# Shipping Review GHANA'S AUTHORITATIVE QUARTERLY SHIPPING AND LOGISTICS JOURNAL

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# Enhancing Ghana's Position as a Transit Trade Hub: Effect of the new Ghana Shippers' Authority Act

Dr. Kassooum Traore, Director General of the Burkinabe Shippers Council (Left) and Mr. Kwesi Baffour Sarpong(Right) CEO of the Ghana Shippers' Authority during the signing of a Memorandum of Understanding (MOU) to improve transit trade between the two countries.





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# **Shipping Review**

### **GHANA'S AUTHORITATIVE QUARTERLY SHIPPING AND LOGISTICS JOURNAL**

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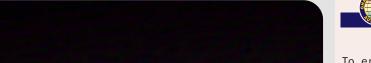
PG. 11



The rights and responsibilities of a Shipper (In Ghana) in International



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# Enhancing Ghana's Position as a Transit Trade Hub: Effect of the new Ghana Shippers' Authority Act

Corporate Affairs Department-GSA

Ghana is on the brink of solidifying its status as a pivotal transit trade hub in West Africa, thanks to the recent enactment of the Ghana Shippers' Authority Act, 2024 (Act 1122). This groundbreaking legislation is designed to streamline shipping operations, enhance logistics, and improve overall trade efficiency. By focusing on creating a conducive environment for international trade, the Act aims to attract increased regional and global shipping activities, thereby enhancing Ghana's competitiveness in the international marketplace.

### A Transformative Role for the Ghana Shippers' Authority

Historically, the GSA has played a crucial role in promoting Ghana's commercial shipping sector,

particularly in international trade and transport logistics. Among its significant responsibilities is the promotion of Ghana's corridor as a vital north-south and east-west transit route for both landlocked and neighbouring countries. GSA has strengthened these ties through the signing of memoranda of understanding (MOUs) with some neighboring

landlocked nations, facilitating the secure movement of cargo along these crucial corridors. Furthermore, the establishment of Transit Shipper Committees comprising key stakeholders along the transit value chain has proven effective in addressing challenges and promoting the seamless flow of goods on Ghana's transit transport corridors.



However, since its establishment in 1974, the Ghana Shippers' Authority's Establishment Act (NRCD 254) had not seen any substantial revisions, despite the evolution of the shipping industry. The 50-year-old legislation was in urgent need of amendments to tackle the dynamic challenges in the sector, highlighting the necessity for the development of modern regulations and policies that align with contemporary shipping practices to create a more effective shipping environment.

### Addressing Challenges in Transit Trade

Despite its growth over the past decade, Ghana's transit trade faced a downturn and was fraught with a myriad of challenges. Statistics from the Ghana Ports & Harbours Authority (GPHA) indicate an increase in transit cargo from 659,378 metric tons in 2013 to 1,302,337 metric tons in 2023, yet in between the period were volume fluctuations which raise concerns. Challenges such as cargo diversion, non-tariff barriers, and inadequate infrastructure continue to hinder progress. Thus, there arose the need for an oversight body with the requisite authority, both in scope and potency to address these issues to ensure

consistent transit trade for landlocked countries like Niger, Burkina Faso, Mali and neighbouring countries such as Cote d'Ivoire, Togo, Benin and Nigeria.

### The New Act: A Framework for Growth

The new Ghana Shippers' Authority Act, 2024 (Act 1122) introduces contemporary and practicable measures to tackle existing challenges and to enhance transit trade. It establishes a robust regulatory framework that ensures better compliance and oversight, while also improving service standards and data management for the benefit of the transit players. By facilitating faster cargo clearance and enforcing the application of appropriate fees for transit cargo, GSA creates a more transparent pricing structure that allows businesses to budget their shipping costs more effectively.

The Act also promotes fairness and a level playing field for all businesses thereby encouraging a more diverse range of participation in the transit trade. In addition to these measures, the Act includes provisions for dispute resolution, including mechanisms to address complaints or concerns effectively.

The Act expands the GSA's mandate to cover air and land transportation modes, positioning the GSA to create more comprehensive solutions for the shipping industry. This expansion allows for the development of structures aimed at making Ghana a preferred hub for international and transit trade, especially for itslandlocked neighbors.

### Infrastructure Investment: A Key Driver

As the GSA seeks to create a viable commercial shipping environment that facilitates international trade and ensures fairness, efficiency and competitiveness for players in the commercial shipping Industry, a critical component of achieving this objective is substantial investments in infrastructure to enhance transit activities along key corridors.

The Boankra Integrated Logistics Terminal (BILT) exemplifies this initiative, serving as a cornerstone of the Ghana Trade and Investment Gateway (GHATIG) Program. The terminal aims to reduce port congestion and transportation costs while driving regional trade facilitation for Ghana and its Sahelian neighbours. The facility will feature a range of services, including container yards, warehousing, and fueling stations, thereby significantly enhancing trade logistics along the corridor.

### Centralized Control and Enhanced Efficiency

The Act also facilitates the centralization of transit trade cargo management, enabling streamlined operations and efficient oversight. The GSA, with its specialized expertise, is



well-equipped to navigate the complexities of transit trade logistics. This centralized approach not only enhances cargo movement efficiently but also mitigates challenges such as road barriers and disputes, allowing for more effective conflict resolution.

Additionally, the construction of dedicated freight parks will provide vital services for drivers, reducing the need for multiple stops and optimizing goods movement along transportation routes. This strategic focus on infrastructure will further reinforce Ghana's readiness to take advantage of the African Continental Free Trade Area (AfCFTA).

### Leveraging Technology for Improved Operations

To further enhance transit trade

efficiency, the Act empowers the GSA to promote infrastructure that are necessary to support the shipping industry such as investing in cutting-edge technologies for real-time shipment monitoring. The introduction of a cargo exchange concept will match available trucking capacity with cargo demand more efficiently, thus streamlining logistics operations.

Moreover, the GSA has established a presence along major transit corridors at entry/exit points for international cargo movement. With the provision of real-time support services and a toll-free complaint resolution line for transit drivers, the GSA demonstrates its dedication to fostering a responsive and efficient transit environment.

### Conclusion

The effect of the new Ghana Shippers' Authority Act is profound, setting the stage for Ghana to emerge as a leading transit trade hub in West Africa. By addressing challenges as they arise, enhancing infrastructure, and leveraging technology, Ghana is poised to strengthen its position as a force in regional and international trade.

As these initiatives further evolve, the collaboration between the GSA, stakeholders of the transnational shipping industry, and most importantly neighboring countries will be essential in realizing the full potential of Ghana's transit trade capabilities.

### **TESTIMONIALS**

JOINT ASSOCIATION OF PORT TRANSPORT UNIONS



Your prompt intervention and dedication when six Ghanaian cargo trucks were impounded by Burkinabe authorities for transporting rice deemed unwholesome exemplified the core values of the Ghana Shippers' Authority. This response not only showcased your commitment to the welfare of Ghanaian businesses in the shipping industry but also reinforced our collective mission to support and protect our stakeholders.



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# The Rights and Responsibilities of the Ghanaian Shipper in International Trade

Operations Directorate

### **INTRODUCTION**

International shipping is a complex process involving multiple decision points and various stakeholders, each playing a crucial role in the movement of goods from one country to another. Whether transporting raw materials, finished products or specialized equipment, shippers face an intricate web of regulations, logistics and risks to manage. The successful navigation of these elements requires a deep understanding of the responsibilities borne by each party involved in the chain.

For shippers in Ghana, international trade presents both opportunities and challenges. As global commerce continues to expand, Ghana's position as a key player in Africa's trade network places even more emphasis on efficient, transparent and compliant

shipping practices. However, the complexity of international shipping can easily lead to missteps, which can result in costly penalties, shipment delays and even reputational damage. From choosing the right freight forwarder to ensuring compliance with customs regulations and international trade agreements, the responsibilities of the shipper are multifaceted and critical to the success of their operations.

Moreover, understanding one's rights as a shipper is equally important. Knowing what services to expect from freight forwarders, carriers and customs brokers ensure that shippers can hold these partners accountable, minimize risks and maximize the value of their shipping activities. It is within this complex framework that shippers in Ghana must carefully balance their responsibilities

with a keen awareness of their rights, safeguarding their business interests, while navigating the complexities.

### Understanding Your Cargo type: A Shipper's Primary Responsibility

One of the most important responsibilities of a shipper is to have an in-depth understanding of their cargo. This knowledge is key to ensuring that goods are correctly classified, packaged and compliant with international shipping regulations.

Shippers must provide accurate descriptions of their cargo, as this impacts decisions about transportation mode (whether air, sea or land), packaging, container requirements and overall shipping costs. For example, food items often face different customs requirements compared to electronics, while raw materials like timber require



distinct handling processes compared to finished goods like furniture.

Accurate cargo descriptions not only help to avoid regulatory issues but also ensure that shipments are compliant with both local and international laws, reducing the risk of costly delays.

### Tariff Classifications and Customs Requirements

For any shipment to cross international borders, it must be classified under the Harmonized Tariff Schedule (HTS). This system helps define the correct duties and taxes applied to goods and ensures compliance with the importing country's customs regulations.

In Ghana, shippers must work with licensed customs brokers to ensure that the correct tariff classifications (HS codes) are assigned to their products. Incorrect classifications can lead to delays, penalties or even the refusal of goods at the destination port. By partnering with customs brokers, shippers can mitigate the risk of misclassifications and avoid unnecessary costs.

### The Importance of INCOTERMS

International Commercial Terms, also known as INCOTERMS, are globally recognized rules that define the responsibilities of buyers and sellers during the transportation of goods. These terms help to clarify who is responsible for certain activities, costs and risks, which is essential for a smooth and dispute-free transaction. Some common Incoterms include:

- Free on Board (FOB) The seller is responsible
  for all tasks up to the
  point where the goods
  are loaded onto the
  vessel or aircraft. Once
  loaded, responsibility
  shifts to the buyer, who
  must arrange for the
  transportation from the
  port of origin to the
  destination as well as all
  associated import duties
  and insurance.
- Cost Insurance Freight (CIF) -
- Seller's Responsibilities: Under CIF, the seller is responsible for the costs, insurance, and freight necessary to bring the goods to the destination port. This includes arranging and paying for shipping and insurance to protect the goods during transit.
- Transfer of Risk: The risk transfers from the seller

- to the buyer once the goods are loaded onto the vessel at the port of departure. This means that if anything happens to the goods during transport, the seller is not liable after loading.
- Buyer's Responsibilities: After the goods arrive at the destination port, the buyer is responsible for terminal charges, local transportation, customs clearance, and import duties.
- Insurance: The seller must obtain marine insurance to cover the goods while in transit, ensuring that the buyer has some level of protection against potential loss or damage during shipping.

Shippers must have a thorough understanding of the INCOTERMS they agree to, as these terms determine the allocation of costs and risks throughout the shipping process. Often, a freight forwarder or customs broker can provide valuable guidance to shippers in selecting the most suitable INCOTERM for their specific transaction.

### Country of Origin and Duty Rates

A crucial responsibility for shippers is to ensure transparency regarding the Country of Origin (COO) of their goods. The COO indicates where a product was produced, grown, or manufactured, and it directly influences customs duties and taxes in the importing country. Providing accurate COO information is essential, as transiting goods through another country does not change their origin. Inaccurate declarations can lead to

penalties, delays, or even the seizure of goods.

### Delivery Destination and Specific Requirements

Providing clear and detailed delivery instructions is another vital obligation for shippers. Whether the goods are shipped door-to-door, port-to-port, or under another arrangement, specifying the exact delivery requirements helps freight forwarders optimize the logistics process. For instance, if the delivery is to a retail location, shippers must consider factors like vehicle access or whether unpacking services are needed.

Providing clarity about these requirements prevents unexpected complications and ensures a smooth delivery process.

### **Essential Shipping Documents**

Accurate and complete shipping documentation is a cornerstone of the international shipping process. These documents provide important details about the cargo and serve as a legal framework for the transaction. Some of the most critical documents include:

Bill of Lading (B/L) or Airway Bill: This document serves as a legally binding contract between the carrier and the shipper, providing proof of ownership and outlining the terms of carriage. Shippers should exercise caution and carefully read the contract details, which are often located on the back of the bill of lading. While this information may not be readerfriendly, it contains vital details that are crucial for successful shipping. Understanding these

terms can help prevent misunderstandings and ensure asmooth shipping process.

- Commercial Invoice A detailed description of the goods being shipped, required by customs authorities and used to determine duties and taxes.
- Packing List Specifies the weight, dimensions, and description of each item in the shipment, facilitating customs clearance and inventory management.
- Certificate of Origin -Certifies where the goods were produced or manufactured, helping customs authorities determine the correct duties and compliance measures.

### Partnering with Freight Forwarders and Customs Brokers

While freight forwarders manage much of the logistics, it is the shipper's responsibility to provide accurate and timely information to facilitate their work. Freight forwarders coordinate the transportation of goods, handle documentation, and negotiate freight rates, making them essential for efficient shipping operations. Licensed customs brokers, on the other hand, ensure

compliance with all customs regulations, facilitating the smooth clearance of goods through customs.

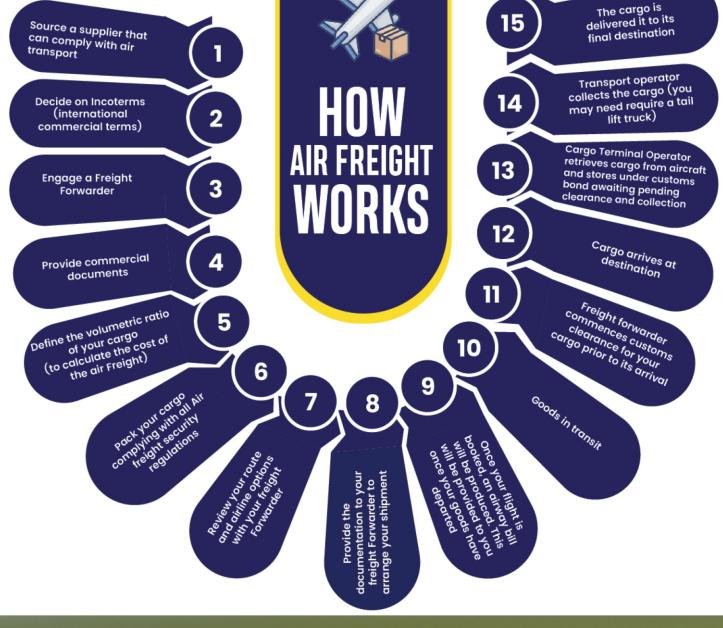
Although the terms "freight forwarder" and "customs broker" are sometimes used interchangeably, their roles are distinct. Freight forwarders focus on the overall logistics of moving goods, while customs brokers specialize in navigating the regulatory landscape and ensuring that all customs requirements are met.

By collaborating with these professionals, the shipper can navigate the complexities of international trade more effectively, streamline their processes and minimize the risk of costly errors. Understanding and leveraging the expertise of both freight forwarders and customs brokers is crucial for successful international shipping.

### Conclusion

In conclusion, understanding the rights and responsibilities as a shipper (in Ghana) in international trade is essential for ensuring smooth operations, avoiding shipment delays and preventing unnecessary costs. Proper communication, accurate cargo descriptions and compliance with international shipping regulations are key to making the process efficient and trouble-free.







### **TERMINOLOGIES**

### **AIR CARRIER**

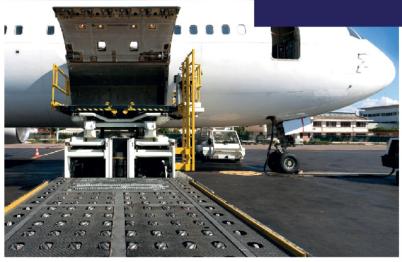
means a company or a person in the business of transporting international trade cargo by air;

# COMMERCIAL SHIPPING INDUSTRY

means the service standards, commercial terms and conditions of shipment and pricing in the provision of a service to a shipper in the shipping industry

### BLUE ECONOMY

means the sustainable use of ocean and inland water resources for economic growth, improved livelihoods, and jobs while preserving the health of ocean and inland water ecosystems;





Ensure all export is permitted by Law.

- Cargo should be transported to the Airport with appropriate logistics to avoid compromising the quality of cargo.
- 3
- Attach Appropriate Documentations- Paperwork is Unavoidable in Airfreight The bare minimum is a commercial or proforma invoice & a packing list.
- 4
- Ghanaian Exporters must check LOC status before considering another export.
- **5**
- Booking should be confirmed from the preferred Airline before the export is transported to the Airport.
- **6**
- Cargo must be well packaged and labelled with the required details.
- 7
- Cargo should arrive at the terminal 4hrs before the arrival of the flight.
- 8

Acceptance should be undertaken with appropriate REGULATORY BODIES-CUSTOMS, FDA, PPRSD, GSŁA, NACOC, BNI, VERTINARY etc)

# AIR FREIGHT NUGGETS



# A Decade of Maritime Security in Africa and The Way Forward

By: Capt. Tahir Ngada, (Nigerian navy)

The importance of the Gulf of Guinea (GOG) to Africa and the wider world can hardly be overstated. With 6,000 kilometers of coastline touching 19 littoral states from Senegal to Angola, the gulf is rich in natural resources and strategically important.

It is a vital corridor for commerce where shipping volume increased by 59% between 2006 and 2020, according to the U.N. Conference on Trade and Development statistics. It also holds energy resources, producing 3.1 million barrels of crude oil per day, or about 3.8% of the global total. The GOG is rich in aquatic life, with fisheries that produced about 3.4 million metric tons of seafood in 2020, upnearly 10% from 2013.

Despite its merits and positive aspects, the region faces threats that could undercut its potential. Illicit trafficking, illegal, unreported and unregulated fishing (IUU) and piracy have plagued certain areas. Also, historically, countries have struggled to seamlessly share information, exchange knowledge and cooperate across the maritime domain. Consequently, bad actors looked for weak spots and exploited them.

In June 2013, the countries of the region attempted to rectify this with the Yaoundé Code of Conduct, a comprehensive response to the need for a unified approach to combat maritime security challenges and transnational organized crime in the gulf. The code, which consists of 21 articles and was signed by 25 nations, established an architecture for multinational, regional and extra regional collaboration in maritime governance. As the Yaoundé Code commemorates its 10-year anniversary, it's an ideal time to highlight some notable achievements and potential action areas that could improve cooperation and help the code fulfilits great promise.

### **Legal Reform**

The Yaoundé signatories recognized that maritime laws too often were outdated and inadequate to confront evolving threats. The Yaoundé Architecture was intended to

support countries as they put in place legal reforms. For instance, the U.N. Office on Drugs and Crime (UNODC) Global Maritime Crime Programme has worked with nations to examine laws, identify required upgrades and support changes that allow for "legal finish," a term that refers to moving cases from arrest through the court system toward successful prosecution.

Cabo Verde, Liberia, Nigeria, Senegal and Togo now have maritime laws to prosecute piracy, a crime that often has are trying to upscale maritime legal reforms. Another milestone reform is the Economic Community of West African States Supplementary Act for the transfer of piracy suspects, which would facilitate multinational maritime security operations.

### Information Exchange

Before 2013, gaps in information sharing between maritime law enforcement practitioners posed a fundamental problem. Countries had a limited picture of the maritime domain and often

d'Ivoire, and then to the Interregional Coordination Centre in Yaoundé. Individual national maritime Operations Centers also are connected to the system.

The Yaoundé Architecture Regional Information System (YARIS), a secure digital monitoring tool developed through partnerships with the European Union Gulf of Guinea Interregional Network, enhanced the capacity for seamless information exchange which became operational in 2020. YARIS also allows members to securely share documentation, logs, photos, recordings and other information to strengthen collaboration between countries in the Gulf of Guinea. It also lets users aggregate data from surveillance systems (real-time monitoring) such as radar and satellites to identify suspicious vessels or maritime movements. Additionally, the system offers secure communication via chat, email and videoconferencing so users can exchange information and coordinate action.

# Zonal, Regional and International Centers Created by the Yaoundé Code of Conduct CABO VERDE THE GUINEA MALI CEDEAO CEDEAO CEDEAO CEDEAO CRESMAO Abigan CRESMAO Abigan CRESMAO Accra MMCC-CMMC Conduct COMBC CONSCIEDE CONSCIED CONSCIED

gone unpunished due to nonexistent laws. New laws have been used to prosecute pirates in Nigeria and Togo. Similarly, countries such as Benin, Côte d'Ivoire and Ghana are enacting reforms to strengthen their legal systems and enhance their capacity to combat maritime crimes effectively. In December 2022, Cameroon signed its maritime security law, which targets piracy and maritime terrorism. Other countries such as Angola, the Republic of Congo, the Democratic Republic of the Congo (DRC) and Gabon

were unaware of activities outside their own exclusive economic zones. However, conditions have greatly improved, allowing member states to exchange information which is underpinned by the Yaoundé Architecture, which lets information flow from zonal coordination centers in each of the five cooperation zones up to regional centers (the Regional Maritime Security Centre for Central Africa in Pointe-Noire, Republic of the Congo, and the West Africa Regional Maritime Security Centre in Abidjan, Côte

### **Capacity Building**

The Yaoundé Architecture calls for the continous development and improvement of skills, knowledge and abilities of maritime law enforcement practitioners. Centers of excellence have accelerated training and education and supported exercises by delivering courses tailored to meet identified needs. In 2022, for example, the Yaoundé Architecture Training Organisation delivered more than 520 cumulative days of capacity-building packages across the gulf, covering topics such as maritime domain awareness (25% of training days), maritime governance

enforcement (35%) and maritime interdiction operations (28%). The increasing commitment to capacity-building initiatives is transforming beneficiaries' attitudes and job performance. In a bid to deepen the coordination of capacity building, the UNODC is supporting the Interregional Coordination Centre with an integrated database management system. The system is geared toward quaranteeing data availability, accessibility, accuracy, consistency and clarity.

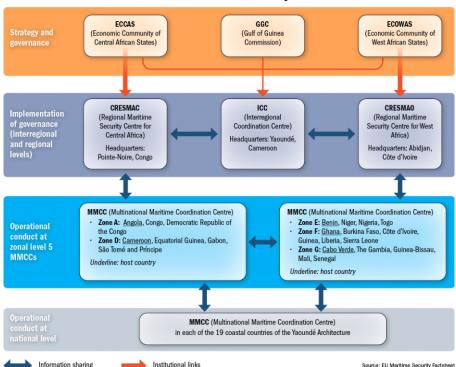
### **Combined Operations**

Combined operations at sea, which once were sporadic, have been increasing with the support of the Yaoundé Architecture centers. For instance, using the instruments of the architecture, combined patrols were conducted in Zone E in late 2021. Cameroon, São Tomé and Príncipe, Equatorial Guinea and Gabon conducted other surveillance patrols in Zone D. Another model of combined operation is the fisheries patrol with the subregional fisheries commission of Cabo Verde, The Gambia, Guinea and Senegal that is conducted biannually. Interoperability is improving with the help of multinational exercises such as Obangame Express and Grand African NEMO, along with regional events such as the International Maritime Conference and the Regional Maritime Exercise, which was organized by Nigeria in 2022.

### **Potential Action Areas**

The Yaoundé Architecture has not only stimulated important discussions about improving maritime security, but also has

### (12%), maritime law The Yaoundé Architecture for Maritime Security



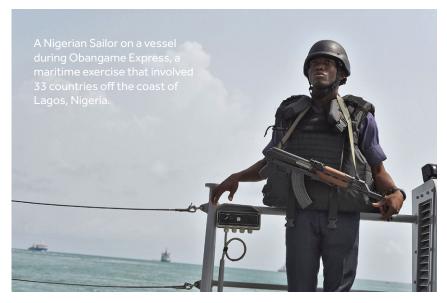
provided platforms for action. Nevertheless, some areas need attention to strengthen cooperation as the code enters its next decade.

Domesticating the Yaoundé Code of Conduct: The Yaoundé Architecture could be embraced by member states so that its requirements are integrated into national maritime law enforcement frameworks. This incorporation would deepen the harmonization of maritime strategies, strengthen regional interoperability and reinforce responses.

Strengthening institutional capacity: Much work has been done to strengthen the institutional capacity of maritime law enforcement. However, methodologies and tools must be improved to assist member states as they strive to attain maritime security.

Criminalizing all maritime crimes: Despite progress made in criminalizing some maritime offenses such as piracy, there still is more work to be done to strengthen the establishment of universal jurisdiction by domestically codifying piracy laws to prosecute and punish crimes across the gulf. Likewise, it is necessary to criminalize actions such as armed robbery at sea under national criminal legislation in line with the U.N. Convention on the Law of the Sea legal framework and other relevant international statutes. Other maritime and transnational organized crimes need to be defined in relevant laws with appropriate penalties. The goal is to ensure that there is an "end-to-end" connection from maritime interdiction operations to prosecution.

Formalizing ship rider agreements: Article 9 of the Yaoundé Code of Conduct allows for maritime law enforcement officers from one country to be aboard another country's vessel. This coordinated approach enables countries to jointly conduct maritime law enforcement, which is helpful when some countries have



limited capacity. The development of ship rider agreements between partners would further consolidate working relationships between countries toward improving critical multilateral collaboration.

Resourcing of Yaoundé Architecture centers: Putting the Yaoundé Architecture Centers fully into use remains unfinished, particularly in terms of human and material resources. To effectively optimize the Yaoundé structure, resourcing needs to be well articulated to boost the operational capacity of the Centers, while also solidifying multilateral cooperation toward sustainable maritime governance in the gulf.

### The Path Ahead

Multilateral cooperation is a potent tool for achieving goals in maritime governance of the gulf which is evidentially effective. Piracy in the gulf is declining with

81 incidents reported in 2020 and only 34 incidents in 2021. In the first nine months of 2022, there were only 13 reported incidents, according to the Organized Crime and Corruption Reporting Project. The next decade of the Yaoundé Code of Conduct must expand on the achievements made while paying particular attention to the underlying structural issues that impede success. The gulf is a precious resource requiring valuable partnerships and vigilance made possible by the Yaoundé Code of Conduct and the security architecture it created can ensure that this resource is there to benefit generations to come.

The Gulf is a vital resource that requires strong partnerships and vigilance. The Yaoundé Code of Conduct and the security architecture it established are essential for safeguarding this resource, ensuring it remains available and beneficial for future generations.





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### Report on Study of Port Fees and Charges at the Port of Tema and other Selected Ports in West Africa - June 2024

Research, Monitoring and Evaluation, Business Development and Commercial Services Directorate-GSA

### 1.0 INTRODUCTION

As a follow-up to the Study of Port Fees and Charges at the Ports of Tema, Lome, Abidjan and Lagos conducted in 2018 and 2021, the Ghana Shippers' Authority (GSA) undertook another study on the port fees and charges in Togo, Nigeria and Côte d'Ivoire in 2024. This comparative study aims at providing the necessary data to inform policy decisions in Ghana's shipping industry.

Consequent to the above, a team of seven members from the GSA, Parliamentary Select Committee on Roads and Transport, the Ghana Institute of Freight Forwarders (GIFF) and the Ghana Union of Traders Associations (GUTA) were constituted to visit the ports of Lome, Lagos and Abidjan to carry out the Study.

The Study was carried out from May 22 - 29, and June 24 - 27, 2024 and the following were the discussions and findings, which include the general shipping practices identified at these ports.

### 2.0 DATA OBTAINED FROM THE OTHER PORTS **INWESTAFRICA**

Three (3) import commodities were selected for the Study. The commodities are Frozen chicken, Tomato paste/concentrate, and Used vehicles. This was to provide a common basis for comparison of fees and charges at these ports.

In the process of obtaining the necessary information on port fees and charges, the Team had engagement with key players in the shipping industry in these countries.

### 2.1 DATA OBTAINED FROM THE PORT OF LOME, **TOGO**

### 2.1.1 KEY PLAYERS ENGAGED IN TOGO

The following players were engaged in Togo;

- 1. Togo Shippers' Council
- 2. Lome Port Authority
- 3. Union Professionnelle des Agréés en Douanes (UPRAD) (Freight Forwarders Association)

### 2.1.2 CHARGES IN THE CLEARANCE OF THE **SELECTED COMMODITIES AT THE PORT OF** LOME

Import 1 - Total Clearing Charges for Used Vehicle at the Port of Lome

TABLE 1: Consignment 1: 1 Used Packed Honda CRV 2018 (1x40' Container)

Taxes, Fees & Charges	Rate	Amount (CFA)	Share
CUSTOMS DUTY			
Import Duty	20.00%	2,200,576.83	
RS (Statistics Levy)	1.00%	110,028.84	
TPI (Port Infrastructure Levy)	2000	4,000.00	
PCS (UEMOA Levy)	0.80%	88,023.07	
PCC (ECOWAS Levy)	0.50%	55,014.42	
PUA (AU Levy)	0.20%	22,005.77	
PNS (National Solidarity Levy)	0.50%	55,014.42	
BIC-IRPP/BIC-IS	1.00%	110,028.84	
TVA	18.00%	2,434,587.79	
TVM (Motor Vehicle Tax)		9,946.00	
Declaration Fee	1	6,500.00	
Inspection Fee		5,432.00	
		5,101,157.98	91.6%
PORT & TERMINAL CHARGES			
Acconage(Stevedoring)		157,872.00	
Relevage (Handling)		10,980.00	
Pese-essieux (Axle Load)		3,886.00	
SMOP (Port Labour)	5%	996.77	
TVA (VAT)	18%	30,393.36	
Import Fee for Vehicle (<1.5t)	1	19,935.43	
Port Utility Charge	1.00	16,000.00	
Taxe Chambre de Commerce/Box	1	6,000.00	
SMOP (Port Labour)	5%	996.77	
TVA (VAT)	18%	3,767.79	
		250,828.13	4.5%
NETWORK CHARGES			
SEGUCE/Declaration		11,800.00	
		11,800.00	0.2%
SHIPPING LINE CHARGES			
Frais de Dossier Import/BL (Documentation)		6,800.00	
Port Security Charge		9,000.00	
Cont. Deposit		8,750.00	
Cleaning Fees		4,700.00	
VAT	18%	5,265.00	
		34,515.00	0.6%
CLEARING AGENTS' CHARGES			
Service Fee		120,000.00	
		120,000.00	2.2%
CTN/ANTASER (Cargo Tracking Note)	1	50,000.00	0.9%
Grand Total		5,568,301.11	100%

### Import 2 – Total Clearing Charges for Frozen Chicken at the Port of Lome

**TABLE 2: Consignment 2: 2,300 Cartons of Frozen Chicken Upper Backs (1x40' Container)** 

Taxes, Fees & Charges	Rate	Amount (CFA)	Share
CUSTOMS DUTY			
Import Duty	35.00%	8,794,625.00	
RS (Statistics Levy)	1.00%	251,275.00	
TPI (Port Infrastructure Levy)	2000	52,900.00	
PCS (UEMOA Levy)	0.80%	201,020.00	
PCC (ECOWAS Levy)	0.50%	125,637.50	
PUA (AU Levy)	0.20%	50,255.00	
PNS (National Solidarity Levy)	0.50%	125,637.50	
BIC-IRPP/BIC-IS	1.00%	251,275.00	
TVA	18.00%	6,242,147.10	
		, ,	
Scanning Fee			
Declaration Fee	1	50,000.00	
Inspection Fee			
		16,144,772.10	96.1%
PORT & TERMINAL CHARGES			
Acconage(Stevedoring)		156,000.00	
Relevage (Handling)		21,700.00	
Branchement/Debranchement frigo (Plugging Fee)		8,400.00	
Electricity Charge		36,000.00	
Location de Materiel Frigo (Equipment Rental)		3,600.00	
Pese-essieux (Axle Load)		3,840.00	
SMOP (Port Labour)	5%	16,685.00	
TVA (VAT)	18%	60,066.00	
RDV Import 40' Consommation		64,648.80	
Taxe Chambre de Commerce		6,000.00	
SMOP (Port Labour)	5%	16,685.00	
TVA (VAT)	18%	12,716.78	
		406,341.58	2.4%
NETWORK CHARGES			
SEGUCE/Declaration		11,800.00	
		11,800.00	0.1%
SHIPPING LINE CHARGES			
Frais de Dossier Import/BL (Documentation)		6,800.00	
Port Security Charge		9,000.00	
Cont. Deposit		15,500.00	
Cleaning Fees		4,700.00	
VAT	18%	6,480.00	
		42,480.00	0.3%
CLEARING AGENTS' CHARGES			
Service Fee		150,000.00	
		150,000.00	0.9%
CTN/ANTASER (Cargo Tracking Note)	1	50,000.00	0.3%
<u> </u>			
Grand Total		16,805,393.68	100%

### 2.2 DATA OBTAINED FROM THE PORT OF ABIDJAN, COTE D'IVOIRE

- 1. Ivoirian Shippers' Council
- 2. Freight Forwarders Logitrans and Fracht International Group

### 2.2.1 KEY PLAYERS ENGAGED IN COTE 2.2.2 CHARGES IN THE CLEARANCE OF THE **D'IVOIRE**

SELECTED COMMODITIES AT THE PORT OF

The following players were engaged in Cote ABIDJAN D'Ivoire;

### Import 1 – Total Clearing Charges for Used Vehicle at the Port of Abidjan

TABLE 3: Consignment 1: 1 Used Packed Honda CRV 2018 (1x40' Container)

Taxes, Fees & Charges	Rate	Amount (CFA)	Share
CUSTOMS DUTY			
Import Duty	20.00%	2,200,576.83	
RSTA (Statistics Levy)	1.00%	110,028.84	
Import tAX	18.00%	415,909.02	
PCS (UEMOA Levy	0.80%	88,023.07	
PUA ( AU Levy)	0.20%	22,005.77	
PCC (ECOWAS Levy)	0.50%	55,014.42	
TVA (VAT)	18.00%	520,480.43	
		3,412,038.38	79.4%
PORT & TERMINAL CHARGES			
Acconage (Stevedoring)		280,800.00	
VAT on Acconage	18%	50,544.00	
Relevage (Handling)		60,000.00	
VAT on Relevage	18%	10,800.00	
Timbre		5,000.00	
Taxe du Port/mt (Port Tax)		2,880.00	
VAT on Taxe du Port	18%	518.00	
RCP/mt (Port Community Assoc.)	20	32.00	
VAT on RCP	18%	5.76	
		410,580.16	9.6%
NETWORK CHARGES			
REGUCE (FOB)	0.75%	77,451.30	
		77,451.30	1.8%
SHIPPING LINE CHARGES			
Container Service Charge	1	50,000.00	
Frais SYDAM/BL	18%	5,000.00	
Frais de Dossier Import/BL (Documentation)	1	40,000.00	
ISPS/TEU	1	19,800.00	
Timbre de Doc		5,000.00	
TVA	1	21,564.00	
		141,364.00	3.3%
CLEARING AGENTS' CHARGES		•	
Service Fee	1.82%	62,099.10	
		62,099.10	1.4%
BESC/Container	1	30,000.00	0.7%
Taxe Municipale/mt	700	1,120.00	0.0%
Livraison		132,000.00	3.1%
Grand Total		4,297,238.54	100.0%

### Import 2 -Total Clearing Charges for Frozen Chicken at the Port of Abidjan

TABLE 4: Consignment 2: 2,300 Cartons of Frozen Chicken Upper Backs (1x40' Container)

Taxes, Fees & Charges	Rate	Amount (CFA)	Share
CUSTOMS DUTY			
Import Duty	35%	5,025,500.00	
RSTA (Statistics Levy)	1%	251,275.00	
Import Tax	18.00%	949,819.50	
PSV/kg (Special Levy on Frozen Chicken)	1000	26,450,000.00	
PCS (UEMOA Levy	0.80%	201,020.00	
PUA ( AU Levy)	0.20%	50,255.00	
PCC (ECOWAS Levy)	0.50%	125,637.50	
TVA (VAT)	0%	-	
		33,053,507.00	95.3%
PORT & TERMINAL CHARGES			
Acconage (Stevedoring)		135,200.00	
VAT on Acconage	18%	24,336.00	
Relevage (Handling)		50,000.00	
VAT on Relevage	18%	9,000.00	
Transfer to Scanner		198,000.00	
Electricity (plugging)		78,000.00	
Timbre		5,000.00	
Taxe du Port/mt (Port Tax)		47,610.00	
VAT on Taxe du Port	18%	8,569.80	
RCP/mt (Port Community Assoc.)	20	529.00	
VAT on RCP	18%	95.22	
		556,340.02	1.6%
NETWORK CHARGES			
REGUCE	0.75%	150,000.00	

### 2.3 DATA OBTAINED FROM THE PORT OF LAGOS, NIGERIA

### 2.3.1 KEY PLAYERS ENGAGED IN NIGERIA

The following players were engaged in Nigeria;

- 1. Nigeria Shippers' Council
- 2. Terminals [Apapa Bulk Terminal Ltd (ABTL) Commodities at the Port of Lagos and Tincan Container Terminal Ltd]
- 3. Shipping Lines [COSCO Shipping and Ocean Network Express (ONE)]
- 4. National Association of Government Approved Freight Forwarders (NAGAFF)

### 2.3.2 Charges in the Clearance of the Selected Commodities at the Port of Lagos

### Import 1 – Total Clearing Charges for Used Vehicle at the Port of Lagos

TABLE 5: Consignment 1: 1 Used Packed Honda CRV 2018 (1x40' Container)

TAXES, FEES & CHARGES	RATE	AMOUNT (₩)	SHARE	
CUSTOMS DUTY				
Import Duty	20.00%	5,404,436.19		
Levy	15.00%	4,053,327.14		
Surcharge (SUR)	7.00%	378,310.53		
ECOWAS Tax Liberalization (ETL)	0.50%	135,110.90		
Import VAT	7.50%	2,774,502.43		
		12,745,687.19	93.9%	

PORT TERMINAL CHARGES			
Indirect Delivery Charge		7,250.00	
THC - Vehicles (up to 15cbm)		30,305.00	
THC - Container Imp		187,110.00	
Transfer Charges (Terminal Delivery Charge)		12,101.00	
Customs Examination Services		76,545.00	
EMTL		50.00	
Nipost Stamp Duty		50.00	
Stuffing and Unstuffing Charges		66,825.00	
Storage Charges - Vehicles up to 15cbm(5 days)		10,000.00	
Terminal Documentation Charges Per BL		10,875.00	
VAT	7.50%	30,083.33	
		352,681.00	2.6%
NETWORK CHARGES			
Network Charge	-	-	
		0	0
SHIPPING LINE CHARGES			
Administrative Fee		59,000.00	
Container Deposit		200,000.00	
Container Cleaning & Maintenance Recovery Fee		4,000.00	
Documentation fees		62,610.00	
Container Deposit Stamp Duty		50.00	
Stamp Duty		50.00	
		325,710.00	2.4%
CLEARING AGENTS' CHARGES			
Service Fee		150,000.00	
		150,000.00	1.1%
GRAND TOTAL		13,574,078.19	100.0%

### 2.4 DATA OBTAINED FROM THE PORT OF TEMA, GHANA

### 2.4.1 Charges in the Clearance of the Selected Commodities at the Port of Tema

### Import 1 – Total Clearing Charges for Used Vehicle at the Port of Tema

TABLE 6: Consignment 1: 1 Used Packed Honda CRV 2018 (1x40' Container)

TAXES, FEES & CHARGES	RATE	AMOUNT (GHC)	SHARE
CUSTOMS DUTY			
Import Duty	10.00%	26,295.71	
Import NHIL	2.50%	7,231.32	
Import GETFund	2.50%	7,231.32	
COVID-19 Levy	1.00%	2,892.53	
Import VAT	15.00%	45,991.19	
ECOWAS Levy	0.50%	1,314.79	
AU Levy	0.20%	525.91	
Vehicle Examination Fee	1.00%	2,629.57	
Special Import Levy	2.00%	5,259.14	
EXIM Bank Levy	0.75%	1,972.18	

GRAND TOTAL		125,042.19	100.0%
		•	
		2,880.00	2.3%
Service Fee		2,880.00	
CLEARING AGENTS' CHARGES		14,4/4.14	11.6%
VAT	15.00%	2,103.73 <b>14,474.14</b>	11 60/
COVID-19 Levy	1.00%	132.31	
GETFUND COVID 10 Lawren	2.50%	330.77	
NHIL	2.50%	330.77	
Container Cleaning Fee	2.500/	260.15	
Equipment Maintenance Fee		261.77	
Evacuation		499.65	
Port Additional Charge		4,914.02	
Safety Charge (ISPS)		1,428.85	
Administrative Fee		4,769.49	
SHIPPING LINE CHARGES			
		1,203.40	1.0%
Net VAT	15.00%	156.97	
Net COVID-19 Levy	1.00%	9.87	
Net NHIL	2.50%	24.68	
Net GETFund	2.50%	24.68	
Network Charge (FOB)	0.40%	987.20	
NETWORK CHARGES			
		4,621.12	3.7%
VAT	15.00%	524.49	
COVID-19 Levy	1.00%	32.99	
GETFUND	2.50%	82.47	
NHIL	2.50%	82.47	
Transfer – Car Drivable Import to Safe Bond		122.27	
Unstuffing – Vehicle		600.00	
Intra Terminal Movement - Import		507.95	
Terminal Handling – Import		1,308.72	
Transfer/Box		705.4	
ICD Handling Charge		654.36	
PORT TERMINAL CHARGES			
		101,863.54	81.5%
IDF Fee		5.00	
Shippers' ESNF		9.00	
GHS Disinfection Fee		505.59	

### Import 2 – Total Clearing Charges for Frozen Chicken at the Port of Tema

TABLE 7: Consignment 2: 2,300 Cartons of Frozen Chicken Upper Backs (1x40' Container)

TAXES, FEES & CHARGES	RATE	AMOUNT (GHC)	SHARE
CUSTOMS DUTY			
Import Duty	35.00%	210,282.85	
Import NHIL	2.50%	20,277.28	
Import GETFund	2.50%	20,277.28	

RAND TOTAL		435,390.45	100.0%
		2,880.00	0.7%
ervice Fee		2,880.00	
LEARING AGENTS' CHARGES			
		15,582.06	3.6%
AT	15.00%	2,576.56	
OVID-19 Levy	1.00%	122.69	
ETFUND	2.50%	306.73	
HIL	2.50%	306.73	
onitoring Charges		380.01	
ontainer Cleaning Fee		260.15	
quipment Maintenance Fee		261.77	
vacuation		516.82	
ort Additional Charge		4,914.02	
afety Charge (ISPS)		1,428.85	
dministrative Fee		4,769.49	
HIPPING LINE CHARGES		, , , , , , ,	J.E /
CC V/ (1	13.00%	795.94	0.2%
et VAT	15.00%	103.82	
et NHIL et COVID-19 Levy	1.00%	6.53	
et GE I Fund et NHIL	2.50%	16.32 16.32	
etwork Charge (FOB) et GETFund	0.40%	652.95	
etwork Charge (FOR)	0.4007	652.05	
ETWORK CHARGES		4,343.32	1.0%
AT	15.00%	566.52	- م م م
OVID-19 Levy	1.00%	35.63	
ETFUND	2.50%	89.08	
HIL	2.50%	89.08	
tra-Terminal Movement - Import		507.95	
erminal Handling – Import		1,308.72	
ectricity Charge		372.59	
pening/Sighting		14.00	
ransfer		705.40	
CD Handling Charge		654.36	
ORT TERMINAL CHARGES			
		411,789.13	94.6%
OTI e-IDF Fee		5.00	
HS Disinfection Fee		505.59	
hippers' ESNF		9.00	
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
XIM Bank Levy	0.75%	4,506.06	
pecial Import Levy	2.00%	12,016.16	
rocessing Fee	1.00%	2,629.57	
COWAS Levy U Levy	0.50%	3,004.04 1,201.62	
	1 N 500% 1	7 00/1 0/1	

# 3.0 ANALYSIS OF PORT COSTS FOR SELECTED COMMODITIES IN GHANA, TOGO, NIGERIA AND COTE D'IVOIRE

For the purpose of analysis, the following assumptions were made in the computation of total clearing charges for the selected commodities:

- The effective date for the comparative study was May, 2024.
- Bank of Ghana Exchange Rate on 22nd May 2024;
- US\$1.00:GHs14.45
- US\$1.00:XOF604.79
- US\$1.00: NAR 1,485.32
- Costs exclude Demurrage and Rent Charges
- Characteristics of selected commodities;

- o Used Vehicle in a 40foot container Honda CRV (2015) (CIF Value: US\$
- 18,192.81) o Frozen Chicken in 40foot container (CIF Value: US\$ 41,567.20) o Tomato paste – The Team was unable to gather sufficient data on the clearance cost for Tomato Paste hence it was left out of the analysis.

# 3.1 SUMMARY OF TOTAL CARGO CLEARING CHARGES IN THE PORT OF LOME, ABIDJAN, LAGOS AND TEMA

Using customs declarations, invoices and official receipts of the selected commodities, the tables below represent the summaries of the total cargo clearing charges, and the percentage share of taxes, fees and charges of various players at the ports of Lome, Abidjan, Lagos and Tema.

TABLE 8: Summary of Clearing Charges for Used Vehicle (1x40) Import through the Port of Lome, Abidjan, Lagos and Tema in USD

	Used Vehicle			
	Tema (USD)	Lome (USD)	Lagos (USD)	Abidjan (USD)
Assessed Value	18,192.81	18,192.81	18,192.81	18,192.81
Government Taxes	7,256.81	8,510.15	8,602.35	5,779.61
Port/Terminal Charges	228.24	358.69	270.05	576.58
Shipping Agents Charges	821.43	48.42	219.29	198.08
Clearing Agents Charges	199.27	198.66	100.99	102.68
Mandatory MDA Charges	104.28	102.31	-	348.17
TOTAL	8,610.02	9,218.23	9,192.67	7,005.13

TABLE 9: Percentage Share of Clearing Charges for Used Vehicle (1x40) Import through the Port of Lome, Abidjan, Lagos and Tema

Chana a f Chana a a fin 0()	Used Vehicle			
Share of Charges (in %)	Tema	Lome	Lagos	Abidjan
Government Taxes	84.28%	92.32%	93.58%	82.51%
Port/Terminal Charges	2.65%	3.89%	2.94%	8.23%
Shipping Agents Charges	9.54%	0.53%	2.39%	2.83%
Clearing Agents Charges	2.31%	2.16%	1.10%	1.47%
Mandatory MDA Charges	1.21%	1.11%	0.00%	4.97%
TOTAL	100.00%	100.00%	100.00%	100.00%

TABLE 10: Summary of Clearing Charges for Frozen Chicken (1x40) Import through the Port of Lome, Abidjan, Lagos and Tema in USD

	Frozen Products			
	Tema (USD)	Lome (USD)	Abidjan (USD)	
Assessed Value	41,567.20	41,567.20	41,567.20	
Government Taxes	28,748.72	26,838.63	54,757.70	
Port/Terminal Charges	246.52	551.79	850.44	

Shipping Agents Charges	848.91	59.55	198.08
Clearing Agents Charges	199.27	248.14	994.68
Mandatory MDA Charges	81.15	102.29	496.89
TOTAL	30,124.57	27,800.41	57,297.79

No Data for the Port of Lagos (Nigeria) due to the total ban on importation of frozen chicken

TABLE 11: Percentage Share of Clearing Charges for Frozen Chicken (1x40) Import through the Port of Lome, Abidian, Lagos and Tema

Share of Charges (in %)	Frozen Products			
	Tema	Lome	Abidjan	
Government Taxes	95.43%	96.54%	95.57%	
Port/Terminal Charges	0.82%	1.98%	1.48%	
Shipping Agents Charges	2.82%	0.21%	0.35%	
Clearing Agents Charges	0.66%	0.89%	1.74%	
Mandatory MDA Charges	0.27%	0.37%	0.87%	
TOTAL	100.00%	100.00%	100.00%	

No Data for the Port of Lagos (Nigeria) due to the total ban on importation of frozen chicken

# 3.2 COMPARATIVE SHARE OF CHARGES FOR CLEARING CARGO THROUGH THE PORT OF LOME, ABIDJAN, LAGOS AND TEMA

A comparative analysis is presented based on the

averages of the percentage share of the two commodities (Used Vehicles and Frozen Chicken) (Used Vehicles and Frozen Chicken) out of the three selected commodities.

Table 12: Comparative Analysis of Charges for Clearing Cargo Through the Four (4) Ports

	Comparative Ports			
Share of Charges (in %)	Tema	Lome	Lagos	Abidjan
Government Taxes	89.86%	94.43%	93.58%	89.04%
Port/Terminal Charges	1.73%	2.94%	2.94%	4.86%
Shipping Agents Charges	6.18%	0.37%	2.39%	1.59%
Clearing Agents Charges	1.49%	1.52%	1.10%	1.60%
Mandatory MDA Charges	0.74%	0.74%	0.00%	2.92%
TOTAL	100.00%	100.00%	100.00%	100.00%

<sup>\*</sup>No data on MDA Charges in Nigeria

It abundantly evident from the table that Government Taxes account for the overwhelming percentage of the total cost of clearing cargo at all the four ports. Government taxes constitute 89.86% of total cost of clearing in the Port of Tema which is lower compared to the 94.43% for Lome and 93.58 for Lagos, but higher than the Port of Abidjan (89.04%).

Port Handling Charges constitute 1.73% of the total cost of clearing at the Port of Tema, which is the lowest among all the four ports. The Port of Abidjan recorded the highest percentage of 4.86% for Port Handling Charges.

Shipping Line Charges at the port of Tema is the highest among the four ports, constituting 6.18%

of the total cost of clearing. The Port of Lomé records the lowest percentage of 0.37% for Shipping line charges.

Clearing Agents' Charges constitute an average of 1.49% of total cost of clearing at the Port of Tema. The Port of Abidjan recorded the highest percentage of 1.60% for Clearing agents' charges.

For Mandatory MDA Fees and Charges, the Port of Tema was 0.74% of total cost of clearing cost, which was the same for the Port of Lome. The port of Abidjan recorded the highest of 2.92% for Mandatory MDA fees and charges.

### 4.0 OTHER FINDINGS RELEVANT TO THE STUDY

### 4.1 OTHER SHIPPING PRACTICES

Table 13: Some Shipping Practices at the Ports

ITEM	GHANA	тодо	NIGERIA	COTE D'IVOIRE
VAT on Transit	Yes	No	No	No
Other Local Levies on Transit	Yes	No	No	No
UCL	21 days	90 days	28 days	20 days
Auction Process for UCL	Customs determines auction	Court determines auction	Customs eauction platform	Customs determines auction
Storage Charges	7 days (free)	4 days (free)	3 days (free)	10 days (free) Reefer (48 hrs)
Detention/Demurrage Charges	5 days free (reefer) 7 days free (dry)	7 days free Transit - 21 days	5 days free (reefer) 7 days free (dry)	2 days free (reefer) 7 days free (dry)
Importation of Frozen Poultry	Allowed	Temporary Ban	Ban	Excise Duty
Implementation of Cargo Tracking Note	No	Yes	No	Yes
Single Window	Yes	Yes, but payments not integrated	Yes (New)	Yes, but MDAs & Shipping Lines not integrated
Continuous Development of Port Infrastructure	Yes	Yes	Yes	Yes
Impact of Exchange Rate on Port Cost	Yes	No	Yes (Not directly, only during periodic reviews by NSC)	No
Regulation of Shipping Line Charges	-	-	Nigeria Shippers' Council	Efforts by Ivory Coast Shippers Council (OIC) to standardize systems and tariffs
Other Issues		Cargo Release secured within 48 hours	Challenge with evacuation of containers from the terminals and port.     Duplication of functions among	Delays in processing of refunds for container deposits
			government agencies,	

### 4.3 REGULATION ON THE USE OFFOREIGNEXCHANGE

In Nigeria, shipping charges, includinglocal fees, are quoted and invoiced in Naira without direct linkage to the US dollar. This means that fluctuations in the Naira to the US dollar do not immediately impact shipping service prices. Instead, these prices are reviewed periodically, considering various economic factors.

### 4.4 UNCLEARED CARGO LIST (UCL)

### 4.4.1 UCL in Togo

In Togo, importers have ninety (90) days to clear their consignments. After this period, Shipping Lines and Terminals are required to send a list of uncleared cargo to Customs and notify the respective customers. Subsequently, the court (rather than Customs as in Ghana) determines the auctioning of such cargo. The conditions for uncleared cargo apply to both cargo for local consumption and transit cargo.

Additionally, from September to December each year, a thirty-five (35%) reduction is applied to uncleared cargo charges to expedite the clearance.

### 4.2 REGULATION ON REPATRIATION OF FOREIGN CURRENCY

In Nigeria, Shipping Lines can only repatriate foreign exchange (i.e., USD) to their principals under conditions established by the Nigerian Shippers' Council (NSC) and the Central Bank of Nigeria. The NSC has implemented a system called the Confirmation of Reasonableness of Freight, Charter Party, and Demurrage Remittances. Through this system, Shipping Lines and Agents must apply to repatriate foreign exchange out of the country. The NSC reviews these applications and, upon approval, notifies the Central Bank of Nigeria to permit the repatriation of the agreed amount. This system helps to regulate the use of foreign exchange in the shipping industry in the country.

### 4.4.2 UCL in Nigeria

In Nigeria, an importer forfeits his/her cargo if it is not cleared within 28 days of its arrival. The Nigerian Customs then publishes a notice of the auction in national newspapers and other media outlets.

### 4.4.3 UCL in Cote d'Ivoire

In Côte d'Ivoire, importers have 20 days to clear their cargo upon arrival. After this period, the manifest is blocked, and the importer must pay penalties. Failure to do so results in the cargo being added to the UCL. According to the Customs Act, there are no extensions allowed after 90 days. Subsequently, a one-month grace period is given to shippers to clear their cargo before Customs publishes a notice to the public on all media platforms.

### 4.5 AUCTION PROCESSES

### 4.5.1 Auction Process in Togo

In Togo, the Court sets the auction date for cargo and appoints an auctioneer to conduct the proceedings. Once the auction date is confirmed, tickets are made available to the public for participation.

### 4.5.2 Auction Processes in Nigeria and Cote d'Ivoire

In both Nigeria and Côte d'Ivoire, it is the Customs that gazettes the cargo and notifies the public of an auction date, akin to the process in Ghana.

However, unlike in Ghana and Côte d'Ivoire, where auctions take place physically, auctions in Nigeria are conducted online.

### 4.6 TRANSIT CARGO ISSUES

Transit cargo in all the countries visited are exempted from VAT and other local levies.

### 4.6.1 Transit Cargo in Togo

The Team learnt that, in response to a request from the Niger Shippers' Council, the government of Togo is extending the current minimum of 21- days free period for demurrage to 40 days for Nigerbound cargo due to the prevailing insurgency in the country. This is part of measures by the Togo to enhance the competitiveness of the Port of Lomé and facilitate trade with landlocked countries.

Additionally, there are no issues regarding cargo sharing at the Togo port; the priority carrier of transit cargo are the trucks from the landlocked countries. However, Togolese registered trucks are able to participate, especially when the transit state trucks do not have the capacity to handle the demand. There appears to be a cordial relationship between stakeholders in this regard.

### 4.6.2 Transit Cargo in Cote d'Ivoire

In 2023, due to conflicts in the landlocked countries of Burkina Faso, Mali, and Niger, operators in Côte d'Ivoire were prohibited from charging demurrage and storage fees on transit cargo till December 2023. Additionally, it was revealed that transit trucks originating from Côte d'Ivoire have been utilizing Ghanaian corridors for their routes. This shift is attributed to ongoing disputes between Côte d'Ivoire and Mali, which have disrupted the traditional transit routes.

On demurrage free days, it was reported that the Ivorian Government is in the process of increasing this to forty (40) days.

### **5.0 RECOMMENDATIONS**

Arising out of the Study and the discussions held with the various stakeholders from Togo, Nigeria and Côte d'Ivoire, the Team makes the following recommendations:

- a) Adopt Nigeria's Policy on Repatriation of Foreign Currency: Ghana should adopt Nigeria's system for confirming the reasonableness of freight, charter party, and demurrage remittances to ensure efficient revenue generation, reduce capital flight, and improve the Ghana's foreign exchange position.
- b) Streamline Shipping Line Charges: Ghana was identified among the countries visited as imposing the highest Shipping Line charges with unique charges such as Port Additional Charges and Container Evacuation Charges. These charges should be eliminated to improve the competitiveness of shippers in Ghana.
- c) Stop Shipping Lines/Agents from indexing their local charges to the USD: To align with practices in other ports in West Africa, Ghana should ensure that Shipping Line Charges are not indexed to the USD.
- d) Enhance Transparency in UCL Cargo Auctions: The auction process for Uncleared Cargo List (UCL) should be migrated from manual to electronic systems, similar to Nigeria's approach, to ensure greater transparency and efficiency.
- e) Extend Demurrage-Free Days for Transit Cargo: In response to current security concerns in landlocked countries, Ghana should consider extending the demurrage-free period for transit cargo as is practiced by Togo and under consideration in Ivory Coast.
- f) Eliminate VAT and Levies on Transit Services: Given that Ghana is the only country among the three ports visited that imposes VAT and additional levies on transit services, these charges should be removed to align with regional practices.



### **OVERVIEW**

Ghana Standards Authority is an Agency of Government responsible for developing, publishing and promoting standards in the country. It does this through Standardisation, Metrology and Conformity Assessment, i.e. Inspection, Testing and Certification. These activities ensure that products or goods and services produced in Ghana, whether for local consumption or for export are safe, reliable and of good quality.

### **VISION**

To become a customer-focused world-class standards organisation.

### MISSION

To contribute towards the growth of industry, protect consumers and facilitate trade through Standardisation, Metrology and Conformity Assessment.

### **CORE VALUES**

- Excellence
- Customer-focus
- Integrity
- Teamwork

### **OUR SERVICES**

Standards Development
Inspection
Testing
Certification
Calibration and Verification
Library and Information Dissemination
Training and Sensitisation
Public Education and Consumer Protection

### **OUR AFFILIATES**

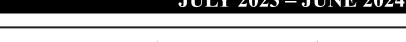
- International Organisation for Standardisation (ISO)
- The African Electrotechnical Standardisation Commission (AFSEC)
- Institute of Electrical and Electronics Engineers (IEEE)
- ASTM International
- International Bureau of Weights and Measures (BIPM)
- · American Concrete Institute
- International Electrotechnical Commission (IEC)
- International Organisation for Legal Metrology (OIML)
- African Organisation for Standardisation (ARSO)
- International Code Council
- CODEX International Food Standards Alimentarius

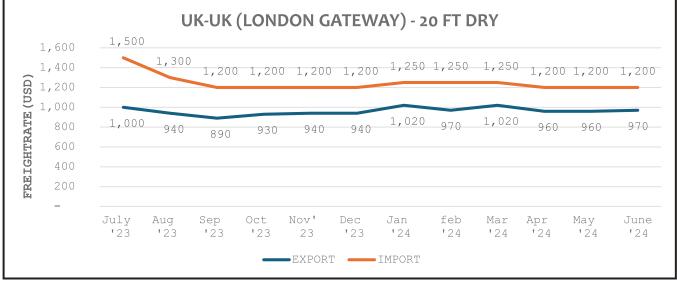
### **OUR ACCREDITATION**

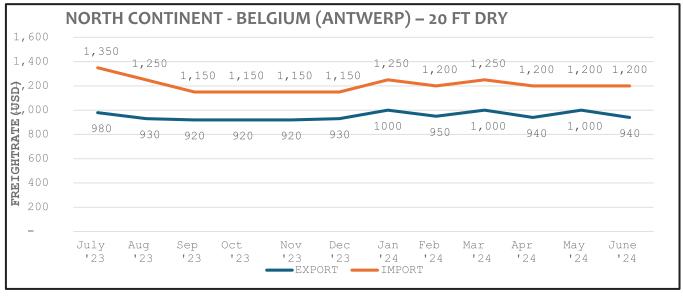
- Six (6) ISO/IEC 17025:2017 Accredited Testing Laboratories (Pesticide Residue, Metallics, Histamine and Mycotoxin, Food and Drinks, Microbiology and Cosmetic Laboratories
- Six (6) ISO/IEC 17025:2017 Accredited Calibration and Measurement Laboratories (Mass, Temperature, Volume, Balance, Humidity and Pressure Laboratories)
- ISO/IEC 17020:2012 Accredited Inspection Body
- ISO/IEC 17065:2015 Accredited Product Certification Body
- ISO/IEC 17021-1:2015 Accredited Management System Certification Body
- ISO/IEC 9001:2015 Accredited Training Body

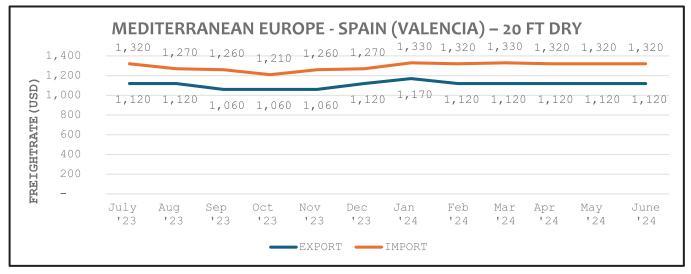




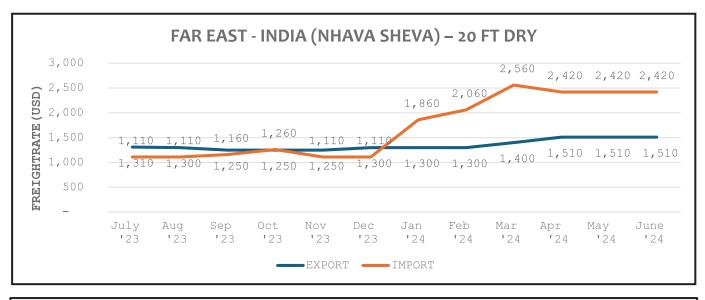


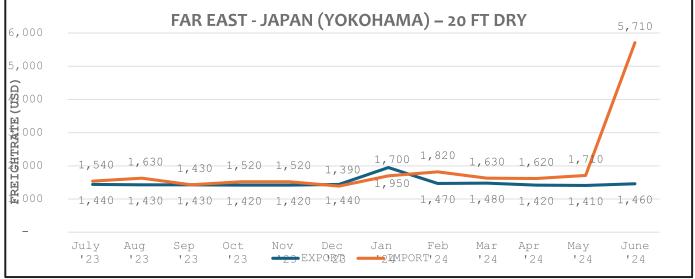


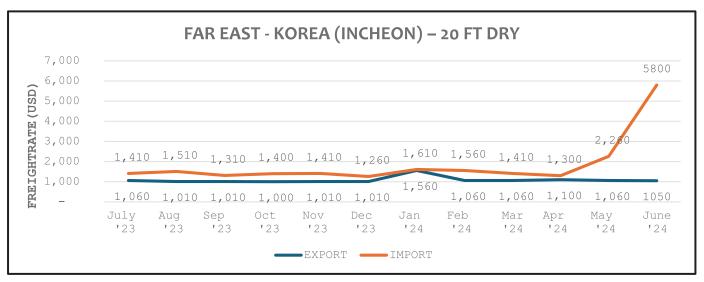




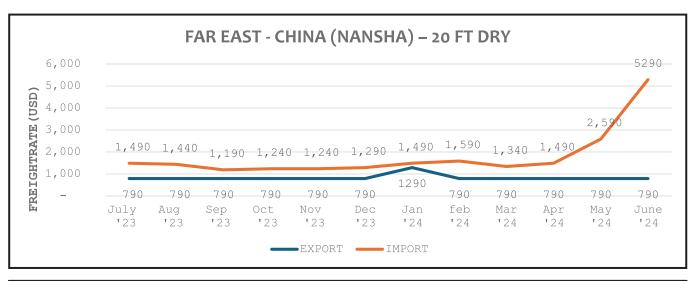


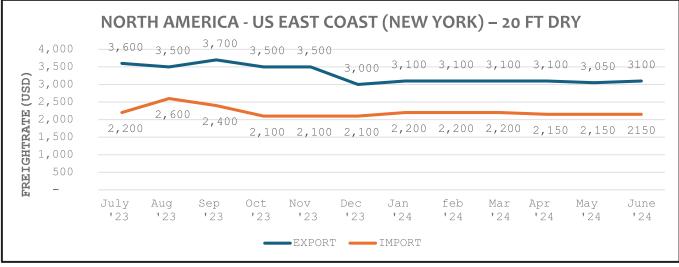


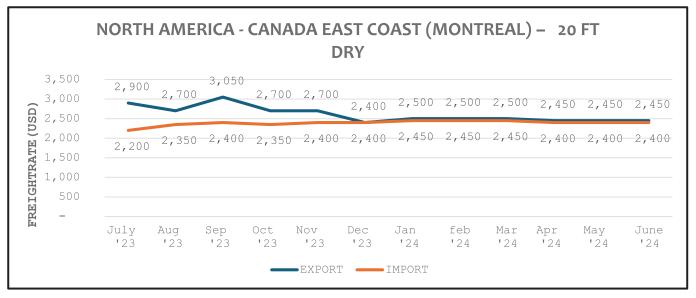




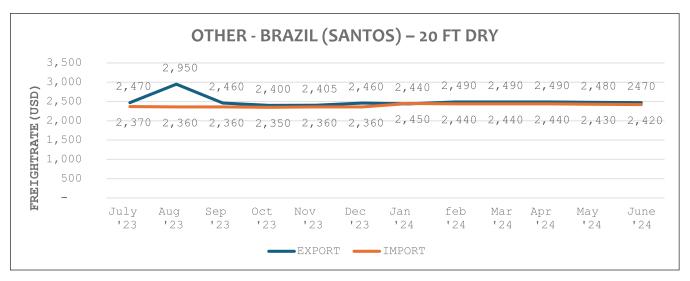


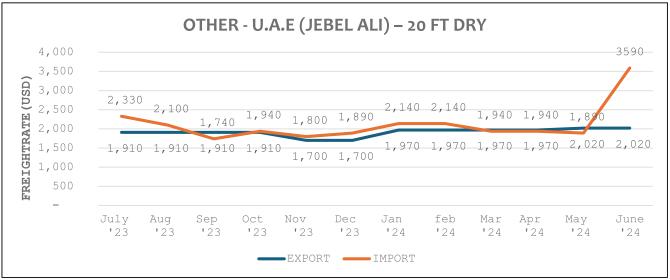














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# DIVERSIFYING OUR GENERATION PORTFOLIO FOR SUSTAINABLE POWER SUPPLY

The Volta River Authority (VRA) has since 1961, harnessed the resources of the Volta River to provide electrical energy for industrial, commercial and domestic use in Ghana as well as transportation, fishery and recreation.

Starting with a generation capacity of 588MW, the VRA now operates 2547MW from its hydro, thermal and solar plants.

VRA continues to diversify its generation portfolio by exploring cleaner, cheaper and renewable sources of power generation such as wind and solar energy to sustain power supply.



For further information, please contact: The Chief Executive

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