

# SHIPPING REVIEW

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### INTERNATIONAL TRADE LAW AND PRACTICE



International Trade Law is an aggregate of legal rules of “international legislation” and new lex mercatoria, regulating relations in international trade. “International legislation”

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### MARITIME TRADE REVIEW 2016



Although the last quarter of the year 2016 recorded a 2.0% decline in seaborne trade volumes, which could be attributed to the December 2016 general elections, Ghana's seaborne trade volume increased by 7.9% in 2016 over the year 2015.

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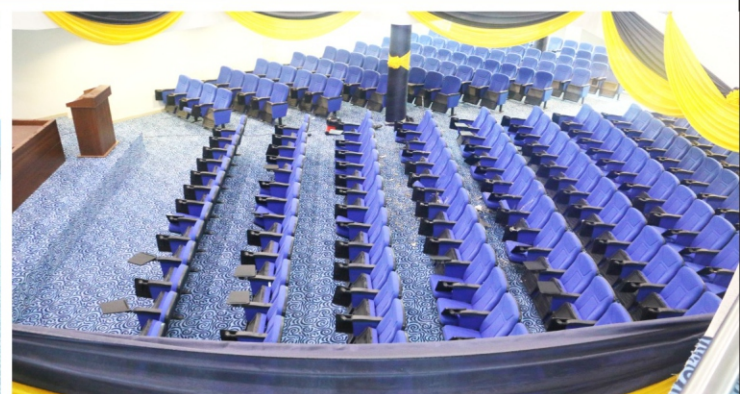
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# WTO TRADE FACILITATION AGREEMENT ENTERS INTO FORCE

The World Trade Organization (WTO) Trade Facilitation Agreement entered into force on 22nd February 2017, following the notification of the agreement by 112 member states constituting more than 2/3 of the required notifications needed to get the agreement into force.

The WTO Members concluded negotiations on a landmark Trade Facilitation Agreement (TFA) at their 2013 Bali Ministerial Conference. The TFA contains provisions for expediting the movement, release and clearance of goods, including goods in transit. It also sets out measures for effective cooperation between customs and other appropriate authorities on trade facilitation and customs compliance issues. It further contains provisions for technical assistance and capacity

building in this area.

The Agreement will help improve transparency, increase possibilities to participate in global value chains, and reduce the scope for corruption.

The TF Agreement is divided into three (3) sections

## Section I:

***The Trade Facilitation Agreement contains approximately 36 measures set out in 12 Articles.***

These are border-related procedures, processes and other obligations that governments will be required to implement. They will provide transparency of laws, rules and procedures, fairness in border agency decisions, streamlined clearance procedures, and help reduce administrative constraints on transit.

## Section II:

This section contains provisions for technical assistance and capacity building.

WTO Members are required to undertake commitments under three Categories:

Category A: provisions that a developing country Member designates for implementation upon entry into force of the TF Agreement.

Category B: contains provisions that a developing country Member designates for implementation on a date after a transitional period of the time following entry into force.

Category C: contains provisions that a developing country member designates for implementation on a

date after a transitional period of time following the entry into force of the TF Agreement and requiring the acquisition of implementation capacity through the provision of assistance and support for capacity building.

### Section III: Committees

This section establishes a permanent committee on trade facilitation at the WTO. It requires Members to have a national committee to facilitate domestic coordination and national implementation of the Agreement. It also contains provisions related to the overall implementation of the Agreement.

#### Ghana's Commitment.

Ghana ratified the Trade Facilitation Agreement on 4th January 2017 as the 104th country to notify WTO.

Ghana identified seven (7) measures under category A, 5 measures were classified under Category B and 24 measures were identified under Category C.

As provisioned by the Agreement, Ghana has in place a National Trade Facilitation comprising all relevant organizations in the maritime and transport industry who meet quarterly at the ministry of Trade and Industry.

### BENEFITS FOR THE SHIPPER

Trade Facilitation when fully implemented increases Developmental Goals. According to UNCTAD implementation of the agreement will

#### 1. Reduction of Costs from 23% to 30%

5% time reduction at borders could increase intra-regional trade by 10% in sub saharan Africa.

One (1) day reduction in shipment time can increase trade flows by more than 1%

#### 2. Increase in Income and Profits/Annual GDP

- TF can contribute to reducing the export and import prices. By reducing trade costs, prices to consumers and firms that import for production will decrease – leading to the increase in real incomes.

#### 3. Benefit for SMEs and Multinationals

SMEs benefit from reduce trade transaction cost and time, they can depend on solutions by public administration more than multinationals

- TF can promote the entry into other markets for SMEs
- Enable them to specialise in tasks and new types of inputs

- Diversification of exports, cross border management,
- ICT capacities and risk assessment.
- Large firms benefit from infrastructure investment and road quality upgrading. They are more likely to take part in the Global Value Chains so they import and export more. Goods traded within the GVC are more sensitive to improvement in logistics performance than other goods.

#### 4. Other benefits in full implementation of TF

- ✗ Improve Governance
- ✗ Empower Women Entrepreneurs
- ✗ Strengthen Regional Integration
- ✗ Increase Revenue collection and security
- ✗ Minimize the incidence and complexity of import, export and transit formalities and decreasing and simplifies documentation requirements







# INTERNATIONAL TRADE LAW AND PRACTICE

(Summary of a Research Paper Submitted At the IMO-International Maritime Law Institute, IMLI, MALTA)

*By Abdul Haki Bashiru-Dine*

## INTRODUCTION

International Trade Law includes the appropriate rules and customs for handling trade between countries.<sup>1</sup> However, it is also used in legal writings as trade between private sectors, which is not right. This branch of law is now an independent field of study as most governments have become part of the world trade, as members of the World Trade Organization (WTO). Since the transaction between private sectors of different countries is an important part of the WTO activities, this latter branch of law is now a very important part of the academic works and is under study in many universities across the world.

The body of rules for transnational trade in the 21st century derives from medieval commercial laws called the *lex mercatoria* and *lex maritima* — respectively, "the law for merchants on land" and

"the law for merchants on sea." Modern trade law (extending beyond bilateral treaties) began shortly after the Second World War, with the negotiation of a multilateral treaty to deal with trade in goods: the General Agreement on Tariffs and Trade (GATT).

International trade law is based on theories of economic liberalism developed in Europe and later the United States from the 18th century onwards.

International Trade Law is an aggregate of legal rules of "international legislation" and new *lex mercatoria*, regulating relations in international trade. "International legislation" — international treaties and acts of international intergovernmental organizations regulating relations in international trade. *lex mercatoria* — "the law for merchants on land". Alok Narayan defines "*lex*

*mercatoria*" as "any law relating to businesses" which was criticized by Professor Julius Stone. And *lex maritima* — "the law for merchants on sea". Alok in his recent article criticized this definition to be "too narrow" and "merely-creative". Professor Dodd and Professor Malcolm Shaw of Leeds University supported this proposition.

## World Trade Organization

In 1995, the World Trade Organization, a formal international organization to regulate trade, was established. It is the most important development in the history of international trade law.

The purposes and structure of the organization is governed by the Agreement Establishing the World Trade Organization, also known as the "Marrakesh Agreement". It does not specify the actual rules that govern international trade in

<sup>1</sup>Library, University of California Berkeley School of Law. "International Trade Law". [www.law.berkeley.edu](http://www.law.berkeley.edu). Retrieved 2016-05-01



specific areas. These are found in separate treaties, annexed to the Marrakesh Agreement.

#### Scope of WTO:

(a) provide framework for administration and implementation of agreements; (b) forum for further negotiations; (c) trade policy review mechanism; and (d) promote greater coherence among members' economic policies

#### Principles of the WTO:

(a) principle of non-discrimination (most-favored-nation treatment obligation and the national treatment obligation) (b) market access (reduction of tariff and non-tariff barriers to trade) (c) balancing trade liberalization and other societal interests (d) harmonization of national regulation (TRIPS agreement, TBT agreement, SPS agreement)

#### Regional Trade Blocs

Regional trade blocs are arrangements between States to enable parties to benefit from greater access to each other's markets. Regional trade initiatives and economic integration is integral to international commercial law through its impact on commercial transactions. In particular, by the creation of free-trade and preferential trading areas; economic and monetary unions; and common markets. Some examples include the European Union, North American Free Trade Agreement and Mercosur.

GATT allows the creation of customs unions and free trade areas as an exception to the MFN

principle if it facilitates trade and does not raise barriers to trade of other contracting parties.

#### Anti-dumping and Countervailing Measures

Dumping refers to the unfair trading practice of exporting products at a cost below market price. Regulated by GATT, parties cannot introduce products into a foreign country to cause material injury to an established industry or to slow the establishment of a domestic industry.

Anti-dumping regimes involve imposing duties that represent the price difference between goods sold on the exporter's domestic market and goods sold on the import market. Such measures protect against anti-competitive behaviour but are not a means of trade protection. The regimes are not entirely consistent with WTO-GATT aims to liberalise trade barriers and are declining in use in the international trading arena. However the Committee on Anti-Dumping Practices provides a forum for consultation and exchange of information. Anti-dumping measures can only operate where enacted by domestic legislation since they are enforced by the importing country.

#### Countervailing measures

A countervailing duty is imposed for the purpose of offsetting a subsidy. Subsidies are not prohibited under WTO unless there is evidence of injury or damage to the importing country. The Agreement on Subsidies and Countervailing Measures forms the current regime for imposing countervailing duties on subsidized goods to conform to GATT principles. The Committee on Subsidies and Countervailing

Measures exists to carry out tasks assigned under the Agreement

#### Trade in Goods

The General Agreement on Tariffs and Trade (GATT) has been the backbone of international trade law since 1948 after the charter for international trade had been agreed upon in Havana. It contains rules relating to "unfair" trading practices—dumping and subsidies. Many things impacted GATT like the Uruguay Round and the North American Free Trade Agreement.<sup>2</sup>

In 1994 the World Trade Organization (WTO) was established to take the place of the GATT. This is because the GATT was meant to be a temporary fix to trade issues, and the founders hoped for something more concrete. It took many years for this to come about however, because of the lack of money. The British Economy was in crisis and there was not much backing from congress to pass the new agreement.

The idea of these agreements (WTO and GATT) was to create an equal field for all countries in trade. This way all countries got something of equal value out of the trade. This was a difficult thing to do since every country has a different economy size. This led to the Trade Expansion act of 1962.

#### Trade and Intellectual Property

The World Trade Organization Trade Related Aspects of Intellectual Property Rights (TRIPS) agreement required signatory nations to raise intellectual property rights (also known as intellectual monopoly privileges). This arguably has had a negative impact on access to essential medicines in some nations.

<sup>2</sup> "Governance of International Trade Under World Trade Organization Agreements-Relationships Between World Trade Organization Agreements and Other Trade Agreement"



### Cross-Border Transactions

Cross-border operations are subject to taxation by more than one country. Commercial activity that occurs among several jurisdictions or countries is called a cross-border transaction. Those involved in any international business development or international trade should be knowledgeable in tax law, as every country enforces different laws on foreign businesses. International tax planning ensures that cross-border businesses stay tax compliant and avoid or lessen double taxation

### Dispute Settlement

Most prominent in the area of dispute settlement in international trade law is the WTO dispute settlement system. The WTO dispute settlement body is operational since 1995 and has been very active since then with 369 cases in the time between 1 January 1995 and 1 December 2007<sup>3</sup>. Nearly a quarter of disputes reached an amicable solution, in other cases the parties to the dispute resorted to adjudication. The WTO dispute settlement body has exclusive and compulsory jurisdiction over disputes on WTO law (Article 23.1 Dispute Settlement Understanding).

### International Commercial Contracts

International commercial contracts are sale transaction agreements made between parties from different countries. <sup>4</sup>The methods of entering the foreign market<sup>5</sup>, with choice made balancing costs,

control and risk, include:<sup>6</sup>

- Export directly.
- Use of foreign agent to sell and distribute.<sup>7</sup>
- Use of foreign distributor to on-sell to local customers.
- Manufacture products in the foreign country by either setting up business or by acquiring a foreign subsidiary<sup>8</sup>
- Licence to a local producer.
- Enter into a joint venture with a foreign entity.
- Appoint a franchisee in the foreign country.

### Convention on the International Sale of Goods

The United Nations Convention on Contracts for the International Sale of Goods (CISG) is the main convention for international sale of goods. Established by UNCITRAL, the Convention governs the conclusion of the sale contract; and buyer and seller obligations, including respective remedies. It is not concerned with the validity or provisions of the contract nor its effect on the property sold.

The importance of CISG is its interpretation. International context, uniformity and observance of good faith must be regarded when interpreting the Convention. Matters not expressly settled by CISG are to be determined according to the general principles of CISG; or in such absence, according to rules of private international law. The UNIDROIT Principles on International Commercial

Contracts also provide a 'gap-filling' role to supplement CISG, so long as it supports a principle deduced from the Convention.

### Incoterms 2010

While Incoterms were first published in 1936, it has been revised every 10 years.<sup>9</sup> Incoterms inform sales contract by defining respective obligations, costs, and risks involved in the delivery of goods from seller to buyer. Incoterms 2010, the 8th revision, refers to the newest collection of essential international commercial and trade terms with 11 rules. Incoterm 2010 was effective on and from January 1, 2011. The terms were devised in recognition of non-uniform standard trade usages between various States. When incorporated into a sale contract, the Incoterm code provides a detailed interpretation of rights and obligations between parties.

Any given Incoterm, in most jurisdictions, will not be incorporated into a contract without express or implied reference to it being an Incoterm. They are standardized and published, available for incorporation into international sale contracts at the parties' discretion. Parties should specifically refer to the Incoterms in the sale contract to indicate incorporation. The International Chamber of Commerce (ICC) is responsible for revising Incoterms periodically to reflect changing practices in international trade.

<sup>3</sup>an den Bossche, Peter (2008). *The Law and Policy of the World Trade Organization - Text, Cases and Materials*. Maastricht University: Cambridge University Press. p. 169. [ISBN 978-0-521-72759-4](https://doi.org/10.1017/9780521727594).

<sup>4</sup>Mo, John S.; *International Commercial Law* (2003) 1

<sup>5</sup>Pryles, above n 2, 323.

<sup>6</sup>Gilligan, Colin and Hird, Marin; *International Marketing: Strategy and Management* (1986) p99

<sup>7</sup>Used where inadequate knowledge of the foreign market.

<sup>8</sup>Used where adequate knowledge of the foreign market.

<sup>9</sup>"Incoterm Rules". ICC. Retrieved 26 September 2016.

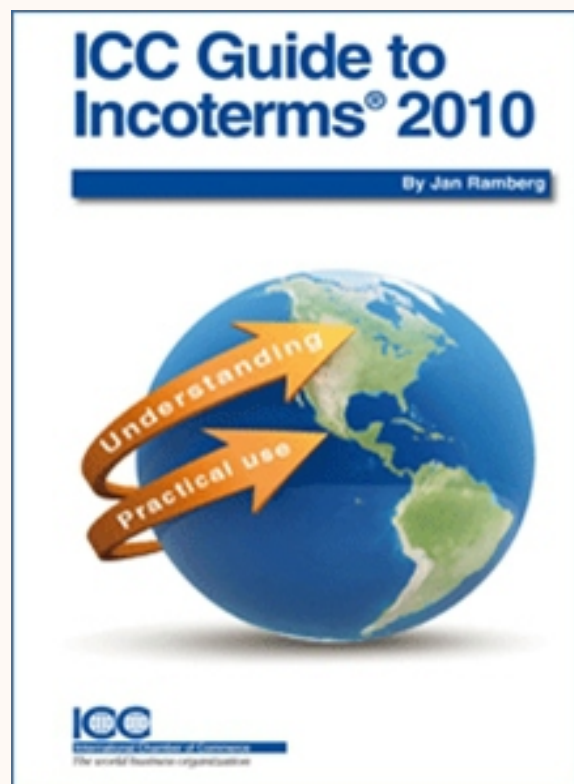


The Incoterms are classified in 4 different classes:

- Ex (ExW);
- Free (FOB, FAS, FCA);
- Cost (CPT, CIP, CFR, CIF);
- Delivery (DAP, DAT, DDP).

The 11 terms can also be classified into two different categories depending on its contents:

- Rules for any modes of transport: ExW, FCA, CPT, CIP, DAT, DAP, DDP;
- Rules for sea and inland waterway transport: FAS, FOB, CFR, CIF.



### Contract of Carriage of Goods

In the carriage of goods by sea, air or land, goods may be lost, damaged or deteriorated. The bill of lading (transport document used almost exclusively for carriage of goods by sea) is a contract of carriage between the consignor, the carrier and consignee that acts as a receipt of transfer of goods and as a negotiable instrument<sup>10</sup>. The bill

of lading also determines rights and liabilities agreed between parties to an international sale contract. Also reservations as to the quality and quantity of the goods are marked on the bill when accepting goods so as to stifle any accusations from the consignee of damage in transit. The consignor retains ownership of the goods until the bill of lading is transferred to the consignee. Most bills of lading today are governed by international conventions such as the Hague Rules (International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading); Hague-Visby Rules,

which is a revised version of the Hague Rules by a Brussels Protocol in 1968; and Hamburg Rules. These rules impose minimum responsibilities and liabilities that cannot be softened by contract. On the other hand, the United States and the United Kingdom adopted the Carriage of Goods by Sea Act (COGSA).

### Title to sue

Where loss or damage to goods is incurred by a party to the contract of carriage, that person may sue directly on that contract. A seller under a CIF ('cost, insurance, freight') sale contract will have entered into the

contract of carriage directly with the carrier, and can sue as principal. Where loss or damage occurs when risk has passed to the buyer, the buyer may benefit under the contract of carriage with the seller, depending on contract terms between buyer and seller.

Under an FOB ('free on board') sale contract the bill of lading

determines if either the seller or the buyer is named as the shipper. This will ascertain who has contracted as principal to bring action against the carrier. Where loss or damage occurs before risk passes to the buyer, the seller may benefit under the contract of carriage made with the buyer<sup>11</sup>.

### Who to sue

The party to be sued on a contract of carriage may vary from the shipowner, the charterer or the freight forwarder. A distinction is made between the physical carrier and the legal carrier, the person contractually responsible for the carriage. If the consignee is suing on an implied contract of carriage or there is negligent carriage of goods, it is the physical carrier against whom action is brought.

### Insurance in International Trade

Insurance against perils is an important aspect of international commercial transactions. In the event of loss or damage to cargo due to hazards during voyage, an insured party will be able to recover losses from the insurer. The type of insurance required depends on the mode of transport agreed between parties to transport the cargo. Such insurance forms include marine, aviation and land.

The type of insurance contract depends on the Incoterm adopted by the parties in a sale contract. A CIF sale contract requires the seller to obtain insurance cover for the voyage. An FOB contract however places no obligation on the buyer or seller to obtain insurance, although it is prudent for the buyer to protect against potential losses. It is not uncommon for the buyer in a FOB contract to request the seller to arrange insurance on an

<sup>10</sup>Carr, Indira; *Principles of International Trade Law* (2nd ed, 1999)

<sup>11</sup>*Ibid.* Carr



understanding that they will reimburse the insurance costs incurred.

Insurance obtained must cover only those goods that are being sold and stipulated in shipping documents. The insurance must also cover the entire voyage of the sale contract. Where it covers only part of the transit, the buyer will be able to reject the documents upon tender.

Marine insurance contracts may be divided into hull insurance or cargo insurance<sup>12</sup>. There is no uniform law or convention for international marine insurance. However commercial customs, usage and practices in international marine insurance have played a significant role in regulating marine insurance internationally. Thus the marine insurance contract is subject to both general principles of contract law and relevant domestic marine insurance law.

Aviation Insurance contracts may be divided into hull insurance; cargo insurance; airport owners and operators liability; hovercraft insurance; spacecraft insurance; and commercial aircraft insurance. International Conventions applying to the carriage of goods by air include the Warsaw Convention, Rome Convention, Hague Protocol and Montreal Protocol. These conventions together provide guidance to domestic air insurance law.

### Payment in International Trade

Two broad methods of financing international transactions are direct payment between seller and buyer; or finance through banks<sup>13</sup>. Practically, payment is effected by



the following methods:

**Cash in Advance:** buyer transfers funds to the seller's account in advance pursuant to the sale contract.

**Open Account:** arrangement for the buyer to advance funds to an 'open account' of the seller on a fixed date or upon the occurrence of a specified event, such as delivery of the goods.

**Bills of Exchange**<sup>14</sup>: negotiable instrument representing an order to the bank in writing to pay a certain sum of money to the bearer (or specified person) on demand, or at a fixed or determinable future time.

**Documentary Bill**<sup>15</sup>: seller (drawer) draws a bill of exchange on the buyer (drawee) and attaches it to the bill of lading. The idea is to secure acceptance of the bill of exchange by the buyer; and the buyer is bound to return the bill of lading if he does not honour the bill of exchange.

**Documentary Credits**<sup>16</sup>: the bank, on behalf of buyer, issues a letter of credit undertaking to pay the price of the sale contract on condition that the seller complies with credit terms. Upon presentation of necessary commercial documents verifying shipment of goods, the bank collects payment for goods on behalf of the seller. In the collection process, the buyer pays for goods in exchange for title documents. Under this method the bank guarantees the buyer's title to the goods and guarantees payment to the seller.

### International Commercial Litigation and Conflict of Laws

The resolution of disputes arising from private international commercial transactions may be conducted through international commercial mediation, litigation or arbitration. Some inherent difficulties of international litigation include the reluctance to litigate in a foreign court due to unfamiliarity or potential bias; and issues of enforcement of a foreign judgment. To overcome this, international commercial arbitration ('arbitration') has become a widespread means of

<sup>12</sup>Davies, Iwan; (ed), *Issues in International Commercial Law* (1st ed, 2005)

<sup>13</sup>Hoyle, Mark S. W.; *The Law of International Trade* (2nd ed, 1985)

<sup>14</sup>*Ibid*, Hoyle, Mark S. W

<sup>15</sup>*Ibid* Hoyle Mark S. W

<sup>16</sup>*Ibid* Hoyle, Mark S. W

solving international commercial disputes.

Like mediation, arbitration is a private dispute resolution process pursuant to an agreement between parties. The arbitrator or arbitral panel derives their authority and jurisdiction from the commercial agreement; and their decision is prima facie binding. Arbitration is divided into institutional and ad hoc arbitration.

Institutional Arbitration is conducted through an organisation, such as the ICC. The organisation governs the arbitral process through a set of rules and administrative structures. Resorting to the institution is typically determined by terms of the commercial contract between parties.

Ad hoc Arbitration occurs where parties have not specifically made reference to arbitral institution in the contract but agree to submit their dispute to arbitration. Parties can agree to arbitrate according to a statute governing arbitration in the State of one contracting party; or according to an independent set of arbitral rules, such as the UNCITRAL Model Law on International Commercial

Arbitration.

These rules provide coverage of international commercial arbitration and parties do not need to settle on the arbitration rules. Recognition and enforcement of an international commercial arbitral award will be according to the laws of State seeking enforcement. Where the State has adopted the New York Convention on the Recognition and Enforcement of Foreign Arbitral Awards, enforcement will be according to the terms of the Convention. The Convention provides a simple, uniform and effective means of enforcing arbitral awards and processes. In practice, the Convention is the chief means of recognition and enforcement of arbitral awards globally.

#### **Conflict of Laws Rules in relation to Private Commercial Disputes**

International conventions or customs govern international sale of goods contracts, depending on the terms of the sale contract. In the absence of an international convention, domestic law applies<sup>17</sup>. The 'conflict of laws' governs which domestic law applies under the principles of private international law. This refers to a situation where the application of respective

domestic laws in a commercial dispute can produce very different outcomes.

Private law is crucial to international commercial transactions by establishing whether a contract exists; rights and obligations between parties; and the extent of liability if the contract is not performed.

Disputes between governments in relation to the design and implementation of trade measures: A key role of the WTO in international commercial law is the dispute settlement mechanism for trade disputes. The DSU provides a comprehensive set of rules and procedures to implement each party's obligations under the WTO Agreement, either in isolation or in combination with an agreement between parties. Another important feature is the WTO TPRM which examines a member's trading policies to determine whether they have potential adverse effects on other member states.

#### **International Trade Fraud**

International trade fraud is an incident of international commercial transactions. It affects traders through loss of cargo, increased insurance premiums and shipping expenses, as well as the cost to final consumers. The types of fraud vary from documentary fraud; charter-party fraud; fraudulent insurance claims; scuttling; diversion of cargo; counterfeiting, and money laundering.

A notable case in international trade fraud is the Salem Case. This case involved the scuttling of a ship carrying more than 200,000 tons of crude oil. Millions of pounds were



<sup>17</sup>Ziegel, Jacob S. and Lerner, Shalom (eds), *New Developments in International Commercial and Consumer Law* (1st ed, 1998)



lost by the cargo owners, being the highest value conspicuously lost in history. Although US\$56 million was claimed from rights assigned under the insured cargo, little has been recovered from the fraud. The case alerted governments and multinational corporations of the inherent risks involved in international operations. It further highlights that complications of international jurisdiction make it difficult to successfully prosecute fraudsters<sup>18</sup>.



### Harmonization of International Commercial law

This predominantly occurs through legal instruments governing commercial contracts is limited in its scope since it depends upon incorporation into contracts. For any pragmatic effect there must be a degree of uniformity in commercial practice between the contracting parties. Model Laws promote the unification of international commercial law. Some examples are the UNCITRAL Model Laws on<sup>19</sup>:

- International Commercial Arbitration.
- International Credit Transfers 1992 (largely adopted by the EU).
- Procurement of Goods, Construction and Services 1994.

- Electronic Signatures.
- Electronic Commerce 1996.

International Organisations that attempt to harmonize international commercial law include<sup>20</sup>:

- UNCITRAL: Important in the areas of international carriage of goods, international bills of exchange and promissory notes, and international arbitration.
- UNIDROIT: Important in the area of international financial leasing and sale of goods. Notably UNIDROIT has created the 'Principles of International Commercial Contracts' which in the future could provide the source of *lex mercatoria*.
- Hague Conference on Private International Law: The organisation drafts conventions in the field of

private international law.

- ICC: Influential in harmonizing international contract terms and global arbitration practices.
- International Conventions relevant to international sale of goods include:
- UN Convention on the Limitation Period in the International Sale of Goods 1974
- UNIDROIT Convention on Agency in the International Sale of Goods 1983
- UN Convention on International Bills of Exchange and International Promissory Notes 1988
- UN Convention on Independent Guarantees and Stand-By Letters of Credit 1995

<sup>18</sup>The Salem Case

<sup>19</sup>Thorpe, CP. "Commercial Contracts A Practical Guide to Deals Contracts Agreements and Promises" 1st ed 1996

<sup>20</sup>Ziegel, Jacob S. and Lerner, Shalom (eds), *New Developments in International Commercial and Consumer Law* (1st ed, 1998)



## PROFILE OF HON. KWAKU OFORI ASIAMAH, MINISTER OF TRANSPORT, GHANA

Honorable Kwaku Ofori Asiamah is the fourth Minister for the Ministry of Transport since its creation in 2009.

He hails from Dominase in the Central Region of Ghana in the Upper Denkyira West District and was appointed by Nana Addo Dankwa Akufo Addo, the President of the Republic of Ghana in February, 2017 to head the Ministry of Transport.

His Ministry has oversight responsibility for Eleven(11) agencies namely, Driver Vehicle Licensing Authority, Ghana Road Safety Commission, Ghana Ports and Harbours Authority, Ghana Shippers' Authority and Ghana Maritime Authority, Regional Maritime University, PSC Tema Shipyard, Metro Mass Transit Limited, Government Technical Training Centre, Intercity STC Limited and Volta Lake Transport Company Ltd.

Hon. Kwaku Ofori Asiamah had his Ordinary level education at Ghana Secondary School, Koforidua in the Eastern Region from 1985 to 1990 and his Advance Level Education at Accra Academy from 1990 to 1992. He is a graduate of University of Cape Coast and holds a Bachelor of Commerce degree.

He is a results oriented person with good interpersonal skills. The Hon. Minister believes in teamwork and thinks people from across the political divide should unite for the country's development. He is also passionate about empowering people to use their potential to the fullest..

The Minister of Transport has a vast working experience spanning fifteen (15) years in both the public and private sectors. He worked as Marketing Manager at Household Aluminium Company Ltd. He also worked with Qwest Resource

Development Consultancy Ltd, and as a General Manager of JosaPlus Ventures all of which are private companies.

Prior to his appointment, Mr. Asiamah was a member of the National Council of New Patriotic Party (NPP).

Hon. Asiamah served as a member of NPP campaign team in the Central Region in 2008, 2012 and 2016.

He was the Public Relations Officer (PRO) of the National Chapter's Committee of Accra Hearts of Oak and subsequently a member of the African Cup of Nations Planning Committee on Ticketing and Security.

Hon. Kwaku Ofori Asiamah is married with four (4) Children and loves football



DRIVER AND VEHICLE LICENSING AUTHORITY



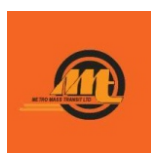
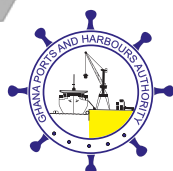
GHANA SHIPPERS' AUTHORITY



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## TRANSPORT MINISTER VISITS TAKORADI BRANCH OFFICE OF THE GHANA SHIPPERS' AUTHORITY

**L-R:** Mrs Sylvia A. Dauda Owu (Dep. CEO, GSA); Mr Kwaku O. Asiamah (Hon. Min. of Transport); Mr. Twumai Ankrah-Selby (Chief Dir. Min. of Transport); Mr. Kumi Adjei-Sam (Admin. M'ger – Takoradi Port)

The Hon. Minister of Transport, Mr Kwaku Ofori Asiamah on 10th February, 2017 visited the Takoradi Branch office of the Ghana Shippers' Authority to interact with managers and staff of the Branch. The visit was part of a two-day familiarization visit to agencies and departments operating under the Transport Ministry in the Western Region.

In a welcome address, Mrs Sylvia Asana Dauda Owu, Deputy Chief Executive of the Ghana Shippers' Authority (GSA) congratulated the Hon. Minister on his appointment and noted that she looked forward to a cordial working relation.

The Deputy CEO, noted that the Authority's mandate was to promote and protect the interest of

the Ghanaian Shippers' in relation to the demand side of shipping.

She mentioned some of the Authority's activities including the establishment of Shipper Committees across the country, education of shippers, resolution of the problems of shippers, visitation and outreach to shippers to areas such as Tarkwa, Bogos and Elubo in the Western Region and Swedru, Kasoa and Mankessim in the Central Region, the operation of Shipper Complaints and Support at all of the country's entry points such as, Kotoka International Airport, Aflao, Paga and Elubo borders as well as the Takoradi port.

Mrs Dauda Owu mentioned high charges at the ports as the major challenge confronting shippers in

the country. "We are calling on stakeholders in the industry to come out with reasonable fees for the shipper and also request our Hon. Minister to intervene" she implored.

Mrs Dauda Owu mentioned some infrastructural projects that the GSA was undertaking in the Western and Central Regions. In the Western Region, she noted that the GSA had completed Phase One of the Takoradi Logistics Platform (TLP) at Funko, near Takoradi which comprises of two large warehouses and offices which is currently being occupied by Stellar Logistics Ghana Ltd. She said the land size for the TLP was about 32 acres and that the second phase of the project will contain facilities such as platforms for pipes for the oil and gas



industry, store rooms for spare parts for equipment for the oil and gas industry and a helipad to assist in transporting spare parts by air to oil rigs offshore.

The Deputy CEO informed the Hon. Minister the GSA had acquired a 24 acre land at Akatakyiwa in the Central Region to establish a freight park that will serve as one-stop-shop for all trucks which plying Abidjan-Tema corridor and provide a critical interface for an efficient logistics value chain According to her the freight park will include a hostel, car washing bay, restaurant, and fuel station among others.

"It is expected that drivers will park, take a rest and continue their

journey and also reduce the spate of accidents on the road. It will also create direct and indirect employment for the Akatakyiwa as well as boost the economy of the region and the country as a whole", she noted.

According to Mrs Dauda Owu the GSA is looking for private investors to develop the two infrastructural projects on public-private-partnership basis and called for the Hon. Minister's support.

In his remarks, the Hon. Minister Transport said he was impressed by the GSA's contribution to the development of the trade and shipping industry in Ghana and the country at large. According to him,

the GSA and the Ghana Maritime Authority will be given the needed support to play their regulatory roles of the maritime industry effectively. "You can come to the Ministry for us to discuss issues confronting the GSA for us to see the way forward- .I can assure you of the Ministry's support", he added.

Earlier in the day the Hon. Minister was shown around the TLP at Funko.



**L-R:** Mr. Twumai Ankrah-Selby (Chief Dir. Min. of Transport); Mrs. Irene Messiba (Ag. Dir. of Policy & Planning Min. of Transport); Mr Kwaku O. Asiamah (Hon. Min. Of Transport); Mrs Sylvia A. Dauda Owu (Dep. CEO, GSA); Capt. Ebenezer Afadzi (Dir. of Port Takoradi); Mr. Fred Asiedu-Dartey (Head of PR - GSA)





# MARITIME TRADE REVIEW 2016

## 1.0 OVERVIEW

The year 2016 saw the world's largest economy, China, focusing more on services and importing less raw materials from the rest of the world which triggered a fall in commodity prices. China's role in world merchandise trade is predicted to diminish further if the Trans Pacific Partnership (TPP), which excludes China, is approved. The Brexit (UK leaving the European Union) was also another global development which created some uncertainty on the container shipping market in 2016. The resultant weak demand, coupled with the oversupply of new tonnage, brought down freight rates on the major trading routes. Unfortunately, shippers in Africa have not benefitted much from these low freight rates.

In an effort to deal with the low

freight rates, carriers implemented measures including cascading, idling, slow steaming, and wider consolidation, integration and new alliances. Some shipping lines decided to mitigate their low earnings by introducing what they termed as Terminal Handling Charges (THC) at destination, especially on the African continent. However, Shippers in West Africa, particularly Ghana, rigorously opposed the THC because, according to them, they had always paid an all-in freight charge, and there was no new service to warrant the THC. It is hoped that shipping lines will deal with the fundamental issue of over-supply of tonnage rather than the imposition of surcharges on already-burdened shippers in Africa as a way shoring up their earnings.

Ghana sustained its maritime trade

performance in 2016 amidst weaker-than-expected global economic conditions and weak commodity prices. Although the last quarter of the year 2016 recorded a 2.0% decline in seaborne trade volumes, which could be attributed to the December 2016 general elections, Ghana's seaborne trade volume increased by 7.9% in 2016 over the year 2015.

## 2.0 COMPARISON OF CARGO THROUGHPUT OF Q4 2016 AND Q4 2015

Cargo throughput for the 4th quarter (Q4) 2016 decreased by 2.0% compared to the same period of 2015 (i.e. Q4 2015). Total import and export trade volume in Q4 2016 increased by 0.9% compared to Q4 2015. However, total transit/transshipment trade volume in Q4 2016 decreased by 42.1% compared

to Q4 2015. See Table 1 for details. Table 1 SUMMARY COMPARISON OF GHANA'S CARGO THROUGHPUT Oct-Dec (Q4) 2016 AND Q4 2015

Table 1 SUMMARY COMPARISON OF GHANA'S CARGO THROUGHPUT Oct-Dec (Q4) 2016 AND Q4 2015			
TRADE TYPE	Oct-Dec (Q4)2016 (mt)	Oct-Dec (Q4)2015 (mt)	CHANGE
TOTAL IMPORT & EXPORT	3,868,471	3,832,457	0.94%
TOTAL TRANSIT/TRANSH.	165,413	285,483	-42.06%
CARGO THROUGHPUT	4,033,884	4,117,940	-2.04%

### 3.0 COMPARISON OF CARGO THROUGHPUT 2016 AND 2015

Table 2 shows the summary of seaborne trade comparison between the year 2016 and 2015.

Cargo throughput for the review year 2016 increased by 7.9% compared to 2015. Total import and export trade volume for 2016 increased by 9.6% compared 2015.

Total transit/transshipment trade volume for 2016 declined by 16.9% compared to 2015.

Table 2 SUMMARY COMPARISON OF GHANA'S CARGO THROUGHPUT 2016 AND 2015			
TRADE TYPE	2016(mt)	2015(mt)	CHANGE
TOTAL IMPORT & EXPORT	17,600,824	16,052,617	9.64%
TOTAL TRANSIT/TRANSH.	900,763	1,083,422	-16.86%
CARGO THROUGHPUT	18,501,587	17,136,039	7.97%

### 4.0 PORTS SHARE OF CARGO THROUGHPUT FOR 2016

Cargo throughput for the seaports of Ghana (i.e. Tema and Takoradi) for 2016 was 18.50 million metric

tons(mt). Cargo throughput for the Port of Tema was 13.0 million mt representing 70.3% of the total, whilst the Port of Takoradi recorded 5.5 million mt, representing 29.7% of the total seaborne trade.

Transit/Transshipment imports amounted to 861,299mt, whilst transit/transshipment exports recorded 39,464mt. Table 3 below shows the summary performance for the review period.

Table 3 SUMMARY OF GHANA'S SEABORNE TRADE (in mt) 2016					
PORT	IMPORT (mt)	TRANSIT/ TRANSH. IMPORT (mt)	*EXPORT (mt)	TRANSIT/ TRANSH. EXPORT (mt)	TOTAL (mt)
TEMA	10,298,096	796,495	1,868,512	39,464	13,002,567
TAKORADI	1,756,530	64,804	3,677,687	0	5,499,021
TOTAL	12,054,626	861,299	5,546,199	39,464	18,501,588

\* Exports exclude Ghana's crude oil exports



## 5.0 COMPARISON OF GHANA'S SEABORNE TRADE 2016 AND 2015 PER CARGO TYPE

### 5.1 IMPORT TRADE

Total imports for the review period 2016 was 12.05 million mt. This comprised 4.1 million mt of Liner

cargo, 1.75 million mt of Break bulk, 2.68 million mt of Dry bulk cargo and 3.5 million mt of Liquid bulk imports.

In Table 4 below, it can be seen that imports for 2016 increased by 3.2% over 2015. For the trade types, there

was a decline in Liner imports by 12%. Break bulk imports decreased by 11.8%, Dry bulk imports increased by 5.4% and Liquid bulk imports also increased by 41.4%.

**Table 4 COMPARISON OF GHANA'S SEABORNE TRADE PER CARGO TYPE**

TRADE TYPE	2016(mt)	2015(mt)	Change
<b>IMPORT:</b>			
Liner	4,101,931	4,660,755	-11.99%
Break Bulk	1,753,887	1,987,695	-11.76%
Dry Bulk	2,686,116	2,548,959	5.38%
Liquid Bulk	3,512,691	2,484,984	41.36%
<b>TOTAL IMPORT</b>	<b>12,054,625</b>	<b>11,682,393</b>	<b>3.19%</b>
<b>EXPORT:</b>			
Liner	1,407,592	1,432,615	-1.80%
Break Bulk	497,808	497,035	0.16%
Dry Bulk	3,400,918	2,423,424	40.34%
Liquid Bulk	239,881	17,150	1,298.72%
<b>TOTAL EXPORT</b>	<b>5,546,199</b>	<b>4,370,224</b>	<b>26.91%</b>
<b>TOTAL IMPORT &amp; EXPORT</b>	<b>17,600,824</b>	<b>16,052,617</b>	<b>9.64%</b>

### 5.2 EXPORT TRADE

The total export trade volume for 2016 was 5.54 million mt. This represents 26.9% increase over 2015. This was made up of 1.40 million mt of Liner items, 497,808 mt of Break bulk items, 3.40 million mt of Dry Bulk and 239,881 mt of Liquid Bulk.

## 6.0 PERFORMANCE IN LADEN CONTAINERS

Table 5 below shows the details of the performance in laden containers for 2016. Total Laden Containers for imports and exports for 2016 was 575,450 TEUs. This

represents an increase of 10.2% compared to 2015.

Total import Laden Containers for 2016 was 467,882 TEUs; a 13.9% increase compared to 2015. Total export Laden Containers for 2016 was 107,568 TEUs; representing a decline of 3.6% compared to 2015.

**Table 5 GHANA'S SEABORNE TRADE IN LADEN CONTAINERS (in TEUs) PER PORT**

TRADE TYPE	PORT	2016(in TEUs)	2015(in TEUs)	CHANGE
<b>IMPORT</b>	TEMA	451,513	396,656	13.83%
	TAKORADI	16,369	14,076	16.29%
	<b>TOTAL IMPORT</b>	<b>467,882</b>	<b>410,732</b>	<b>13.91%</b>
<b>EXPORT</b>	TEMA	89,188	86,783	2.77%
	TAKORADI	18,380	24,855	-26.05%
	<b>TOTAL EXPORT</b>	<b>107,568</b>	<b>111,638</b>	<b>-3.65%</b>
<b>TOTAL</b>	<b>IMPORT/EXPORT</b>	<b>575,450</b>	<b>522,370</b>	<b>10.16%</b>

## 7.0 DIRECTION OF GHANA'S SEABORNE TRADE

### 7.1 Import Trade

Table 6 and Figure 1 below show that majority of Ghana's seaborne imports for the period 2016 came from the Far East range,

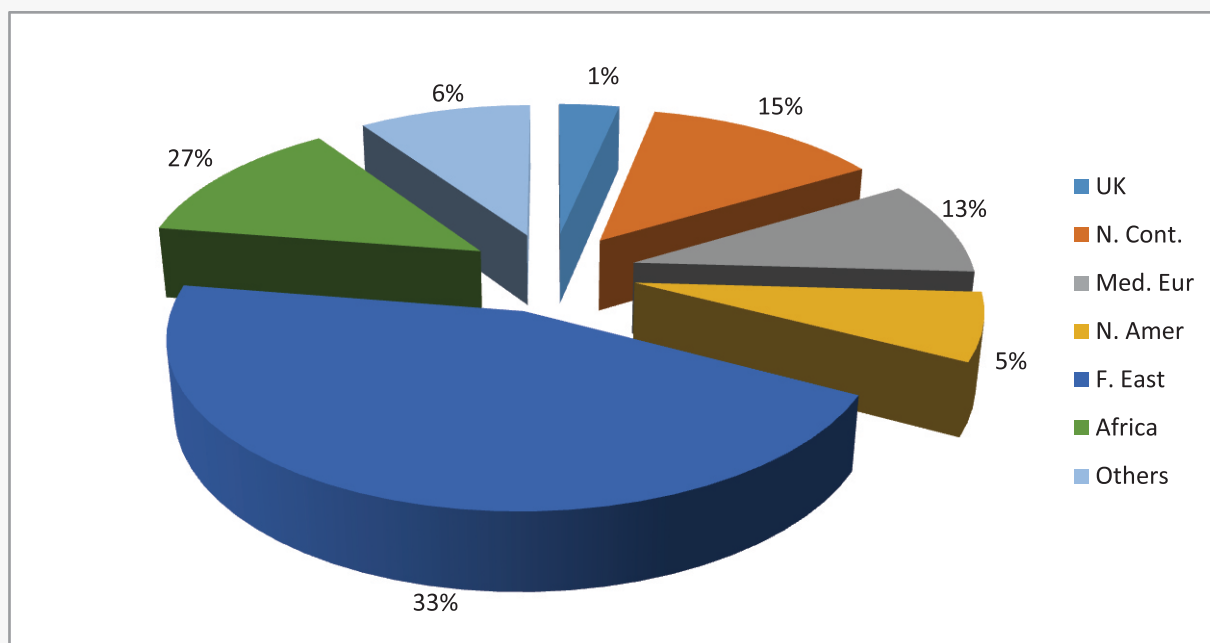
representing about 33% of the total import trade. Africa was next with 27% share of Ghana's import trade. Imports from Africa were 3,245,502 mt, an increase of 1,178,470 mt (or 57%) over the previous year's figure of 2,067,032 mt. The major commodities imported from the

Africa Range which experienced significant increases were Crude Oil, LPG and Petroleum Products. Liquid Bulk Imports from Africa showed an increase of 1,252,345 mt (i.e. 94%) over the previous year's figure of 1,331,919 mt.

**Table 6 DIRECTION OF GHANA'S SEABORNE IMPORT TRADE (in mt) 2016**

Trade Type	UK	N. Cont.	Med. Europe	N. America	F. East	Africa	Others	TOTAL
LINER	137,005	538,026	386,960	275,221	1,840,971	532,165	391,590	4,101,938
BREAK BULK	4,279	115,210	117,436	10,251	1,332,787	32,105	141,819	1,753,887
DRY BULK	0	461,801	1,038,316	262,467	708,403	97,168	117,961	2,686,116
LIQUID BULK	9,248	696,544	4,263	87,201	68,366	2,584,064	63,005	3,512,691
TOTAL	150,532	1,811,581	1,546,975	635,140	3,950,527	3,245,502	714,375	12,054,632
SHARE	1%	15%	13%	5%	33%	27%	6%	100%

**DIRECTION OF GHANA'S SEABORNE IMPORT TRADE (in mt) 2016**



### 7.2 Export Trade

The 5.55 million mt of seaborne exports for 2016 went to various destinations in the world. Majority of these exports went to the Far

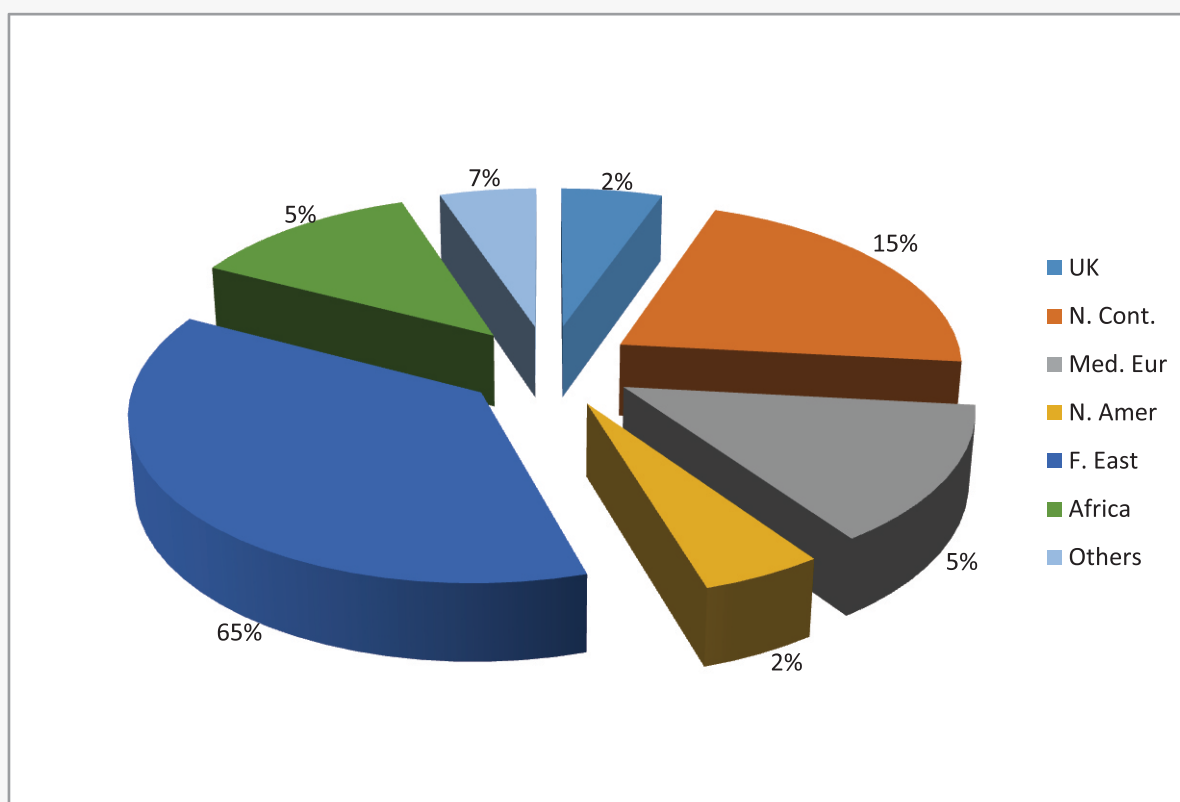
East and the North Continent ranges. The Far East range received a total of 3,630,797 mt (i.e. 65.5% of total exports) whilst the North Continent range received a total of

816,723 mt (or 14.7% of total exports). Table 7 below gives more details about the direction of Ghana's seaborne export trade for 2016.



**Table 7 DIRECTION OF GHANA'S SEABORNE EXPORT TRADE (in mt) 2016**

Trade Type	UK	N. Cont.	Med. Europe	N. America	F. East	Africa	Others	TOTAL
LINER	76,085	299,586	191,739	70,410	524,742	172,268	72,762	1,407,592
BREAK BULK	1,885	13,119	19,617	18,296	400,549	2,355	41,987	497,808
DRY BULK	17,000	475,378	53,970	1,270	2,705,506	4,777	143,017	3,400,918
LIQUID BULK	0	28,640	0	0	0	75,056	136,185	239,881
TOTAL	94,970	816,723	265,326	89,976	3,630,797	254,456	393,951	5,546,199
SHARE	2%	15%	5%	2%	65%	5%	7%	100%

**DIRECTION OF GHANA'S SEABORNE EXPORT TRADE (in mt) 2016**

### 8.0 TRANSIT TRADE AND TRANSSHIPMENT THROUGH THE SEAPORTS OF GHANA

Total Transit/Transshipment trade volume for 2016 shows a decrease of 16.8% compared to 2015. Total

volume of transit/transshipment for 2016 was 900,763 metric tons (mt).

Transit/Transshipment Imports for 2016 amounted to 861,299 mt, a decrease of 18.7% compared to 2015.

Transshipment/Transit Exports recorded 39,464 mt in 2016, an increase of 65.2% compared to 2015. Table 8 below shows the details of the transit/transshipment trade volumes for the review period.

**Table 8 SUMMARY COMPARISON OF TRANSIT TRADE AND TRANSHIPMENT THROUGH THE SEAPORTS OF GHANA 2016 AND 2015**

TRADE TYPE	2016(mt)	2015(mt)	CHANGE
TRANSIT/TRANSH. IMPORT	861,299	1,059,536	-18.71%
TRANSIT/TRANSH. EXPORT	39,464	23,886	65.22%
TOTAL	900,763	1,083,422	-16.86%

#### 9.0 TRANSIT TRADE PERFORMANCE FOR BURKINA FASO, MALI AND NIGER

Total transit volume for the three (3) landlocked countries of Burkina Faso, Mali and Niger amounted to

801,336 mt in 2016. This represents a decline of 17.2% compared to 2015. The transit trade comprises imports of 764,909 mt and exports of 36,427 mt for 2016.

Major transit trade commodities included Bagged Fertilizer, Processed Foods/ Beverages and Cashew nuts. Details are shown in Table 9.

**Table 9. SUMMARY COMPARISON OF TRANSIT TRADE for BURKINAFASO, MALI & NIGER 2016 AND 2015**

TRADE TYPE	2016(mt)	2015(mt)	Change
TRANSIT IMPORT	764,909	951,707	-19.63%
TRANSIT EXPORT	36,427	16,054	126.90%
TOTAL	801,336	967,761	-17.20%

#### 10.0 SHIPPING LINE PERFORMANCE IN GHANA'S SEABORNE TRADE

##### 10.1 Shipping Line Performance in the Containerized Trade

Forty One (41) Shipping Lines were involved in the containerized cargo trade which amounted to 575,451 TEUs for the year 2016. The highest operators were Maersk Line, with 204,308 TEUs (35.5% of the container trade) and Mediterranean Shipping Company (MSC), with 89,904 TEUs (15.6%). Details are shown in Table 10.

##### 10.2 Performance of Shipping Lines per Volume of Shipment and Trade Type

A total of one hundred and twenty (120) Shipping Lines and Charterers

participated in transporting the over 17.6 million mt of Ghana's seaborne cargo (import & export) through the Ports of Tema and Takoradi in 2016. The performance of the Lines per trade type (i.e. Liner, Break bulk, Dry bulk and Liquid bulk) is shown in Table 12 below.

##### 11.0 PERFORMANCE OF SHIPPING AGENTS IN GHANA SEABORNE TRADE

##### 11.1 Shipping Agents' Performance in the Containerized Trade

Twenty Seven (27) Shipping Agents were involved in the containerized trade to and from Ghana. Together, they handled 575,450 TEUs for the year 2016. The highest performing agencies were Maersk Ghana Ltd,

with 204,342 TEUs (35.5% of the containerized trade) and MSC, with 89,894 TEUs (15.6% of the containerized trade). The details of the shipping agents' performance per TEUs are shown in Table 11.

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

Seventy Three (73) Shipping Agents handled over 17.6 million mt of seaborne trade (import & export) through the Ports of Tema and Takoradi in 2016.

Table 13 below shows the performance in the various trades namely, Liner, Break Bulk, Dry Bulk and Liquid Bulk trade for the review period.



**TABLE 10** PERFORMANCE OF SHIPPING LINES PER LADEN CONTAINERS (in TEUs)  
TOTAL (TEMA & TAKORADI) - 2016

SHIPPING LINE	IMPORT	EXPORT	TOTAL	% of TOTAL
ADVANCED MARITIME	2	40	42	0.01%
AFRICA EXPRESS LINE	1,187	770	1,957	0.34%
ARKAS LINE	9,625	3,172	12,797	2.22%
AFRITRAMP	200	87	287	0.05%
BOCS	26	0	26	0.00%
BOLLORE AFRICA LTD	222	361	583	0.10%
BREADBOX LINES	0	15	15	0.00%
CHINA OCEAN SHIPPING	24,279	3,179	27,458	4.77%
CHINA SHIPPING	7,636	366	8,002	1.39%
CMA CGM	25,305	8,414	33,719	5.86%
DELMAS	0	14	14	0.00%
EAGLE WEST AFRICA SERV.	5,842	1,837	7,679	1.33%
EUROAFRICA	1	0	1	0.00%
EVERGREEN SHIPPING	0	101	101	0.02%
GOLD STAR LINE	19,088	6,444	25,532	4.44%
GRIMALDI LINES	19,174	2,175	21,349	3.71%
HANJIN SHIPPING	5,543	1,590	7,133	1.24%
HAPAG-LLOYD	19,854	7,055	26,909	4.68%
HB SHIPPING	14	0	14	0.00%
HC TRADING	1,585	495	2,080	0.36%
HOEGH AUTOLINERS	6	18	24	0.00%
I.M.T	171	0	171	0.03%
J. MARR (SEA FOODS) LTD	3	0	3	0.00%
MAERSK LINE	178,987	25,321	204,308	35.50%
MANDARIN BEIJING	1	0	1	0.00%
MAXAM GH. LTD	7	0	7	0.00%
MEDITERRANEAN SHIPP. CO	73,421	16,483	89,904	15.62%
MESSINA LINES	2,673	1,003	3,676	0.64%
MITSUMI O.S.K. LINES	22,825	7,239	30,064	5.22%
NOVELLE	124	0	124	0.02%
OTHER	566	375	941	0.16%
PACIFIC INTL. LINE	30,766	5,432	36,198	6.29%
PORTSIDE SHIPPING SERVICE	0	90	90	0.02%
SAFMARINE MPV N.V	64	6,892	6,956	1.21%
SDIC SHIPPING DEV.	2	0	2	0.00%
SEVENLOG LTD	84	0	84	0.01%
UNITED ARAB SHIPP. CO	14,141	5,314	19,455	3.38%
UNIVERSAL AFRICA LINE	52	60	112	0.02%
VAN BLOOM SHIPPING LTD	1	0	1	0.00%
VITOL S.A.	8	0	8	0.00%
ZIM LINE	4,398	3,226	7,624	1.32%
<b>TOTAL</b>	<b>467,883</b>	<b>107,568</b>	<b>575,451</b>	<b>100.00%</b>

**TABLE 11** PERFORMANCE OF SHIPPING AGENTS PER LADEN CONTAINERS (in TEUs)  
TOTAL (TEMA & TAKORADI) - 2016

SHIPPING AGENT	IMPORT	EXPORT	TOTAL	% SHARE
ADVANCE MARITIME	2	40	42	0.01%
ANTRAK GHANA LTD	4,005	1,381	5,386	0.94%
BEACON SHIPPING GHANA	5,543	0	5,543	0.96%
BLUESEA MARITIME	0	17	17	0.00%
BLUE FUNNEL GHANA	9,625	0	9,625	1.67%
BOLLORE AFRICA LOGISTICS	0	205	205	0.04%
COMEXAS GHANA LTD TEMA	172	24	196	0.03%
CMA CGM	0	736	736	0.13%
DELMAS SHIPPING GH. CMA CGM	25,305	7,692	32,997	5.73%
DW CABLE NET SHIPPING GH LTD	114	0	114	0.02%
GETMA GHANA LTD	71	0	71	0.01%
GMT SHIPPING LTD	129	0	129	0.02%
GRIMALDI GHANA LTD	18,298	1,665	19,963	3.47%
HULL BLYTH GHANA	1,610	10,557	12,167	2.11%
INTERMODAL SHIPPING AGENCY GH	24,553	9,668	34,221	5.95%
MAERSK GHANA LTD	178,997	25,345	204,342	35.51%
MOL GHANA LTD	22,825	7,239	30,064	5.22%
MSCA GHANA	73,411	16,483	89,894	15.62%
NAVITRANS GHANA LTD	7,636	366	8,002	1.39%
OIL AND MARINE AGENCIES	19,877	7,055	26,932	4.68%
PIL GHANA LTD	30,784	5,339	36,123	6.28%
PORTS MARINE	0	144	144	0.03%
SAFMARINE	0	6,868	6,868	1.19%
SCANSHIP GHANA LIMITED	23,088	3,779	26,867	4.67%
SEVENLOG LIMITED	88	96	184	0.03%
SUPERMARITIME GHANA LIMITED	7,608	2,869	10,477	1.82%
UNITED ARAB SHIPPING AGENCIES GH.	14,141	0	14,141	2.46%
<b>TOTAL</b>	<b>467,882</b>	<b>107,568</b>	<b>575,450</b>	<b>100.00%</b>



Table 12

GHANA SHIPPERS' AUTHORITY					
PERFORMANCE OF SHIPPING LINES IN GHANA'S SEABORNE TRADE - 2016					
IMPORT AND EXPORT (TEMA & TAKORADI)					
SHIPPING LINE/CHARTERER	IMPORT (mt)	EXPORT (mt)	TOTAL (mt)	% SHARE / TRADETYPE	% SHARE
<b>LINER</b>					
A. M. T.	0	397	397	0.01%	0.00%
ADOM MBROSO COLDSTORES LTD	17,729	0	17,729	0.30%	0.10%
ADVANCED MARITIME TRANSPORT	577	0	577	0.01%	0.00%
AFRICAN FISH GH.	454	0	454	0.01%	0.00%
AFRICA EXPRESS LINE	11,585	25,800	37,385	0.63%	0.21%
AFRITRAMP	1,801	141	1,942	0.03%	0.01%
ALUMINO EXPANOL	0	3,701	3701	0.06%	0.02%
AMISACHI LTD	4,209	0	4,209	0.07%	0.02%
AMISACHI/WE 2 SEAFOODS LTD	1,903	0	1,903	0.03%	0.01%
ARKAS LINE	83,467	45,408	128,875	2.19%	0.73%
ASIA MARITIME PACIFIC	290	0	290	0.00%	0.00%
BBC CHARTERING	4,069	20	4,089	0.07%	0.02%
BOCS	624	0	624	0.01%	0.00%
BREADBOX LINES	0	360	360	0.01%	0.00%
CANDLER SCHIFFAHT GMBH	4,400	0	4,400	0.07%	0.02%
COSCO SHIPPING	265,255	61,333	326,588	5.54%	1.86%
CMA CGM	157,792	135,813	293,605	4.98%	1.67%
CONTI GMT SHIPPING	879	0	879	0.01%	0.00%
CONSHIP LINES	63,999	0	63,999	1.09%	0.36%
COSMO SEAFOODS CO.	924	0	924	0.02%	0.01%
DAMCO SHIPPING	0	10,432	10432	0.18%	0.06%
DANGOTE	86	0	86	0.00%	0.00%
DELMAS	287	300	587	0.01%	0.00%
DOLPHINE FROZEN FOODS	9,801	0	9,801	0.17%	0.06%
EAGLE WEST AFRICA SERV.	52,146	45,486	97,632	1.66%	0.55%
EITZEN CHEMICAL A/S	1,048	0	1,048	0.02%	0.01%
EUKOR CAR CARRIERS	5,736	0	5,736	0.10%	0.03%
EUROAFRICA	4,612	2,044	6,656	0.11%	0.04%
EVERGREEN SHIPPING LINE	28920	4,965	33885	0.57%	0.19%
FERTICHIM	15,700	0	15,700	0.27%	0.09%
FOUTA GENERAL MERCHANDISE	6,000	0	6,000	0.10%	0.03%
GLOVIS	21,302	0	21,302	0.36%	0.12%
GMT SHIPPING	115	0	115	0.00%	0.00%
GOLD STAR LINE	122,649	100,789	223,438	3.79%	1.27%
GOLDEN STAR FISH CO.	4,766	0	4,766	0.08%	0.03%
GRIMALDI LINES	162,927	33,741	196,668	3.33%	1.12%
HANJIN SHIPPING	33,691	29,413	63,104	1.07%	0.36%
HAPAG-LLOYD	124,019	118,118	242,137	4.11%	1.38%
HB SHIPPING	540	0	540	0.01%	0.00%
HC TRADING	87,286	29,251	116,537	1.98%	0.66%
HOEGH AUTOLINERS	11,523	253	11,776	0.20%	0.07%
HUAL LINES	2	0	2	0.00%	0.00%

IMC SHIPPING	1,197	0	1,197	0.02%	0.01%
I.M.T	2,877	4,033	6,910	0.12%	0.04%
J. MARR (SEAFOODS) LTD.	27,307	0	27,307	0.46%	0.16%
JAPAN TUNA ASSOCIATION	110	0	110	0.00%	0.00%
K' LINE	3,009	0	3,009	0.05%	0.02%
LOUIS DREYFUS COMMODITIES	9,965	0	9,965	0.17%	0.06%
MAERSK LINE	1,214,702	409,687	1,624,389	27.54%	9.23%
MANDARIN BEIJING	1,136	0	1,136	0.02%	0.01%
MEDITERRANEAN SHIPPING CO.	480,527	239,214	719,741	12.20%	4.09%
MESSINA LINES	27,670	12,294	39,964	0.68%	0.23%
MITSUMI O.S.K LINES	170,429	122,533	292,962	4.97%	1.66%
NIPPON YUSEN KAISHA	433	0	433	0.01%	0.00%
NOVELLE	206	0	206	0.00%	0.00%
NMT LINES	5,799	0	5,799	0.10%	0.03%
OCEAN FARE CO. LTD	9,144	0	9,144	0.16%	0.05%
OCEANCREST TRANSPORT INC.	73,604	0	73,604	1.25%	0.42%
OLAM GHANA	15,013	0	15,013	0.25%	0.09%
OTHER	167,969	19,088	187,057	3.17%	1.06%
PACIFIC GLORY SHIPPING	0	0	0	0.00%	0.00%
PACIFIC INTL LINE	213,861	78,962	292,823	4.96%	1.66%
PORTSIDE SHIPPING LINES	0	2,306	2306	0.04%	0.01%
PIONEER FOOD CANNERY LTD	3,880	0	3,880	0.07%	0.02%
POSEIDON SCHIFFAHRT	3,952	0	3,952	0.07%	0.02%
PRECIOUS COLDSTORE	2,847	0	2,847	0.05%	0.02%
PREMIUM FOODS LTD	22,000	0	22,000	0.37%	0.12%
RAFFLES SHIPPING INTERNATIONAL	45,000	0	45,000	0.76%	0.26%
RAMANI DISTRIBUTION	28,000	0	28,000	0.47%	0.16%
RMR SHIPPING	5	0	5	0.00%	0.00%
ROYAL BOW CO. LTD	13,875	0	13,875	0.24%	0.08%
SAFMARINE	943	115,847	116790	1.98%	0.66%
SALLAUM LINES	589	0	589	0.01%	0.00%
SDIC	1,296	0	1,296	0.02%	0.01%
SEABOARD OVERSEA LTD	13,492	0	13,492	0.23%	0.08%
SEVENLOG	94,887	0	94,887	1.61%	0.54%
SIERRA FISHING CO. LTD	2,162	0	2,162	0.04%	0.01%
TEAM TANKERS MANAGEMENT	5,810	0	5,810	0.10%	0.03%
TED SHIPPING	61	0	61	0.00%	0.00%
TOPSHEEN SHIPPING BOTTLING CO. GH.	166	0	166	0.00%	0.00%
TRUSTLINK VENTURES LTD	3,767	0	3,767	0.06%	0.02%
THORCO SHIPPING A/S	0	3,602	3602	0.06%	0.02%
UAB SEAFISH TRADE	1,033	0	1,033	0.02%	0.01%
UNI-CHARTERING	4,167	0	4,167	0.07%	0.02%
UNITED ARAB SHIPP. CO	70,446	0	70,446	1.19%	0.40%
UNIVERSAL AFRICA LINE	9,603	90,521	100,124	1.70%	0.57%
VANBLOOM SHIPPING LTD	1,283	1,315	2,598	0.04%	0.01%
VITOL SA	1,648	0	1,648	0.03%	0.01%
VOLTA ALUMINIUM CO.	250	5,523	5773	0.10%	0.03%
WE 2 SEAFOODS CO. LTD	4,701	0	4,701	0.08%	0.03%
ZIM LINE	29,346	41,834	71,180	1.21%	0.40%
ZOLA MARITIME	25	0	25	0.00%	0.00%
<b>SUB-TOTAL</b>	<b>4,103,302</b>	<b>1,794,524</b>	<b>5,897,826</b>	<b>100.00%</b>	<b>33.51%</b>



<b>BREAK BULK</b>					
AFRITRAMP	167	0	167	0.01%	0.00%
ARKAS LINE	6,835	0	6,835	0.40%	0.04%
BBC CHARTERING & LOGISTICS	128	0	128	0.01%	0.00%
COSCO SHIPPING	210,721	0	210,721	12.21%	1.20%
CMA CGM	55,964	0	55,964	3.24%	0.32%
CONSHIP LINES	9,937	0	9,937	0.58%	0.06%
CONTI GMT SHIPPING	57,247	0	57,247	3.32%	0.33%
ED & F MAN SHIPPING	13,600	0	13,600	0.79%	0.08%
EUKOR CAR CARRIERS	745	0	745	0.04%	0.00%
EVERGREEN SHIPPING LINE	1,074	0	1,074	0.06%	0.01%
FABRIMETAL GH. LTD	2,516	0	2,516	0.15%	0.01%
FOUTA GENERAL MERCHANDISE	46,805	0	46,805	2.71%	0.27%
GLOVIS	168	0	168	0.01%	0.00%
GMT SHIPPING	8,887	0	8,887	0.51%	0.05%
GOLD STAR LINE	22,563	0	22,563	1.31%	0.13%
GRIMALDI LINES	10,385	0	10,385	0.60%	0.06%
HANJIN SHIPPING	5,608	0	5,608	0.32%	0.03%
HAPAG-LLOYD	14,974	0	14,974	0.87%	0.09%
HOEGH AUTOLINERS	155	0	155	0.01%	0.00%
HC TRADING	1,019	0	1,019	0.06%	0.01%
IMC SHIPPING	20,790	0	20,790	1.20%	0.12%
MAERSK LINE	312,002	0	312,002	18.08%	1.77%
MEDITERRANEAN SHIPP. CO	93,898	0	93,898	5.44%	0.53%
MESSINA LINES	2,413	0	2,413	0.14%	0.01%
MITSUMI O.S.K. LINES	35,761	0	35,761	2.07%	0.20%
OCEANCREST TRANSPORT INC	5,000	0	5,000	0.29%	0.03%
OLAM GHANA	94,850	0	94,850	5.50%	0.54%
OTHER	200,072	0	200,072	11.59%	1.14%
PACIFIC INT'L. LINES	55,400	0	55,400	3.21%	0.31%
PREMIUM FOODS LTD	22,500	0	22,500	1.30%	0.13%
RAMANI DISTRIBUTION	37,800	0	37,800	2.19%	0.21%
ROYAL BOW CO. LTD	209,405	0	209,405	12.13%	1.19%
SEVENLOG	86,440	0	86,440	5.01%	0.49%
TEAM TANKERS MANAGEMENT	300	0	300	0.02%	0.00%
TED SHIPPING	46,726	0	46,726	2.71%	0.27%
TOPSHEEN SHIPPING GROUP LTD	6,954	0	6,954	0.40%	0.04%
UNITED ARAB SHIPP. CO.	16,535	0	16,535	0.96%	0.09%
UNIVERSAL AFRICA LINE	2,393	0	2,393	0.14%	0.01%
VAN BLOOM SHIPPING	1,597	0	1,597	0.09%	0.01%
VITOL SA	260	0	260	0.02%	0.00%
ZIM LINE	5,107	0	5,107	0.30%	0.03%
<b>SUB-TOTAL</b>	<b>1,725,699</b>	<b>0</b>	<b>1,725,699</b>	<b>100.00%</b>	<b>9.80%</b>
<b>DRY BULK</b>					
AFRITRAMP	0	1,008	1008	0.02%	0.01%
ARKAS LINE	0	5,185	5185	0.08%	0.03%
BOLLORE LINES	0	13,039	13039	0.21%	0.07%
CARMEUS TRADING	73,866	0	73,866	1.19%	0.42%
COSCO SHIPPING	7456	43,703	51159	0.82%	0.29%
CMA CGM	0	2,079	2079	0.03%	0.01%

HC TRADING	1,337	0	1,337	0.04%	0.01%
I.M.T.	44,390	0	44,390	1.18%	0.25%
LANONARK SHIPPING	2,980	0	2,980	0.08%	0.02%
MAERSK LINE	1,270	0	1,270	0.03%	0.01%
MEDITERRANEAN SHIPP. CO	1,412	0	1,412	0.04%	0.01%
OTHER	206,565	31,365	237,930	6.34%	1.35%
P.W.S.L	58,784	0	58,784	1.57%	0.33%
PETROINEOS TRADING LTD	52,032	0	52,032	1.39%	0.30%
RAFFLES SHIPPING INTERNATIONAL	15,985	0	15,985	0.43%	0.09%
TEAM TANKERS MANAGEMENT	4,466	2,555	7,021	0.19%	0.04%
TEMA OIL REFINERY	6,143	17,189	23,332	0.62%	0.13%
TOTSA - TOTAL OIL TRADING	47,345	0	47,345	1.26%	0.27%
TRAFIGURA PTE LTD	132,516	0	132,516	3.53%	0.75%
VIHAMA	9,035	0	9,035	0.24%	0.05%
VIHAMA/JUWELL	38,017	0	38,017	1.01%	0.22%
VITOL	106,376	0	106,376	2.84%	0.60%
VOLTA RIVER AUTHORITY	191,844	0	191,844	5.11%	1.09%
WINSON OIL DMCC, DUBAI	4,400	0	4,400	0.12%	0.02%
<b>SUB-TOTAL</b>	<b>3,512,192</b>	<b>239,881</b>	<b>3,752,073</b>	<b>100.00%</b>	<b>21.32%</b>
<b>GRAND TOTAL</b>	<b>12,054,675</b>	<b>5,546,201</b>	<b>17,600,876</b>	<b>100</b>	<b>100</b>

Table 13

GHANA SHIPPERS' AUTHORITY					
PERFORMANCE OF SHIPPING AGENTS IN GHANA'S SEABORNE TRADE - 2016					
IMPORT AND EXPORT (TEMA & TAKORADI)					
SHIPPING AGENT	IMPORT (mt)	EXPORT (mt)	TOTAL (mt)	% SHARE / TRADE TYPE	% SHARE
<b>LINER</b>					
ADVANCED MARITIME	577	397	974	0.02%	0.01%
AFRICA CARGO CENTRAL LTD	312	0	312	0.01%	0.00%
AFRICAN STEAM SHIP	162	0	162	0.00%	0.00%
A&J SHIPPING SERVICES	21,366	0	21,366	0.36%	0.12%
ANDIPEX CO. LTD	27,986	0	27,986	0.47%	0.16%
ANTRAK GH. LTD	85,405	15,931	101,336	1.72%	0.58%
AQUA MARINE SHIPP. GH. LTD	656	0	656	0.01%	0.00%
BAJ FREIGHT T EMA	2,327	0	2,327	0.04%	0.01%
BEACON SHIPP. HANJIN GH.	33,671	0	33,671	0.57%	0.19%
BLUE FUNNEL GH. LTD	83,467	0	83,467	1.42%	0.47%
BLUESEA GH. LTD	0	3,850	3850	0.07%	0.02%
BULKERS	49	0	49	0.00%	0.00%
BOLLORE AFRICA LOGISTICS	0	2,660	2660	0.05%	0.02%
COMEXAS GHANA LTD TEMA	10,812	789	11,601	0.20%	0.07%
CMA CGM GH. LTD	0	12,328	12328	0.21%	0.07%
CONSOLIDATED SHIPPING AGENCIES	64,395	0	64,395	1.09%	0.37%
DAMCO LOGISTICS GHANA LTD	73,604	10,432	84,036	1.42%	0.48%
DELMAS SHIPP. GH. CMA CGM	158,079	123,785	281,864	4.78%	1.60%
DOLPHIN SHIPP. SERVICES	15,906	0	15,906	0.27%	0.09%



DANGOTE CEMENT GH. LTD	196,450	0	196,450	3.16%	1.12%
EURO AFRICA	0	14,644	14,644	0.24%	0.08%
GOLD STAR LINE	0	38,225	38,225	0.61%	0.22%
GRIMALDI LINES	0	11,512	11,512	0.18%	0.07%
HAPAG-LLOYD	0	538	538	0.01%	0.00%
HB SHIPPING	28,994	0	28,994	0.47%	0.16%
HC TRADING	1,361,899	23,325	1,385,224	22.25%	7.87%
I.M.T	206,124	2,799,945	3,006,069	48.29%	17.08%
L&C MARINE TRANSPORT	18,000	0	18,000	0.29%	0.10%
LOUIS DREYFUS COMMODITIES	5,364	0	5,364	0.09%	0.03%
MACRO SHIPPING	0	27,100	27,100	0.44%	0.15%
MAERSK LINE	4,607	44,261	48,868	0.78%	0.28%
MEDITERRANEAN SHIPP. CO	9,298	126,504	135,802	2.18%	0.77%
MANDARIN BEIJING	40,000	0	40,000	0.64%	0.23%
MESSINA LINES	0	539	539	0.01%	0.00%
MITSUMI O.S.K. LINES	1,127	226	1,353	0.02%	0.01%
NORDANA LINE	5,000	0	5,000	0.08%	0.03%
OCEANCREST TRANSPORT INC.	83,800	0	83,800	1.35%	0.48%
OLAM GHANA	62,989	0	62,989	1.01%	0.36%
OTHER	174,103	23,243	197,346	3.17%	1.12%
PACIFIC INTL. LINE	0	2,134	2,134	0.03%	0.01%
SEABOARD OVERSEAS LTD	4,625	0	4,625	0.07%	0.03%
SEVELOG	239,104	75,210	314,314	5.05%	1.79%
SAFMARINE	0	102	102	0.00%	0.00%
SPIETHOFF	0	18,500	18,500	0.30%	0.11%
THORCO SHIPPING A/S	11,000	0	11,000	0.18%	0.06%
TRANSBULK SHIPPING	40,000	0	40,000	0.64%	0.23%
UNICARGO LINES	0	36,000	36,000	0.58%	0.20%
UNITED ARAB SHIPP. CO	222	1,139	1,361	0.02%	0.01%
UNIVERSAL AFRICA LINE	0	203,635	203,635	3.27%	1.16%
VAN BLOOM SHIPPING LTD	118,700	0	118,700	1.91%	0.67%
YARA GH. LTD	19,750	0	19,750	0.32%	0.11%
ZIM LINE	1,004	0	1,004	0.02%	0.01%
<b>SUB-TOTAL</b>	<b>2,713,482</b>	<b>3,511,796</b>	<b>6,225,278</b>	<b>100.00%</b>	<b>35.37%</b>
<b>LIQUID BULK</b>					
BLUE OCEAN	90,981	0	90,981	2.42%	0.52%
BLUE/EBONY	18,452	0	18,452	0.49%	0.10%
BP OIL INTERNATIONAL LTD	163,881	0	163,881	4.37%	0.93%
BOST	1,042,306	101,629	1,143,935	30.49%	6.50%
BP SHIPPING	38,600	0	38,600	1.03%	0.22%
CHASE PETROLEUM	120,022	0	120,022	3.20%	0.68%
CIRRUS	34,920	0	34,920	0.93%	0.20%
GOLD STAR LINE	444	0	444	0.01%	0.00%
EBONY OIL & GAS	71,568	0	71,568	1.91%	0.41%
EBONY/BLUE OCEAN	31,244	0	31,244	0.83%	0.18%
FUELTRADE	268,700	0	268,700	7.16%	1.53%
GLENCORE ENERGY	72,665	0	72,665	1.94%	0.41%
HAPAG-LLOYD	633,512	87,143	720,655	19.21%	4.09%

FACULTY LOGISTICS LTD	17,000	0	17,000	0.29%	0.10%
FAIRPOINT BUSINESS T EMA	5,026	0	5,026	0.09%	0.03%
GETMA GHANA LTD	6,806	0	6,806	0.12%	0.04%
GLOBAL CARGO & COMMODITIES	84,973	0	84,973	1.44%	0.48%
GMT SHIPPING LTD	20,901	0	20,901	0.35%	0.12%
GRIMALDI GH. LTD	152,122	26,459	178,581	3.03%	1.01%
HULL BLYTH GH. LTD	96,631	191,561	288,192	4.89%	1.64%
ICM LOGISTICS SERVICES LTD	21	0	21	0.00%	0.00%
INCHCAPE SHIPP. SERVICES GH. LTD	83,038	0	83,038	1.41%	0.47%
ISAG LTD	158,150	142,592	300,742	5.10%	1.71%
KHUDA SERVICE T EMA	18,588	0	18,588	0.32%	0.11%
KOYANKS COMPANY LIMITED	16,756	0	16,756	0.28%	0.10%
MACRO SHIPPING LTD	12,536	0	12,536	0.21%	0.07%
MAERSK GH. LTD	1,214,611	410,019	1,624,630	27.55%	9.23%
MARITIME AGENCIES	979	0	979	0.02%	0.01%
MAWA GH. LTD	0	20	20	0.00%	0.00%
MOL GHANA LTD	170,429	122,533	292,962	4.97%	1.66%
MSCA GH. LTD	480,527	239,214	719,741	12.20%	4.09%
NAVITRANS GH. LTD	56,558	6,857	63,415	1.08%	0.36%
OIL & MARINE AGENCIES	145,841	118,118	263,959	4.48%	1.50%
PANALPINA GH LTD	4	0	4	0.00%	0.00%
PIL GHANA LTD.	214,474	78,937	293,411	4.98%	1.67%
PORTS MARINE LTD	5,792	2,955	8,747	0.15%	0.05%
PORTSIDE MARINE GH. LTD	0	460	460	0.01%	0.00%
SAFMARINE	0	115,515	115,515	1.96%	0.66%
SCANSHIP GHANA LIMITED	193,036	64,606	257,642	4.37%	1.46%
SDV GHANA LTD	312	0	312	0.01%	0.00%
SEVENLOG LIMITED	108,323	808	109,131	1.85%	0.62%
SHARAF SHIPPING AGENCY LIMITED	22,942	0	22,942	0.39%	0.13%
SIFAX AGENCIES GHANA LTD	2	0	2	0.00%	0.00%
SILVERMARITIME GHANA LTD	983	0	983	0.02%	0.01%
STARDEX MARINE CONSULT	19,951	0	19,951	0.34%	0.11%
SUPERMARITIME GHANA LIMITED	134,968	103,693	238,661	4.05%	1.36%
TRAMSCO SHIPPING T EMA	997	0	997	0.02%	0.01%
TRANSGLOBAL SHIPPING	3,798	0	3,798	0.06%	0.02%
TTV LIMITED	6,619	0	6,619	0.11%	0.04%
UNITED ARAB SHIPPING AGENCIES	70,466	0	70,466	1.19%	0.40%
<b>SUB-TOTAL</b>	<b>4,102,934</b>	<b>1,794,519</b>	<b>5,897,453</b>	<b>100.00%</b>	<b>33.51%</b>
<b>BREAK BULK</b>					
AFRICA CARGO CENTRAL LTD	21,613	0	21,613	0.41%	0.12%
ANTRAK GH. LTD	3,044	14,586	17,630	0.34%	0.10%
BAJ FREIGHT TEMA	8	0	8	0.00%	0.00%
BEACON SHIPPING HANJIN GH.	5,608	0	5,608	0.11%	0.03%
BLUESEA MARITIME AGENCY	0	36,000	36,000	0.69%	0.20%
BLUE FUNNEL GH.	6,835	0	6,835	0.13%	0.04%
BOLLORE AFRICA LOGISTICS	0	1,118	1,118	0.02%	0.01%
COMEXAS GHANA LTD	5,126	4,000	9,126	0.17%	0.05%
CONSOLIDATED SHIPP. AGENCIES LTD	16,848	0	16,848	0.32%	0.10%



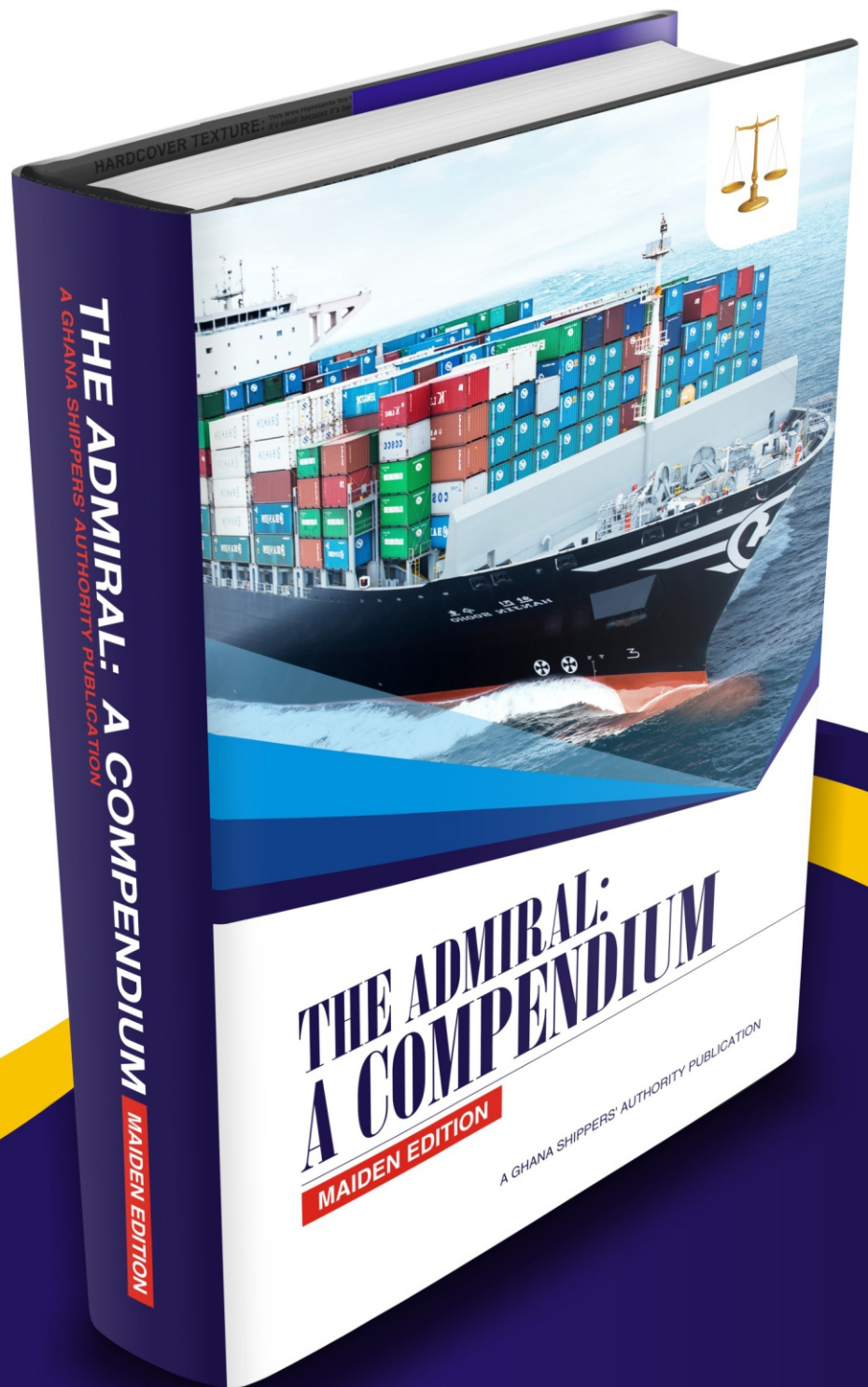
DAMCO LOGISTICS GHANA LTD	5,000	0	5,000	0.10%	0.03%
DELMAS SHIPPING GHANA	55,964	2,079	58,043	1.11%	0.33%
FACULTY LOGISTICS	44,675	0	44,675	0.85%	0.25%
GLOBAL CARGO & COMMODITIES	411,360	0	411,360	7.85%	2.34%
GMT SHIPPING LTD	219,317	0	219,317	4.19%	1.25%
GRIMALDI GHANA LTD.	7,567	9,512	17,079	0.33%	0.10%
HULL BLYTH GH. LTD	1,764	29,649	31,413	0.60%	0.18%
ICM LOGISTICS SERVICES LTD	11	0	11	0.00%	0.00%
ISAG LTD	28,531	38,225	66,756	1.27%	0.38%
INCHCAPE SHIPPING SERVICES	1	4,075	4076	0.08%	0.02%
MACRO SHIPPING LTD	0	993,776	993776	18.97%	5.65%
MAERSK GH. LTD	312,002	44,363	356,365	6.80%	2.02%
MARITIME AGENCIES	126	0	126	0.00%	0.00%
MAXITIDE VENTURES LTD	1,395	0	1,395	0.03%	0.01%
MOL GH. LTD	35,761	226	35,987	0.69%	0.20%
MSCA GH. LTD	93,899	126,504	220,403	4.21%	1.25%
NAVITRANS GHANA LIMITED	14,608	0	14,608	0.28%	0.08%
OIL & MARINE AGENCIES	15,235	538	15,773	0.30%	0.09%
PANALPINA GH LTD	57	0	57	0.00%	0.00%
PIL GHANA LTD	55,402	1,016	56,418	1.08%	0.32%
PORTS MARINE LTD	2	0	2	0.00%	0.00%
SCANSHIP GH LTD	39,514	77,447	116,961	2.23%	0.66%
SDV GHANA LTD	1,074	0	1,074	0.02%	0.01%
SEATRADE SHIPPING AND LOGISTICS	300	0	300	0.01%	0.00%
SEVENLOG LTD	249,804	75,210	325,014	6.21%	1.85%
SHARAF SHIPPING AGENCY LTD	168	0	168	0.00%	0.00%
SILVERMARITIME GHANA LTD	34,930	0	34,930	0.67%	0.20%
SUPERMARITIME GH. LTD	21,918	2,051,404	2,073,322	39.58%	11.78%
UNITED ARAB SHIPP. AGENCIES	16,535	0	16,535	0.32%	0.09%
TIDE SHIPS LTD	0	2,068	2068	0.04%	0.01%
<b>SUB-TOTAL</b>	<b>1,726,002</b>	<b>3,511,796</b>	<b>5,237,798</b>	<b>100.00%</b>	<b>29.76%</b>
<b>DRY BULK</b>					
DAMCO LOGISTICS GHANA LTD.	101,800	0	101,800	3.75%	0.58%
FACULTY LOGISTICS LTD	10,484	0	10,484	0.39%	0.06%
GETMA GHANA LTD	26,263	0	26,263	0.97%	0.15%
GLOBAL CARGO & COMMODITIES	230,939	0	230,939	8.51%	1.31%
HULLBLYTH GHANA LTD	1,390,893	0	1,390,893	51.26%	7.90%
ISAG LTD	1,088	0	1,088	0.04%	0.01%
MAERSK GH. LTD	4,607	0	4,607	0.17%	0.03%
MAP SHIPPING	57,870	0	57,870	2.13%	0.33%
MOL GH. LTD	1,127	0	1,127	0.04%	0.01%
MSCA GHANA LTD	9,298	0	9,298	0.34%	0.05%
SCANSHIP GH. LTD	7,231	0	7,231	0.27%	0.04%
SEVENLOG LIMITED	322,884	0	322,884	11.90%	1.83%
SIFAX AGENCIES GH. LTD	112,150	0	112,150	4.13%	0.64%
SUPERMARITIME GH. LTD	362,844	0	362,844	13.37%	2.06%
UNITED ARAB SHIPPING AGENCIES GHANA	222	0	222	0.01%	0.00%
WESTERN FREIGHT AND LOGISTICS	73,866	0	73,866	2.72%	0.42%
<b>SUB-TOTAL</b>	<b>2,713,566</b>	<b>0</b>	<b>2,713,566</b>	<b>100.00%</b>	<b>15.42%</b>

<b>LIQUID BULK</b>					
BLUESEA MARITIME AGENCY LTD.	41,000	0	<b>41,000</b>	<b>1.09%</b>	<b>0.23%</b>
BLUESEAS SHIPPING SERVICES LTD	77,919	0	<b>77,919</b>	<b>2.08%</b>	<b>0.44%</b>
BULK SHIP & TRADE LTD	374,645	0	<b>374,645</b>	<b>9.98%</b>	<b>2.13%</b>
CRTCR	0	17,189	<b>17189</b>	<b>0.46%</b>	<b>0.10%</b>
DADDO MARITIME	321,939	83,426	<b>405,365</b>	<b>10.80%</b>	<b>2.30%</b>
GETMA GHANA LTD	2,980	0	<b>2,980</b>	<b>0.08%</b>	<b>0.02%</b>
HULL BLYTH GHANA	1,337	0	<b>1,337</b>	<b>0.04%</b>	<b>0.01%</b>
INTERMODAL SHIPPING AGENCY GH LTD	444	0	<b>444</b>	<b>0.01%</b>	<b>0.00%</b>
INCHCAPE SHIPPING SERVICES	575,891	18,482	<b>594,373</b>	<b>15.84%</b>	<b>3.38%</b>
LD & T LOGISTICS LTD	8,500	0	<b>8,500</b>	<b>0.23%</b>	<b>0.05%</b>
MARINE MOR	2,000	0	<b>2,000</b>	<b>0.05%</b>	<b>0.01%</b>
MAERSK GHANA TEMA	1,270	0	<b>1,270</b>	<b>0.03%</b>	<b>0.01%</b>
MSCA GHANA TEMA	1,412	0	<b>1,412</b>	<b>0.04%</b>	<b>0.01%</b>
MULTI-PLAN	0	5,001	<b>5001</b>	<b>0.13%</b>	<b>0.03%</b>
OIL AND MARINE AGENCIES	1,742,980	87,143	<b>1,830,123</b>	<b>48.78%</b>	<b>10.40%</b>
SCANSHIP GHANA LTD	124,685	0	<b>124,685</b>	<b>3.32%</b>	<b>0.71%</b>
SEA AND SHORE SERVICES GHANA LTD	175,804	0	<b>175,804</b>	<b>4.69%</b>	<b>1.00%</b>
SUPERMARITIME GHANA LTD	59,399	28,640	<b>88,039</b>	<b>2.35%</b>	<b>0.50%</b>
<b>SUB-TOTAL</b>	<b>3,512,205</b>	<b>239,881</b>	<b>3,752,086</b>	<b>100.00%</b>	<b>21.32%</b>
<b>GRAND TOTAL</b>	<b>12,054,707</b>	<b>5,546,196</b>	<b>17,600,903</b>	<b>100</b>	<b>100</b>





**GHANA SHIPPERS'  
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# GHANA STANDARDS AUTHORITY CELEBRATION OF AFRICAN DAY OF STANDARDISATION IN GHANA

*By Kofi Amponsah-Bediako*



*The Head of Public Relations, Kofi Amponsah-Bediako (second from right) delivering his lecture*

Quite recently, the Ghana Standards Authority (GSA), in collaboration with the Ministry of Food and Agriculture and other stakeholders, celebrated the African Day of Standardisation under the theme: “The role of standards in promoting sustainable agriculture and food security in Africa” at GSA Head Office in Accra.

The celebration took the form of lectures and mini-exhibition of food products. Two lectures were given during the programme. The first was delivered on behalf of the Chief Director, Ministry of Food and Agriculture, on the topic “Ensuring food security in Ghana.” Delivering the lecture, Alhaji Adam Mahama, the then National Coordinator for Youth in Agriculture Programme pointed out that ensuring food security in Ghana was a national security issue. He added that a number of steps had been taken by the government to develop the

agricultural sector in order to ensure food security.

Speaking during the second lecture on “Promoting made in Africa products – the role of standards”, the Head of Public Relations at GSA, Kofi Amponsah-Bediako, stated that standardisation of goods and services would ensure competitiveness in production and meet the expectations of consumers. He stressed, among others, that it was when standards were observed that locally produced goods could be effectively promoted.

The Chairman for the occasion was Mr. Charles Amoako, the then Director of Testing at GSA. He stressed the need for all Ghanaians and people on the African continent to see standards as tools for development in the area of

local and international trade.

After the lectures, the participants went round the various exhibition stands mounted on the premises of GSA by exhibitors to display various made-in-Ghana food products

Some of the manufacturers expressed great joy at the opportunity given them by the Ghana Standards Authority to participate in the event and also display their made-in-Ghana products. The event was widely covered by both the print and electronic media.



*Some of the participants attentively listening to the lectures*



# GSA AND GIFF FIRM UP COLLABORATION



The Ghana Shippers' Authority (GSA) and the Ghana Institute of Freight Forwarders (GIFF) have pledged to collaborate and explore avenues to resolve the myriad of problems in Ghana's shipping industry and by so doing, create a congenial atmosphere for development of trade.

This understanding was reached at a recent meeting between the leadership of the two organizations i.e. the Management of the Authority and the National Executives of the Institute in Tema on March 22/23, 2017. The meeting unanimously agreed and reached consensus on the fact that more could be achieved if both parties worked together.

Some of the issues that were discussed included the streamlining of processes to ensure efficiency in the cargo clearance system, involvement of major stakeholders in the development of policies for the industry and need for capacity building of local operators. These, it was agreed would provide the necessary impetus to the Government's policy on local content within the shipping and logistics industry.

The meeting also agreed for a synergistic approach to be adopted to influence major policy positions affecting the shipping industry in Ghana and importers and exporters in particular.

The GIFF President took the opportunity to announce the impending retirement of its Executive Secretary, Captain William Amanhyia, after 12 years of service to the Institute. In response, the Deputy Chief Executive of the GSA, Ms Sylvia Asana Owu acknowledged the invaluable services that Captain Amanhyia had provided to GIFF and by extension to the entire Shipping Industry. She noted in particular the number of articles Captain Amanhyia had contributed to the Authority's flagship publication 'The Shipping Review'. "While we will miss his person and contributions to the industry, we wish him our heartfelt and sincere best wishes on his retirement" Ms Owu added.



# DR MBIAH STEPS DOWN AS CHAIR OF THE IMO LEGAL COMMITTEE



Dr. Kofi Mbiah, Chairing the 104th Legal Committee Session of the IMO

Dr. Emmanuel Kofi Mbiah, the sixth Chair of the International Maritime Organization (IMO) Legal Committee and the first black man to hold that position, has stepped down as Chair, after nearly two decades of service to the IMO.

There was uncharacteristically loud applause and a standing ovation after he delivered his farewell address. We reproduce below the full farewell address delivered at the close of the 104th Session of the Legal Committee held at the IMO headquarters in London, on the 28th April 2017.

The Secretary General,  
Distinguished delegates,

The enduring traditions of the International Maritime Organization is often captured in the proverbial IMO spirit but the Legal Committee has a spirit of its own. A spirit very discernible and yet so difficult to define.

It is to this Committee that in 2010 you elected my humble self as Chair. I accepted with pride and yet in humility the confidence you reposed in me and I pledged to work with you and the Secretariat for the attainment of our lofty objectives.

Our ship has not ended its voyage. We have only come to port. It's time to change some of the crew. My race is run. It is only appropriate

that I account for my stewardship. During the period of my stewardship, we have not developed any new convention but the success of our work is not to be measured only by the number of conventions we develop. Our work is also to be reckoned in the measures we have taken as a Committee to put in place an appropriate legal framework that guides the entire spectrum of the business of transportation by sea. That we live true to the credentials of the highest practicable standards of maritime safety and security, efficiency of navigation, the prevention and control of pollution from ships underlies our achievements.



Distinguished delegates, in that regard, I will highlight some of our accomplishments over these last couple of years.

In our quest to avoid delays, detentions and other administrative burdens, we have clarified the issues relating to the issuance of bunker certificates and I have every confidence that we will put a finality to this subject. We have provided Guidelines on the Provision of Financial Security in cases of abandonment of seafarers and Guidelines on Shipowners Responsibilities in respect of Contractual Claims for Personal Injury to or Death of Seafarers. We have also during the period under review adopted Guidelines on the Fair Treatment of Seafarers.

Our work in producing Guidelines for the Collation and preservation of evidence following an allegation of a serious crime having taken place on board a ship or following a report of a missing person from a ship and pastoral and medical care of victims is in furtherance of the objectives of the IMO.

Our work on the adoption of amendments to the 1996 Protocol on the Convention on Limitation of Liability for Maritime Claims have undoubtedly increased the limits of liability thus enhancing the opportunities for reasonable compensation. Our Guidance on the acceptance of "Blue Cards" would go a long way in reducing administrative burdens. The Guidelines on the HNS Reporting would indubitably assist countries in meeting the reporting requirements under the 2010 HNS Convention. I am happy to note that Norway has shown the way towards the ratification of the HNS. I am encouraged by that and I am hopeful that other member States will follow suit. We have also developed Guidance on Liability

and Compensation for Transboundary Pollution Damage which will assist member States in their bilateral arrangements with respect to pollution incidents emanating from fixed offshore installations.

Distinguished delegates, during the period, we have witnessed the entry into force of the Protocol of 2002 to the Athens Convention relating to the carriage of Passengers and their Luggage by Sea 1974, the Nairobi International Convention on the Removal of Wrecks 2007, and the SUA Treaties of 2005 amongst others.

There is no doubt that even though no new convention has been developed within this period, a lot has been achieved to serve the objectives of the International Maritime Organization.

When the statistics show a decline in casualties, a significant drop in the number of pollution incidents and the waning of piratical attacks off the coast of Somalia, the contribution of the legal committee cannot be overlooked.

Distinguished delegates these are but the highlights of our accomplishments. What does the future hold for this Committee?

Distinguished delegates, the challenges of yesteryears are passed. New challenges confront the Legal Committee today. The Legal Committee must be proactive in anticipating gaps, examine the weaknesses in the existing international legal regime that threaten safe and secure navigation on clean oceans and use its legal mechanisms and expertise to forestall their occurrence where possible.

The legal issues with respect to Polar navigation, Autonomous

Vessels, Places of Refuge, Unsafe Mixed Migration at Sea and the use of alternative fuels in ships etc., should continue to engage the attention of the Committee. The time may soon come to look again into some treaties developed by this Committee (the CLC/Fund regime has been in place already for 25 years and may need some improvements).

The task of keeping shipping more safe, secured, environmentally friendly and sustainable as well as the provision of prompt compensation to victims in all instances would continue to engage your attention. In the quest to attain the practicable highest standards, do not relent in your efforts. In this onerous endeavour, I wish you all, in language akin to our calling, calm seas and fair winds.

Distinguished delegates I cannot end this short address without telling my story. May be it will serve as footprints on the sands of time and encourage the young ones here with us today.

I do recall my days as a young and vibrant gentleman doing odd and menial jobs here in London to make ends meet. Sometimes it entailed doing three different jobs a day.

One of those jobs entailed the morning cleaning of offices. The offices I used to clean was and I believe still is, opposite this building across the River Thames.

Each morning, as the bus passed by the IMO building I observed the flags on the top of the building as they flapped in the breezy cold morning.

Each time I crossed the Lambeth Bridge, the dash of the frigid air on those wintry mornings made me look back at the flags. The colder the air, the stronger my

determination to penetrate the walls of the IMO and to be a part of what goes on in there. At the International Maritime Law Institute (IMLI), I did reconnect with the flags, the cold weather and the Lambeth Bridge, instilling in me an even greater determination to be a part of what goes on within these walls.

My association with IMO began in 1993 when I started leading the Ghana delegation to the Legal Committee meetings. I took time to observe the conduct of the meetings and began making avid contributions on the floor.

My peers recommended me for the position of vice chairman and I gladly accepted it. I served as vice chairman of our Committee for 11 years working with one of the best chair persons I have ever known. Mr. Alfred Popp. Together we worked with the Committee and the Secretariat to develop a number of conventions including the HNS, the revision of the Athens Convention, the Bunkers and SUA protocols amongst others. In those days, the Legal Committee met twice a year and it is my recollection that the chairs we sit on today were green in colour.

As a young lad making my contributions from the floor, I had always aspired to serve this august Committee from the podium. If for nothing at all, to give a taint of velvet black to a predominantly white podium.

It was therefore the fulfillment of a long held dream when you graciously elected me as Chair of this august Committee. I have served for six years and today I hand over the mantle believing that I played my part. I may not have lived up to the fullest of your

expectations or served with piety and perfection but at least I gave it my best shot.

Time will not permit me to pay my tribute to the many who richly deserve it, but I also know that I cannot complete an address such as this without expressing appreciation to all those who lifted me onto this pedestal. Suffice to mention Mr. Alfred Popp, Dr. Rosalie Balkin, Mrs. Monica Mbanefo and Mr. Gaetano Librando for the significant contribution they made towards the progress of my work here at IMO.

My thanks and appreciation also go to the Government of Ghana for continuously supporting my candidature and sponsoring me to these meetings.

As I draw the curtains down to almost two decades of work at the IMO, I express most profoundly my gratitude to Mr. Fred Kenny, an epitome of a gentleman, Madam Dorota Lost-Sieminska, affable and hardworking, Mr. Jan De Boer, a longtime friend and companion, and all in the Legal Affairs and External Relations Division.

To distinguished delegates, it's been a privilege to work with you and to serve as your chair. My bounteous thanks goes to all distinguished delegates for your support and encouragement for without you this Committee would not have come this far.

To Mr. Volker Schofisch and Miss Gillian Grant our incoming pair of safe hands; when you sail through choppy waters and the clouds unfold their wings of strife, may your anchor hold and firm remain.

I cannot end without thanking our conference division and the interpreters without whom we could not have effectively communicated. To you all I say a big thank you.

**May the Legal Committee grow from strength to strength.**

**Long Live the Legal Committee.**

**Long Live IMO.**

**Thank You for your attention.**



The 104th Legal Committee Session of the IMO in progress



# GHANA'S DR. KOFI MBIAH HONoured BY THE INTERNATIONAL MARITIME ORGANIZATION

The Secretary General of the International Maritime Organization, Mr. Kitack Lim has presented an award of honour to Dr. Kofi Mbiah for distinguished service to the International Maritime Organization for nearly two decades.

In a speech to mark the closing ceremony of the 104th Session of the Legal Committee - one of the main committees through which the IMO carries out its work, the Secretary General paid glowing tribute to Dr. Mbiah and recalled his contributions as a delegate to the Legal Committee several years ago. He said his contributions during debates in the Legal Committee depicted him as an astute legal luminary well versed in international maritime law.

Mr. Lim said before Dr. Mbiah was elected to the position of chairman of the Committee, he had made significant contributions to the work of IMO. He referred in particular to Dr. Mbiah's work as Chairman of the Drafting Committee at the Diplomatic conference for adoption of the 2002 Protocol to the Athens Convention on the carriage of Passengers and their luggage by sea. He noted that Dr. Mbiah was also chairman of the Drafting Committee at the Diplomatic Conference for the adoption of the 2010 Protocol to the International Convention on Liability and Compensation for the Carriage of Hazardous and Noxious Substances by sea.

The Secretary General of IMO also indicated that amongst others, Dr. Mbiah served as one of the Vice Presidents at the Diplomatic Conference for the adoption of the Nairobi

International Convention on the Removal of Wrecks 2007, and was chairman of Committee One at the 29th IMO Assembly. He said Dr. Mbiah's work span several years in which he has made significant contribution to the work of IMO.

Commenting on his role as Chairman of the Legal Committee from 2010 to 2017, the Secretary General said: "I truly enjoy observing how you "operate" this podium; undeterred by even the most complex of legal issues, always giving everyone a fair hearing, and passionate to find a common ground even if the Committee is completely divided"

He also mentioned that Dr. Mbiah chaired the meetings of the Committee with dexterity and efficiency providing humour sometimes in very intractable debates.

Mr. Lim noted that during the chairmanship of Dr. Mbiah, "he worked tirelessly to facilitate the effective implementation of IMO's Conventions emanating from the Legal Committee, and, as a matter of fact, the Athens Protocol entered into force in 2014 and the Nairobi Wreck Removal Convention entered into force in 2015, and the HNS Convention notably received, last

week, its first ratification".

The Secretary General traced Dr. Mbiah's academic path noting that having obtained a Masters in Marine Management and a Masters in Business Management he studied for a Master of Laws at the International Maritime Law Institute (IMLI) where he graduated with distinction, and obtained a PhD in Maritime Administration from the World Maritime University (WMU). According to Mr. Lim, the fact that Dr. Mbiah studied at IMLI and WMU - both academic institutions owned by the IMO, makes him a real child of IMO.

"Beside his outstanding academic credentials and sterling career, Kofi strikes me as a very kind, approachable and generous person possessing a great sense of humour and charm, not to mention his power of persuasion, probably typical of a lawyer" Mr. Lim added.

Concluding his brief address, Mr. Lim noted "We in the Secretariat have very much enjoyed working with you and we have benefitted from your outstanding leadership, always accompanied by a great sense of humour. You will be greatly missed"



Dr. Kofi Mbiah, outgoing Chairman of the IMO Legal Committee receiving the award from Mr. Kitack Lim, Secretary General



# INTERNATIONAL MARITIME ORGANISATION'S FAREWELL LUNCHEON IN HONOUR OF DR. KOFI MBIAH.



*Mr. Kitack Lim, IMO Secretary General (Standing), Mr. Kwaku Ofori Asiamah, Hon. Minister for Transport (second from left), Mr. Damphey Asare, Ag. Ghana's High Commissioner to the UK (fourth from left).*

The IMO Secretary General, Mr. Kitack Lim has held a farewell luncheon in honour of Dr. Kofi Mbiah at the IMO headquarters in London. The gesture was the first of its kind in the annals of the IMO, extended to an outgoing Chairman of any of its five Committees.

Addressing the luncheon, the Secretary General intoned that the holding of the luncheon in honour of Dr. Mbiah, who was stepping down as the Chairman of the Legal Committee after 6 years in that role, was meant to provide the occasion to extol the virtues of Dr. Mbiah and to present him with a memento with which he will forever remember fondly the IMO.

Mr. Lim noted that considering the important contribution made by Dr. Mbiah to the work of the IMO, coupled with his distinguished service, he thought it fit and proper

that IMO recognizes his contribution in a special way.

Among dignitaries present at the luncheon were the Hon. Kwaku Ofori Asiamah, Minister of Transport; Mr. Paul Asare Ansah, Director General Ghana Ports and Harbours Authority; Mr. Damphey Asare, Ag. Ghana's High Commissioner to the UK; Mrs. Azara Prempeh, Ghana's Permanent Representative to the IMO and Mr. Fred Asiedu-Dartey,

Acting Legal Advisor and Public Relations Manager of the Ghana Shippers' Authority.

Other dignitaries present at the Luncheon were the Director Legal and External Relations Division of the IMO, Mr. Freddy Kenny; the Director of the International Oil Pollution and Compensation Funds (IOPC), Mr. Jose

Mauria; the Chairman of the Marine Environment Protection Committee of the IMO, Mr. Arsenyo Dominguez; and the Chairman of the Facilitation Committee, Mr. Y Melanas.

The other dignitaries at the luncheon took turns to recount fond memories of their experiences with Dr. Mbiah and more especially celebrated the grace with which he conducted himself as Chairman of the Legal Committee.



*Mr. Kitack Lim presenting the award to Dr. Kofi Mbiah*

# REPRESENTATIVE OF THE DUTCH SHIPPERS COUNCIL CONFER WITH DR. KOFI MBIAH

The Dutch Shippers Council and the Ghana Shippers' Authority on January, 2017 held discussion on a range of issues including on Trade Facilitation issues, Advocacy for the interest of shippers, Negotiations of charges and the Advisory Role of Shippers Organizations to their respective governments on shipping matters.

This happened when Mr. Peter Van Rheenen of the Dutch Shippers' Council paid a courtesy call on Dr. Kofi Mbiah, Chief Executive of the Ghana Shippers' Authority and Chairman of the Union of African Shippers Councils with the view to strengthening the collaboration between their two institutions.

On the composition of the membership the Dutch Shippers Council, Mr. van Rheenen noted that "the Dutch Shippers Council(EVO) has 15,000 member companies in all kinds of Industries, Trades and Retail businesses and EVO represents their interest across all modes of transport". He noted over 80% of these registered shippers in Holland were large scale companies.

On his side, Dr. Mbiah said only about 20% of registered shippers in Ghana and by extension, the West and Central African Region could be described as large scale operators. Majority, nearly 80% are small to medium scale shippers; some of

which do shipping occasionally. This scenario reinforces the representation and advocacy roles of Shippers Organizations in the West and Central African Regions. As a result, this group of shippers lacked the capacity to negotiate suitable terms of shipment and therefore largely relegated this responsibility to the Agents.

The two gentlemen also discussed some common challenges confronting Shippers, bordering on the introduction of new charges and the frequency with which existing charges were being increased. They cited the recent introduction of Terminal Handling Charges, as a case in point; but also noted that it was receiving attention at the highest level at the Global Shippers Forum.

Other challenges discussed included funding for Shippers

Organizations and procedures for Cargo Clearance. In respect of the latter, Mr. van Rheenen indicated that following the humanitarian crisis that resulted from the Ebola epidemic in West-Africa, the Dutch Ministry of Foreign Affairs, since December 2014, requested EVO and STC-NESTRA to help improve the logistics and customs procedures in Liberia, Sierra Leone and Guinea by developing training in logistics and Customs procedures in the three countries in West Africa. These were considered to be indispensable ingredients for the promotion of long-term growth in West-Africa and the improvement of trade relations between countries in the region.

They both pledged to cooperate in protecting the interests of shippers worldwide.

