	0.45
NIPPON YUSEN KAISHA	2,010	0	2,010	0.05
NMT LINES	6,117	0	6,117	0.14
OLAM INTERNATIONAL	21,290	0	21,290	0.48
OTHER	244,419	0	244,419	5.56
PACIFIC INT'L. LINES	26,659	5,594	32,252	0.73
SALLAUM LINES	0	0	0	0.00
SEABOARD OVERSEAS LTD	75	0	75	0.00
SHIP SINCERE MARINE	12,432	0	12,432	0.28
UNITED ARAB SHIPP. CO.	19,802	665	20,467	0.47
ZIM LINE	4,977	0	4,977	0.11
SUB-TOTAL	806,805	57,127	863,932	19.65
DRY BULK				
CHINA OCEAN SHIPPING	33,086	0	33,086	0.75
DANGOTE	262,000	0	262,000	5.96
FERTICHEM	24,593	0	24,593	0.56
GRIMALDI LINES	917	0	917	0.02
HANJIN SHIPPING	734	0	734	0.02
HB SHIPPING	137,352	0	137,352	3.12
HC TRADING	221,996	0	221,996	5.05

MAERSK LINE	194	0	194	0.00
NECOTRANS	32,292	0	32,292	0.73
OCEANCREST TRANSPORT INC.	83,500	0	83,500	1.90
OLAM INTERNATIONAL	18,303	0	18,303	0.42
OTHER	144,448	9,395	153,843	3.50
SEABOARD OVERSEAS LTD	24,869	0	24,869	0.57
TKB SHIPPING	21,000	0	21,000	0.48
TUNE CHEMICAL TANKERS	10,000	0	10,000	0.23
VIHAMA	108,266	0	108,266	2.46
VOLTA RIVER AUTHORITY	96,719	0	96,719	2.20
SUB-TOTAL	608,303	7,031	615,334	13.99
GRAND TOTAL	3,951,876	445,743	4,397,619	100.00

Takoradi

A total of 42 shipping lines and charterers participated in the over 1.3 million tons of maritime trade at the Port of Takoradi during the second quarter of 2013 as depicted in Table 11 below.

Twenty-seven(27) shipping lines and operators handled the 253,858 tons of liner trade at the Port of Takoradi during the review period. The highest performer was Ophir 58,594 tons of liner cargo amounting to over 23% of total trade at the port. Mediterranean Shipping Co followed with 26,814 tons or 10.56%. Next was Maersk Line with 19,952 tons or 7.86%. CMA CGM and China Ocean Shipping followed with 12,001 tons (4.73%) and 11,762 tons (4.63%) respectively. Other performers were Grimaldi Lines (2.15%), Gold Star Line (1.92%) and Novelle (1.30%). The rest handled between 0.08% and 0.98%.

In the break bulk trade 17 lines and operators participated. Out of the 57,438 tons, T-Point Ltd handled 11.79% (29,925 tons). China Ocean Shipping handled 3.78%, followed by

Euro Africa (2.34%), Unicargo 1.18% and Mediterranean Shipping Co. 1.07%. The rest handled between 0.01% and 0.85%.

The dry bulk trade of 941,163 tons was handled by 16 lines and operators at the Port of Takoradi. I.M.T handled the biggest share of 545,136 tons or 57.92% of total trade at the port during the review period. HC Trading handled 188,760 tons or 20.06%. This was followed by Oceancrest Transport Inc with 5.36%, Sevenlog Ltd with 5.25%, Mediterranean Shipping Co with 4.13% and Carmeus Trading with 2.04%. Other good performers include Vertom (1.70%) and Spliethorff (1.44%). The rest handled between 0.01% and 0.98%.

Six operators handled the 56,496 tons of liquid bulk cargo at the Port of Takoradi during the review period. Fuel Trade handled over 50%, followed by Hapag-Lloyd 15.45%, Chase Petroleum 13.99%, Berge Maritime 7.69% and Shell Gh Ltd 6.21%.

GHANA SHIPPERS' AUTHORITY				
Table 11 PERFORMANCE OF SHIPPING LINES IN GHANA'S SEABORNE TRADE - APR. - JUNE 2013				
IMPORT AND EXPORT IN TONS - TAKORADI				
SHIPPING LINE/CHARTERERS	IMPORT	EXPORT	TOTAL	%SHARE
LINER				
A.C.A.	721	0	721	0.28
AFRITRAMP	479	635	1,114	0.44
BBC CHARTERING	0	0	0	0.00
BOLLORE AFRICAN LOG.	0	544	544	0.21
BREADBOX	0	215	215	0.08
CHEVRON	0	1,066	1,066	0.42
CHINA OCEAN SHIPPING	2,191	9,571	11,762	4.63
CMA CGM	3,275	8,726	12,001	4.73
CONSHIP LINES	0	235	235	0.09
ENI GHANA	0	435	435	0.17
EURO AFRICA	125	0	125	0.05
GMT SHIPPING	1,369	0	1,369	0.54
GOLD STAR LINE	862	4,009	4,871	1.92
GRIMALDI LINES	2,595	2,873	5,468	2.15
HALLIBURTON INT.	0	118	118	0.05
MAERSK LINE	8,287	11,665	19,952	7.86
MEDITERRANEAN SHIPP. CO	17,727	9,087	26,814	10.56
MENTOR SHIPPING	366	0	366	0.14
NOVELLE	3,304	0	3,304	1.30
OPHIR LTD	58,594	0	58,594	23.08
OTHER	96,816	0	96,816	38.14
R.M.R.	349	0	349	0.14
SAFMARINE	2,385	0	2,385	0.94

T-POINT LTD	1,264	0	1,264	0.50
UNICARGO	0	2,500	2,500	0.98
UNIVERSAL AFRICA LINE	311	659	970	0.38
ZIM LINE	0	500	500	0.20
SUB TOTAL	201,020	52,838	253,858	19.39
BREAK BULK				
AFRITRAMP	203	0	203	0.08
BBC CHARTERING	0	0	0	0.00
BULKHANDLING	0	2,000	2,000	0.79
CHINA OCEAN SHIPPING	9,605	0	9,605	3.78
CMA CGM	156	178	334	0.13
EURO AFRICA	0	5,950	5,950	2.34
GMT SHIPPING	2,152	0	2,152	0.85
GOLD STAR LINE	29	0	29	0.01
GRIMALDI LINES	11	0	11	0.00
MAERSK LINE	236	55	291	0.11
MEDITERRANEAN SHIPP. CO	369	2,359	2,728	1.07
OPHIR LTD	78	0	78	0.03
OTHER	661	0	661	0.26
SAFMARINE	436	0	436	0.17
T-POINT LTD	29,925	0	29,925	11.79
UNICARGO	0	3,000	3,000	1.18
UNIVERSAL AFRICA LINE	35	0	35	0.01
SUB-TOTAL	43,896	13,542	57,438	4.39
DRY BULK				
AFRITRAMP	0	9,200	9,200	0.98
BULKHANDLING	0	3,000	3,000	0.32
CARMEUS TRADING	19,155	0	19,155	2.04
CMA CGM	0	123	123	0.01
EURO AFRICA	0	9,000	9,000	0.96
HC TRADING	188,760	0	188,760	20.06
I.M.T.	0	545,136	545,136	57.92
MEDITERRANEAN SHIPP. CO.	0	38,845	38,845	4.13
MITSU O.S.K. LINES	0	3,375	3,375	0.36
OCEANCREST TRANSPORT INC.	50,489	0	50,489	5.36
OTHER	15,000	18,278	33,278	3.54
SAIF WEST AFRICA LTD	0	3,554	3,554	0.38
SEVENLOG LTD	49,448	0	49,448	5.25
SPLIETHORFF	0	13,519	13,519	1.44
UNICARGO	0	9,000	9,000	0.96
VERTOM	0	16,000	16,000	1.70
SUB TOTAL	322,852	669,030	941,163	71.90
LIQUID BULK				
BERGE MARITIME	4,342	0	4,342	7.69
CHASE PETROLEUM	7,904	0	7,904	13.99
FUEL TRADE	28,325	0	28,325	50.14
HAPAG-LLOYD	8,728	0	8,728	15.45
SHELL GH. LTD	3,510	0	3,510	6.21
OTHER	3,687	0	3,687	6.53
SUB-TOTAL	56,496	0	56,496	4.32
GRAND TOTAL	624,263	735,410	1,308,954	100.00



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TRADE FACILITATION IN GHANA: The Role of the Shipper

By Haki Abdul Bashiru and Frederick Atogiyire, Ghana Shippers' Authority

INTRODUCTION

Trade Facilitation looks at how procedures and controls governing the movement of goods within and across national borders can be improved to reduce associated cost burdens and maximize efficiency while safeguarding legitimate regulatory objectives.

Business costs may be a direct function of collecting information and submitting declarations or an indirect consequence of border checks in the form of delays and associated time penalties, forgone business opportunities and reduced competitiveness.

The coherent implementation of how procedures and controls governing the movement of goods across national borders constitutes a trade and transport facilitation program covering the systematic rationalization of procedures, information flows, and documentation related to a country's trade and transport.

The efficient operation of transport modes and interface facilities through reducing physical barriers and institutional interference, and simplifying legal regimes is necessary for improving international transport operations — however, it is not enough.

There is also a need for overall structural changes covering new

trade and transport practices, particularly in the field of Customs procedures and in the use of modern trade and transport-related technology.

Governments and commercial parties must understand the benefits derived from the implementation of facilitation measures and adopt a positive attitude towards them.

This article seeks to look at the role that the owner or transporter of the cargo/goods can play in the realization of an efficient and cost effective trade and transport regime. In other words the roles and responsibilities that Shippers can and should play to help bring about the smooth flow of trade, thereby making them (Shippers) competitive.

In Ghana, challenges to trade facilitation most often have been placed at the door steps of service providers, customs, and other regulatory agencies. It is a fact that these agencies need to improve their operations in order to achieve an effective and efficient trade and transport environment.

However, the shipper or transporter needs to bear their share of the responsibility as far as trade and transport facilitation in Ghana is concern.

BENEFITS OF TRADE AND TRANSPORT FACILITATION

The benefits of trade facilitation have been amply demonstrated by a number of studies conducted by international agencies and academia. Most recently, the Organisation for Economic Co-operation and Development (OECD) estimated that the adoption of the trade facilitation package being discussed at the World Trade Organization (WTO) could result in a 10 percent reduction in trading costs. This figure refers to trading costs in OECD Member States, which are developed economies. One can only guess at the (much higher) savings figures a similar study would yield if it were applied to less developed economies.

Generally, trade facilitation measures can result in increasing trade in goods and services; promotion of competition, thus enhancing efficiency in the use of resources; encouraging technology transfer and the realization of productivity gains; increasing the incentive for international investment; and contributing to economic growth and higher living standards.

- Trade facilitation can bring benefits to the country's public sector through more efficient implementation of Customs and related regulations. This could involve, for example, a reduction in paperwork or in



numbers of Customs officials in ports of entry. Greater efficiency may also reduce possibilities for traders to avoid fees (including arbitrary collection and possible corruption) and thus increase public revenue collected from customs procedures and from tariffs. It could also reduce the cost of new procedures that may be necessary, e.g. to respond to security concerns.

- Trade facilitation measures contribute to improved competitiveness of private sector companies. Competitiveness of companies (in price and quality) is closely related not only to the ability to transport and provide products and services at competitive rates but also to develop and produce new products and services. Hence, trade facilitation interventions are an important feature of comprehensive efforts for developing the competitiveness of the private sector in Ghana.
- Trade facilitation measures can reduce the costs of trading in Ghana in a variety of ways. A number of reforms can help to reduce the time needed for travel, border-crossings and administrative procedures: better port management, such as the

introduction of automated customs systems and streamlining of clearing procedures. For example, the automation of portions of the clearing process via GCNet has reduced waiting times and

resulted in lower costs for shippers.

- Despite attempts at reduction in tariffs and improvement in market access, many countries and regions in Africa are still lacking regional and global integration. Economic benefits emanating from trade facilitation can contribute to regional integration in Africa. Official intra-African trade is still relatively low and African companies are struggling to participate in regional and global value chains. A recent World Bank report on harnessing regional integration as an opportunity to expand trade in the Southern African region underscores that point (World Bank 2011a). Despite the existing diversity and potential for production, regional value chain production is mostly absent in the region, and as result opportunities for job and income creation are lost.
- Trade facilitation measures are also essential for the functioning of global supply chains, which traverse many countries or continents in most sectors. In such a context, a country with modern, efficient port management is likely to be an attractive location for investment because of its

favorable positioning within the global supply chains.

ROLE OF THE SHIPPER IN TRADE AND TRANSPORT FACILITATION

In the efforts to help improve trade facilitation, all the actors in the supply-value chain have a role to play.

These roles and responsibilities include but not limited to the following:

Appropriate and effective documentation

The Ghana Ports and Harbours Authority (GPHA), has in recent times appealed to clearing agents and importers to expedite the clearing of their goods within seven(7) days to allow other vessels to also discharge their goods. According to the Port Authority, the Tema Port, has been receiving a lot of vessels of late and the inability of clearing agents and importers to clear their goods on time is causing congestion at the port. One major way of expediting clearing is through timely and effective documentation.

• Declaration of Shipments

Shippers or owners of cargo have a duty to properly and correctly declare their goods to the appropriate authorities through the GCNet front-end. This involves entering into the GCNet system the correct and precise description of cargo items in order to quicken the processing of cargo documents.

• Early Submission of Cargo Documents to Destination Inspection Companies (DICs)

As part of the country's clearing procedure, shippers are required to undergo destination inspection of their cargo. This entails the early submission of shipment documents to aid the early and quick issuance of the Final Classification and Valuation Report (FCVR).

The FCVR is a report issued by an Inspection Company to an importer

classifying the goods imported and also indicating their value. The report is very crucial in the clearance of goods and therefore any delays could result in added cost to the shipper and impede the quick transport of such goods to the final consumer.

- *Submission of Genuine Invoices to DICs to Obtain the FCVRs*

Some State agencies have had course to express concern about importers presenting fake invoices for processing. Shippers have a duty to present genuine invoices to DICs for the processing of their FCVRs. The processing of genuine documents shortens the time that would be spent in conducting due diligence and hence the early valuation of their consignments and thereby avoid undue delays in obtaining the FCVR.

- *Obtaining the necessary permits before Importing or exporting goods*

By law, shippers are required to obtain permits for the import or export of certain category of goods. Failure to obtain such permits may lead to delays in the chain of processes leading to the clearance or export of such goods. These delays result in uncompetitive trade. The permits may include phytosanitary permits for agricultural or horticultural products, Environmental Protection Agency and Ghana Standards Authority permits, etc.

Import legally permissible goods

- *Avoid Importation of prohibited goods*

Under the laws of Ghana, shippers are prohibited from importing some category of goods. It is therefore important for shippers to avoid shipping such goods since the importation of such goods may lead to delays and congestion at the ports leading to operational delays and cost to other shippers and slowing trade facilitation.

- *Avoid Import / Export of Sub-standard Goods*

Shippers also have the responsibility to import the required standard of goods into the country. This is to avoid undue delays in the processing of these goods by regulatory agencies such as the Food and Drug Authority, Ghana Standards Authority, etc. Such delays do not enhance trade facilitation thereby rendering shippers uncompetitive. Exporters must also avoid the exports of sub-standard goods which may lead to a ban on exports from Ghana, thereby reducing the export markets for Ghana.

Comply with Customs Regulations

Shippers are required by law to go through customs formalities in processing their goods for clearance in the case of imports and also for meeting all the customs requirements for exports. This is to allow for government to rake in the necessary revenue for the development of the country. In order to reduce the delays and added cost to shippers it is very important that shippers comply with all customs procedures and inspection.

Engage licensed and qualified service providers in good standing

- *Avoid contracting unlicensed Clearing and Forwarding Agents.*

Legislative Instrument 1178 (Customs House Agent Licensing Regulation) of 1978 enjoins all importers with the exception of Declarants to engage the services of licensed Customs House Agents for the clearance of cargo at any freight station in Ghana. However, it is common knowledge that some of the

Customs House Agents, who are mostly referred to as Clearing Agents in Ghana, are unlicensed and often resort to duping unsuspecting shippers. It is therefore imperative that shippers conduct due diligence on clearing agents before engaging them. This will enable the shipper avoid possible added transaction cost and delays.

Shippers are advised to avoid unlicensed clearing agents by looking out for common traits such as:

- They have no offices (under tree operators);
- They have no identification cards that link them to any recognized clearing company;
- They promise short delivery times;
- They promise lower duties;
- They have lower clearing charges.

Some professional bodies that can assist a shipper to engage a licensed Clearing Agents are the Ghana Institute of Freight Forwarders (GIFF), Freight Forwarders Association of Ghana (FFAG), Customs Brokers Association of Ghana (CUBAG).

- *Avoid making illegitimate payments to individual officials of service agencies*

Some shippers in an attempt to make up for lost time or 'beat the system'





resort to influencing officials of service agencies by bribing them. This contributes to the high cost of their transactions and invariably makes such shippers uncompetitive. Shippers should avoid the tendency of corrupting officialdom.

- *Contract the Services of Properly Registered Trucks*

As much as possible shippers should contract the services of road worthy trucks in order to reduce the risk of breakdowns and added cost to them. Faulty trucks risk being stopped by security officials which sometimes not only results in the drivers paying bribes but also cause delays.

Transporters or truck owners on the other hand are also required to ensure that their trucks have all the necessary documentation needed for cross border trade. This is to avoid the incidence of delays at the borders while undergoing border crossing formalities.

Truck drivers and their mates should have in their possession documents such as yellow fever vaccinations cards, valid passports and other such valid documents needed to cross the borders of international trade.

Prepare financially

One of the causes of the delays and congestion at the country's ports can be attributed to the inability of some shippers to pay duties and other port charges. It is imperative that in

planning to ship cargo, shippers include the cost of clearing in their cost of importing or exporting cargo. Shippers can inquire of the freight, Custom duties and Port charges on their cargo before they import export in order to adequately prepare financially to clear their cargo

upon arrival. This would help them avoid paying extra costs such as rent and demurrage and ultimately decongest the ports.

CONCLUSION

An efficient and effective trade facilitation system that improves the management of international trade and the delivery of goods and services of a country is now viewed as a requirement rather than as an option.

This is a sure way for a country to gain competitive edge as well as accrue the benefits of international trade. Trade facilitation through the use of electronic data interchange (EDI) ensures the accrual of benefits of harmonized procedures, standards, and practices for trade documentation.

It is therefore crucial that the shipper appreciates this and sees this option as a key part of their business. Thus, being trade complaint and adhering to all the regulations and procedures that are necessary for the smooth flow of goods and service.

At the heart of trade facilitation too is adherence to road governance, thus complying with road transport regulations, police and other security formalities etc. This requires a certain

awareness and knowledge on the part of the shipper in order to achieve the objective of trade and transport facilitation.

This therefore calls for increased education of shippers and related stakeholders on their roles and responsibility in the exercise of rolling out trade facilitation measures in Ghana.

The Ghana Shippers Authority over the years has been at the forefront of educating the shipper on the relevant trade rules and procedures. This, it does through the shipper educational forums and seminars it organizes for shippers, and the various collaborations in respect of training programs with other stakeholders such as the Ghana Institute Freight forwarders, Ghana Union of Traders Associations, West Africa Trade Hub, Customs Division of the Ghana Revenue Authority (GRA), the Destination Inspection Companies, etc.

Such education programs should be intensified and all efforts should be made to enhance the level of compliance of the shipper to trade rules, procedures and regulations.

Also, the passage of the Ghana Shipper's Authority regulations (LI 2190) which sets out the minimum standards and charges for service providers should be a welcome relief to efforts at trade facilitation.

It also critical that government streamlines and harmonizes the various trade rules and procedures to achieve maximum efficiency in trade and transport facilitation in Ghana.





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