

Shipping Review

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Driving Equitable, Transparent, and Fair Pricing in Ghana's Commercial Shipping Sector

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Driving Equitable, Transparent, and Fair Pricing in Ghana's Commercial Shipping Sector



Pamela Deh, CMILT

The Role of the Ghana Shippers' Authority

Over the past few months, Ghana's commercial shipping sector has been at the forefront of media discussions. This surge in attention comes in the wake of the passage of the Ghana Shippers' Authority (GSA) Act 2024, widely regarded as a vital update for the sector.

For over 50 years, the GSA had operated under an Act that was passed long before containerisation became the global standard in cargo transport. While the old Act served its purpose for decades, it struggled to address modern

challenges, and stakeholders persistently called for an update that would better regulate the sector.

The new Act was the culmination of extensive efforts, including meetings with key Industry stakeholders, MDAs and Parliamentary Select Committee. With support from the Attorney General's Department, the GSA drafted a forward-looking law to repeal the old legislation, NRCD 254 (1974). On 29th July 2024, the Parliament of Ghana passed the new GSA Bill, designed to regulate the commercial activities of shippers and

shipping service providers, with a particular focus on addressing unfair and excessive charges that have long burdened the sector, and ensuring competitiveness for all players in the sector. These charges not only affected traders who rely on Ghana's seaports, airports, and land borders but also had a negative impact on the economy as a whole.

Ensuring Fair Competition and Transparency: Drawing from Global Standards

In many ways, Ghana's regulatory reform draws parallels to the role of international regulatory bodies,



such as the Federal Maritime Commission (FMC) in the United States. The FMC, an independent federal agency, is responsible for regulating the U.S. international ocean transportation system to benefit American exporters, importers, and consumers. Similar to the GSA's new approach, the FMC has worked diligently to ensure that neither the activities of shipping groups nor foreign government laws or regulations impose unfair costs on U.S. exporters or consumers.

The FMC's commitment to promoting fair competition, transparency, and consumer protection provides a valuable model for Ghana as it seeks to overhaul its shipping regulatory framework. One of the FMC's significant initiatives has been the introduction of its "incentive principle" for demurrage and detention fees, which focuses on promoting efficient cargo movement rather than simply generating revenue. This principle, designed to avoid penalties that disproportionately burden shippers and consumers, can serve as a benchmark for the GSA as it seeks to regulate port and border fees in Ghana.

The Need for Reform

The old GSA law had outlived its usefulness, with outdated

provisions that failed to address contemporary issues including transparency in the determination of port fees and charges. The new Act, however, is aimed at promoting accountability, fairness and some level of predictability in the movement of international trade cargo across all modes of transport.

For years, Ghana's economy, heavily reliant on imports, has depended on the operations of shipping lines, shipping agents, freight forwarders, and customs house agents, among others. The lax regulatory framework in the shipping sector had allowed certain practices to permeate, which in turn affected the broader economy. The new Act thus empowers the GSA to approve fair fees/charges of service providers at the ports and borders and fostering local participation in the provision of services within the sector.

The Parliamentary Select Committee on Roads and Transportation noted in its report that exorbitant charges by some service providers especially at the sea and airports hindered business growth and contributed to inflationary pressures, driving up the cost of goods and services.

Regulatory Framework and Oversight

Drawing from the regional perspective, the Nigerian Shippers' Council (NSC) is mandated to oversee and approve all repatriations by shipping lines operating in the country. Through this mandate, the NSC monitors the financial activities of shipping companies, ensuring compliance with national legislation and international trade agreements. By signing off on repatriations, the NSC plays a critical role in preventing unscrupulous practices, such as capital flight, where profits generated in Nigeria are transferred abroad without proper oversight, thereby undermining the nation's economic stability.

Similarly, in Ghana, despite the Bank of Ghana's efforts to prioritize reserve accumulation for foreign exchange (FX) liquidity support, without strong measures to regulate the commercial shipping sector, the Ghanaian economy may continue to face challenges related to capital outflows and currency depreciation.

Emerging Regulatory Initiatives

The new Ghana Shippers' Authority (GSA) Act is designed to equip the GSA with necessary tools to adapt to emerging trends and complexities in the shipping and logistics sector. The Act was framed to, among others, reduce cargo clearance costs by eliminating unwarranted charges at the ports.

It also empowers the State to hold accountable anyone who abuses shippers and engages in unfair business practices and increase indigenous participation in the shipping industry. The Act mandates the GSA to approve all charges levied by all shipping service providers.

The rules on demurrage,

detention, storage rent, and other time-induced penalties paid by shippers would be established and binding on all shipping service providers. It would address recurring complaints of whether weekends and holidays should be counted in determining demurrage and other related payments.

The GSA would also push for high service standards from shipping service providers and regularly monitor to ensure consistency.

Overall, the GSA aims to streamline all local charges in the commercial shipping sector, protect the interests of both shippers and service providers, enhance regulatory oversight and create a more efficient and transparent commercial shipping environment. Such proactive measures are essential for fostering a stable economic environment and mitigating the adverse effects of profit repatriation on local currencies.

Ensuring Stakeholder Compliance

As Ghana's commercial shipping sector adjusts to this new regulatory framework, it is essential that all stakeholders shipping lines, shipping agents, freight forwarders, customs house agents, importers and exporters—adhere to both market demands and the prevailing legal requirements. This will not only help them navigate the complexities of local and international trade but also position them for success in a highly competitive sector. By aligning their operations to these new guidelines, stakeholders will be better placed to mitigate risks and contribute to the development of a more resilient and transparent shipping

industry in Ghana.

The Presidential Assent and Commitment to Reform

On Friday, 18th October 2024, His Excellency Nana Addo Dankwa Akufo-Addo, President of the Republic of Ghana granted his assent to the Ghana Shippers' Authority Act 2024, following its passage in Parliament on 29th July 2024. This landmark legislation strengthens the GSA's regulatory mandate and creates a more competitive, fair, and transparent environment for the commercial shipping and logistics sectors. The Act expands the GSA's oversight to include all modes of transport sea, air, and land ensuring that the sector is better positioned to handle the complexities of modern trade.

The endorsement of the Act by President Akufo-Addo underscores the government's commitment to improving governance and efficiency in Ghana's shipping sector, safeguarding transparency in pricing and service delivery, and enhancing the country's attractiveness as a hub for international trade. As part of the implementation process, the GSA has launched a nationwide sensitization campaign to educate stakeholders about their rights and responsibilities under the new Act, while also soliciting input for the Legislative

Instrument (L.I.) being developed to operationalize the law.

Conclusion

The cost of shipping in Ghana have become a major concern for all stakeholders as it has implications for shippers and the national economy. Over the years, the cost to shippers in surcharges levied by shipping lines/agents have been very significant and thus increasing the cost of doing business at the ports.

The passage of the Ghana Shippers' Authority Act 2024 marks a significant milestone in Ghana's commercial shipping sector. With a new, forward-looking legal framework in place, the GSA's collaborative approach, through its stakeholder committees and other initiatives, would engender a robust shipping ecosystem that benefits not only the economy, but all stakeholders involved.

As the sector continues to evolve, it is crucial for all parties to engage in open dialogue, comply with the new regulations, and support the GSA in its efforts to create a more efficient and equitable shipping industry. This, in turn, will enhance Ghana's standing as a preferred shipping hub in the West African sub-region.



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Navigating Legal Entry and Exit in Maritime Trade: Leveraging Tema Shipyard for Africa's Shipbuilding Renaissance



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Ghana's strategic location along the Gulf of Guinea positions it as a natural gateway to West Africa's bustling maritime trade. With over 90% of global trade transported by sea, the importance of efficient ports and robust legal frameworks for entry and exit cannot be overstated. According to the United Nations Conference on Trade and Development (UNCTAD), Africa accounts for about 7% of global maritime trade, with West Africa handling the lion's share of containerized cargo. This makes the optimization of Ghana's maritime sector critical to regional economic development. Despite its potential, Ghana faces

challenges in leveraging its maritime assets. Cumbersome legal processes, prolonged clearance times, and inefficiencies at ports contribute to delays and increased costs. For instance, the World Bank's 2022 *Logistics Performance Index* ranks Ghana 106th globally, highlighting the need for improved trade facilitation and infrastructure. Addressing these challenges is imperative for the country to maintain its competitive edge in maritime trade.

At the heart of this discussion lies the Tema Shipyard, a facility with immense untapped potential to drive Ghana's

maritime transformation. Historically used for vessel repairs and maintenance, the shipyard has the capacity to evolve into a regional leader in shipbuilding. With the global shipbuilding and repair market valued at \$126 billion as of 2022, Ghana has a unique opportunity to position the Tema Shipyard as a hub for constructing vessels like tugboats, fishing trawlers, and even cruise ships.

This article argues that by streamlining legal entry and exit processes and modernizing the Tema Shipyard, Ghana can unlock unprecedented economic opportunities. These



changes will not only attract investment and boost trade efficiency but also create thousands of jobs and cement the nation's leadership in Africa's maritime economy. The new government has an unparalleled opportunity to champion this transformation, ensuring that the Tema Shipyard becomes a cornerstone of Ghana's economic growth and industrial development.

1. The Role of Legal Entry and Exit in Maritime Trade

Efficient legal entry and exit processes are fundamental to the success of any maritime trade system. These processes facilitate the smooth movement of goods and vessels while safeguarding against illegal activities such as smuggling and trafficking. In Ghana, however, inefficiencies in these systems have created significant bottlenecks, leading to increased operational costs and missed revenue opportunities.

Ghana's ports, including the Port of Tema, handle approximately 70% of the country's trade. Yet, lengthy documentation requirements, fragmented customs systems, and inconsistent regulatory enforcement contribute to

persistent delays in cargo clearance. According to the World Bank, it takes an average of 92 hours to clear imports at African ports, compared to just 48 hours in Europe and Asia. Such delays can raise shipping costs by up to 30%, undermining Ghana's competitiveness in the global trade arena. For instance, while the introduction of the Integrated Customs Management System (ICUMS) in 2020 aimed to address inefficiencies, gaps in coordination among customs, immigration, and port authorities remain, perpetuating costly delays. These inefficiencies translate into additional costs for traders, including demurrage and storage fees, which reportedly account for 15–20% of the total cost of shipping in Ghana.

The economic implications of delayed entry and exit processes are profound. According to estimates by the Ghana Revenue Authority (GRA), inefficiencies at ports result in approximately \$500 million in annual revenue losses. Moreover, traders incur significant indirect costs, which ultimately burden consumers. By contrast, global ports that have streamlined their legal processes experience substantial growth in trade

volumes and revenues. Singapore, for instance, processes over 37 million TEUs (twenty-foot equivalent units) annually through its efficient ports, generating billions in revenue. In comparison, Ghana's ports handle just over 1 million TEUs, highlighting the untapped potential of optimizing legal processes at its ports.

Streamlining legal entry and exit processes in Ghana's ports represents a transformative opportunity to enhance trade efficiency, reduce costs, and boost government revenue. One critical aspect is the adoption of advanced technologies such as artificial intelligence (AI) and blockchain, which enable real-time tracking and automated customs clearance. Integrating all port stakeholders onto a single digital platform would eliminate redundancies and improve coordination. Equally important is the need to harmonize regulatory frameworks. Simplifying documentation requirements and standardizing processes across customs, immigration, and port authorities can significantly reduce delays and improve efficiency. Furthermore, investing in capacity building is essential. Training port officials in modern trade facilitation techniques and collaborating with international organizations, such as the World Trade Organization (WTO), can strengthen Ghana's alignment with global trade facilitation agreements.

Global examples underscore the transformative power of efficient legal processes in maritime trade. Singapore's TradeNet system, which processes over 90% of customs declarations electronically, reduces clearance times to

under 10 minutes. Similarly, Rotterdam, Europe's largest port, leverages AI-driven systems for real-time monitoring, enabling it to handle over 460 million tons of cargo annually with minimal delays. These success stories demonstrate how streamlined legal processes can position ports as critical enablers of trade efficiency and economic growth.

Efficient legal entry and exit processes are not merely administrative necessities; they are strategic drivers of economic development. For Ghana, reforming these systems will unlock the full potential of its ports and maritime economy. Coupled with the modernization of the Tema Shipyard, such reforms will ensure that Ghana emerges as a leader in maritime trade, driving regional economic growth and global competitiveness.

2. Tema Shipyard: A Strategic Asset in Africa's Maritime Economy

The Tema Shipyard, strategically located on the Gulf of Guinea, stands as one of Ghana's most significant maritime assets. Its geographic positioning at the heart of West Africa's trade corridor provides a natural advantage, offering easy access to key regional and international shipping routes. Historically established to service vessels operating along Ghana's coast, the shipyard has the potential to be a transformative force in Africa's maritime economy if adequately retooled and modernized.

Currently, the Tema Shipyard is underutilized, primarily serving as a repair and maintenance facility for medium-sized vessels. Its infrastructure, though functional, lacks the

capacity to handle the growing demands of the global maritime industry. This underutilization has left Ghana reliant on foreign shipyards, particularly in Europe and Asia, for complex repairs and vessel construction. The inefficiencies at Tema Shipyard are indicative of a broader regional challenge, as West Africa suffers from a lack of sufficient drydock facilities, forcing shipping companies to endure higher costs and longer downtimes for services conducted overseas.

However, the potential for transformation is immense. The global shipbuilding and repair market was valued at \$126 billion in 2022, according to industry reports, with projections indicating steady growth driven by increasing trade volumes and the demand for newer, eco-friendly vessels. Ghana's participation in this market could yield substantial economic dividends. Through upgrading its infrastructure and capabilities, the Tema Shipyard could become a hub for shipbuilding and repair in West Africa, catering to the needs of regional operators and attracting international contracts.

One of the most significant opportunities for Ghana lies in leveraging the IPADA Africa Initiative, spearheaded by the African Diaspora Central Bank (ADCB). Under this initiative, Nigeria has already secured a \$9 billion investment for the construction of six luxurious cruise ships, marking a milestone in Africa's maritime renaissance. This initiative represents a transformative funding model aimed at revitalizing the continent's shipbuilding sector. Ghana, with its geographic advantage and the underutilized potential of the Tema Shipyard, is well-positioned to benefit from similar investments. Engaging the ADCB under the IPADA framework could enable the construction of luxury cruise ships in Ghana, with funding and technical expertise provided through a Build-Operate-Transfer (BoT) model.

The construction of cruise ships at the Tema Shipyard under the IPADA initiative could deliver several key benefits. First, it would diversify Ghana's maritime economy, opening avenues in the lucrative global cruise tourism industry, which is projected to reach \$45 billion by 2030. Second, it would create a





massive demand for skilled and semi-skilled labor, generating thousands of jobs in shipbuilding, design, and support services. Third, it would stimulate local industries by increasing demand for shipbuilding materials such as steel, electronics, and furnishings.

Modernizing the Tema Shipyard would involve significant investments in infrastructure. Expansion of drydock facilities to accommodate larger vessels, such as oil tankers, container ships, and cruise ships, is essential. Additionally, advanced machinery, including automated welding systems, CNC machines, and heavy-duty cranes, must be procured to enable efficient and precise construction and repair processes. The shipyard must also integrate renewable energy sources into its operations, such as solar and wind power, to align with global sustainability trends and reduce operational costs.

The shipyard's role in supporting Africa's shipbuilding renaissance extends beyond infrastructure. It can serve as a center for technological innovation and workforce development. Partnerships with global shipbuilding firms can facilitate technology transfer and skill development among local

workers. In training engineers, technicians, and other maritime professionals, the Tema Shipyard can build a workforce capable of competing with global standards. These partnerships would also open avenues for constructing a variety of vessels, from tugboats and fishing trawlers to luxury cruise ships, further diversifying Ghana's maritime economy.

Integration with legal and regulatory reforms for smoother entry and exit processes is critical to the success of the Tema Shipyard. Streamlined processes will not only reduce turnaround times but also enhance Ghana's appeal as a destination for maritime services. For example, vessels opting for repairs or construction at Tema would benefit from efficient customs clearance, reduced bureaucratic hurdles, and faster project completion timelines.

The economic benefits of retooling the Tema Shipyard are profound. A fully operational and modernized shipyard could generate an estimated \$600 million annually in revenue through ship repairs, construction contracts, and associated services. Beyond direct revenues, the shipyard's activities would create significant ripple effects,

stimulating local industries such as steel manufacturing, electronics production, and logistics. Moreover, it is projected that the retooling of the shipyard would create 30,000 direct jobs and 70,000 indirect jobs, providing opportunities across various skill levels and driving inclusive economic growth.

In leveraging opportunities such as the IPADA Africa Initiative and investing in modernization, the Tema Shipyard can transition from its current underutilized state into a regional powerhouse for shipbuilding and repair. This transformation would reduce Ghana's reliance on foreign facilities, foster regional trade integration, and position the country as a critical player in Africa's maritime economy. In capitalizing on its geographic advantage, investing in infrastructure, and implementing supportive legal reforms, Ghana can unlock the full potential of this strategic asset and set a benchmark for maritime excellence on the continent.

3. Shipbuilding Renaissance: Unlocking Economic Potential

The global shipbuilding industry represents a \$126 billion market, driven by increasing trade volumes, growing demand for modern vessels, and advancements in eco-friendly technologies. For Ghana, the Tema Shipyard offers a unique opportunity to tap into this lucrative market, creating a shipbuilding renaissance that could transform the nation's maritime economy and establish it as a regional leader in Africa's maritime sector.

3.1. The Case for Shipbuilding in Ghana

West Africa's maritime industry

is hampered by insufficient shipbuilding and repair facilities. Most regional shipping companies rely on European and Asian shipyards for vessel construction and maintenance, incurring significant costs and delays. For instance, ships traveling from West Africa to Asia for repairs face downtime of up to 60 days, resulting in additional operational costs of up to \$500,000 per vessel. Addressing this gap presents a massive opportunity for Ghana to attract these businesses to the Tema Shipyard. Ghana's strategic location along major shipping routes, combined with the capacity for modernization at the Tema Shipyard, positions the country to cater to regional and global demand for shipbuilding. In focusing on constructing smaller vessels, such as tugboats, fishing trawlers, and ferries, as well as luxury cruise ships, Ghana can diversify its maritime offerings and create a sustainable economic model for the shipyard.

3.2. Economic Impact of Shipbuilding

The retooling and modernization of the Tema Shipyard to support shipbuilding activities would yield significant economic benefits. A fully operational shipyard is projected to generate \$600 million in annual revenue within five years of completion. This revenue would be derived from various streams, including:

- Contracts for constructing vessels such as cargo ships, fishing trawlers, and tugboats.
- Repairs and maintenance services for regional shipping companies.
- Export opportunities for newly constructed



vessels to other African nations.

- Moreover, the shipyard's operations would create a ripple effect on the economy, stimulating demand in related industries. Local suppliers of steel, aluminum, electronics, and paint would experience increased demand, leading to the growth of small and medium enterprises (SMEs) in these sectors. Additionally, the shipyard would foster the development of a skilled workforce, with an estimated 30,000 direct jobs and 70,000 indirect jobs spanning roles in engineering, welding, logistics, and administrative support.

3.3. Leveraging the IPADA Initiative for Cruise Ship Construction

One of the most promising avenues for Ghana's shipbuilding renaissance lies in the construction of luxury cruise ships under the IPADA Africa Initiative, funded by the African Diaspora Central Bank (ADCB). Nigeria has already secured \$9 billion in investment under this initiative to construct six luxury cruise ships. By engaging with ADCB, Ghana can secure similar investments to build three additional cruise ships at the Tema Shipyard. Under a Build-

Operate-Transfer (BoT) arrangement, ADCB would provide funding for retooling the shipyard and constructing the cruise ships, while also deploying global experts to train local workers. This model ensures no upfront cost to Ghana while positioning the Tema Shipyard as a center of excellence in cruise ship construction. Each cruise ship is estimated to cost \$2.5 billion, with the investment recuperated through operations and tourism revenues over a 20-year period.

The cruise ship construction project would not only generate direct revenues but also boost Ghana's tourism sector. With the global cruise tourism market projected to reach \$45 billion by 2030, Ghana can position itself as a top destination for high-value tourists. Luxury cruise ships showcasing Ghana's cultural heritage and natural beauty would attract international travelers, generating additional revenue streams for local businesses and enhancing Ghana's global profile.

3.4. Sustainability in Shipbuilding

As global demand shifts towards eco-friendly vessels, the Tema Shipyard must adopt sustainable

practices to remain competitive. This includes constructing ships with hybrid propulsion systems, using renewable materials, and incorporating energy-efficient designs. These practices align with international maritime standards and offer a competitive advantage in attracting environmentally conscious clients. Furthermore, integrating renewable energy sources into shipyard operations would reduce costs and minimize environmental impact. Solar panels, wind turbines, and wave energy converters can power shipbuilding activities, reinforcing Ghana's commitment to sustainability.

3.5. Comparative Analysis: Lessons from Emerging Shipbuilding Nations

Ghana can draw valuable lessons from emerging markets that have successfully developed their shipbuilding industries:

- **Vietnam:** Through investing in workforce development and forming partnerships with global shipbuilding firms, Vietnam has grown into a major shipbuilding hub, exporting vessels worldwide.
- **Turkey:** The Tuzla Shipyard in Turkey leveraged technology transfer agreements

and government incentives to establish itself as a regional leader in shipbuilding and repair.

- **South Korea:** While now a global leader, South Korea began its shipbuilding journey with government-backed investments and collaborations with global players.

These examples highlight the importance of strategic planning, public-private partnerships, and technology transfer in building a competitive shipbuilding industry.

3.6. Strategic Recommendations

To unlock the economic potential of shipbuilding in Ghana, the following steps are recommended:

1. Invest in modern drydock facilities, advanced machinery, and digital systems to enhance operational capacity.
2. Secure funding under the IPADA initiative for cruise ship construction, leveraging the BoT model to mitigate financial risks.
3. Encourage partnerships between the shipyard and local suppliers to maximize economic benefits within Ghana.

4. Establish training programs in shipbuilding and related fields to create a pipeline of skilled labor.
5. Implement eco-friendly technologies to align with global trends and reduce environmental impact.

4. Legal Reforms to Support Shipbuilding and Trade

Legal reforms play a critical role in creating an enabling environment for the success of shipbuilding and maritime trade. For Ghana to capitalize on the transformative potential of the Tema Shipyard, it must address the existing bottlenecks in regulatory frameworks that hinder efficiency and competitiveness. A comprehensive overhaul of legal processes, particularly those governing shipbuilding, vessel repairs, and entry and exit procedures, will position Ghana as a preferred destination for maritime trade and industrial activities.

4.1. Challenges in the Existing Legal Framework

Ghana's current maritime legal framework is fragmented, with overlapping responsibilities among key stakeholders, including the Ghana Ports and Harbours Authority (GPHA), the Ghana Maritime Authority (GMA), and customs authorities. These inefficiencies result in prolonged clearance times, inconsistencies in policy enforcement, and higher costs for shipping companies. For instance, a World Bank report indicates that Ghana ranks 106th globally in the ease of trading across borders, largely due to delays in customs and port clearance processes. Additionally, there is limited



regulatory support for the development of the shipbuilding industry. Existing policies are heavily focused on port operations, leaving gaps in areas such as vessel construction standards, workforce training, and incentives for local and international investors. Without a clear legal framework to support these activities, the Tema Shipyard risks remaining underutilized, unable to fully contribute to Ghana's economic growth.

4.2. Key Legal Reforms Needed

To unlock the potential of shipbuilding and trade at the Tema Shipyard, Ghana must implement targeted legal reforms across three critical areas: trade facilitation, shipbuilding regulations, and investment incentives.

1. Trade Facilitation Reforms

The efficiency of legal entry and exit procedures at Ghana's ports is essential for attracting vessel construction and repair contracts. Key reforms include:

- **Simplification of Customs Processes:** Streamlining documentation requirements and adopting harmonized procedures across customs, immigration, and port authorities.
- **Digitalization of Port Operations:** Implementing advanced technologies, such as blockchain and AI, to automate clearance processes and improve transparency. For example, blockchain could be used to verify trade documents in real-

time, reducing clearance times by up to 50%.

- **Compliance with International Standards:** Aligning Ghana's port regulations with global best practices, such as those outlined by the International Maritime Organization (IMO) and the World Customs Organization (WCO).
- 2. **Shipbuilding and Repair Regulations**
A robust legal framework specific to shipbuilding and repair activities is necessary to attract international clients and investors. Reforms should include:
 - **Standardized Construction Codes:** Establishing technical standards for vessel construction and repairs to ensure compliance with international safety and quality requirements.
 - **Certification Processes:** Developing certification programs for shipbuilders, engineers, and technicians to enhance professional standards and global competitiveness.

• **Environmental Compliance:**

Introducing regulations that mandate eco-friendly practices in shipbuilding and repair, aligning with global sustainability goals.

3. Investment Incentives

Attracting investment in the Tema Shipyard requires a legal framework that incentivizes both local and international stakeholders. Recommended reforms include:

- Offering tax breaks or reductions for companies investing in shipyard modernization, technology transfer, and workforce training.
- Establishing clear guidelines for PPPs to facilitate collaborations between government agencies, private investors, and international organizations.
- Designating the Tema Shipyard and surrounding areas as an SEZ, providing regulatory and fiscal benefits to attract industrial activity.



4.3. Lessons from Global Leaders

Countries with thriving shipbuilding industries provide valuable insights into the role of legal reforms in supporting maritime growth. For instance:

- **Singapore:** The country's legal framework emphasizes streamlined trade facilitation, supported by digital platforms such as TradeNet, which reduces document processing times to under 10 minutes.
- **South Korea:** The government provides subsidies and tax breaks to shipbuilding companies, enabling the country to dominate the global market with a 44% share of shipbuilding orders in 2022.
- **Turkey:** The Tuzla Shipyard benefits from government-backed policies that encourage technology transfer and workforce development, making it a regional leader in shipbuilding.

4.4. Projected Outcomes of Legal Reforms

The implementation of targeted legal reforms will have far-reaching benefits for Ghana's maritime economy. Key outcomes include:

- Streamlined processes and a robust regulatory framework will enable the Tema Shipyard to generate an estimated \$600 million annually from shipbuilding, repairs, and associated services.
- Reduced clearance times and digitalized processes will lower shipping costs by up to 20%, attracting more clients to Ghana's ports.
- Legal support for shipbuilding and trade will drive the creation of 30,000 direct jobs and 70,000 indirect jobs, fostering inclusive economic growth.
- Compliance with international standards will position Ghana as a leading player in Africa's maritime sector, attracting contracts from regional and global shipping companies.

4.5. Recommendations for Implementation

To ensure the successful execution of these reforms, the following steps are recommended:

1. A dedicated body comprising representatives from GPHA, GMA, customs authorities, and industry

stakeholders to oversee the implementation of reforms.

2. Partner with technology providers to deploy digital platforms for trade facilitation and regulatory compliance.
3. Work with the IMO, WCO, and African Union to align Ghana's maritime policies with global and regional frameworks.

5. Economic and Social Benefits of Investing in Tema Shipyard

Investing in the modernization and expansion of the Tema Shipyard has the potential to deliver transformative economic and social benefits for Ghana. By leveraging its strategic location and the demand for shipbuilding and repair services, the shipyard can become a catalyst for economic growth, job creation, and regional trade integration. Beyond the direct economic impacts, the project will significantly enhance the livelihoods of communities and industries that depend on maritime operations.

5.1. Economic Impact: Revenue Generation and Trade Efficiency

The modernization of the Tema Shipyard is projected to generate substantial revenue through diversified activities, including shipbuilding, repairs, and associated maritime services. A fully operational shipyard is estimated to produce \$600 million annually in revenue within five years of its transformation. This revenue will stem from contracts for vessel construction, maintenance services, and new ventures such as luxury cruise ship manufacturing under the IPADA Africa Initiative.



Additionally, enhanced trade efficiency resulting from a modernized shipyard will lower the operational costs of shipping in Ghana. A report by the World Bank indicates that reducing clearance delays and improving port infrastructure could cut shipping costs in West Africa by up to 20%. These savings would make Ghana a more attractive destination for regional and global shipping companies, increasing cargo throughput and positioning the country as a preferred maritime hub in Africa.

5.2. Job Creation and Workforce Development

The investment in Tema Shipyard is expected to create significant employment opportunities, fostering inclusive economic growth. The project will generate an estimated 30,000 direct jobs across various skill levels, including engineers, welders, machinists, and administrative staff. Additionally, 70,000 indirect jobs will be created in associated industries such as logistics, steel production, electronics, and tourism.

The shipyard will also play a critical role in workforce development. Partnerships with global shipbuilding firms and technical institutions will facilitate technology transfer and provide training programs for local workers. These initiatives will not only equip Ghanaian workers with globally competitive skills but also create a pipeline of talent for the maritime sector. Special focus will be placed on youth and women, ensuring their inclusion in high-demand roles within the shipbuilding and maritime industries.

5.3. Industrial Growth and Economic Diversification

Investing in the Tema Shipyard



will have a multiplier effect on Ghana's economy, stimulating the growth of related industries. Increased demand for shipbuilding materials, such as steel, aluminum, and advanced machinery, will boost local manufacturing sectors. Logistics providers will benefit from higher cargo volumes, while businesses in the electronics and technology sectors will find new opportunities to supply shipyard operations.

The project also aligns with Ghana's broader goal of economic diversification. By establishing itself as a leader in shipbuilding and repair, Ghana can reduce its dependency on traditional exports like gold and cocoa. This diversification will strengthen the country's economic resilience and contribute to sustainable development.

5.4. Social Impact: Improving Livelihoods and Community Development

The social benefits of investing in Tema Shipyard extend beyond job creation. The project will uplift local communities by improving access to education, training, and infrastructure. For instance, the construction of new training centers and partnerships with educational institutions will empower

individuals with skills that ensure long-term employability.

In addition to economic opportunities, the project will foster social cohesion by promoting equitable access to maritime jobs for underrepresented groups. Women and youth, in particular, will benefit from targeted programs designed to address barriers to entry in the maritime industry. Furthermore, the influx of economic activity in communities surrounding the shipyard will lead to improved living standards, as increased income levels stimulate local businesses and services.

5.5. Boost to Tourism Through Cruise Ship Construction

The construction of luxury cruise ships under the IPADA Africa Initiative will open new frontiers for Ghana's tourism industry. With the global cruise tourism market projected to reach \$45 billion by 2030, Ghana is well-positioned to capture a share of this lucrative sector. Cruise ships built at the Tema Shipyard will serve as floating showcases of Ghana's rich cultural heritage, attracting international tourists and generating additional revenue streams.

The integration of cruise ship operations with Ghana's coastal

tourism strategy will create opportunities for local businesses in hospitality, transportation, and cultural tourism. These synergies will enhance Ghana's appeal as a destination, solidifying its position as a leader in Africa's cruise tourism market.

5.6. Environmental Sustainability and Long-Term Benefits

The modernization of the Tema Shipyard will incorporate sustainable practices that contribute to environmental preservation. By adopting renewable energy solutions, such as solar and wind power, the shipyard will reduce its carbon footprint and align with global sustainability goals. Eco-friendly shipbuilding practices, including the use of recyclable materials and energy-efficient designs, will further enhance Ghana's reputation as a responsible maritimenation.

In the long term, these sustainability measures will attract environmentally conscious clients and investors, reinforcing the Tema Shipyard's competitiveness in the global maritime industry. Additionally, the environmental benefits of reduced emissions and cleaner operations will contribute to improved public health and a

better quality of life for communities near the shipyard.

5.7. Regional Integration and Leadership

The transformation of the Tema Shipyard will strengthen Ghana's position as a regional leader in maritime trade and shipbuilding. By catering to the needs of West African shipping companies and providing cost-effective alternatives to foreign shipyards, Ghana will foster greater regional trade integration. This aligns with the goals of the African Continental Free Trade Agreement (AfCFTA), which seeks to enhance intra-African trade and economic cooperation.

The shipyard's success will also serve as a model for other African nations, showcasing Ghana's ability to lead transformative projects that drive economic growth and regional development. By taking proactive steps to modernize the Tema Shipyard, Ghana can position itself as a beacon of maritime excellence in Africa.

6. Recommendations for Government Action

The transformation of the Tema Shipyard into Africa's premier shipbuilding and repair facility requires strong leadership and decisive action from the

government. By prioritizing infrastructure development, enacting supportive legal reforms, and fostering strategic partnerships, the new government in Ghana can position the Tema Shipyard as a catalyst for economic growth and maritime excellence. The following recommendations outline key steps for achieving this vision.

6.1. Prioritize Infrastructure Modernization

Modernizing the Tema Shipyard is foundational to its success. The government must allocate resources to upgrade the shipyard's infrastructure, including expanding its drydock capacity to accommodate larger vessels, such as oil tankers, container ships, and cruise ships. Advanced machinery, such as CNC machines, automated welding systems, and heavy-duty cranes, should be procured to enhance the shipyard's operational efficiency. Additionally, renewable energy solutions, such as solar panels and wind turbines, should be integrated into the shipyard's power systems to reduce operational costs and align with sustainability goals. Establishing these facilities will not only attract international clients but also ensure that the shipyard remains competitive in the global maritime industry.

6.2. Engage the African Diaspora Central Bank and IPADA Initiative

The government should actively engage with the African Diaspora Central Bank (ADCB) under the IPADA initiative to secure funding for shipyard modernization and the construction of luxury cruise ships. Nigeria's successful \$9 billion investment in six cruise ships demonstrates the potential of this initiative. A similar partnership with ADCB



could enable Ghana to build three luxury cruise ships at the Tema Shipyard, creating jobs, boosting tourism, and diversifying revenue streams. The Build-Operate-Transfer (BoT) model proposed under this initiative would ensure that the retooling of the shipyard and construction of cruise ships come at no upfront cost to Ghana. By leveraging this opportunity, the government can accelerate the shipyard's transformation and position it as a key player in Africa's maritime economy.

6.3. Implement Comprehensive Legal Reforms

The government must enact legal reforms to streamline entry and exit processes at Ghana's ports and create a regulatory framework that supports shipbuilding and repair activities. Simplifying customs procedures, adopting digital solutions like blockchain for real-time tracking, and aligning with international maritime standards will enhance trade efficiency and attract international clients. Specific reforms to support shipbuilding should include establishing technical standards for vessel construction, providing certification for shipbuilding professionals, and offering incentives for eco-friendly practices. These measures will not only improve operational efficiency but also position Ghana as a leader in sustainable maritime development.

6.4. Foster Public-Private Partnerships

Public-private partnerships (PPPs) are essential for mobilizing resources and expertise to modernize the Tema Shipyard. The government should create an enabling environment for PPPs by offering tax incentives,

streamlined regulations, and attractive terms for private investors. Collaborating with global shipbuilding firms and technology providers will facilitate knowledge transfer, workforce development, and access to advanced technologies. In engaging private sector players, the government can reduce the financial burden of infrastructure development while ensuring that the shipyard remains competitive and innovative.

6.5. Invest in Workforce Development

The success of the Tema Shipyard depends on a skilled and motivated workforce. The government should establish training programs in partnership with technical institutions and international shipbuilding firms to equip Ghanaians with the skills needed for shipbuilding, repair, and related industries. Special emphasis should be placed on empowering youth and women to participate in the maritime sector, addressing barriers to entry and ensuring inclusivity. Scholarships, apprenticeships, and on-the-job training initiatives should be prioritized to create a pipeline of talent for the shipyard.

6.6. Promote Ghana as a Regional Maritime Hub

The government should actively market Ghana as a preferred destination for maritime trade and shipbuilding in Africa. Highlighting the strategic location of the Tema Shipyard, its modernized infrastructure, and its competitive advantages in trade fairs, conferences, and international forums will attract clients and investors. Additionally, Ghana's participation in regional initiatives, such as the African

Continental Free Trade Agreement (AfCFTA), should be leveraged to position the Tema Shipyard as a hub for intra-African trade. This will enhance regional integration and create new opportunities for economic collaboration.

To ensure the success of the Tema Shipyard transformation, the government should establish a robust monitoring and evaluation (M&E) framework. This framework should track progress against key performance indicators (KPIs), such as revenue generation, job creation, and environmental impact. Regular reporting and stakeholder engagement will provide transparency and accountability, ensuring that the project remains on track and achieves its objectives. Sustainability must remain a core focus of the Tema Shipyard's transformation. The government should enforce regulations that mandate eco-friendly shipbuilding practices, promote the use of renewable energy, and protect marine ecosystems. These measures will enhance Ghana's global reputation as a responsible maritime nation and attract environmentally conscious clients and investors.

The modernization of the Tema Shipyard presents a unique opportunity for Ghana to transform its maritime economy, create jobs, and drive sustainable development. By prioritizing infrastructure upgrades, engaging with strategic partners like ADCB, and implementing supportive legal and regulatory frameworks, the government can unlock the full potential of this vital asset.



Ramifications of Some of the Provisions of the Insurance Act 2021 (Act 1061) for International Trade.



By Alexander G.
Buabeng,

It is an incontrovertible fact that international trade is mainly seaborne. Cargoes such as dry bulk cargoes, liquid bulk cargoes, break bulk cargoes (which since the late 1960's, it has become more common for such cargoes to be unitised) containerized cargoes are all carried by sea in container vessels, multi-purpose cargo vessels, refrigerated ships, bulk carriers, obo carriers, ro-ro ships, crude oil tankers and liquified gas carriers. Invariably, marine policies are taken out to protect the owners of various interests against losses and damage from perils insured against.

The insurance industry in Ghana is regulated by the National

Insurance Commission. The Commission was set up by the Insurance Act of 2021 (Act 1061). This Act repealed the Insurance Act 2006 (Act 724). Act 724 introduced some innovations in respect of insurance of goods in relation to international trade. This article will examine some of the major changes which have been made by Act 1061. It will also consider to what extent the provisions of Act 1061 in respect of international trade represent an improvement upon its predecessors.

For the purpose of this Article, the present writer deems it expedient to set out in extenso sections 37 and 38 of the

repealed Act 724 as this will conduce to a better understanding of the issues to be raised by the present writer in respect of the provisions in Act 1061 with regard to international trade.

Section 37 is captioned "Restriction on Contract with Offshore insurer," and stipulates as follows:

1. "Unless authorized by the Commission, a person shall not enter into a contract of insurance with an offshore insurer in respect of—

(a) property situate in the country;

MARINE CARGO



INSURANCE

- (b) liabilities arising in the country;
- (c) goods, other than personal effects, being imported into the country

2. A person who contravenes subsection (1) commits an offence

3. Nothing in this section affects the validity or enforceability of a contract of insurance entered into in breach of subsection (1)

4. This section does not apply to an insurer that enters into a reinsurance contract with an offshore insurer where the reinsurance contract

- (a) (a) is entered into in accordance with reinsurance arrangements approved by the Commission under section 53(1), or
- (b) (b) is exempted from approval by the Commission under section 53(2)“.
- (c) Section 38 of the Act is captioned “Authorisation to enter into contract of insurance with offshore insurer” and is as follows:

1. “A person may apply to the Commission, or through an intermediary, for authorisation to enter into a contract of

insurance of a type specified in section 37 (1) with an offshore insurer;

2. The Commission may authorise the applicant to enter into a contract of insurance with an offshore insurer in respect of that risk subject to such conditions as the Commission considers appropriate.

3. In determining whether to grant an authorisation under subsection (2), the Commission shall have regard to the local capacity available to insure the risk in respect of which the application is made.

4. Where the Commission issues an authorisation under subsection (2), the offshore insurer is considered not to be in breach of section 36.

5. A person who is issued an authorisation under subsection (2) shall pay a premium to be determined by the Commission”

It is pertinent to observe that this was the first time such innovative provisions were introduced by our insurance legislation, PNDC Law 227, as amended, which was repealed by Act 724 was silent on such provisions. Even though the provisions in Act 724, quoted supra, were not a blanket ban in respect of insuring with an offshore insurer with regard to the importation of commercial goods into the country, the

philosophy underlapping the provisions was quite laudable. The provisions were to ensure that financial capacity of insurance companies licensed under the Act was on firm footing.

In 2021, to be precise on 5th January 2021, Act 1061 was gazetted. The Act repealed Act 274 of 2006. Act 1061 has copious provisions which impact on international trade. The ramifications of these provisions will be dissected by the present writer. As was done in respect of Act 724, the present writer wishes to set out in extenso the provisions of Act 1061 which impinge on international trade. The pertinent sections are sections 221 and 222.

Section 221 is captioned “Insurance for risk arising in Ghana” and stipulates as follows:

1. “A person shall not, unless authorized by the Commission, enter into a contract of insurance with an insurance company not licensed under this Act in respect of:

- (a) (a) a property situate in the country;
- (b) (b) liability arising in the country; or
- (c) (c) goods other than personal effects being imported into the country (emphasis the writer’s)

2. A person who contravenes subsection (1) commits an offence and is liable on summary conviction to a fine for a term of imprisonment or both as specified in First Schedule.

3. Nothing in this section affects the validity or enforceability of a contract of insurance entered into in contravention of this provision.

By way of comment, the present writer wishes to observe the

provisions of Section 221 quoted supra are almost in pari materia with section 37 of Act 724 except that the drafting style has changed and penalties have been introduced.

Section 222 captioned "Marine Insurance" stipulates as follows:

1. "A person who imports goods, other than personal effects into the country shall insure the goods with an insurer licensed under this Act.

2. A person shall not place a marine cargo or hull business other than reinsurance business, with an insurer who is not licensed under this Act except with the prior written approval of the Commission.

3. For the purposes of subsections (1) and (2), a letter of credit or similar document issued by a bank or financial institution.

- (a) in the country, in respect of the goods being imported into the country, shall be prime cost, insurance and freight with the insurance taken from an insurer licensed under this Act or
- (b) outside the country, in respect of the goods being imported into the country shall be on cost and freight

4. A person who contravenes subsection (1) or (2) commits an offence and is liable on summary conviction to a fine or a term of imprisonment or to both as specified in the First Schedule".

Without doubt, section 222 of the Act has pervasive ramifications for International trade and the present writer intends to analyse the section critically.

The present writer has no qualms about subsection (1) and wishes to observe that the purpose of the section is to build the financial capacity of insurers licensed under the Act and to conserve foreign exchange. The sum total of the subsection is that importation of goods into the country other than personal effects must be on C&F basis.

Subsection (2), however, bristles with some difficulties.

In the first place, the drafting of the subsection, with the greatest deference to the drafters of the Act, is inelegant and the full import of the subsection was not perhaps appreciated fully by them.

The first issue is with "hull business". The proper terminology should be hull insurance and this type of policy includes one for the hull (the fabric) and machinery. The present writer is at a loss to appreciate the import of placing "hull business" other than reinsurance business with an insurer who is not licensed under this Act, except with the prior written approval of the Commission". Is it the present writer's understanding that any ship whether registered in Ghana or not which carries commercial cargo to Ghana must be insured in Ghana? The second issue is how can the Commission

enforce this provision? Probably, the Commission, with the greatest respect, must take a second look at subsection (2) because the subsection as it stands now will be honoured more in breach than in observance and it militates against smooth operation of international trade.

Subsection (3) is a novelty. No mention was made of letters of credit in Act 724 and the Commission must be commended for this novelty. However, the terminology "prime cost, insurance and freight" is alien to international trade. The appropriate special trade term is Cost, Insurance and Freight.

The present writer wishes to submit that the elements which should go to make up the price of goods at the port of delivery are

- 1. prime cost;
- 2. freight;
- 3. port dues; and
- 4. profits.

Prime cost is therefore not a special trade term.

On this point, the present writer will refer to Professor David Sasson's magnum opus on "CIF and FOB Contracts" which is published under the British Shipping Law Series and which has become a practitioner's vade



mecum in this area of law. In addition to Prof Sasson's textbook, Benjamin on "Sale of Goods" which is published under the Common Law Library Series also uses the term Cost, Insurance and Freight. In addition to the above authorities, Carver on "Bills of Lading", which is also published under the British Shipping Law Series adopts the term Cost, Insurance and Freight. In addition to the above authorities, the Official Rules for the Interpretation of Trade Terms (Incoterms 2020), adopts the term Cost, Insurance and Freight. Further support for the position being canvassed by the present writer can also be found in the current Uniform Customs and Practice for Documentary Credits (UCP 600) which is used by banks world wide in respect of Letters of Credit. Further support for the present writer's position can be found in "the Law

and Practice of International Trade" by Professor Schmitthoff. Even the Sale of Goods Act 1962 (Act 137) uses the term CIF (Vide Part VII of the Act).

Before the present writer concludes his observations on section 222 of the Act, he will refer again to a portion of subsection (3) which stipulates as follows: "For the purpose of subsections (1) and (2) a letter of credit or a similar document issued by a bank or financial institution".

With the greatest respect to the drafters of the Act, life will be easier for judges confronted with the interpretation of this portion of the provisions of subsection (3) if the rendition had been "letters of credit, bills of exchange, promissory notes, cheques or other similar documents used for obtaining the payment of money"

As already observed, despite the shortcomings in the drafting of section 222, the rationale behind the section is highly commendable since it will build financial capacity of insurers licensed under the Act. In addition to this, it will conserve foreign exchange for Ghana. The problem, however, lies with the enforcement of the provisions of the section. Perhaps, the National Insurance Commission must work in tandem with the Bank of Ghana to ensure that the provisions of the section are scrupulously complied with. The Bank of Ghana is the Regulatory body of Banks and other financial institutions in the country and perhaps a circular addressed to all banks and other financial institutions drawing attention to the provisions of Act 1061 referred to supra will be a step in the right direction.

TESTIMONIALS

SAMSON ASAKI AWINGOBIT

*- Executive Secretary of the
Importers and Exporters Association of Ghana*

The law (GSA ACT 2024, Act 1122) creates a more structured and regulated environment for trade, ensuring that the interests of both importers and exporters are safeguarded. The GSA law is a significant step towards enhancing transparency and efficiency within the shipping and logistics industry,"



Ghana Shippers' Authority Study Tour to the Center Point Intermodal Center (CIC) in Illinois, USA: Key Lessons for the Boankra Integrated Logistics Terminal (BILT)



Osei Owusu Amankwaah

The construction of the Boankra Integrated Logistics Terminal (BILT) near Kumasi is making steady progress, with around 60% of Phase 1A already completed. This project, a significant part of the nation's efforts to enhance logistics and trade infrastructure, is designed to streamline the transportation of goods within the country and to its landlocked neighbours and regional trade allies.

In support of this initiative, a delegation from the Ghana Shippers Authority (GSA),

accompanied by members of the Port and Infrastructure Committee (PIC), recently embarked on a study tour to the CenterPoint Intermodal Center (CIC) in Elwood, Illinois, USA. The tour offered invaluable insights into inland port operations, and CIC's successful development and management strategies are expected to provide crucial guidance as Ghana seeks to establish BILT as a sub-regional key logistics hub.

CIC Background

CIC is one of the largest inland ports in North America and

serves as a critical node in the US supply chain. Its strategic location, about 40 miles from Chicago, connects it to major ports such as Seattle, Los Angeles, and Houston via an extensive rail network. CIC evolved from its origins as a World War II-era explosives production site into a thriving rail-served industrial park. The transformation, spearheaded by CenterPoint in partnership with BNSF Railway and Union Pacific, turned the area into an intermodal hub that handles millions of containers annually.

The CIC facility now occupies over 6,500 acres and is a model of logistics efficiency, with large warehousing spaces, advanced container-handling systems, and rail terminals covering hundreds of acres. The success of this facility is a direct result of its integration of real estate, transportation networks, and innovative infrastructure solutions.

Also known as an inland port, CIC-Elwood is a location where goods delivered by rail are transferred to trucks at an intermodal terminal. From there, goods are stored at an on-site distribution center, shipped to a warehouse elsewhere in the Chicago area, or trucked directly to their final destination.

CenterPoint is a major owner, manager, and developer of industrial real estate in the Chicago area. CIC-Elwood was the first ILC developed by CenterPoint.

Development and Construction

On October 1, 2000, Congress officially conveyed the 2,500-acre (1,012-ha) parcel (10 percent of the overall Joliet facility) to CenterPoint for development of the intermodal logistics center. Construction and site preparation began immediately, and the BNSF intermodal terminal and first warehouse opened in October 2002.

The site lacked drainage systems, roads, and rail connections upon acquisition, so the developer had to construct all necessary infrastructure. This included construction of the rail spur from the BNSF main line, the various rail tracks and roads in the intermodal terminal, internal



A drone shot of CISC

roadways on the site, stormwater systems, and a wastewater treatment plant. CIC-Elwood is shaped like an inverted "L," with the BNSF logistics center at its base. The rail yard, running north-south, is situated on the west side of the project area, and the various distribution warehouses are arranged along the spine of the L on an east-west axis.

The BNSF intermodal terminal consists of a switching yard and the intermodal facility. At the terminal, cranes straddle a rail car and truck trailer, and lift containers from the trains onto trucks. It is served by the aforementioned rail spur off the main BNSF freight line, which bypasses the site to the west. The terminal is approximately one mile (1.6 km) long and contains several rows of rail and truck lanes, in order to accommodate a high level of traffic.

Key Strategies Behind CIC's Success

Transportation Network Integration

Adam Roth, Executive Vice President of Industrial Services at Hiffman National, highlighted that a robust transportation network, more than

infrastructure alone, is key to sustaining logistics operations. CIC's proximity to vital railway lines and its intermodal capabilities, which allow seamless switching between rail, road, and sea freight, make it a logistical powerhouse.

He added that, CIC's industrial park houses a diverse range of businesses, from warehousing to haulage companies and retailers like Walmart. By strategically marketing the cost and operational efficiencies of setting up operations within CIC, it attracted major players, driving economic activity in the area. These businesses benefit from proximity to major transport routes and CIC's focus on lowering supply chain costs through streamlined logistics.

He further noted that, CIC has remained forward-thinking by investing in infrastructure ahead of demand. For instance, they invested \$100 million in constructing speculative warehouses and a \$200 million public-private bridge to reduce travel times to the facility. This proactive approach ensures CIC remains competitive in a fast-changing global logistics landscape.

Mr. Roth said, one of CIC's standout features is its ability to



While building infrastructure is critical, the effectiveness of BILT will largely depend on the connectivity of Ghana's transportation networks, particularly rail. BILT's strategic location in Kumasi, 330 kilometres from Ghana's major ports, means it can play a vital role in easing port congestion and facilitating the export of key commodities such as cocoa, gold, and bauxite.

tailor communication strategies for different stakeholders. By providing targeted value propositions and highlighting logistical savings, CIC has consistently attracted businesses that stand to benefit from its facilities. This bespoke marketing approach is something that could significantly influence the success of BILT.

Experience Gained

This was the first intermodal center that CenterPoint has developed, and one of the first inland ports in the country. It took just 24 months from the date the site was conveyed to the developer to the time the intermodal facility and first distribution warehouse opened. The developer overcame significant challenges and learned several lessons from the process.

CIC-Elwood is strategically located and enclosed in a campuslike setting. This lowers traffic congestion by keeping trucks off major roadways, in addition to reducing drayage costs. Understanding these issues and getting the design right were critical to the success of the project.

The lack of existing infrastructure required extensive coordination among the developer and various

government agencies. The collaborative effort enabled the rail spur, roads, the stormwater management system, and the wastewater treatment facility to be built in a timely fashion.

Additional truck parking and container staging and storage had to be provided on site, particularly for companies that were not leasing warehouse/distribution space at CIC-Elwood. Although it is indicative of the project's success, the developer understood the need for additional space in future projects.

Lessons for BILT and its Development

As Ghana continues to develop BILT, several key lessons from CIC could be applied to ensure the project's success:

However, the real game-changer will be the integration of an efficient rail system. The revival of Ghana's historical "Golden Triangle" rail network could significantly enhance BILT's logistical capabilities, benefiting both local industries and landlocked neighbours such as Burkina Faso, Mali, and Niger. The GSA has underscored the need to prioritise investment in rail infrastructure to ensure the success of BILT. By connecting the inland terminal to the seaports in Tema and Takoradi via an efficient rail network, BILT can become a key logistics hub, not only for Ghana but for the entire West African sub-region.

Mr. Kwesi Baffour Sarpong, Chief Executive Officer of the GSA also emphasised the urgent need to connect the Western Rail Line to BILT, stating: "Considering the significant investment the



One of the warehouses at CIC

nation has made in road infrastructure and the constant maintenance costs due to the use of overweight trucks transporting goods to and from the Tema and Takoradi Ports, it is long overdue for consistent investment in developing the Western Rail Line to address this issue.

BILT will ensure fewer of these trucks traverse the length and breadth of the country, saving millions of Ghana cedis that would otherwise be spent on maintaining and improving road infrastructure."

Expansion of Industrial Park

One of the most significant takeaways from CIC is the role of the industrial park in sustaining the facility's operations. BILT, currently occupying 413 acres, needs additional land to develop its industrial park, which could become a focal point for warehousing, storage, and distribution facilities. The success of BILT could hinge on its ability to attract businesses to its industrial park, ensuring long-term sustainability and profitability.



Some members of the GSA delegation being briefed by Mr. Adam Roth, Executive Vice President of Industrial Services at Hiffman National in one of the warehouses at CIC

One of the standout features of successful logistics hubs globally is the integration of value-added services within the terminal. BILT should not only be a point for transferring goods but also offer a range of services such as packaging, warehousing, processing, and distribution. This will create opportunities for local businesses to participate in value chains, ultimately boosting local industries and increasing the terminal's economic impact.

Targeted Communication and Marketing Strategies

Clear communication of BILT's value to potential stakeholders is essential. CIC's "one-pager" concept, which highlights the core benefits of the facility to different business sectors, is a strategy that could be adapted

for BILT.

Tailoring communication to address the specific needs of landlocked countries and local industries could attract companies looking for more efficient supply chain solutions. Emphasising cost savings, logistical benefits, and the strategic location of BILT could help attract key players to the facility.

Partnership Drive

CIC's development benefitted greatly from partnerships between the public and private sectors. For BILT, the involvement of private investors will be key to providing not only financial support but also technical expertise in logistics management. By fostering strong PPPs, Ghana can leverage the resources, technology, and experience of private players while ensuring that government policies and regulations are met. This partnership will enhance the efficiency and effectiveness of the terminal's operations.

Adapting Technology

Technology plays a critical role in the success of modern logistics hubs. BILT should invest in cutting-edge technology to streamline its



From left: Ms. Stella Wilson, Dr. Ing. Michael Adjei-Anyetei and Hon. Dr. Festus Awuah Kwofie in a hearty discussion in a warehouse at CIC

operations and improve efficiency. The use of digital platforms for real-time cargo tracking, automated customs processes, and electronic documentation can reduce delays and enhance transparency. A well-integrated technological system will also make BILT more attractive to global companies seeking to operate in a technologically advanced environment.

Regulatory Framework

A clear and consistent regulatory framework is necessary for the smooth operation of logistics hubs. Lessons from CIC show the importance of strong government support and policy frameworks that facilitate trade. For BILT to thrive, Ghana must ensure that its regulatory environment supports quick and efficient processing of goods, minimises bureaucratic red tape, and promotes ease of doing business. Simplified customs procedures, consistent enforcement of regulations, and proactive government facilitation will encourage greater usage of the terminal.

Stakeholder Engagement

Effective stakeholder engagement is vital for the success of logistics projects. For BILT, early and continuous engagement with key stakeholders, including local communities, businesses, freight forwarders, and international partners, will be essential. Their input and collaboration will help shape the terminal's development to meet the needs of its users and ensure long-term buy-in from all parties involved.

Skills Development

Another key lesson from CIC is the need to develop a skilled

workforce that can handle the complexities of modern logistics. Ghana must invest in training programmes and partnerships with educational institutions to build a workforce capable of managing the high-tech and operational demands of BILT. A highly skilled workforce will improve efficiency and attract more international businesses to the terminal.

Sustainability and Future-Proofing

In a world increasingly focused on environmental impact, BILT has the potential to become a hub of sustainable logistics. Just as CIC has prioritised minimising CO₂ emissions, BILT should position itself as a green logistics hub, offering environmentally friendly solutions to industries reliant on heavy transport networks. This approach could not only reduce operational costs for businesses but also align the facility with global sustainability goals.

Modern logistics hubs like CIC have increasingly incorporated sustainable practices in their development. BILT should adopt environmentally friendly measures such as green energy usage, waste management systems, and sustainable

construction practices. By positioning BILT as an eco-friendly logistics hub, Ghana can attract international businesses that prioritise sustainability and adhere to global environmental standards, thereby enhancing the terminal's global appeal.

Conclusion: BILT's Potential as a Logistics Hub

The Boankra Integrated Logistics Terminal is poised to become a critical component of Ghana's logistics and transport infrastructure. With the right strategies in place, BILT could facilitate trade not only within Ghana but also with its landlocked neighbours and neighbouring trade allies strengthening the country's position as a regional logistics hub.

Key to its success will be ensuring seamless integration with the national and regional rail networks, expanding its industrial park, and clearly communicating its benefits to stakeholders. By adopting lessons from successful inland ports like CIC, BILT has the potential to drive economic growth, enhance trade facilitation, and support Ghana's broader development goals.



A briefing session



**GHANA
STANDARDS
AUTHORITY**



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





Implications of Foreign Direct Investment (FDI) for the Shipping Sector in Ghana



Pamela Deh, CMILT

Foreign Direct Investment (FDI) plays a vital role in boosting the economic prospects of nations, including Ghana. However, while FDI contributes significantly to growth, it also presents certain challenges, particularly in the shipping sector, which is crucial for international trade and economic development. The implications of FDI for the shipping sector in Ghana, especially in respect of profit repatriation, can have far-reaching consequences on the local economy.

The Dynamics of FDI in Ghana's Shipping Sector

FDI has been a key driver in the modernization of Ghana's shipping and logistics infrastructure, attracting foreign shipping lines and international logistics

companies to operate within the country. These investments typically result in the introduction of new technologies, improved operational efficiencies, and better access to global markets. However, a significant challenge arises in the form of repatriations of returns on investment, where foreign investors move back their profits from their businesses in Ghana, including Shipping Lines.

A significant factor to consider is that capital flight, driven by profit repatriation, can place a severe strain on Ghana's economy. Shipping Lines operating in Ghana, almost all of which are owned by multinationals, are required to repatriate profits to their parent companies, particularly if they are listed in foreign markets. While this

practice is legally permissible, the cumulative effect of these repatriations can lead to detrimental outcomes for Ghana's economy.

Even though shipping companies, especially those with substantial foreign ownership, generate considerable profits from their operations in Ghana, most of these profits are not re-invested in the country but are moved back to the home countries of these investors. This regular outflow of capital exacerbates the economic difficulties Ghana continues to face, particularly in terms of foreign currency reserves and the stability of the local currency, the cedi.

Interestingly, these Shipping companies often set the pricing structure for the services they

offer such as carriage, handling, and port operations, which can significantly impact the cost of shipping goods to and from Ghana. The substantial control they have on the shipping markets in our part of the world, most often than not, lead to imposition of high and unwarranted prices. This means that local businesses, particularly exporters, bear the brunt of rising shipping costs, which impacts negatively on the competitiveness of Ghanaian exports in the global market. Similarly, the increased costs of importing goods due to rising shipping charges put further strain on the local economy and contribute to inflation.

It can also be argued that foreign dominance in the shipping industry may also mean that Ghana's local ports and infrastructure are largely shaped by the priorities of international companies. While the infrastructure improvements these companies bring to Ghana are significant, the extent to which they prioritize the local market often leaves much to be desired. For example, the high level of profit repatriation indicates a low appetite for additional investments in the local economy for the long-term development of Ghana's shipping industry.

There is the need to distinguish between a few investments in port infrastructure which involve huge capital outlays such as the construction or upgrading of physical assets like docks, terminals, cranes, or other port facilities and the establishment of commercial presence in Ghana in the areas of shipping agency which require very little capital investments. Unfortunately, these shipping agents repatriate huge amounts

in unwarranted fees and charges in the absence of a strong regulatory framework.

Lessons from Regional and Global Perspectives

The challenges faced by Ghana due to FDI profit repatriation are not unique to the country. Several other countries, including Indonesia, Brazil, and Malaysia, have experienced similar financial instability caused by undesirable levels of capital outflows. For example, Indonesia's 2013 currency crisis was significantly influenced by FDI profit repatriation, which undermined confidence in the economy. Similarly, Brazil's currency depreciation in 2015-2016 was worsened by large-scale profit repatriation, highlighting the vulnerability of emerging economies to such practices.

These real-world examples underscore the importance of robust regulatory frameworks that can balance the benefits of FDI with the need to protect the domestic economy from destabilizing effects of these enormous capital flows.

The Role of the Ghana Shippers' Authority (GSA)

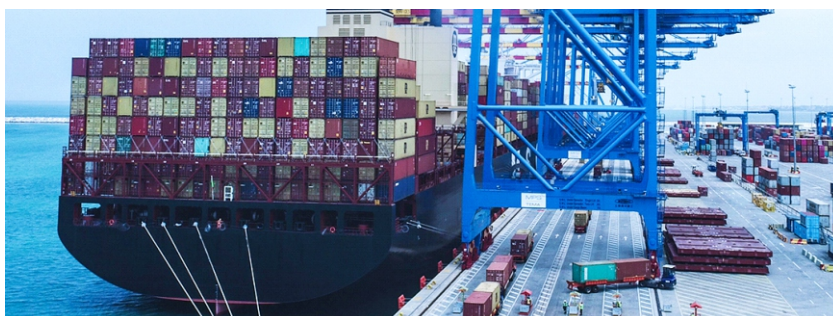
The Ghana Shippers' Authority (GSA) plays a pivotal role in regulating the shipping sector and ensuring that the interests of both local businesses and international shipping companies are balanced. Under the new GSA Act, 2024 (Act 1122), the Authority has been

given the responsibility to adopt emerging trends in the global shipping and logistics market, thus ensuring a more transparent, predictable and efficient business environment. The GSA, in partnership with other regulatory bodies, would promote a transparent and competitive environment in the shipping sector which may address the challenges posed by FDI in Ghana's shipping sector. A multi-faceted approach is needed through a strengthened regulatory framework and collaboration among all stakeholders in the shipping value chain.

Conclusion

FDI has the potential to transform Ghana's shipping sector by bringing in capital, technology, and expertise. However, without careful regulation, the practice of profit repatriation can lead to severe economic challenges, including currency depreciation, capital flight, and financial instability.

The Ghana Shippers' Authority (GSA) has a vital role in mitigating these risks by ensuring effective oversight of shipping activities and promoting policies that balance the interests of foreign investors with the economic well-being of Ghana. With the right regulatory frameworks and collaboration between stakeholders, Ghana can harness the full potential of FDI in its shipping sector while safeguarding its long-term economic stability.





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Ghana's Maritime Trade Review (January - September 2024)

EXECUTIVE SUMMARY

Global maritime trade continues to show signs of recovery, despite ongoing pressures from inflation, geopolitical tensions, and high energy prices that carried over from the previous year. Ghana's maritime trade remains on a growth trajectory, signalling strong resilience in global trade dynamics. Cargo throughput increased by 5.1% in the first nine (9) months of 2024 compared to the same period in 2023, driven by a 30.7% rise in export volumes, despite a 6.9% decline in import volumes. Transit/transshipment trade posted a significant increase of 58.8%, reflecting improved trade facilitation, particularly for landlocked countries like Burkina Faso, Mali, and Niger.

This review further highlights the stable performance of shipping agents across different trade categories and the resilience of maritime trade despite global disruptions.

1.0 OVERVIEW

From January to September 2024, global trade showed signs of recovery, albeit modest and cautious. The World Trade Organization (WTO)

reaffirmed a projected 2.6% growth in global goods trade volume for the year, despite ongoing pressures from inflation, geopolitical tensions, and high energy prices that carried over from the previous year. Although economic conditions remain fragile, there are optimistic indicators for 2025, with global trade anticipated to grow by approximately 3.3%, largely due to improving economic stability in key economies.

Data from the United Nations Conference on Trade and Development (UNCTAD) indicated a slight increase in goods trade by around 1% in the first quarter of 2024. This uptick was driven by strong export performances from major economies, with China, India, and the United States experiencing export growth of 9%, 7%, and 3%, respectively. Conversely, Europe's exports remained stagnant, while African exports declined by 5%, impacted by regional conflicts and economic instability.

Africa's anticipated 5.3% export growth in 2024 faced significant challenges. Despite initial optimism, disruptions in key transit routes, like the

Suez Canal due to Middle East conflicts, alongside persistent economic policy uncertainties, tempered these projections. Nevertheless, African trade is expected to rebound if regional stability improves.

Nationally, Ghana's maritime trade benefited from stable freight rates across key routes to Europe and the Americas. However, routes to the Far East experienced volatility, partially due to disruptions in the Red Sea and Suez Canal regions. Ghana's cargo throughput showed a positive trend, with a 5% increase in the first half of 2024 compared to the previous year. This growth reflects a resilient trade sector, albeit affected by fluctuating freight rates and regional challenges.

2.0 COMPARISON OF GHANA'S CARGO THROUGHPUT OF Q3 2024 AND Q3 2023

Cargo throughput for Q3 (Jul-Sep) 2024 increased by 4.3% compared to the same period of 2023. This comprised of Total Import & Export trade volume of 6,976,379 mt and 296,862 mt of Transit/Transshipment cargo.

Total import trade volume decreased by 21.4% and export trade volume in Q3 2024 increased by 100.3% as compared to Q3 2023. However, total transit/transshipment trade volume in Q3 2024 decreased by 12.0% over Q3 2023. See Table 1 for details.

Table 1 SUMMARY COMPARISON OF GHANA'S CARGO THROUGHPUT			
Q3 2024 AND Q3 2023			
TRADE TYPE	Q3 2024 (mt)	Q3 2023 (mt)	CHANGE
TOTAL IMPORT	4,082,520	5,193,460	-21.4%
TOTAL EXPORT	2,893,859	1,444,162	100.3%
TOTAL IMPORT & EXPORT	6,976,379	6,637,623	5.1%
TOTAL TRANSIT/TRANSH.	296,862	337,466	-12.0%
CARGO THROUGHPUT	7,273,241	6,975,089	4.3%

3.0 PORTS SHARE OF CARGO THROUGHPUT FOR FIRST HALF (JANUARY – SEPTEMBER) 2024

Cargo throughput for the seaports of Ghana (i.e. Tema and Takoradi) for the period January to September 2024 was 20.2 million metric tons (mt). Cargo throughput for the Port of Tema was 14.5 million mt representing 72.2% of the total whilst

the Port of Takoradi recorded 5.6 million mt, representing 27.8% of the total seaborne trade.

Transit/Transshipment imports amounted to 946,010mt whilst transit/transshipment exports recorded 271,104 mt. Table 2 below shows the summary performance for the review period.

Table 2. SUMMARY OF GHANA'S SEABORNE TRADE PER PORT (in mt)						
(JAN- SEP 2024)						
PORT	IMPORT (mt)	TRANSIT/ TRANSHP. IMPORT (mt)	*EXPORT (mt)	TRANSIT/ TRANSHP. EXPORT (mt)	TOTAL (mt)	Share
TEMA	11,522,107	945,332	1,840,820	271,104	14,579,364	72.2%
TAKORADI	1,212,115	678	4,412,399	0	5,625,193	27.8%
TOTAL	12,734,222	946,010	6,253,220	271,104	20,204,557	100%

* Exports exclude Ghana's crude oil exports

4.0 COMPARISON OF CARGO THROUGHPUTS (JAN-SEP) 2024 AND (JAN-SEP) 2023

Table 3 shows the summary of seaborne trade comparison between January to September 2024 and the same period in 2023. Cargo throughput for the review period increased by 5.1% compared to the same period of 2023. Total import trade

decreased by 6.9% and export trade volume from January to September 2024 increased by 30.7% compared to same period in 2023. Total transit/transshipment trade volume for (Jan-Sep) 2024 increased by 58.8% over the same period in 2023.

Table 3 SUMMARY COMPARISON OF GHANA'S CARGO THROUGHPUT			
JAN-SEP 2024 AND 2023			
TRADE TYPE	JAN-SEP 2024	JAN-SEP 2023	CHANGE
	(mt)	(mt)	
TOTAL IMPORT	12,720,200	13,662,358	-6.9%
TOTAL EXPORT	6,253,219.49	4,784,023	30.7%
TOTAL TRANSIT/TRANSH.	1,209,262	761,338	58.8%
CARGO THROUGHPUT	20,182,681.49	19,207,720	5.1%

5.0 COMPARISON OF GHANA'S SEABORNE TRADE (JAN-SEP) 2024 AND (JAN-SEP) 2023 PER CARGO TYPE

cargo, 644,879 mt of Breakbulk, 2.6 million mt of Dry bulk cargo and 3.9 million mt of Liquid bulk imports.

5.1 IMPORT TRADE

Total imports for the review period were 12.7 million mt. This comprised 5.4 million mt of Liner

In Table 4 below, it can be seen that imports for Jan-Sep 2024 decreased by 6.9% compared to the same period in 2023.

Table 4 COMPARISON OF GHANA'S SEABORNE TRADE PER CARGO TYPE			
TRADE TYPE	Jan-Sep 2024	Jan-Sep 2023	Change
	(mt)	(mt)	
IMPORT:			
Liner	5,410,220	4,666,887	15.9%
Break Bulk	644,879	634,634	1.6%
Dry Bulk	2,682,624	3,481,213	-22.9%
Liquid Bulk	3,982,478	4,879,622	-18.4%
TOTAL IMPORT	12,720,200	13,662,358	-6.9%
EXPORT:			
Liner	2,378,689	2,067,887	15.0%
Break Bulk	821,672	13,037	6202.5%
Dry Bulk	3,050,612	2,702,682	12.9%
Liquid Bulk	2,244	416	439.3%
TOTAL EXPORT	6,253,219	4,784,023	30.7%
TOTAL IMPORT & EXPORT	18,973,419	18,446,382	2.9%

5.2 EXPORT TRADE

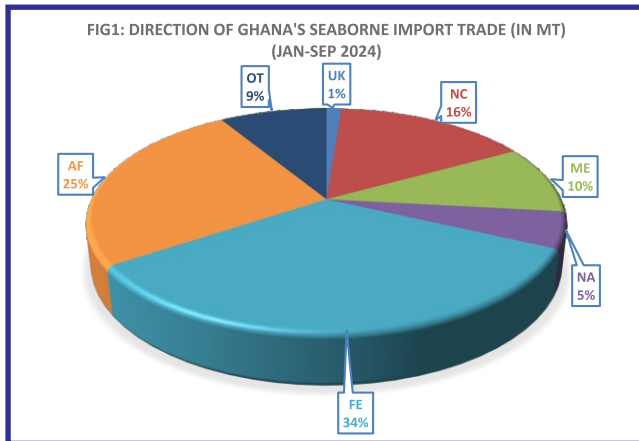
The total export trade volume for Jan-Sep 2024 was 6.2 million mt. This represents a 30.7% increase over same period in 2023. This was made up of 2.3 million mt of Liner items, 821,672 mt of Breakbulk items, 3.0 million mt of Dry Bulk and 2,244mt of Liquid Bulk.

6.0 DIRECTION OF GHANA'S SEABORNE TRADE

6.1 Import Trade

Figure 1 and Table 5 below show that majority of Ghana's seaborne imports for Jan-Sep 2024 came from the Far East, representing 33.6% of the total import trade. Africa range accounted for 25.6% share of Ghana's import trade. The major commodities imported from the Far East were Machinery, Polythene Raw Materials and Clinker.

Table 5. DIRECTION OF GHANA'S SEABORNE IMPORT TRADE (in mt)								
(Jan-Sep 2024)								
	UK	NC	ME	NA	FE	AF	OT	TOTAL
LINER	80,198	663,343	430,310	424,370	2,787,808	607,240	416,951	5,410,220
BREAK BULK	81	153,600	82,676	16,186	288,696	103,630	9	644,879
DRY BULK	3,388	7,920	331,555	10,000	612,314	1,617,837	99,610	2,682,624
LIQ. BULK	68,180	1,174,259	408,0922	211,4432	592,532	932,799	595,183	3,982,478
TOTAL	151,848	1,999,122	1,252,632	661,988	4,281,351	3,261,506	1,111,753	12,720,200
SHARE	1%	16%	10%	5%	34%	25%	9%	100%

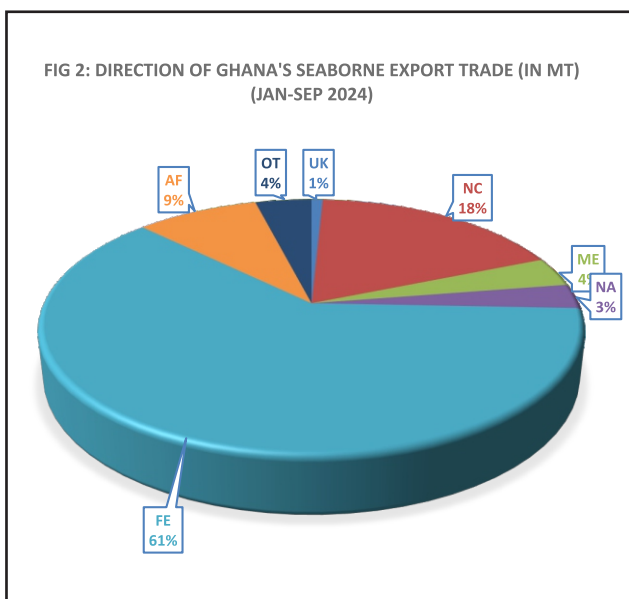


6.2 Export Trade

The 6.2 million mt of seaborne exports for (Jan-Sep) 2024 went to various destinations in the world. Most of these exports were to the Far East accounting for a total of 3,851,232.70 mt (i.e., 61.6% of total exports). The major commodities exported were Manganese, Bauxite and Cashewnuts.

Table 6 and Fig 2 below gives more details about the direction of Ghana's seaborne export trade for (Jan-Sep) 2024.

Table 6. DIRECTION OF GHANA'S SEABORNE EXPORT TRADE (in mt)								
(Jan-Sep 2024)								
	UK	N. Cont.	Med. Europe	N. America	F.East	Africa	Others	TOTAL
LINER	51,624	296,803	232,409	190,807	949,741	542,040	115,263	2,378,689
BREAK BULK	200	819,456	1,078	0	347	548	40	821,672
DRY BULK	2,709	7,573	632	303	2,901,143	118	138,131	3,050,612
LIQ. BULK	0	2,040	0	204	0	0	0	2,244
TOTAL	54,533	1,125,875	234,120	191,315	3,851,232	541,706	253,435	6,253,219
SHARE	1%	18%	4%	3%	61%	9%	4%	100%



7.0 TRANSIT TRADE ANDTRANSSHIPMENT THROUGH THE SEAPORTS OF GHANA

Total Transit/Transshipment trade volume for Jan-Sep 2024 shows an increase of 59.54% compared to the same period in 2023. The total volume of transit/transshipment for the period under review in 2024 was 1,209,262 metric tons (mt).

Transit/Transshipment Imports for Jan-Sep 2024 amounted to 938,157 mt, an increase of 47.57% compared to the same period in 2023. Transshipment/Transit Exports recorded 271,104 mt for the period of January to September 2024, an increase of 115.84% compared to the same period in 2023. Table 7 below shows the details of the transit/transshipment trade volumes for the review period.

Table 7. SUMMARY COMPARISON OF TRANSIT TRADE AND TRANSHIPMENT THROUGH GHANA (JAN. - SEP.) 2024 AND 2023			
TRADE TYPE	JAN-SEP 2024	JAN-SEP 2023	CHANGE
	(mt)	(mt)	
TRANSIT/TRANSH. IMPORT	938,157	635,733	47.57%
TRANSIT/TRANSH. EXPORT	271,104	125,604	115.84%
TOTAL	1,209,262	757,987	59.54%

8.0 TRANSIT TRADE PERFORMANCE FOR BURKINA FASO, MALI, AND NIGER

Total transit volume for the three (3) landlocked countries of Burkina Faso, Mali and Niger amounted to 738,604 mt between January and September 2024. This represents an increase of 55.3%

compared to the same period in 2023. The transit trade comprises imports of 732,604 mt and exports of 6,325 mt.

Details are shown in Table 8.

Table 8. SUMMARY COMPRISON OF TRANSIT TRADE for BURKINA FASO, MALI & NIGER			
JAN. - SEP. 2024 AND 2023			
TRADE TYPE	(JAN-SEP) 2024	(JAN-SEP) 2023	Change
	(mt)	(mt)	
TRANSIT IMPORT	732,604	469,240	56.1%
TRANSIT EXPORT	6,325	6,519	-2.9%
TOTAL	738,929	475,759.40	55.3%

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

Sixty-five (65) Shipping Agents handled over 20.8 million mt of seaborne trade (import & export) through the Ports of Tema and Takoradi during the

period January to September 2024. Table 9 below shows the performance in the various trades namely, Liner, Break Bulk, Dry Bulk and Liquid Bulk trade for the review period.

GHANA SHIPPERS' AUTHORITY					
TABLE 9 PERFORMANCE OF SHIPPING AGENTS IN GHANA'S SEABORNE TRADE - JAN - SEP. 2024					
IMPORT AND EXPORT - TEMA & TAKORADI					
LINER	IMPORT	EXPORT	TOTAL	% SHARE / TRADE TYPE	% SHARE
A & J SHIPPING SERVICE	19,108.32	-	19,108.32	0.33	0.10
AFRICA GLOBAL LOGISTICS GHANA LTD	33,195.43	-	33,195.43	0.58	0.17
AR-RAHMANI SHIPPING LTD	3,784.98	-	3,784.98	0.07	0.02
ANTRAK GH. LTD	387.45	4,302.09	4,689.54	0.08	0.02
ARKAS GH. LTD	30,749.36	47,514.69	78,264.05	1.37	0.41
BAJ FREIGHT TEMA	60,882.14	-	60,882.14	1.06	0.32
BOLLORE GH. LTD	-	16,004.67	16,004.67	0.28	0.08
CMA CGM GH. LTD	593,938.17	405,607.15	999,545.32	17.43	5.26
COMEXAS GH. LTD	1,124.78	8,959.19	10,083.97	0.18	0.05
CONSOLIDATED SHIPPING AGENCIES	40,845.00	-	40,845.00	0.71	0.22
COSCO SHIPPING LINE GH. LTD	207,535.87	125,513.52	333,049.39	5.81	1.75
DOLPHIN SHIPPING SERVICES LIMITED	6,141.93	-	6,141.93	0.11	0.03
DW CABLE NET SHIPPING GH LIMITED	14,029.25	-	14,029.25	0.24	0.07
EOLIS GH. LTD	45,516.78	53,689.67	99,206.45	1.73	0.52
GLOBAL CARGO & COMMODITIES	170,802.39	-	170,802.39	2.98	0.90
GMT SHIPPING LTD	114,568.29	-	114,568.29	2.00	0.60

GRIMALDI GH. LTD	116,276.95	28,142.45	144,419.40	2.52	0.76
HAPAG-LLOYD GH. LTD	510,197.72	342,751.77	852,949.49	14.88	4.49
HASS LOGISTICS GH	3,769.09	279,879.60	283,648.69	4.95	1.49
HULL BLYTH GH. LTD	2,587.51	12.00	2,599.51	0.05	0.01
INTERMODAL SHIPP. AGENCY GH. LTD	44,676.03	28,706.29	73,382.32	1.28	0.39
JERIEMACOS COMPANY LIMITED	8,210.85	-	8,210.85	0.14	0.04
KOYANKS COMPANY LIMITED	40,661.12	-	40,661.12	0.71	0.21
MAERSK GH. LTD	975,618.05	337,323.26	1,312,941.31	22.90	6.92
MIDLAND INTERNATIONAL GH. LTD	2,833.47	-	2,833.47	0.05	0.01
MSC GH. LTD	1,118,195.96	465,471.48	1,583,667.44	27.62	8.34
OCEAN NETWORK EXPRESS GH. LTD	136,677.10	109,448.45	246,125.55	4.29	1.30
ORIENT OVERSEAS CONTAINER LINES GH. LTD	-	17,827.35	17,827.35	0.31	0.09
PIL GHANA LTD	218,101.86	103,536.54	321,638.40	5.61	1.69
PORTS MARINE LTD	13,333.47	-	13,333.47	0.23	0.07
ROCK FISHING LIMITED	53,768.00	-	53,768.00	0.94	0.28
SEVENLOG LTD	345,428.20	-	345,428.20	6.03	1.82
OBT SHIPPING GHANA LTD	13,552.65	-	13,552.65	0.24	0.07
SHARAF SHIPPING AGENCY LIMITED	3,790.09	-	3,790.09	0.07	0.02
STARDEX MARINE CONSULT LIMITED	123,924.33	-	123,924.33	2.16	0.65
SUPERMARITIME GH. LTD	262,136.03	-	262,136.03	4.57	1.38
TIDE SHIP GH. LTD	-	3,946.80	3,946.80	0.07	0.02
SEA APOSTPEX GH LTD	67,607.48	-	67,607.48	1.18	0.36
BTL	1,387.85	-	1,387.85	0.02	0.01
MACRO SHIPPING GH. LTD	17,407.56	-	17,407.56	0.22	0.09
NAVITRANS MARINE ENERGY SERVICES GHANA LTD	191.44	12.80	204.24	0.00	0.00
PORTSIDE LOGISTICS LIMITED	-	39.64	39.64	0.00	0.00
W.A. MARITIME AGENCIES (WEST AFRICA) LIMITED	147.71	-	147.71	0.00	0.00
THREE PORT LOGISTICS LIMITED	1,152.43	-	1,152.43	0.01	0.01
SUB-TOTAL	5,423,090.66	2,378,689.40	7,801,780.06	100.00	41.09
BREAK BULK					
AMS LOGISTICS LIMITED	101,858.44	-	101,858.44	1.78	0.54
BENKA LOGISTICS LTD	15,437.56	-	15,437.56	0.27	0.08
GMT SHIPPING LOGISTICS	16,030.78	-	16,030.78	0.28	0.08
HASS LOGISTICS GHANA LTD	53,500.00	-	53,500.00	0.93	0.28
INTERMODAL SHIPP. AGENCY GH. LTD	35,019.15	-	35,019.15	0.61	0.18
MSC GH. LTD	0.36	-	0.36	0.00	0.00
PORTS MARINE LIMITED	125.45	-	125.45	0.00	0.00
SEVENLOG LIMITED	7,489.90	-	7,489.90	0.13	0.04
SGS	-	954.02	954.02	0.02	0.01
SUPERMARITIME GH. LTD	34,906.81	820,718.80	855,625.61	14.92	4.51
HULL BLYTH GHANA	30,107.90	-	30,107.90	0.53	0.16
WATERFRONT ALL SERVICES LIMITED	350,403.25	-	350,403.25	6.11	1.85
SUB-TOTAL	644,879.60	821,672.82	1,466,552.42	100.00	7.72
DRY BULK					
ANTRAK GH. LTD	-	9,503.21	9,503.21	0.17	0.05

GLOBAL CARGO AND COMMODITIES	69,688.37	-	69,688.37	1.22	0.37
GO MOVERS LOGISTICS GHANA LIMITED	195,110.52	-	195,110.52	3.40	1.03
HASS LOGISTICS GH LTD	93,650.00	-	93,650.00	1.63	0.49
HULL BLYTH GHANA	671,093.58	1,392.95	672,486.53	11.73	3.54
MAP SHIPPING LTD	43,990.80	-	43,990.80	0.77	0.23
OBT SHIPPING GHANA LTD	6,600.00	739.73	7,339.73	0.13	0.04
PORTSIDE LOGISTICS LIMITED	66,167.06	-	66,167.06	1.15	0.35
SEVENLOG LIMITED	522,847.27	-	522,847.27	9.12	2.75
SUPERMARITIME GHANA	549,266.52	2,627,571.49	3,176,838.01	55.41	16.73
THREEPORT LOGISTICS	142,355.69	411,405.15	553,760.84	9.66	2.92
UMAL CLEARING & FREIGHT	39,100.00	-	39,100.00	0.68	0.21
HULL BLYTH GH. LTD	156,273.88	-	156,273.88	2.73	0.82
MACRO SHIPPING GH. LTD	126,480.40	-	126,480.40	2.21	0.67
SUB-TOTAL	2,682,624.09	3,050,612.53	5,733,236.62	100.00	30.20
LIQUID BULK					
BULKSHIP & TRADE LTD	1,223,234.96	-	1,223,234.96	21.34	6.44
GLOBAL CARGO AND COMMODITIES	36,088.03	-	36,088.03	0.63	0.19
INCHCAPE SHIPPING SERVICES	1,514,832.35	-	1,514,832.35	26.42	7.98
PETROMAR OIL LOSS CONSULTANCY LIMITED	3,548.37	-	3,548.37	0.06	0.02
JERIEMACOS COMPANY LIMITED	938.51	-	938.51	0.02	0.00
MARINEMOR CONSULT LIMITED	4,480.82	-	4,480.82	0.08	0.02
OIL AND MARINE AGENCY	400,780.08	-	400,780.08	6.99	2.11
SHIP DEALER AND MARINE LIMITED COMPANY	1,266.00	-	1,266.00	0.02	0.01
SUPERMARITIME GH. LTD	21,239.63	2,040.77	23,280.40	0.41	0.12
WEST ATLANTIC PORTS SERVICES GHANA LIMITED	730,217.29	-	730,217.29	12.74	3.85
NAVITRANS MARINE ENERGY SERVICES GHANA LTD	-	204.00	204.00	0.00	0.00
IDF MARIA LTD	1,222.55	-	1,222.55	0.02	0.01
QUANTUM TERMINALS LTD	44,629.17	-	44,629.17	0.78	0.24
SUB-TOTAL	3,982,477.76	2,244.77	3,984,722.53	100.00	20.99
GRAND TOTAL	12,733,072.11	6,253,219.52	1,898,6291.63	100.00	100.00

High performers in the Liner Trade were MSC Ghana Ltd. with 27.6% of the volume and Maersk Ghana Ltd. with 22.9%. The leading Shipping Agents in the Break Bulk Trade were Supermaritime Ghana Ltd. with 14.9%. In the Dry Bulk Trade, the high performers were Supermaritime Ghana Ltd. with 55.4% of the share and Hull Blyth Ghana Ltd. with 11.7%. In the Liquid Bulk Trade, Inchcape Shipping Ltd handled 26.4% of the volume whilst Bulkship and Trade limited handled 21.3%.

CONCLUSION

The global and regional trade landscape in the first nine months of 2024 showed modest yet positive recovery, with a 5.1% increase in cargo throughput

compared to the same period in 2023. However, the third quarter of 2024 also saw a 4.3% rise in cargo volumes vis a vis the same period in 2023, driven by an 100.3% rise in export trade volumes, despite a notable 21.4% drop in import trade. Challenges such as fluctuating freight rates and regional conflicts continue to pose risks to future growth. Nevertheless, the first nine months of 2024 demonstrated resilience amidst global uncertainties.

Given the decline in import trade volumes in Q3 2024, the Authority should collaborate closely with relevant stakeholders to mitigate the impact of global uncertainties and work towards stabilizing freight rates.




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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.



**VOLTA
RIVER
AUTHORITY**

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