

# Shipping Review

GHANA'S AUTHORITATIVE QUARTERLY SHIPPING AND LOGISTICS JOURNAL

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## Achieving a Climate-proof Maritime Transport System: The Role of Ghanaian Stakeholders

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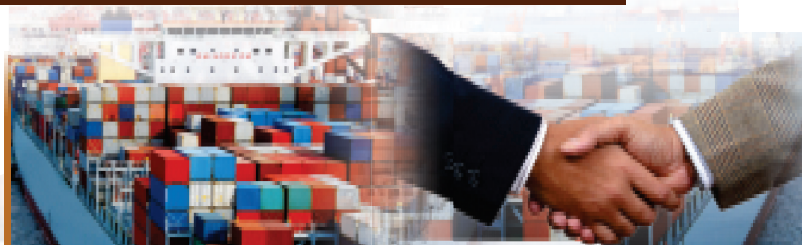
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# Achieving a Climate-proof Maritime Transport System: The Role of Ghanaian Stakeholders



By: Freda Amoako

The shipping industry plays an immense role in world trade. At about age seven (7), I received a beautiful Christmas gift (a waist bag) from my auntie who lived in London at the time. She could not spend Christmas with the family in Ghana and sending a present by post was her own subtle way of being merry at Christmas. I remember feeling special whenever I wore the waist bag. It was exciting to show off my "London bag". For many Ghanaians, the excitement that comes with owning foreign goods is still vibrant in this day and age.

Presently, a chunk of all household items, gadgets and even food is imported from Asia, Europe, America, etc. Clearly, the world is a global village and it has become a reality to depend on each other, especially in the wake of COVID.

Let me state that I am not in away against world trade. I am simply concerned about the pollution that comes with world trade and particularly through shipping. It turns out I am not the only concerned global citizen.

For instance, the International Maritime Organization (IMO) in its 2020 study on Green House Gas (GHG) emission showed that GHG emissions from shipping increased by 9.6% from 2012 to 2018 and projects a significant increase by 2050 if nothing is done. In this essay, I will discuss what role Ghana has to play in contributing to minimizing pollution from shipping.

## INTERNATIONAL INTERVENTIONS

Pollution has become a global rather than a national problem. Indeed, the International Maritime Organization (IMO) uses various instruments to protect the marine environment from shipping activities. The IMO's work is centered on enhancing its activities to mitigate climate change, reduce emissions from ships, reduce marine plastic littering, etc. The IMO adopted the International Convention for the Prevention of Pollution from Ships (MARPOL) in 1973.

MARPOL was subsequently amended by the Protocols of 1978 and 1997. The Convention is the main International Convention covering the prevention of pollution of the marine environment by ships from operational or accidental causes and has six Annexes, which address various forms of pollution from ships. For instance, Annex VI of MARPOL addresses air pollution from ships and establishes limits on nitrogen oxides (NO<sub>x</sub>) emissions and requires the use of fuel with lower sulfur content to protect the environment.

In 2021, the IMO adopted amendments to Annex VI of MARPOL aimed at reducing carbon dioxide emissions from ships and included targets for energy efficient to further reduce GHG emissions from shipping. Much of the interventions at the international front in tackling maritime pollution have been to provide regulatory frameworks to be enforced by States.

## Ghana in Perspective

Ghana is a country with substantial size of sea. Over the years various Governments and other stakeholders have taken steps to ensure the sustainable use of the sea and its resources. For instance, there are a number of institutions, state agencies, civil society organizations among others interested in the use of the sea. Some of these institutions include: Ghana Navy, Ghana Ports and Harbours Authority, Ghana Shippers Authority, Ghana Maritime Authority, etc.

In Ghana's quest to attain middle-income status by 2020, a number of measures were put in place. Prominent amongst them was the pursuit to make Ghana the investment trade gateway to the West Africa region through Export Processing Zone (EPZ), free ports and liberalized trade policies.

Maritime transport was expected to play a pivotal role in attaining middle-income status because of its role in fostering development through international trade. Today, Ghana has attained middle-income status and it is therefore safe to assume that all these



economic inducers worked to some great extent.



*Pollution from shipping activities is characterized by damage to the air, sea and the environment. Shipping activities specifically cause air pollution, water pollution, acoustic and oil pollution.*



Pollution from ships undoubtedly affects climate change and it has become imperative for States to actively participate in achieving a climate proof maritime transport system.

The Fourth IMO Green House Gas (GHG) study released in 2020 shows that GHG emissions from shipping increased by 9.6% from 2012 to 2018 and projects a significant increase by 2050 if nothing is done. Ghana, as a country whose economy is heavily dependent on import and export of goods, has a role to play. In recent times, various activities have been instituted to ensure that pollution from maritime activities is brought to its barest minimum. Indeed, it has become necessary to institute preventive measures against maritime pollution due to Ghana's status as an oil producing country and consequently placing Ghana at a high risk for maritime pollution.

### ACTION PLAN

In 2016, The Maritime Pollution Act 2016 (Act 932) came into force.



An ongoing cost line clean up exercise



Vessel emission

The Act provides for the prevention, regulation and control of pollution within Ghana's territorial waters and implements most of the maritime pollution conventions ratified by Ghana.

The coming into force of the Maritime Pollution Act was a major step to dealing with maritime pollution. There has also been the development and adoption of a National Maritime Strategy which if implemented will impact efforts aimed at reducing pollution from maritime activities.

The Ghana Ports and Harbours Authority has also developed a program for port emissions, which aims to monitor emissions from shipping activities in the ports. The Ghana Maritime Authority periodically issues notices and circulars, which outline the mandatory procedures for operations within the territorial waters of Ghana. All the above form part of a holistic approach to addressing pollution from maritime activities.

### WAY FORWARD

Admittedly, maritime pollution is not an issue to be tackled by individual countries. It requires a joint and collaborative pooling of resources of countries worldwide to ensure that

maritime pollution is reduced to the very minimum.

Indeed, Ghana has taken laudable measures to ensure that it contributes its quota to dealing with this global issue of pollution. However, a lot more needs to be done to ensure that efficient results are achieved. For instance, because achieving a climate proof maritime transport system presents a multifaceted challenge, there is the need to tackle it from a multifaceted angle.

This requires joint cooperation and effort of all stakeholders in the implementation of maritime pollution laws and policies. It is suggested that more can be achieved if stakeholders collaborate in their activities towards reducing maritime pollution.

### CONCLUSION

Ghana's maritime transport sector can achieve a climate proof status if the stakeholders involved implement the laws and policies already in place jointly. Admittedly, majority of the work relating to regulatory frameworks and policies so far as reducing maritime pollution are already in force. It is however important to ensure that stakeholders leverage on their strengths to ensure efficiency in dealing with maritime pollution.

# The Prospects for Inland Waterways Development in Ghana



**By Chief Obosu Mohammed,**  
DPA LL.B LL.M. MCIArb, Executive Director,  
Institute for African Maritime Development

"I am the river, sit and listen to my wisdom" (Ian Menard, 1994). Rivers and other water bodies have been essential to human existence since the beginning of time due to their varied uses such as transportation, irrigation, fishing, tourism, and hydropower generation. They are a significant foothold for local and regional socio-economic development.

Inland Waterways (IW) are navigable bodies of water that are central to the movement of cargoes and passengers with the use of watercraft such as pontoons, boats, ferries, water buses, canoes, and cargo barges. Rivers, lakes, streams, lagoons, and canals are all examples of navigable Inland Waterways (IW).

Ghana is gifted with numerous inland bodies of water. The Volta Lake, along with the upstream Volta Rivers, Afram River, and the Oti River, are Ghana's most prominent Inland Waterways (IW). The Volta Lake, one of the world's largest artificial lakes, which was formed after the construction of the Akosombo dam covers an area of about 8,500 km<sup>2</sup>. The entire

Volta system spans about 1,600 kilometres and drains an area of approximately 388,000 square kilometres, of which about 158,000 square kilometres are within Ghana.

However, there is little information on the navigability of other water bodies in Ghana, including the Pra and Ankobrah Rivers, which were previously essential sources of cargo transport. Other smaller rivers and major independent rivers, such as the Birim, Densu and Tano rivers, can be found in various areas around the country, and some of them may be navigable but not to their full length.

These numerous water bodies can be exploited to enhance Inland Water Transportation (IWT). The Volta system, for example, can connect the southern, middle, northern belts, and landlocked countries. This can be done in conjunction with establishing an integrated multimodal transportation corridor because Inland Waterways (IW) lack continuous connectivity.

This mode of transportation is widely used in many countries as

an alternate means of transport. It accounts for approximately 8.5% of the total cargo movement in the United States, 8.3% in China, 38% in the Netherlands, 24% in Belgium, and 13% in Germany. In Ghana, however, Inland Waters (IW) are underutilised; road transport accounts for approximately 95% of the country's freight and passenger traffic.

So far, the Volta Lake Transport Company (VLTC) is a major commercial operator of Inland Water Transportation (IWT) on the Volta Lake for passengers, cargo, and cross-ferry services. Nevertheless, the indigenous people who live along most rivers and other bodies of water in Ghana have been using wooden canoes for transportation and other activities since time immemorial.

The government of Ghana, through the Ministry of Transport, has made some efforts to scale up the operations of the Volta Lake Transport Company (VLTC) and Inland Water Transportation (IWT) on Volta Lake through the Volta Lake Improvement Project with the help of the Korean Exim Bank.



*Cargo being loaded onto a pontoon*



The Ghana Maritime Authority (GMA) has also made significant efforts over the years to promote the safety of lake users and to remove tree stumps, which have been a major source of accidents on the Volta Lake. While all these efforts are laudable, the government must commit more resources to uncover Ghana's hidden treasures in Inland Water Transportation (IWT).

### **Advantages of Inland Waterways (IW)**

In terms of comparative analysis, it is critical to recognise that Inland Water Transportation (IWT) is more advantageous than any other mode of transportation. For example, one litre of fuel will move 24 tonnes over one km on the road, 85 tonnes over the rail per km, and 105 tonnes per km over Inland Water Transportation (IWT), making it very fuel-efficient. However, the cost argument about the Inland Water Transportation (IWT) is not static and must be put into perspective because it is accurate when it comes to single-mode carriages other than those that require door-to-door or cargo transfer in addition.

increased trade, and commerce, and stimulating seamless interconnectivity that connects hinterlands along navigable rivers and coastal routes.

The Inland Waterway (IW) provides a rare opportunity for tourism traffic and growth. The natural beauty of the Volta Lake, lagoons, rivers, and streams can attract many domestic and international tourists who want to travel through these waterways to see the natural life of the people who live there as well as the scenic views.

The development of Inland Waterways (IW) will offer impetus to the Domestic Draft (Cabotage) Bill, 2017 which is currently before the Parliament of Ghana when assented into law.

### **Recommendations for Inland Waterways (IW) Development**

Our bodies of water must be assessed and, as a result, comprehensive feasibility, viability, and desirability studies must be conducted, particularly for those that show prospects of navigability after preliminary investigations have been done. Its



*An Inland Waterways Master Plan (IWMP) should be developed based on the results of the comprehensive feasibility, desirability, and viability studies. We cannot achieve short-medium-long term planning and development of Inland Waterways (IW) as a viable form of transportation without a master plan.*



In Ghana, there is a master plan for road and railway networks that simplifies planning and investment in that sector; however, the same cannot be said for Inland Waterways (IW).

The planning of the Inland Waterways (IW) must be transparent and participatory, with the involvement of civil society groups, relevant stakeholders, and most importantly, the local communities who live along with the water bodies and may be adversely affected during the developmental and maintenance stages of the waterways.

Alternatively, Ghana could take a more focused approach, developing only 'commercially significant' Inland Waterways (IW), as other countries do. This will allow for the more prudent use of scarce resources to develop more economically viable waterways instead.

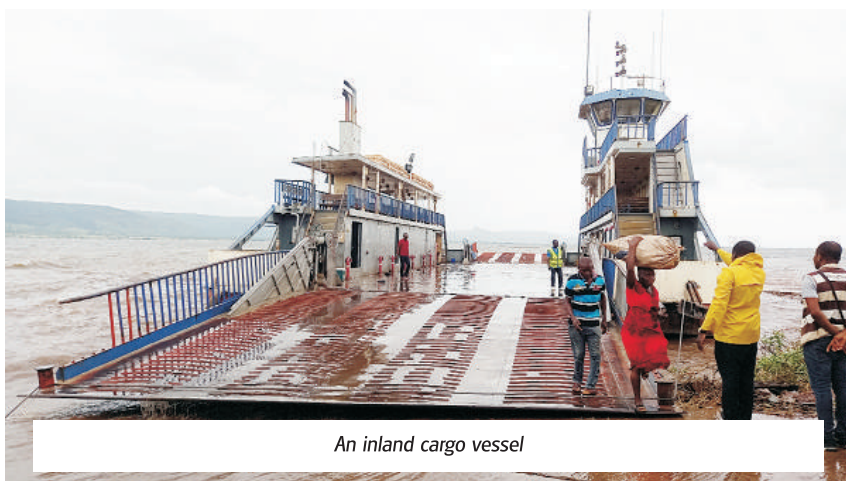
Inland Water Transport (IWT) is intermodal in nature and therefore not self-dependent. There is a need for effective road, rail, and coastal shipping integration from the Inland Waterways (IW) to enhance their seamless connectivity. That is why projects



*An inland cargo vessel*

Other benefits of Inland Water Transportation (IWT) include environmental friendliness, job creation, revenue generation for the government and private sector, improved modes of transportation for people,

financial, social, environmental, and economic implications must all be considered simultaneously. These Inland Waterways (IW) as a preferred option should be evaluated in terms of their cost and benefit.



*An inland cargo vessel*

like the Tema - Mpakadan Railway Project are essential for the transport of cargo through seamless integration with other modes of transportation.

To ensure the construction and availability of vessels, a deliberate support-based policy must be in place. In Ghana, people are currently constructing smaller vessels out of fibreglass and bamboo. The capabilities of these indigenous vessel builders must be expanded to support the development of our Inland Water Transport (IWT) with a Strategic funding and Subsidy Scheme, and Tax and Custom Concession Plan for both the builders and buyers.

Modal shift incentives can be used to attract cargo traffic to Inland Water Transport (IWT). The incentives are usually offered to certain types of cargoes that make use of the Inland Water Transport (IWT). Modal split can also be used to split cargo among Inland Water Transport (IWT) and other modes of transportation. These are all policy frameworks that can be implemented to make Inland Water Transport (IWT) commercially viable and competitive.

The central government's allocation of funds for the development and maintenance of our Inland Waterways (IW) has

been either non-existent or abysmal.

Year after year, statutory budgets are presented without mentioning Inland Waterways (IW), in contrast to roads and railways, which receive significant budgetary support. The same commitment to Inland Waterways (IW) development and maintenance will ensure its rapid growth.

A River Information Systems (RIS) must be strongly considered to offer vessel traffic management systems and real-time exchange of information to aid in navigation. To protect life and property, the Ghana Maritime Authority (GMA) should expedite the installation of navigational aids on all Inland Waterways (IW) to enhance day and night navigation.

The Ghana Maritime Authority (GMA) may engage local manufacturers to produce life jackets on their behalf and distribute it to watercraft and

traditional boat owners who navigate our Inland and Coastal Waterways for purchase on an instalment scheme. This could be a safety measure while also providing GMA with a footing to strictly enforce the use of lifejackets in our Inland and Coastal Waters.

The governance structure must be streamlined to determine which institution will have oversight and operational responsibility for Inland Water Ports. Could it be the Volta River Authority (VRA), Ghana Maritime Authority (GMA), Volta Lake Transport Company (VLTC), or Ghana Ports and Harbours Authority (GPHA)?

## Conclusion

In comparison to other modes of transportation, Inland Water Transport (IWT) has several advantages. Regardless, Inland Waterways (IW) face unique challenges such as the level of investment required, the availability of sufficient water depth during the dry season, infrastructure, and maintenance, among others.

It is trite that Inland Water Transport (IWT) has had a negligible impact in Ghana. This should necessitate a greater governmental and private-sector commitment to the development, maintenance, and operations of our Inland Waterways (IW).



*Passengers and cargo being offloaded a pontoon*



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# Liner Vessel needed to expedite AfCFTA fortunes – CILT Exe. Member



Executive Member CILT, Mrs. Naa Densua Ayeetey

Trade volumes among African countries are likely to see a significant increase to support the growth of the Africa Continental Free Trade Agreement (AfCFTA) if the Africa Union makes it a priority to establish a liner vessel to operate solely on the continent.

That is a strong view being championed by an Executive Member of the Chartered Institute of Logistics and Transport (CILT), Mrs. Naa Densua Ayeetey.

Speaking at the 2022 CILT Africa Forum, Mrs. Ayeetey said there have been several attempts on the continent by public and private institutions to establish a liner vessel – a ship that regularly sails on a fixed route following a schedule – on the continent but it never materialized.

“It has been difficult to develop a liner vessel for Africa. We do not have short sea shipping, regional shipping, or even a good water waterway transport in Africa. Air transport is fast but has a huge limitation on the volume of cargo it can carry. In Africa we export more of our raw material to the international world in large volumes, for example, bauxite, manganese, oil and all the others are in bulk, therefore the sea is the most appropriate channel,” she said.

“It’s important we give maximum attention to short sea shipping to help propel AfCFTA. Why is it difficult to ship from the coastline of Senegal to Angola; there can be vessels to do that. It has been a long-standing dream by the Economic Community of West African States (ECOWAS), the African Union (AU) and other regional bodies to develop coastal sea shipping. With the implementation of AfCFTA, it must materialize,” she emphasized.

Mrs. Ayeetey wondered why a similar idea which was in operation in Ghana fizzled out: “In Ghana, we had a feeder vessel that served Tema and Takoradi; initiatives like this need to be encouraged.”

She noted that Africa has one of the enviable coastlines

globally and it is about time it leverages on it to sustain the life of the AfCFTA.

For her, some bold and strategic decisions need to be taken by African leaders to ensure that the energy associated with the AfCFTA is sustained and trade figures among African states soar.

“Africa can only benefit from its waters if it joins forces to acquire a vessel that would transport goods within the continent to boost trade. There have been questions on how to get money to get a vessel that will ply the African coast and I can say that there is money for that, we need to focus and put our energies together and attract the funding to make this happen,” she said.

Maritime expert, Silvanus Amoah in an interview with the Shipping Review said it was envisaged that with the advent of COVID-19 and accompanying global supply chain disruption witnessed, of which Africa was the most affected, the conversation of having a liner vessel operate within the continent would receive great support but it has not been so.

He noted that in 2021, data from Alphaliner showed that capacity deployed on liner services to and from Africa was 6.5% lower than a year ago. Mediterranean Shipping Co (MSC), for example, shifted some 13,000 teu ships from African trading to the Pacific.

Other routes such as intra-Asia to Oceania and Latin America also saw less coverage that year too, but nowhere saw a greater drop in liner calls than the continent of Africa.

“We must learn from this and think of how to keep Africans alive in case another pandemic of greater propensity than COVID-19 hits the world” he said.

In an interview granted Splash247.co, in 2021, Jan Hoffmann, Head of the Trade Logistics branch at the United Nations Conference on Trade and Development (UNCTAD) said, “unlike the United States, African countries could not create significant economic stimulus packages, and their vaccination rates are far lower than in North America. So the lower fleet deployment to African routes is a response of these two sides of the Covid pandemic. There is less demand, and the hinterland logistics system is even more strained than in the US.”

According to Mr. Amoah, comments like these are scary and must put African leaders on their toes to act to safeguard the future of citizens.





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# Integrated port development policy needed to boost AfCFTA - CILT Africa Forum Panel



Panel members at the CILT Africa Forum

Panel members at the Chartered Institute of Logistics and Transport (CILT) Africa Forum 2022 have made a strong case for a concerted effort for an integrated port development plan among African countries to promote trade through the African Continental Free Trade Area Agreement (AfCFTA).

Speaking at the forum, the panel members decried the current state of growing unhealthy competition among African states in port infrastructure development. According to them, even though port infrastructure is a commendable venture, African states would only attract equal benefits if they are built or expanded in the spirit of complementing each other.

The Chief Executive Officer (CEO) of the Cross Border Road Transport Agency based in South Africa, Lwazi Mboyi stressed the point that African nations need to pull themselves along to guarantee the success of AfCFTA.

According to him,

“**there is a deep sense of silo mentality that makes Africans develop policies to suit individual countries but so long as it stays that way the success of AfCFTA is in danger.**”

“If you look at the port of Durban, how does the Port of Maputo complement Durban, what are the activities that are taking place in the port of Maputo and what kind of development is needed? Already, there has been some development at Maputo that has taken business from Durban; in the current state, there are a lot of complementarities for these two ports. The big question is how we complement each other more and the development of policies must be informed by that.”

He said the continent needs to do an assessment of the entire sea line

and identify areas that need to be developed and help the specific countries to establish ports to boost the fortunes of the AfCFTA.

Maritime Lawyer, Dr Kofi Mbiah is of the view that individual countries are striving to put up infrastructure and draft AfCFTA policies that would favour their economic structure, while at that losing sight of the central theme of the AfCFTA trade policy.

“When I look at AfCFTA, at the embryonic stages, the concentration is more on trade facilitation, services and regulations; these are the key drivers. But in trying to fashion policies, let them not be country centered; we must develop policies that must be derived from a central theme. With this, we pick it from the continental level, regional and then the national level.

Without this, we will end up developing policies within our own spheres only to realize that it is not in tandem with the overall aim of the continent,” Dr. Mbiah noted.

He added that for this to be realized, sensitization is key: “There should be constant engagement, one thing that has been missing in such plans and projects over the years. At the time you formulate and fashion out policies, that is the exact time you engage stakeholders; not when you have developed the policy and then stakeholder engagement take a top to bottom approach,” he added.

For him, the development of port infrastructure to back the



implementation of AfCFTA must be seen as a strategic economic venture.

"This is what will promote AfCFTA otherwise there will be some confusion among member states. As we see all countries today wanting to build a hub port, we know that should not be the case because other large African nations can support the smaller ones to boost trade facilitation. Some small nations have no business building a hub port; They just need to position what they have well so they can benefit from AfCFTA."

The Chief Operating Officer of the Chamber of Bulk Oil Distributors (CBOD), Dr. Daniel Addo reiterated the need for the AfCFTA framework to be seen as the main reference point for all nations on the continent. For him, every action that a nation would take with respect to AfCFTA must be one that is suitable to the master plan. This he believes will help nations not to engage in individualistic projects.

"Now, we should be doing away with bilateral negotiation and doing more multilateral negotiations. We need to understand that individual markets are small, that is why AfCFTA is being championed to open up a continental market full of opportunities. This will also give the continent enough leverage," Mr. Addo said.

On the part of the Ship Owners and Agents Association of Ghana (SOAAG), African nations must start from the basics and understand the operations of each other to develop policies and plans to complement and not compete with each other. The Vice President of SOAA, Adam Imoro Ayana said the success of AfCFTA is dear to all stakeholders, but it will take hard work to realize the anticipated goals.

"I strongly want AfCFTA to work as it has been a dream for so long which has metamorphosed into what we are talking about today. Thinking in silos is an innate African problem.

Small businesses in Africa spend a lot of time thinking about how to quickly beat big and established businesses in their sectors other than wanting to tap from the experience or forge some partnership to grow. It will take some time, but we need to grow out of this quickly" Mr. Ayana said.

He added that it is about time African countries think of partnerships to grow the maritime sector than the subtle scheming amongst themselves.

"Togo port does not know what Ghana port is doing, Ghana on the other hand does not know what Nigeria is doing, and we don't know what Durban is doing. What we do best is pay them a visit and come back to our country to plan on how to get some of their businesses to our port. It will take some time, but we need to start seeing ourselves as one people and working to better the fortunes of the citizens on the continent. We need partnerships" he opined.



Group picture at the CLT Africa Forum

# The Pan-African Payments and Settlement System - promoting cross border trade through seamless payments



By: Kwasi Saforo  
Ghana Shippers' Authority

Cross-border trade refers to the movement of goods and services across a border between two countries or jurisdictions. It facilitates the supply of non-existent, scarce, high cost, or low-quality products or services from other countries and provides

access for local products to international markets which is important for economic development. According to Trade Law Centre (TRALAC), cross-border trade plays a significant role within the economic and social landscapes of Africa. The African Development Bank (AfDB) estimates that it contributes to the income of about 43 percent (43%) of the entire population of Africa, supporting livelihoods and creating employment.

Over the years, it is evident that cross-border trade has become an increasingly important phenomenon within Africa. Regional and continental agreements such as the ECOWAS Trade Liberalization Scheme (ETLS) and the African Continental Free Trade Area (AfCFTA) have fostered and promoted internal trade among African countries. However, the objectives of these trade agreements may not be achieved if cross-border trade continues to be riddled with bottlenecks such as dissimilar cumbersome, time-consuming export regulations and procedures, infrastructure problems, non-tariff barriers and lack of financing which negatively impact the cost burdens and efficiency of the movement of goods across national borders.

Effective payment mechanisms and systems also play a key role in facilitating cross-border trade. In a continent made up of about 54 countries with 42 currencies in circulation, traders across Africa experience difficulties paying for goods or services across borders. In the process, traders lose valuable time and money. Cross-border traders have to either physically travel with the cash to make purchases

which is very cost-ineffective and risky or face the bottlenecks associated with international transfers such as:

- Extra Charges like transfer fees, SWIFT charges and other ancillary bank charges
- Exchange Rate Disparities from the use of financial services companies such as Western Union or MoneyGram.

## THE PAN-AFRICAN PAYMENTS AND SETTLEMENT SYSTEM (PAPSS)

PAPSS is the first continent-wide digital payment system for goods and services in local currencies. It is an initiative of the African Export-Import Bank (Afreximbank), African Union and the AfCFTA Secretariat which provides a centralized payment and settlement infrastructure connecting banks, service providers and other financial market intermediaries to facilitate intra-African trade and commerce payments.

Cross-border payments in Africa typically involve a third currency, such as the US dollar or Euro, leading to high costs and long transaction times.



*The PAPSS platform enables companies to clear and settle intra-African trade transactions in their local currencies electronically and reduces the dependence on hard currencies in regional trade payments.*



The PAPSS is crucial in the implementation of the AfCFTA which seeks to create a single African market for goods and services covering 1.2 billion people.

## HOW IT WORKS

PAPSS works through three core processes: instant payment, pre-funding and net settlement.

### • Instant Payment

Instant payments are made by originators through an



authorized participant (commercial bank) to beneficiaries in their local currencies, no matter where they are in Africa. Participants no longer need to convert local currency into hard currencies (USD or Euro) when using Instant Payment. In addition, the system does immediate compliance, legal, and sanctions checks. Payments are processed in less than 120 seconds through a five (5)-step process.

- **Pre-funding**

This process is to ensure safe transfers for both parties (sender and receiver) based on pre-funding agreements from participants. Because of the rapidity of the real-time payment process, PAPSS guarantees that funds are available to fulfill the originator's transaction before causing debits and credits to be sent between participants' accounts. As a result, participants must come to a finance agreement in advance. Participants without Real-Time Gross Settlement (RTGS) account, Indirect Participants (without settlement accounts), can fund or defund their clearing accounts on PAPSS with the aid of a Direct Participant providing the required liquidity. Notifications are carried via the ISO 20022 messaging standard, notifying PAPSS, the Participants and RTGS of the status of every stage of the transaction.

- **Net Settlement**

PAPSS will ensure that payments are made within 24 hours. Each day, net settlement occurs at the end of day (11.00) Coordinated Universal Time (UTC) across all participating central banks. The net position of all participating central banks is determined and PAPSS sends credit or debit settlement instruction to Central Bank RTGS (depending on net position). Central Bank RTGS reconciles the PAPSS Pre-funded Account and Central Bank Suspense account, confirms settlement and issues equivalent hard currency settlement instruction (based on the net position) to Afreximbank. The Afreximbank credits/debits the central bank's hard currency settlement account held in Afreximbank and confirms to PAPSS.

## **BENEFITS OF PAPSS**

- A simplified process that reduces the costs and complexities of payments for cross-border transactions between African markets. The PAPSS platform is expected to save the continent more than US\$5bn in payment transaction costs per annum, formalize a significant proportion of the estimated US\$50bn of informal intra-African trade, and above all, contribute in boosting intra-African trade.

- Enhanced financial inclusion opportunities and improved economic growth through intra-African trade. PAPSS would broaden the participation of traders in most African countries in the intra-African trade through the minimization and elimination of the high charges involved. More traders will indulge in intra-African trade which will boost economic growth.
- Facilitation of trade through instant/near instant payments of cross-border transactions without the hassle of currency conversion. PAPSS had been developed to reduce the complexities of send payments across African countries with different currencies. The platform converts the sender's currency to the currency of the receiver which reflects instantly.
- The platform enables innovation in cross-border trade and access to new African markets. Trade between south African countries and the north African countries has been very nominal due to difficulties with payments. With PAPSS, goods and services from one part of the continent would reach customers in all parts of the continent at competitive prices and costs.

## **CONCLUSION**

PAPSS may not fully eliminate the US dollar, Euro or British Pounds from transaction settlements in Africa, however this innovative tool can significantly reduce the trend and facilitate financial transformation between traders across the continent.

Furthermore, it will engender financial inclusion driven by the digital revolution which will foster market integration and increased production through prompt payments at a much lower transaction cost.



*Ongoing activities at a border town*



# GHANA SHIPPERS' AUTHORITY

## Some of our Services

- Receive and Address shipper complaints
- Sensitization seminars/workshops for importers, exporters and industry stakeholders on developments in the dynamic international shipping environment.
- Establishment of Import/Export Shipper Committees across the country to enable shippers and shipping service providers interact regularly to resolve challenges confronting their businesses.
- Negotiations of charges on behalf of shippers as well as monitoring the application of the charges.
- Establishment of Shipper Complaints and Support Units at the country's entry points (Elubo, Aflao, Paga etc.) and the Ports, to provide real-time assistance to shippers engaged in cross-border trade.
- Negotiation and monitoring of service standards of shipping service providers.
- Research on emerging issues in Ghana's shipping and logistics industry.
- Management of maritime databank, publication of Maritime Trade and Transport Statistics (Digest) and publication of Shipping Review - a quarterly Shipping Journal.
- Facilitation and promotion of the transit trade along Ghana's transit corridor.
- Contribution to Shipping and Logistics Infrastructure to enable it support smooth operations in the sector.
- Provision of relevant information/data as a contribution to the formulation of shipping and logistics policy in Ghana.



**GHANA SHIPPERS' AUTHORITY** - Providing Shipping Solutions



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# We need a single window Packhouse: the story of the Ghana Assorted Foodstuff Exporters



Packaging of Palm Oil for export

One of the avenues that has been identified over the years as having great potential to help close the nation's trade deficit – imports exceeding exports – is the food export sector. For years, the top partner countries to which Ghana exports food products include the Netherlands, Japan, USA, Malaysia and France.

Food exports (% of merchandise exports) in Ghana was reported at 21.98 % in 2019, according to the World Bank collection of development indicators, compiled from officially recognized sources.

This figure according to Ghana's foremost Association advocating for the interest of export of Ghanaian foods - Ghana Assorted Foodstuff Exporters Association (GAFEA) – has not significantly changed in the past year but the nation would experience some exponential growth just with the establishment of a Single-Window Packhouse.

Globally, evidence abounds to show that the use of single corridor packhouses for assorted foodstuffs exports has facilitated the growth and development of the export of foodstuff from such countries.

Speaking to the Shipping Review magazine, Executive Secretary of GAFEA, Kuuku Aggrey said: "Packhouses have helped to harmonize and synchronise the work of state inspectorate agencies in a manner that eliminates costs and facilitates compliance with international food

safety standards as well as best practices in the handling of foodstuff for both the local and international export markets".

He explained that the current modes through which assorted foodstuffs and vegetables are inspected and cleared before they can be exported from Ghana are flawed by the lack of harmonization and coordination of the roles of the institutions mandated to oversee these inspections and clearance.

According to him, uncoordinated processes eventually result in massive financial losses to exporters of assorted foods from Ghana and some aggressive efforts are needed to protect the interest of players in the sector to help increase export, a major avenue government wants to use to support the stability of its micro-economic indicators.

## About GAFEA

The story of Ghana Assorted Foodstuff Exporters Association, GAFEA begun in 1989 with five (5) individuals as a private sector member-based organisation that groups and represents the interest of Ghanaian foodstuff exporters.

GAFEA was established with the broad goal of advocating for policy and strategic infrastructural interventions for enhancing the business viability of the Ghanaian food export enterprises.

Its membership spread across the country stands at 55, all of whom produce foodstuff such as yam, oil palm, gari, plantain, cassava for export either in its fresh or processed state.

Some of the processed foodstuff for export include cassava dough and canned palm nut soup to the USA and Europe.

Prince Edward Adu, President of GAFEA said the priority of the Association is to enhance the performance of the Ghanaian food export enterprise and it is striving to achieve this through group marketing activities and

international trade programmes. It has the vision to become the premier assorted food export organisation in Ghana and is on a mission to enhance the export performance of the individual business enterprises that operate in non-traditional food exports.

### Contribution To National Economy

Apart from the foreign exchange its activities attracts into the economy to support the stability of the local currency, GAFEA has also contributed to providing meaningful jobs. GAFEA engages over 1000 out-growers who provide the foodstuff needed for processing before they are exported.

Mr. Aggrey noted that a lot of the effort being put in by the Association is also geared at supporting the Ghana Export Promotion Authority (GEPA) in attaining the Non-Traditional Exports (NTEs) revenue target of US\$25.3 billion by 2029.

As a result, it is pushing all its members to be accredited exporters so as to collaborate and complement efforts by GEPA in attaining the revenue target.

The exporters are therefore encouraged to attend sensitization workshops organized by the various Shipper Committees across the regions under the Ghana Shippers' Authority (GSA) as well as training workshops organized by GEPA which take exporters through programs including; elements of contract and negotiations; export marketing planning; elements of export marketing mix research; trade fair participation dynamics; and packaging and labelling.

### Challenges

It is no secret that shipping and handling are not cheap. From gas prices, aeroplane fuel, and limited cargo space to the complexities of last-mile and route planning, shipping carriers are forced to get a lot of work done with limited resources. This has invariably affected the operations of all exporters.

The GAFEA says the development over the last three years since the outbreak of COVID-19 has been worse, eroding their margins, a situation they have little control over.

The Association also expressed concern about delays in cargo movements, causing them to lose huge sums of money. They say the

delays at airport cargo handling operations are preventing the efficient movement of freight, another constraint in the global supply chain at a time when shippers rely more on air transport.

### External Support Received

The Association mentioned the Ghana Shippers' Authority, Ghana Export Promotion Authority, Donor Agencies and the Food and Drugs Authority as some of the organisations that have supported their operations over the years and ensured that they stick to globally approved standards to compete in the global market.

All these interventions and support are in conformity with the US\$25.3 billion targets for the 10-year structural transformation embedded in the National Export Development Strategy (NEDS) designed by GEPA and its stakeholders. Ghana will need to rake in about US\$600 million each year to realise the target by 2029.

The nation is optimistic that the over-400 different NTE products available to the country can push the agenda to meet the target vis-à-vis collaboration from the export community.

### Why Do Business With Us

GAFEA has a strong rural driven community base from which it has set up a programme to ensure regular supply of foodstuff that can be exported. Through this, the Association has created a strong bond with farmers leading to increased output. This makes the Association a pillar not only in the agricultural sector but in the economy.

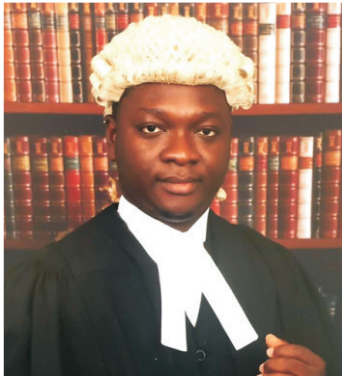
The experience gathered over the years has resulted in quality and attractive packaging of products which assures customers globally value for money.



Packaged Yams for export



# A Review of Ghana's Fidelity to its Port State Control Responsibilities under International Law



By: Kwesi Fokuor-Benyin, Esq.

## Introduction:

The concept of “Port State Control” provides a final bastion of protection for the sea against unsafe shipping practices, pollution and other unscrupulous exploitative uses like illegal, unregulated and unreported fishing. It comes at a time when flag state control has been rendered ineffective in regulating safe ocean shipping, due primarily to the proliferation of flags of convenience whereby some states commercialize their maritime registries by attracting tonnage with lax administrative supervision and regulation at the expense of safe shipping.

With over 90% of global trade taking place by ocean shipping, there is dire need for a counterbalancing measure against the predictable devastation that will result from ill and convenient shipping and exploitative practices within the ocean and the marine ecosystem. This is where the port State control becomes critical.

## What is a Port?

International law provides some guidance as to what constitutes the spatial or geographical scope

of a port. The 1982 United Nations Convention on the Law of the Sea of (LOSC) directs on the subject as follows;

...The outermost permanent harbor works, which form an integral part of the harbor system, are regarded as forming part of the coast. Offshore installations and artificial islands shall not be considered as permanent harbor works.

Thus, a port would generally include the harbour basin, quay walls, quays, piers, jetties, intermodal terminals, warehouses, etc. Additionally, roadsteads used for loading, unloading and anchorage purposes are considered part of the coast of a Port State even if they extend well beyond the outer limit of the territorial sea.<sup>1</sup> However, offshore installations that do not form an integral part of the harbour system are not included in the definition of ports, likewise artificial islands.

Ports provide a terminus between the sea and the landmass and constitute an indispensable link in the global supply chain. They also provide a logical point of control by states, for inter alia customs, immigration, fiscal sanitation and national security purposes.

Ports also provide platforms for embarkation and disembarkation of passengers and or crew, loading, unloading and transshipment of cargo to and from vessels, inland access and intermodal connections as well as complimentary services to shipping carriers.

They ensure the safety of seagoing vessels entering, operating in or exiting the coast, provide facilities and equipment necessary for vessels to anchor, load or unload cargo, and for passengers and crew to embark or disembark, provide cargo transportation, warehousing and preservation services to shippers, and again provide shelter, repair and maintenance



<sup>1</sup>Ibid, Article 12

services to seagoing vessels in emergency cases.

### What is a Port State?

The term “Port State” is often used alongside and interchangeably with “Coastal State”, and sometimes in contradistinction with the concept of “flag state”. Whilst these concepts are not at all mutually exclusive, they nonetheless have distinct connotations and set out the different capacities in which a state may act to protect its maritime interests. Coastal states are generally understood to refer to states with a coastline. Coastal state jurisdiction, therefore, implies the powers a state may exercise within the different maritime zones.

Flag states are the states where seagoing vessels are registered. They provide nationality and protection to ships wherever they may be, and are required under international law to exercise control over them in terms of compliance with among others, international safety and anti-pollution regulations. Port states refer to states where a port is located, and port state jurisdiction implies the state's competence to exercise prescriptive and enforcement powers over vessels and persons operating within their domain. The concept of port state jurisdiction is best understood in the light of its countervailing effect on the inadequate performance by flag states to ensure seaworthy ships and safer seas.

### Access to Seaports: A right or a privilege?

Generally, under international law of the sea, there is no recognized

right of access by foreign ships to seaports. Ports, as observed in preceding paragraphs, form part of the territory of a state where complete territorial sovereignty is exercised. It follows therefore, that

“*a port State always reserves the right to grant or withhold access to its ports. This position was affirmed by the International Court of Justice (ICJ) in the Nicaragua Case.*”<sup>2</sup>

There is rather a presumption that ports are open unless a state indicates otherwise...but this is a presumption only, not a legal obligation.<sup>3</sup> This notwithstanding, it is possible to have bilateral or multilateral treaties providing for free access of ships flying the flags of member-States to ports of other contracting parties. An example of such bilateral treaty is the 1956 Treaty of Friendship, Commerce and Navigation between the United States and the Netherlands. The 1923 Convention and Statute on the International Regime of Maritime Ports is an example of a

multilateral treaty which provides that vessels, except fishing vessels of contracting parties shall have right of port access. Indeed, the existence of these treaties is evidence that absent a formal agreement to the contrary, there is no recognized right of port access under public international law.

### The Historical Development of Port State Control

The origin of port state control may be traced back to the very first version of the International Convention for the Safety of Life at Sea (SOLAS Convention) adopted in 1914 after the RMS Titanic disaster in 1912.<sup>4</sup> Following the Torrey Canyon incident of 1967 which caused the spillage of 100,000 metric tons of oil into the English Channel, various governments came together and within two years, signed the International Convention on Civil Liability for Oil Pollution Damage in 1969. This convention did not seek to directly correct or prevent the reoccurrence of such disasters but to create a regime for making amends for damage caused by them. Subsequently, the 1973 International Convention for



<sup>2</sup>1986 ICJ Rep.14.

<sup>3</sup>Louise de La Fayette, Access to Ports in International Law, (11 INT'L J. MAR. & COASTALL. (1996) p.122

<sup>4</sup><http://www.imo.org/en/KnowledgeCentre/ReferencesAndArchives/HistoryofSOLAS/Pages/default.aspx>



Prevention of Maritime Pollution (MARPOL) was passed but never came into effect until the even more devastating Amoco Cadiz incident that fouled the coast of Brittany with over 230,000 tonnes of spilled crude oil, jostled the IMO into action. The 1978 Protocol to the MARPOL was thereafter adopted, absorbing the parent convention.

It is to be noted also, that the outrage sparked by the Amoco Cadiz incident resulted in the expansion of the 1978 Hague Memorandum that birthed the Paris MoU in 1982. The Paris MoU in turn, provided the model for the remaining regional MoU's through which port State Control is operationalized.

### The Port State Control Framework

The aim of international law is to achieve the application of a uniform set of rules and standards in the exercise of port state jurisdiction. All the regional Port State Control MOU's apply standards contained in designated international treaties. For instance, the Tokyo MOU<sup>5</sup> adumbrates eight (8) international conventions which are to be

enforced by its member port authorities against vessels calling at those ports. These are;

- The 1966 Convention on Load Lines;
- 1974 International Convention for the Safety of Life at Sea (SOLAS);
- 1978 Protocol for to the 1974 SOLAS Convention
- 1973 Convention for the Prevention of Pollution from ships (MARPOL)
- The 1978 MARPOL Protocol
- The 1978 Convention on Standards for Training, Certification and Watchkeeping for Seafarers
- The 1972 International Regulations for the Preventing Collisions at Sea (COLREGS)
- 1969 Convention on Tonnage Measurement for Ships; and
- The 1976 Merchant Shipping (Minimum Standards) Convention of the International Labour Organization (ILO Convention No. 147).

In 1998, the International Safety

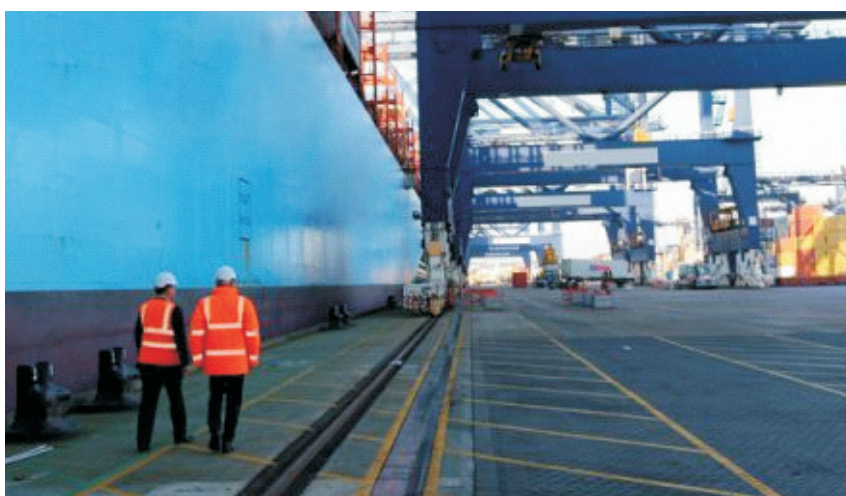
Management Code ("ISM Code") adopted by the IMO came into effect, and constitutes a key document relied upon by port State inspection officers. The 1982 Law of the Sea Convention also serves as a primary point of reference regarding the issue at hand.

### Port State Control in practice

A general characteristic of seaports across the world is that of competition, whereby individual ports even within the same port State seek to attract tonnage in order to benefit from revenues from port fees, transshipment charges, pilotage fees, bunkering, resupplying, etc. Therefore, port States have little motivation to exact strict standards of enforcement and compliance on foreign vessels as that would repel tonnage and imply loss of revenue, presenting a real risk of the development of what a writer calls "Ports of Convenience".<sup>6</sup> In response to this risk, regional Port State Control regimes have been developed to standardize the operation and exercise of port state jurisdiction with some element of compulsion.

There are currently 9 regional Port State Control MoU's operating almost throughout the globe, and a unilateral Port State Control framework by the United States called the United States Coast Guard (USCG). The 9 Port State Control MoU's are as follows;

- Paris MOU (Europe and the North Atlantic);
- Tokyo MOU (Asia and the Pacific);
- Acuerdo de Vina del Mar (Latin America);
- Caribbean MOU (the



<sup>5</sup>Memorandum of Understanding on Port State Control in the Asia- Pacific Region, Dec. 1, 1993, Part II (a) reprinted in NEW DIRECTIONS IN THE LAW OF THE SEA: REGIONAL AND NATIONAL DEVELOPMENTS (RoyS.LeeandMoritakaHayashi,eds.,Dobbs Ferry, N.Y. Oceana Publications, Release 97-1, November 1997).

<sup>6</sup>Erik J. Molenaar, "Port State Jurisdiction," Max Planck Encyclopaedia of Public International Law (Oxford University Press, 2012) p.109 para 48



- Caribbean);
- Abuja MOU (West and Central Africa);
- Black Sea MOU covering (the Black Sea region);
- Mediterranean MOU (the Mediterranean);
- Indian MOU (the Indian Ocean) and
- Riyadh MOU (the Gulf Region).

The regional MoUs provide a framework for uniformity and harmony in the application of international standards to foreign vessels in the ports of participating States to ensure maritime safety and protection of the marine environment. In practice they apply the Law of the Sea Convention and IMO instruments, and employ a combination of measures to ensure effective port State control, including the following;

- Denial of landing, transshipment and or processing of cargo;
- Denial of access to other port services like bunkering, re-supplies, drydock, etc.;
- Denial of access to port;
- Boarding and inspection;
- Detention pending

correction of a violation;

- Fines or other penalties, including arrest and detention of ships or its cargo for violations of national legislation, etc.

#### The Ghana Story

Ghana is a member State of the Memorandum of Understanding on Port State Control for West and Central Africa (Abuja MoU). Other members include Benin; Congo; Gabon; Guinea Conakry; Cote D'Ivoire; Angola; Liberia; Guinea Bissau; Nigeria; Senegal; Sierra Leone; South Africa; the Gambia; Togo; Sao Tome and Principe; Cape Verde and Cameroun. The MoU was established pursuant to IMO Resolution A.682(1) of 1991. The Text of the MoU provides under section 1.2 as follows;

Each Authority will maintain an effective system of port State control for the inspection of foreign ships with a view to ensuring that, without discrimination as to flag, foreign merchant ships calling at a port of its State, or anchored off such a port, or at offshore facilities including FPSOs<sup>3</sup> and FSOs<sup>4</sup> comply with the standards laid down in the relevant instruments listed in Section 2.



*Ghana has acceded to most of the IMO Conventions and codes and has enacted legislation to give effect to them, whilst also empowering the Ghana Maritime Authority (GMA) and the Ghana Ports Authority to implement and enforce them.*



An example of such local legislation is the Ghana Maritime Security Act, 2004 (Act 675). This Act was passed to give effect to Chapter X1-2 of the 1974 SOLAS Convention regarding special measures to enhance maritime security and to create a legal framework for ensuring effective compliance with the International Ship and Port Facility Code (ISPS) and related matters.

According to the 2020 Annual Report for the Abuja MoU, 52,182 vessels visited the region in 2020. Ghana was among the 14 Member States that submitted Port State Control Inspection reports during the year under review, despite the COVID 19 pandemic. A total of 2,337 inspections were conducted across the region which revealed





Ghana and their local representatives of its intention to ramp up its enforcement measures of the MARPOL Annexes 1 to VI and the Maritime Pollution Act of 2016 (Act 932).

#### Conclusion and Way Forward:

The statistics show a positive recent trend in Ghana's port State Control performance that appeared to have slackened in earlier years. There is no doubt that an effective port State control system is critical to safeguarding the nation's maritime domain and protecting the marine ecosystem.

I urge government to give even greater attention in terms of logistical support to the Ghana Maritime Organization, the Ghana Ports and Harbours Authority, and the Ghana Shippers' Authority to enable them to deliver effectively on their collective mandate to provide an effective and efficient maritime service delivery in the country and across the continent. I also recommend that more PSCOs be given formal training on advanced and improved port State inspection skills whilst existing officers get regular update of their relevant skill set and knowledge.

937 deficiencies by 252 errant vessels. Regarding the deficiencies, the most were recorded on Ships' certificates and documents (121 or 12.91%); Living and Working conditions of crew (109 or 11.63%); Propulsion and Auxiliary Machinery (99 or 10.57%); Safety of Navigation (96 or 10.25); Fire Safety (84 or 8.96%); Structural conditions (65 or 5.34%); Emergency systems (41 or 4.38%); and ISM (46 or 4.91%).

Ghana conducted 156 inspections constituting 7% of the total number of inspections conducted in the region, discovered 358 deficiencies from 86 vessels and carried out 2 detentions representing 1.28% of the total detention percentage of 0.39% across the region. Ghana also recorded the highest number of deficiencies discovered per ship at 2.3, followed by South Africa which recorded 1.0. There was a slight increase in the total number of detentions from 1 in the previous year, to 2 in 2020 despite the adverse impact of COVID 19 on the shipping industry during the year under review.

Whilst Ghana recorded 18 inspections with deficiencies in

2019 from a total of 161 inspections, it recorded 86 inspections with deficiencies from 156 overall inspections. The most probable explanation for this remarkable performance is the conduct of more thorough and detailed inspections and improved inspection skills by Port State Control Officers (PSCOs) than previously. This is a truly comforting statistic and shows a real commitment by Ghana to its port State Control responsibilities as exemplified by the Maritime Circular, Shipping Notice No. 009 by which the Ghana Maritime Authority served notice upon all vessels intending to call at ports in



# GHANA SHIPPERS' HOUSE

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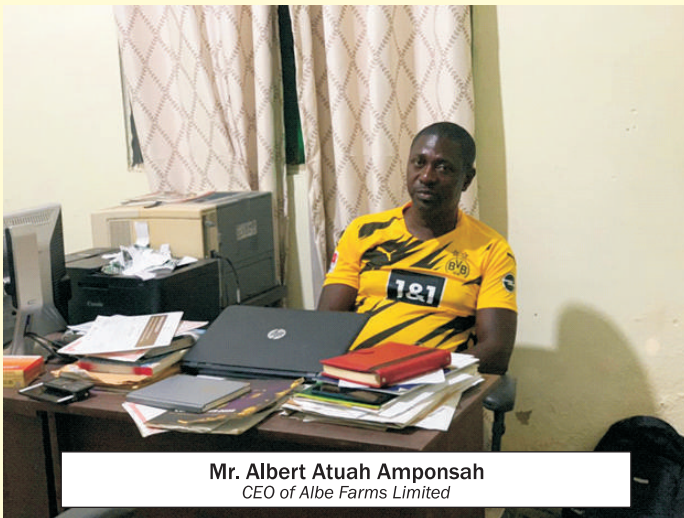
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# Albe Farms Limited - Ghana's shining light in pineapple exports



Mr. Albert Atuah Amponsah  
CEO of Albe Farms Limited

Population growth has created challenges as well as opportunities for players in Ghana's economy, with the agricultural sector, not an exception. An Increase in population puts farmers under pressure to produce enough to feed the nation and export the surplus for foreign exchange.

The growing middle-income population, as has been the trend in Ghana's population statistics has been accompanied by a heightened awareness of the health benefits of consuming fruits and vegetables.

Research points to the fact that the major consumers of fresh fruits and vegetables in Ghana are those categorized under the middle-income population. This means an increase in this population group translates to high demand for fresh fruits and vegetables.

It is against this background that Albe Farms Limited was established by Mr. Albert Atuah Amponsah in 1995 and registered as a sole proprietor peasant poultry farm with the Registrar General's Department. It was initially in response to the growing demand for fruits and vegetables as a result of population growth and healthy lifestyle choices by residents in his area and neighbouring surroundings.

For close to three decades since then, Albe Farms Limited, a wholly-owned Ghanaian agribusiness enterprise whose main focus is the production and export of pineapples has successfully diversified its production to include other fruits and vegetables, following its venture into mixed farming.

## The CEO

CEO of Albe Farms Limited, Mr. Albert Atuah Amponsah is an Agri Business expert, with 25 years of experience in general farming and 10 years in direct and indirect export. Over the years, he has gained experience in mixed farming, processing and marketing. Mr. Amponsah's commitment to the production and export of pineapples and other fruits and vegetables is evident in the effort he makes to organize the needed resources of production at all cost to ensure sustainability.

## Production capacity and export market

Albe Farms Limited is one of the fast-growing pineapple exporters in West Africa as it currently exports 67% of its produce on its 40-acre pineapple farm to the European market and retains 33% for the local market.

The company also relies on an out-grower cooperative made up of 200 farmers in the Nsawam and Aburi area in the Eastern Region of Ghana for its supplies of pineapple for export and 100 other out-growers in other parts of the Greater Accra Region. The production and distribution capacity of fresh pineapples expanded its export capacity from 360 metric tonnes in 2017 to 490 metric tonnes in 2022.

Albe Farms prepares the best quality of its pineapples for the market under a Global Gap Certification. In the past three years and after attending the Fruit Logistica, a fruit and vegetable fair in Berlin in Germany, demand from customers has increased. As a result, Albe Farms Limited intends to scale up production with out-growers and cooperatives to meet its demands. By 2023, the company hopes to achieve a maximum of 1,000 metric tonnes in export of fresh pineapples.



A pineapple plantation



traditional crop farming community, especially among those in pineapples production.

### Challenges

The issue of logistics has been a major concern to Albe Farms Limited in its operations. CEO of Albe Farms Limited Mr. Albert Atuah Amponsah said “the unavailability of cargo planes and cold room storage facilities for instance to store the packaged fruits and vegetables before they are exported is a growing concern we would like to bring to the attention of relevant stakeholders”.

Mr. Amponsah believes urgent steps need to be taken to provide remedies to this in order to make production and export of fruits and vegetables a cost-effective venture for Albe Farms and other local entities in the industry.

Mr. Amponsah highlighted issues such as “fluctuations in exchange rates, high shipping costs and interest rates, global economic uncertainties such as the COVID-19 pandemic and changes associated with weather and commodity prices” as other recurrent challenges that needs the attention of stakeholders.

### Albe Farms Limited's CSR

As a business conscious of its responsibility to society, Albe Farms Limited led by its CEO Mr. Amponsah has been involved in giving back to society with a focus on improving the infrastructure of basic schools within the community where the pineapple farm is located. In the last two years, the company has renovated the Pukrom Presby Primary School, Kpesi Doi Presidential KG School and constructed a KG Classroom block for Attakrom Amanfrom LA Primary school, all in the Eastern Region with plans to expand coverage to other schools.

Albe Farms Limited holds regular training sessions for the farmers to keep them abreast with the changing trends in the industry. The company also provides ready market for the farm produce by the farmers.

### Location

Attakrom Amanfrom, Nsawam Aburi road  
Phone : +233 (0) 244 665 245  
Email : [info@albefarms.com](mailto:info@albefarms.com)  
[sales@albefarms.com](mailto:sales@albefarms.com)

Albe Farms deals directly with private labels in the EU by virtue of their ability to supply them with large volumes of high-quality pineapples.

### Contribution to the economy

Albe Farms Limited is registered with the Registrar General's Department and pays taxes of all categories annually.

The company has a permanent workforce of five (5) including the CEO. It has 100 temporary staff who mainly assist with general farming activities as well as packaging harvested fruits and vegetables for export.

### Why pineapple

Albe Farms Limited's decision to focus on the mass production and export of pineapples is borne out of the fact that pineapples are easily processed into canned consumables and are affordable, making it a very convenient commodity for the local and foreign market.

Pineapple is a good source of Vitamin A, B, C, magnesium, potassium, and iron, which helps to boost the immune system. Pineapple is also a great source of fiber which aids in digestion. It can be consumed fresh or in the form of processed products such as juice among others.

### Why do business with Albe Farms Limited

Albe Farms Limited's core values and track record for the past 25 years in the air cargo export industry gives it the competitive urge and makes it a preferred company among the lot to do business with. Albe Farms business concept is to assure best practices within the non-





# A Taste and Economics Campaign: AfCFTA's double-barreled solution to addressing Africa's food insecurity and low intra-regional trade



The UN projects that Africa's population will more than triple from the current 1.3 billion to 4.3 billion people by 2100. At that number, it will be home to more than 8-in-10 people in the world just like Asia.

As the population continues to grow, the demand for food, especially high-value crops and livestock products, will grow too. A 2021 Alliance for Green Evolution in Africa (AGRA) report referenced data that reflected that the growing demand for food in Africa "is usually met through international imports" than through intra-African imports compared to Europe, which has a higher intra-regional food trade. In fact, statistics from 2016 to 2018 showed that Africa imported about 85 per cent of its food from outside the continent. In 2019, Sub-Saharan African countries were reported to have imported \$1.1 billion worth of cereals from other Sub-Saharan Africa countries compared to \$12.8 billion from rest of the world.

The Food and Agriculture Organization (FAO) data projects that

the global food import bill is on course to reach a new record high of US\$1.8 trillion this year, \$49 billion of which will reflect higher prices. This means that poor and vulnerable people especially in the group of Net Food-Importing Developing Countries of which most African countries are members will pay more but receive less food.

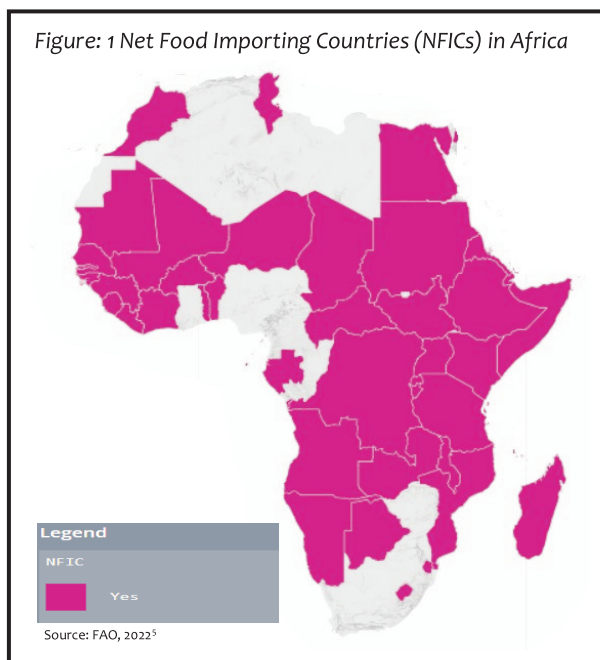
Some studies have while not disregarding the contribution of political, environmental, and other internal factors, recognized that Africa's food security challenges is traceable to when it developed trading relations with Europe. That relationship led to developing an 'economically unhealthy' taste for all things foreign including food. Since then, there has been a gradual but consistent move over several decades towards increasing food supplies per person; by increasing imports.

The continent has as a result become food import dependent.

It is important to recognize the vital relationship between taste and economic development. What people consume have significant consequences for their economic circumstances. The

taste for foreign goods and the perception that foreign goods are superior to locally made goods started when the first Europeans landed on the shores of Africa. An engineered campaign to glamorize western goods has been consciously sustained over several decades through various forms of media i.e. movies, advertisements (audio and video), etc. These campaigns have succeeded in making local and indigenous goods seem inferior and even uncivilized sometimes. So, for instance it is acceptable for a rich or middle-class Caucasian not to know about or eat any African food but in the same breadth, a rich or middle-class African who does not know or eat western foods and eats only local and indigenous foods will be looked down on or regarded as unexposed and even uncivilized.

Figure: 1 Net Food Importing Countries (NFICs) in Africa



<sup>5</sup>H Ritchie, 2019. More than 8 out of 10 people in the world will live in Asia or Africa by 2100. Available at: <https://ourworldindata.org/region-population-2100#:~:text=Here%20we%20see%20that%20today,live%20in%20Asia%20or%20Africa>. Accessed 08/06/2022.

Many African children today want pizza and burgers for their birthdays and other special days because such foods have been glamorized through movies and other forms of media to be food for 'cool' and 'modern' people. This has affected the level of consumption of local and indigenous African foods and led to increased imports of food and related items.

the value of their exports being about USD 7.2 Billion.

The USD 7.2 billion is foreign exchange outflow for only one item for which we have developed tastes. But there are available and cheaper alternatives to the wheat-based flour on the continent: cassava and corn for which most of the continent's people are yet to

Taste for foreign goods and poor perceptions have led to low consumption of indigenous foods. The consequence of which is the continent's food insecurity.

Indigenous African vegetables have the potential to sustainably address malnutrition, which is a growing problem in sub-Saharan Africa, but their consumption is limited due to poor perceptions and lack of awareness of their nutritional benefits. This perception problem continues to lead to massive foreign exchange outflows (in tens of billions of dollars), export of badly needed jobs, heightens food inflation, a weakened agricultural sector and ultimately greater food insecurity.



Many restaurant chains and franchises have sprung up all across the continent serving pizza and other flour-based foods western foods which are in high demand due to all the factors discussed. These foods are made from wheat-based flour which are imported with billions of dollars. For the 2020/2021 trade year alone, African Wheat imports amounted to 54.8 million metric tons, about 26.6 million metric tons of the amount were destined for Sub-Saharan Africa. Three countries Russia, France, and Ukraine alone were the main suppliers of wheat to the continent,

develop a taste for. There are a few exceptions in Central Africa "where cassava-based flour is part of the basic ingredients for their cuisine". However, in West Africa where many countries including Ghana, Nigeria, etc. are among the top producers of cassava, the consumption of cassava-based flour compared to wheat-flour remains very low.

Data from Statista shows that the top 5 exporters of wheat between 2014/2015 and 2021/2022 are the European Union, Russia, Australia, Ukraine and United States respectively.

Furthermore, rising food prices as a result of the Covid-related impacts (huge public debts), effects of the Russia-Ukraine war (rising energy and fertilizers prices, shipping costs/supply chain challenges, lost supply of cereals etc.) are having devastating macroeconomic impacts on many African countries. This has steeply pushed up inflation while significantly shrinking household incomes putting households that were already struggling as a result of the economic-related challenges of the covid pandemic in more precarious positions.

## WHAT IS TO BE DONE?

The solution to overcoming the continent's food sufficiency still lies within the continent. It does through collective self-reliance - regional food trade which has been an open

Fox & Payne, 2020. Unpacking the misconceptions about Africa's food imports. Available at: <https://www.brookings.edu/blog/africa-in-focus/2020/12/14/unpacking-the-misconceptions-about-africas-food-imports/#:~:text=Africa's%20agricultural%20exports%20are%20rising%20too.&text=SSA's%20top%20exports%20are%20mainly,oilseeds%2C%20and%20frozen%20meat%20products>. (accessed 29 June 2022)

P Akiwumi, 2020, COVID-19: A threat to food security in Africa, 11 August, available at <https://unctad.org/news/covid-19-threatfood-security-africa> (accessed 15 February 2021)

FAO, 2022. New UN Food Outlook report: World's most vulnerable are paying more for less food <https://www.fao.org/newsroom/detail/new-un-food-outlook-report-world-s-most-vulnerable-are-paying-more-for-less-food/en>



secret. Achieving food sufficiency will help to reach African Union's Agenda 2063 Goal 3 and United Nation's Sustainable Development Goal (SDG) 2.

- ***The taste and economics campaign mechanism***

The African Development Bank (AfDB) recognizes that "without intervention, net import levels will likely increase to over US\$100bn by 2025". Therefore, to reverse the net food import situation, the taste of Africans must be reengineered. The African Import Export Bank (Afrexim) and the AfCFTA Secretariat have a big role in changing the taste of Africans back to indigenous foods and 'Made in Africa' products.

The call by the President of the AfDB; Dr. Akiwumi Adesina for "young Africans to take pride in their continent and invest in its development by staying in Africa" is commendable which must be taken a step further by starting a campaign to work on the psyche of the continent's people to perceive eating indigenous African foods, succeeding in Africa, buying Made in Africa, supporting African businesses as the 'new cool' and a sign of patriotism or loyalty to the motherland.

People eat every day and with the current food crisis, food trade is the perfect starting point for reducing food insecurity and achieving deeper regional trade integration. The Afrexim must akin to the intra-Africa trade initiative, fund a massive



taste and economics information campaign spearheaded by the AfCFTA Secretariat to promote African food and culture deliberately and consciously through investing in and providing funding for movies, series and animations for kids to shape their minds to be Afrocentric and influence their choices. The animations kids watch greatly shape their perspectives and who they aspire to be, what food they even want to eat and heroes they have.

Properly glamorizing African foods and cultures through animations to expose children to them, will make the idea of regional integration easily acceptable to them because it will be engrained in their minds. The messages to encourage patronage of indigenous foods and locally produced goods ('Made in Africa') must involve sponsoring songs, music videos, etc. that carry these messages in the local languages to drive the message home.

These films and animations must be sent to the very remote villages to

reach children using information and video vans that would visit several communities several times in a month to show animations and movies promoting African foods and cultures and why people must trade with their neighbors and other African countries. These shows can be interspersed with exciting activities especially indigenous games from other African countries while emphasizing African values. These will both create employment and shape minds.

The campaign must be so well engineered and broken down to be able to point out the health and economic benefits of eating local and indigenous foods and buying 'Made in Africa'. It must show the extent to which people's daily little actions amount will amount to much and contribute to improving the fortunes of the continent and changing their own lives for the better. The campaign must glamorize the idea of 'the African personality' and 'the Africa we want' to encourage people to aspire to and work towards their attainment.

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FAO, 2022. [https://data.apps.fao.org/catalog/dataset/special-country-groups/resource/56ac7f70-6286-426d-8579-555390927bc3?inner\\_span=True](https://data.apps.fao.org/catalog/dataset/special-country-groups/resource/56ac7f70-6286-426d-8579-555390927bc3?inner_span=True)

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Ibid.

Statista. Import volume of wheat in Africa from 2017/2018 to 2021/2022

<https://www.statista.com/statistics/1294141/import-volume-of-wheat-in-africa/> (accessed 30/06/2022).

Statista. <https://www.statista.com/statistics/1294153/value-of-wheat-imports-into-africa-by-exporting-country/>

As the AfDB itself noted, regional integration efforts had not succeeded because it had not been a priority of development partners. This mindset shift campaign must be a priority for the continent especially the institutions who have the mandate to ensure the achievement of deeper regional integration and economic freedom.

The USD 1.5 billion approved by the Afdb's board of directors at the bank's recent AGM in Accra to support "20 million farmers produce an extra 38 million metric tons to address fears of starvation and insecurity" must also set aside some budget to fund the taste and economics campaign.

- ***A private radio station's campaign to promote the consumption of indigenous foods***

In Ghana, a private radio station, Citi Fm has been embarking a on campaign to get people in the capital (Accra) to eat indigenous Ghanaian foods through a campaign they call "back to your village food bazaar". This hugely patronized by the middle class and 'modern people' in Ghana due to how well it is promoted.

The campaign aims to promote the consumption of local foods, support local businesses, create jobs and reduce imports. Previous editions have featured indigenous Ghana foods like Tuo Zaafi, Ampesie, Tubani, Banku and okro stew, etc. along with performances and exhibitions from local artistes.

This commendable and patriotic campaign must be celebrated. It is an example of the type of campaign that should be sponsored by Afrexim and the AfCFTA secretariat all across the continent to promote taste for local and indigenous foods to reduce food imports and its adverse economic effects.

### **Promoting consumption of local and indigenous foods at the highest levels**

Local and indigenous foods must be served at the highest levels, including at the AU, regional economic communities and presidential levels. This will help to prop the glamor campaign to encourage people to embrace it and make it attractive to foreign tourists and visitors. Uganda's President's calling for his people to eat cassava and other cassava-based foods because he eats them himself is commendable leadership, something that needs to be promoted by the AfCFTA Secretariat.

In a recent contribution to the BBC's letters from African journalists' program, Madam Elizabeth Ohene (a former BBC journalist) wrote about how gari: a granular flour made from cassava was served at state banquets hosted by Prime Minister Kofi Abrefa Busia in Ghana in 1970. She wrote "gari really became the ultimate haute-cuisine item when Ghana's legendary caterer, Barbara Baeta, devised a recipe for "gari foto" - gari mixed with gravy and seafood". This act as Madam Ohene noted suddenly made gari fashionable and began to be

"served at gatherings for the high and mighty."

Again towards the 2016 elections in Ghana, then opposition leader Nana Addo Dankwa Akufo-Addo was seen in a viral photo sipping a locally manufactured fruit drink (Kalyppo) which hitherto was considered to be for children. When the issue came into the media, people began to buy the product, a move which increased the sales of the company considerably. One news report noted that some traders admitted that their sales had increased by about 40 percent within the last few weeks.

Increasing the volume and value of regional trade through the taste and economics campaign will lead to improved access to better, more affordable, and more nutritious food. This will lead to the creation of more and higher paying jobs; offering improved opportunities for Small and Medium Enterprises; and contribute to a more vibrant localized economy, reduce the massive foreign exchange outflows, improve food security and develop the continent's agricultural sector.

### **Conclusion**

AfCFTA is about mindset shift and reorientation as much as it is about trade integration. Afrexim and the AfDB must invest in and do the hard things that will get the African people to develop strong tastes for and consume local and indigenous foods while being proud to do so.

Statista. Principal exporting countries of wheat, flour and wheat products from 2014/2015 to 2021/2022

<https://www.statista.com/statistics/1294141/import-volume-of-wheat-in-africa/> (accessed 30/06/2022)

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AGRA, 2021



# The Ghana-Norway resolution on maritime security in the Gulf of Guinea was adopted by the UN Security Council: What next?



Some arrested pirates

Ghana has once again cemented her status as the gateway to Africa and a major player in the maritime trade sector on the continent and beyond. This was after the West African country partnered Norway to successfully push through a resolution in the UN Security Council dubbed the “Ghana-Norway resolution on Maritime Security in the Gulf of Guinea”. (Resolution 2634).

The resolution was adopted on 31st May 2022 by the UN Security Council in a meeting that lasted less than 30 minutes. The resolution is key to Ghana’s national security, the livelihoods of Ghana’s coastal and fishing communities, foreign investments in the oil and gas industry, shipping costs as well as trade, and the overall economy of Ghana.

Key aspects of the collaboration between Ghana and Norway resolution was to address the need to criminalize and prosecute acts of piracy and armed robbery at sea under domestic laws, as well as

impress on the UN Secretary-General to report on current efforts, including an assessment of the possible links between piracy and armed robbery at sea in the Gulf of Guinea and terrorism in West Africa, and also proffer recommendations for enhanced efforts and support for a national and regional response.

This milestone is significant for many reasons because this year marks exactly 10 years since the UN Security Council adopted its last resolution on maritime piracy and armed robbery in the Gulf of Guinea [resolution 2039 (2012)].

## The Gulf Of Guinea and its challenges

Ghana’s decision to partner Norway and solicit the support of members of the UN Security Council was preceded by the launch of the “Stable Seas Report” by the United Nations Office for Drugs and Crime in 2021. As revealed in the report, the Gulf of Guinea had overtaken the Gulf of Eden as the epicentre of piracy with 130 maritime

kidnappings out of the 135 global incidents in 2020.

This is in addition to the total of 40 kidnapped seafarers on board ships recorded globally in the first quarter of 2021 with an estimated cost of over a billion dollars, including the cost of national efforts to police the seas.

Data from the International Maritime Organization reveals that 204 piracy attacks occurred off Nigeria’s coast between 2006 and 2012, as well as 17 in Ghana and 16 in Côte d’Ivoire, plus similar incidents as far west as Liberia and as far south as Angola. In 2013, the Gulf of Guinea was the site of 19% of all recorded global piracy incidents.

Records also show that more than 100 ships crisscross the Gulf of Guinea daily and the resulting piracy costs coastal states about \$2 billion a year.

According to the International Maritime Bureau, The Gulf of Guinea (which is located on the north-easternmost part of the tropical Atlantic Ocean between Cape Lopez in Gabon, north and west to Cape Palmas in Liberia) is the most dangerous stretch of sea for pirate attacks in the world. This was reiterated by the Norwegian Ambassador and Permanent Representative to the United Nations Mona Juul following the adoption of the resolution of the Ghana-Norway resolution. “The Gulf of Guinea remains the most dangerous place



Minister for National Security, Albert Kan-Dapaah greeting the Norwegian Foreign Minister, Ms. Anniken Huitfeldt

way to becoming a regional hub for trade. And with the Africa Continental Free Trade Area (AfCFTA) already underway, the prospects are looking brighter.

However, the threats posed by piracy, armed robbery and kidnapping of sea farers cannot be understated as it disrupts plans to bolster regional trade. The high rate of insecurity in the region is worsened by the steady growth of the oil industry which attracts pirates, coupled with weak naval capacity.

in the world for ships, seafarers and maritime trade. Against that backdrop, the resolution aims to increase security.” She noted.

### Why The Focus on The Gulf of Guinea?

Armed robbery and attacks on shipping vessels in the Gulf of Guinea have been hugely successful and attractive to pirates and other unscrupulous persons due to a number of reasons. The Gulf of Guinea generates a gross domestic product (GDP) of \$112 billion, exports of about \$45.5 billion and imports of about \$31.63 billion, from about 20 countries in West and Central Africa whose coastal lines fall within the jurisdiction. All these countries serve as ports for landlocked nations just as it happens with Burkina Faso, Mali and the likes whose import and export pass through the Tema and Takoradi ports in Ghana.

The Gulf of Guinea is endowed with abundant natural resources such as natural gas, gold, diamond and crude oil. Countries from the Gulf of Guinea, including Ghana, Nigeria, Angola, Equatorial Guinea, Cameroon, Republic of Congo, Gabon, and Chad are rich oil producers. All these existing conditions make the Gulf of Guinea fertile for pirates who thrive in their activities as a result of weak

maritime police regimes and a general lack of attention and political will to deal with such issues.

Despite all these factors that attract pirates to the region, trade goes on regardless. The region is relatively close to the main markets of Europe and America, which gives it the upper hand in terms of the movement of goods and people using larger vessels, at a cheaper cost.

These are red flags for the growth of Ghana’s maritime sector and pose serious challenges to the sustenance of the AfCFTA. The repercussions of a prolonged period of piracy in the Gulf of Guinea, taking into consideration its importance to the countries that lie along the West and Central coastline, is mostly socio-economic downfalls such as



The Navy effecting some arrests on the sea

### Resolution (2634) and AfCFTA - The Recommendations

Ghana is well-positioned as the gateway for landlocked Mali, Burkina Faso and Niger. The Tema and Takoradi ports have been used for freight enroute to Côte d’Ivoire. These happenings mean Ghana is on her

poverty, low institutional development, unemployment, political unrest and decline in the fishing sector among coastal communities.

In order to suppress this menace and maintain the dignity of AfCFTA,



Member states must make it a priority to uphold the recommendations of the Ghana-Norway resolution on Maritime Security in the Gulf of Guinea". (Resolution 2634).

These include criminalizing piracy and armed robbery at sea under the domestic laws of each country in the region, investigating and prosecuting or extraditing, in accordance with applicable international law, including international human rights law, perpetrators of piracy and armed robbery. This should extend to those who incite, finance or intentionally facilitate such crimes, including key figures of criminal networks involved in piracy and armed robbery at sea who plan, organize, facilitate, finance or profit from such attacks.

There is also the need for financial assistance from international bodies to support national and regional efforts at dealing with the canker and an overall comprehensive response to prevent and suppress piracy and tackle its underlying causes.

Key Institutions such as the Gulf of Guinea Commission, Economic Community of Central African States (ECCAS) and Economic Community of West African States (ECOWAS) should be empowered to lead the movement in securing the safety of vessels that do business on the Gulf of Guinea. There is also the need to uphold already existing regional arrangements, such as the African Charter on Maritime Security, Safety and Development in Africa, the Africa Maritime Transport Charter and the Convention for Cooperation in the Protection, Management and Development of the Marine and Coastal Environment of the Atlantic Coast of the West, Central and

Southern African region.

The Ghana-Norway Resolution on Maritime Security in the Gulf of Guinea is an achievement that mirrors the hard work and dedication of Ghana's Ministry of Foreign Affairs and Regional Integration. It is also a clear indication that Ghana has taken full advantage of her fixed-term Non-Permanent membership of the UN Security Council to draw the attention of the world to the injustice meted out to shipping lines whose work is crucial to the global economy, a remarkable achievement whose journey begun in January 2022.



*Some arrested pirates*



*Simulation exercise being conducted by the Navy on the arrest of pirates who have hijacked a vessel*

# KDM Global Logistics – Setting the pace in Ghana's shipping and logistics industry



Cargo being loaded into a container

Globalisation has had an impact on the world economy which transcends industries. For the Shipping and logistics industry, the impact has largely been positive as it has created opportunities for buyers and sellers who are worlds apart to be able to transact business and have goods delivered to the buyer's doorstep as a result.

Thanks to globalization, international trade and transport have become the backbone of the socio-economic development of many nations. It is for this reason that shipping logistics companies such as KDM Global Logistics have emerged. KDM Global's main aim is to take up the responsibility of handling the logistics and supply chain needs of organizations requiring the services of a third-party logistics provider.

As a wholly-owned Ghanaian logistics company established by Dr Chaouki Fattal and Mr Abu Baba Musah, it received its Certificate of Incorporation and Certificate to Commence Business on 5<sup>th</sup> of November, 2019. In order to ensure strict compliance to the laws of the land, the company moved swiftly and was able to secure its Certificate of Registration as a Shipper from the Ghana Shippers' Authority three (3) days later. It went on to obtain the required documents from the appropriate agencies and officially commenced business on 1<sup>st</sup> July 2020.

## Coming up in the Covid-19 era

One of the most challenging, if not impossible things to achieve in recent times is to set up a business in the shipping and logistics industry at a time when the world economy is recovering from the COVID-19 pandemic. In

the brief period from 2019 till date, the world has undergone the worst recession since the World War II with the global economy shrinking by about 5.2% in 2020, the same year KDM Global Logistics was established. As a result, shippers experienced what could best be described as near collapse of the shipping and logistics industry. This is because the volume of imports and exports needed to be processed in the year 2020 and 2021 respectively reduced drastically leading to many job losses. KDM Global Logistics defied these challenges and began

operations in the middle of the pandemic and has survived despite the challenges. The situation, according to KDM Global Logistics has improved as the world moves into the post-pandemic era.

## Track Record

KDM Global Logistics Limited has provided warehousing and ex-warehousing services for about a dozen companies for a couple of years. They include a number of reputable organizations, such as, the Ridge Medical Centre, the Korle Bu Teaching Hospital, the Komfo Anokye Teaching Hospital and Africano Healthcare Limited among others. The company has the capacity to clear about 15 shipping containers and transport them to their respective destinations daily.

KDM Global Logistics Limited provides shipping and clearing services consolidation and deconsolidation, cargo clearing and forwarding and cargo transit services. The company's objective is to make customers' supply chain more efficient by offering integrated and customized logistics solutions with the help of world class technology and optimization of resources.

## Contribution to economy

As a third-party logistics provider, KDM Global Logistics assists various organizations, in terms of satisfying its tax obligations to ensure effective and sustained operations. The company is able to meet all its tax obligations as well as ensuring the payment of customs duties and taxes. KDM is hopeful to increase and expand its operations to enable it double the tax paid to government in the next couple of years. The company





Cargo being loaded into a container

currently offers five (5) direct jobs and fifty (50) indirect jobs annually.

### Demurrage – the issue of concern

The payment of demurrage and its accompanying challenges is at the top of the list of issues of concern to KDM Global Logistics. As explained by Mr. Abban, only a few of the shipping lines do not include weekends in the seven (7) free days available for shippers to clear their cargo from the port before demurrage kicks in, while

others start the count even before the cargo is carried on the terminal, which is unfair. These shipping lines also require that the demurrage is paid in dollars (\$) and that adds to the plight of shippers which in turn affects the quality and quantity of goods imported and thus has an adverse impact on logistics companies.

Mr. Edward Abban who heads the Operations Department of KDM Global Logistics said the situation “denies the agent the opportunity to ensure goods are cleared within the stipulated seven (7) free days period. He said “the calculation of demurrage is done in foreign currency and each shipping line decides on its exchange rate, whereas, the government, through the Ghana Revenue Authority, provides an exchange rate that can be used by all maritime and airline industry players.”

### Location of Business Establishment

KDM Global Logistics Limited is currently located on the Harrimann Plaza, Room 2, 2nd Floor, Near Ecobank Ghana Ltd Main Branch, Community One, Tema.



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is the man who stops the clock to save time”  
-Unknown.*

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# Ghana's Maritime Trade Review 2021

## 1.0 OVERVIEW

The United Nations Conference on Trade & Development's (UNCTAD) Trade and Development Report 2021 described 2021 as the Year of Recovery after the Covid-19 pandemic in 2020. UNCTAD's Global Trade Update reports that all major trading economies saw imports and exports rise above pre-pandemic levels with the value of global trade reaching a record level of \$28.5 trillion representing an increase of 25% over 2020 and 13% higher, compared to 2019 before the COVID-19 pandemic struck.

In contrast to value, WTO reports that the volume of world merchandise trade fell 0.8% in the third quarter of 2021 after four consecutive quarters of strong expansion due to supply chain disruptions, shortages of production inputs and rising COVID-19 cases. It was however expected that big economies, especially Asia's, would drive a 10.8% growth in world merchandise trade in 2021 through huge export of covid-related goods, among others. Unfortunately, exports of developing economies such as those in Africa have not seen any appreciable recovery.

Maritime transport continued its recovery from the surge in global shipping freight rates, which many analysts attributed to trade imbalances resulting in container shortages, blocked supply chains and congestions at major ports and terminals.

In Ghana, global shipping freight rates skyrocketed, with some reaching as high as twice the pre-pandemic rates during the year under review. This has had a serious impact on Ghana's shipping costs and the competitiveness of shippers.

## 2.0 PORTS SHARE OF CARGO THROUGHPUT FOR 2021

Cargo throughput for the seaports of Ghana (i.e. Tema and Takoradi) for 2021 was 25.43 million metric tons (mt). Cargo throughput for the Port of Tema was 19.99 million mt representing 78.6% of the total, whilst the Port of Takoradi recorded 5.43 million mt, representing 21.4% of the total seaborne trade.

Transit/Transshipment imports amounted to 1,956,833mt, whilst transit/transshipment exports recorded 86,910mt. Table 1 below shows the summary performance for the review period.



**Table 1. SUMMARY OF GHANA'S SEABORNE TRADE (in mt) 2021**

PORT	IMPORT (mt)	TRANSIT/ TRANSHIP. IMPORT (mt)	*EXPORT (mt)	TRANSIT/ TRANSHIP. EXPORT (mt)	TOTAL (mt)	% SHARE
TEMA	15,873,616	1,953,671	2,084,770	86,910	19,998,967	78.6%
TAKORADI	1,620,620	3,162	3,807,121	0	5,430,903	21.4%
TOTAL	17,494,236	1,956,833	5,891,891	86,910	25,429,870	100.0%

\* Exports exclude Ghana's crude oil exports

### 3.0 GHANA'S SEABORNE TRADE 2021 PER CARGO TYPE

#### 3.1 Import Trade

Total import trade volume for 2021 was 1749 million mt. This comprised 9.30 million mt of Liner cargo, 2.85 million mt of Break bulk, 2.72 million mt of Dry bulk cargo and 2.62 million mt of Liquid bulk imports.

#### 3.2 Export Trade

The total export trade volume for 2021 was 5.89 million mt. This was made up of 2.12 million mt of Liner items, 319,291 mt of Break bulk items, 3.37 million mt of Dry Bulk and 78,552 mt of Liquid Bulk

**Table 2. GHANA'S SEABORNE TRADE PER CARGO TYPE**

TRADE TYPE	2021 (mt)
<b>IMPORT:</b>	
Liner	9,305,895
Break Bulk	2,845,319
Dry Bulk	2,724,806
Liquid Bulk	2,618,216
<b>TOTAL IMPORT</b>	<b>17,494,236</b>
<b>EXPORT:</b>	
Liner	2,119,299
Break Bulk	319,291
Dry Bulk	3,374,749
Liquid Bulk	78,552
<b>TOTAL EXPORT</b>	<b>5,891,891</b>
<b>TOTAL IMPORT &amp; EXPORT</b>	<b>23,386,127</b>

### 4.0 PERFORMANCE IN LADEN CONTAINERS

Table 3 below shows the details of the performance in laden containers for 2021. Total Laden containers for imports and exports for 2021 was 1,418,889 TEUs. Total Import Laden containers for 2021 was 1,263,472 TEUs whilst Total Export Laden containers for 2021 was 155,417 TEUs.

**Table 3. GHANA'S SEABORNE TRADE IN LADEN CONTAINERS (in TEUs) PER PORT**

TRADE TYPE	PORT	(in TEUs)
IMPORT	TEMA	1,220,550
	TAKORADI	42,922
	<b>TOTAL IMPORT</b>	<b>1,263,472</b>
EXPORT	TEMA	134,409
	TAKORADI	21,008
	<b>TOTAL EXPORT</b>	<b>155,417</b>
<b>TOTAL</b>	<b>IMPORT/EXPORT</b>	<b>1,418,889</b>

### 5.0 DIRECTION OF GHANA'S SEABORNE TRADE

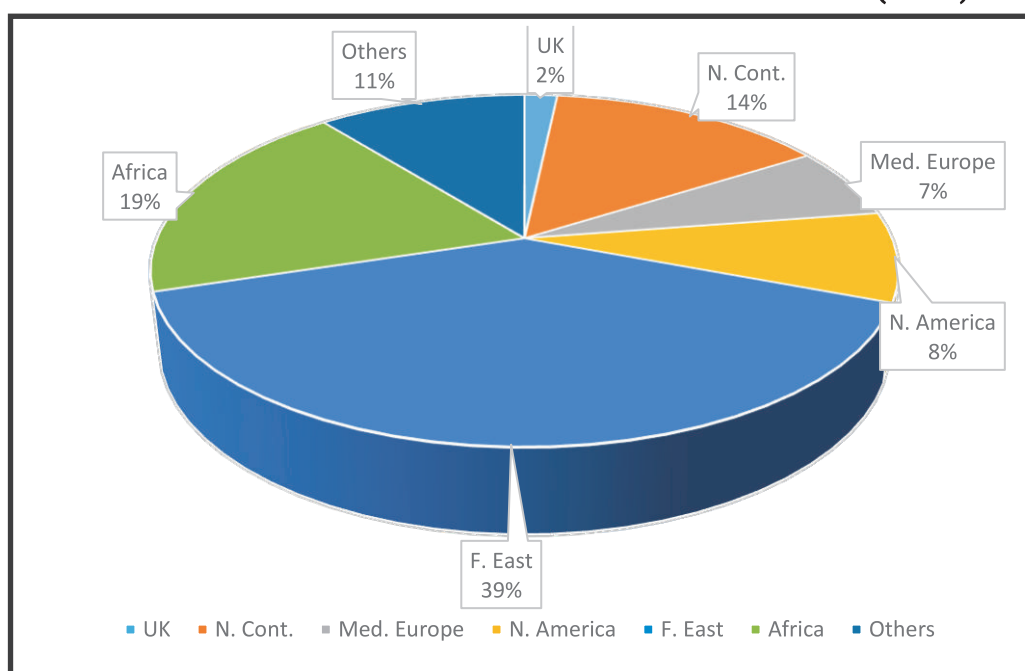
#### 5.1 Import Trade

Table 4 and Figure 1 below show that majority of Ghana's seaborne imports for the period 2021 came from the Far East range, representing about 39% of the total import trade. Africa was next with 19% share of Ghana's import trade. The third highest trading range for 2021 was the North Continent which recorded 14% share of Ghana's import trade.

**Table 4. DIRECTION OF GHANA'S SEABORNE IMPORT TRADE (in mt) 2021**

Trade Type	UK	N. Cont.	Med. Europe	N. America	F. East	Africa	Others	TOTAL
LINER	222,606	1,882,475	589,176	1,077,010	4,162,967	787,179	584,482	9,305,895
BREAK BULK	7,347	217,304	85,446	196,330	1,344,206	225,819	768,868	2,845,319
DRY BULK	0	160,998	384,116	33,839	1,303,080	799,624	43,148	2,724,806
LIQUID BULK	65,447	248,361	86,764	127,644	83,789	1,521,930	484,281	2,618,216
TOTAL	295,400	2,509,138	1,145,501	1,434,822	6,894,042	3,334,552	1,880,780	17,494,236
SHARE	2%	14%	7%	8%	39%	19%	11%	100%

**FIGURE 1: DIRECTION OF GHANA'S SEABORNE IMPORT TRADE (in mt) 2021**



## 5.2 Export Trade

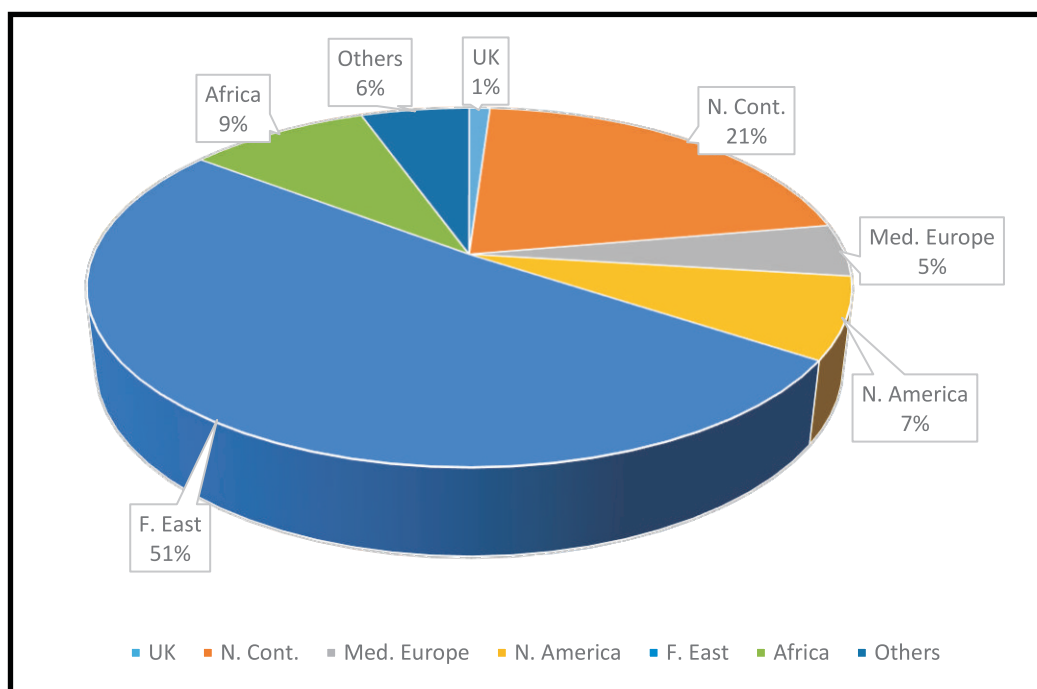
The 5.89 million mt of seaborne exports for 2021 went to various destinations in the world. Majority of these exports went to the Far East which received a total of 3,010,409 mt (i.e. 51% of total exports). The major export commodities to the Far East Range includes Cashew Nuts, Timber Logs, Bauxite and Manganese. Table 5 and Figure 2 below gives more details about the direction of Ghana's seaborne export trade for 2021.

**Table 5. DIRECTION OF GHANA'S SEABORNE EXPORT TRADE (in mt) 2021**

Trade Type	UK	N. Cont.	Med. Europe	N. America	F. East	Africa	Others	TOTAL
LINER	54,911	418,708	263,972	98,872	729,134	455,068	98,633	2,119,299
BREAK BULK	472	9,605	6,058	1,345	268,942	12,713	20,156	319,291
DRY BULK	6,601	819,125	2,950	331,000	2,012,333	24,770	177,970	3,374,749
LIQUID BULK	0	2,036	4,691	0	0	46,581	25,244	78,552
TOTAL	61,984	1,249,474	277,671	431,217	3,010,409	539,132	322,003	5,891,891
SHARE	1%	21%	5%	7%	51%	9%	5%	100%



**FIGURE 2: DIRECTION OF GHANA'S SEABORNE EXPORT TRADE (in mt) 2021**



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

Total Transit/Transshipment trade volume for 2021 was 2,043,743 metric tons (mt). This was made up of Transit/Transshipment Imports which amounted to 1,956,833 mt and Transshipment/Transit Exports which amounted to 86,910 mt. Table 6 below shows the details of the transit/transshipment trade volumes for the review period, 2021.

Table 6. SUMMARY COMPARISON OF TRANSIT TRADE AND TRANSHIPMENT THROUGH THE SEAPORTS OF GHANA			
TRADE TYPE	TEMA (mt)	TAKORADI (mt)	TOTAL (mt)
TRANSIT/TRANSH. IMPORT	1,953,671	3,162	1,956,833
TRANSIT/TRANSH. EXPORT	86,910	-	86,910
TOTAL	2,040,581	3,162	2,043,743

## 7.0 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 1,515,037 mt in 2021. The transit trade comprises imports of 1,447,524 mt and exports of 67,513 mt for 2021. Details are shown in Table 7.

Table 7. SUMMARY COMPARISON OF TRANSIT TRADE for BURKINAFASO, MALI & NIGER			
TRADE TYPE	TEMA (mt)	TAKORADI (mt)	TOTAL (mt)
TRANSIT IMPORT	1,446,202	1,322	1,447,524
TRANSIT EXPORT	67,513	-	67,513
TOTAL	1,513,715	1,322	1,515,037

## 8.0 PERFORMANCE OF SHIPPING LINES AND AGENTS PER VOLUME OF SHIPMENT

### 8.1 Performance of Shipping Agents per Volume of Shipment

Sixty-seven (67) Shipping Agents handled over 23.39 million mt of seaborne trade (import & export) through the Ports of Tema and Takoradi in 2021.

High performers in the Liner Trade were MSCA Ghana Ltd.

with 18.7% of the volume, closely followed by Maersk Ghana Ltd. with 18.6%. The leading Shipping Agents in the Break Bulk Trade were MSCA Ghana Ltd. with 19.8% and GMT Shipping with 16.4%. In the Dry Bulk Trade, the high performers were Supermaritime Ghana Ltd. with 51.9% of the share and Hull Blyth Ghana Ltd. with 16.7%. In the Liquid Bulk Trade, Inchcape Shipping Ltd handled 41.6% of the volume whilst Oil and Marine Agencies (OMA) handled 17.9%.

GHANA SHIPPERS' AUTHORITY					
PERFORMANCE OF SHIPPING AGENTS IN GHANA'S SEABORNE TRADE - JAN. - DEC. 2021					
IMPORT AND EXPORT - TEMA - TAKORADI					
	IMPORT	EXPORT	TOTAL	% SHARE / TRADE TYPE	% SHARE
<b>LINER</b>					
A&J SHIPPING SERVICES LTD	9,339.65	0.00	9,339.65	0.08	0.04
ADVANCED MARITIME TRANSPORT	32,879.90	0.00	32,879.90	0.28	0.14
ANDIPEX CO LTD	76,900.37	0.00	76,900.37	0.65	0.33
AMS LOGISTICS LTD	11.63	0.00	11.63	0.00	0.00
ANTRAK GH. LTD	22,696.66	16,596.00	39,292.66	0.33	0.17
ARKAS GH. LTD	125,274.29	67,563.00	192,837.29	1.63	0.82
ASANTE FISHERIES CO. LTD	59,310.50	0.00	59,310.50	0.50	0.25
BAJ FREIGHT TEMA	110,058.73	0.00	110,058.73	0.93	0.47
BLUESEA MARITIME AGENCY	0.00	5,082.00	5,082.00	0.04	0.02
BOLLORE GH. LTD	42,278.20	30,088.00	72,366.20	0.61	0.31
CLASSIC AMODEL GH	22,149.83	0.00	22,149.83	0.19	0.09
COMEXAS GH. LTD	7,559.31	411.00	7,970.31	0.07	0.03
CONSOLIDATED SHIPPING AGENCIES	119,028.53	0.00	119,028.53	1.00	0.51
COSCO SHIPPING LINE GH. LTD	472,820.90	122,969.00	595,789.90	5.02	2.55
CMA CGM GH. LTD	501,170.29	415,322.00	916,492.29	7.73	3.92
DOLPHIN SHIPPING	2,927.84	0.00	2,927.84	0.02	0.01
EOLIS GH. LTD	128,159.22	117,725.00	245,884.22	2.07	1.05
G EN' P MARINE & BULK SHIPPING	27,460.14	0.00	27,460.14	0.23	0.12
GETMA GH. LTD	0.00	0.00	0.00	0.00	0.00
GLOBAL CARGO & COMMODITIES	325,496.58	0.00	325,496.58	2.74	1.39
GMT SHIPPING LTD	131,101.54	0.00	131,101.54	1.11	0.56
GRIMALDI GH. LTD	251,987.42	78,730.00	330,717.42	2.79	1.41
GO MOVERS LOGISTICS GH. LTD	384,506.00	0.00	384,506.00	3.24	1.64
HAPAG-LLOYD GH. LTD	572,418.11	198,461.00	770,879.11	6.50	3.30
HASS LOGISTICS GH	177,435.07	12.00	177,447.07	1.50	0.76
HULL BLYTH GH. LTD	123,269.72	778.00	124,047.72	1.05	0.53
INCHCAPE SHIPPING SERVICES GH	504,512.78	1,172.00	505,684.78	4.26	2.16
INTERMODAL SHIPP. AGENCY GH. LTD	112,098.04	36,632.00	148,730.04	1.25	0.64
J & C GH. LTD	0.00	1,683.00	1,683.00	0.01	0.01
JERIEMACOS CO. LTD	36,651.30	0.00	36,651.30	0.31	0.16
KHUDA SERVICE	6,915.09	0.00	6,915.09	0.06	0.03
KOYANKS COMPANY LTD	3,616.71	0.00	3,616.71	0.03	0.02
MAC LOGISTICS LTD	11,857.82	0.00	11,857.82	0.10	0.05
MACRO SHIPPING LTD	19,550.00	0.00	19,550.00	0.16	0.08



MAERSK GH. LTD	1,842,991.69	364,194.00	2,207,185.69	18.61	9.44
MAP SHIPPING CO. LTD	83,604.36	0.00	83,604.36	0.70	0.36
MARINE AND ENERGY SERVICES GH. LTD	1,089.59	428.00	1,517.59	0.01	0.01
MARINE CONSULTS	0.00	181.00	181.00	0.00	0.00
MIDLAND INTERNATIONAL GH. LTD	22,406.19	0.00	22,406.19	0.19	0.10
MEDITERRANEAN SHIPPING CO. GH. LTD	1,534,264.63	691,719.00	2,225,983.63	18.77	9.52
OBT SHIPPING GH. LTD	51,527.07	0.00	51,527.07	0.43	0.22
OCEAN NETWORK EXPRESS GH. LTD	218,344.70	150,067.00	368,411.70	3.11	1.58
OIL & MARINE AGENCIES GH.	51,097.84	0.00	51,097.84	0.43	0.22
ONSHORE OFFSHORE GH. LTD	0.00	976.50	976.50	0.01	0.00
ORIENT OVERSEAS CONTAINER LINES GH. LTD	0.00	66,829.00	66,829.00	0.56	0.29
PIL GHANA LTD	361,333.37	34,007.00	395,340.37	3.33	1.69
PORTS MARINE LTD	50,023.49	0.00	50,023.49	0.42	0.21
SAFMARINE	0.00	3,329.00	3,329.00	0.03	0.01
SEALAND SHIPPING SERVICES	0.00	185.50	185.50	0.00	0.00
SEVENLOG LTD	99,902.65	0.00	99,902.65	0.84	0.43
STARDEX MARINE CONSULT	7,506.70	0.00	7,506.70	0.06	0.03
SHARAF SHIPPING AGENCY LIMITED	72,448.70	0.00	72,448.70	0.61	0.31
SUPERMARITIME GH. LTD	599,488.70	19,000.00	618,488.70	5.21	2.64
THREE PORT LOGISTICS LTD	16,332.16	0.00	16,332.16	0.14	0.07
TRANSGLOBAL LOGISTICS LTD	3.33	0.00	3.33	0.00	0.00
WAYPOINT PORT SERVICES GH.	2,063.06	0.00	2,063.06	0.02	0.01
WEST AFRICA MARITIME AGENCIES	1,513.67	0.00	1,513.67	0.01	0.01
<b>SUB-TOTAL</b>	<b>9,437,384.07</b>	<b>2,424,140.00</b>	<b>11,861,524.07</b>	<b>100.00</b>	<b>50.72</b>
<b>BREAK BULK</b>					
ANTRAK GH. LTD	1,777.09	6,601.00	8,378.09	0.29	0.04
AMS LOGISTICS LTD	112,537.01	0.00	112,537.01	3.94	0.48
ARKAS GHANA LTD TEMA	9,129.20	0.00	9,129.20	0.32	0.04
BOLLORE TRANSPORT & LOGISTICS	55,150.53	0.00	55,150.53	1.93	0.24
COSCO SHIPPING LINE GH	21,959.76	0.00	21,959.76	0.77	0.09
CMA CGM GH. LTD	85,210.09	0.00	85,210.09	2.98	0.36
GLBAL CARGO AND COMMODITEIS	401,037.78	0.00	401,037.78	14.03	1.71
GMT SHIPPING LOGISTICS	469,161.83	0.00	469,161.83	16.42	2.01
GRIMALDI GH	25,468.65	0.00	25,468.65	0.89	0.11
HAPAG-LLOYD GH. LTD	74,698.85	0.00	74,698.85	2.61	0.32
HASS LOGISTICS GHANA LTD	65,203.39	0.00	65,203.39	2.28	0.28
HULL BLYTH GH. LTD	60,817.58	0.00	60,817.58	2.13	0.26
INCHCAPE SHIPPING SERVICES GH.	38,969.85	0.00	38,969.85	1.36	0.17
INTERMODAL SHIPP. AGENCY GH. LTD	5,038.41	0.00	5,038.41	0.18	0.02
MAERSK GH. LTD	262,712.61	0.00	262,712.61	9.19	1.12
MAP SHIPPING CO. LTD	146,467.20	0.00	146,467.20	5.13	0.63
MARINE & ENERGY SERVICES GH.	16,795.31	0.00	16,795.31	0.59	0.07
MSCA GH. LTD	565,458.30	0.00	565,458.30	19.79	2.42
OCEAN NETWORK EXPRESS GH. LTD	27,872.65	0.00	27,872.65	0.98	0.12
PIL GH. LTD	25,904.83	0.00	25,904.83	0.91	0.11
PORTS MARINE LTD	13,793.89	0.00	13,793.89	0.48	0.06
SEVENLOG LTD	14,772.40	0.00	14,772.40	0.52	0.06
SUPERMARITIME GH. LTD	334,662.89	2,950.00	337,612.89	11.81	1.44
TRANSGLOBAL LOGISTICS LTD	10,440.40	3,100.00	13,540.40	0.47	0.06

<b>SUB-TOTAL</b>	<b>2,845,040.50</b>	<b>12,651.00</b>	<b>2,857,691.50</b>	<b>100.00</b>	<b>12.22</b>
<b>DRY BULK</b>					
ANTRAK GH. LTD	100.70	18,570.00	18,670.70	0.31	0.08
ARKAS GH. LTD	7,929.78	0.00	7,929.78	0.13	0.03
BLUESEA MARITIME AGENCY	0.00	17,958.00	17,958.00	0.30	0.08
BOLLORE GH.LTD	0.00	975.00	975.00	0.02	0.00
CMA CGM GH. LTD	18,860.97	1,748.00	20,608.97	0.34	0.09
COSCO SHIPPING LINES GH. LTD	3,946.72	0.00	3,946.72	0.07	0.02
GLOBAL CARGO AND COMMODITIES	28,390.00	0.00	28,390.00	0.47	0.12
GRIMALDI GH. LTD	1,558.63	0.00	1,558.63	0.03	0.01
HAPAG-LLOYD GH. LTD	23,410.85	0.00	23,410.85	0.39	0.10
HULL BLYTH GHANA	1,004,065.49	5,000.00	1,009,065.49	16.72	4.31
MACRO SHIPPING GH.LTD	169,850.09	121,081.00	290,931.09	4.82	1.24
MAERSK GH. LTD	56,473.11	3,607.00	60,080.11	1.00	0.26
MSC GH. LTD	34,084.10	21,697.00	55,781.10	0.92	0.24
OBT SHIPPING GH. LTD	30,558.04	451,091.00	481,649.04	7.98	2.06
SIFAX AGENCIES GH. LTD	50,000.00	0.00	50,000.00	0.83	0.21
SEVENLOG LIMITED	610,244.85	0.00	610,244.85	10.11	2.61
SUPERMARITIME GHANA	401,147.45	2,729,984.00	3,131,131.45	51.87	13.39
THREE PORT LOGISTICS	54,400.00	3,100.00	57,500.00	0.95	0.25
TIDE-SHIPS	0.00	1,583.00	1,583.00	0.03	0.01
UMAL CLEARING & FREIGHT	25,000.00	0.00	25,000.00	0.41	0.11
WAYPOINT PORT SERVICES GH.	94,845.72	0.00	94,845.72	1.57	0.41
WESTERN FREIGHTS & LOGISTICS SERV.	45,365.34	0.00	45,365.34	0.75	0.19
<b>SUB-TOTAL</b>	<b>2,660,231.84</b>	<b>3,376,394.00</b>	<b>6,036,625.84</b>	<b>100.00</b>	<b>25.81</b>
<b>LIQUID BULK</b>					
AFRICA INTEGRATED SERVICES GH.	60,768.76	0.00	60,768.76	2.31	0.26
ARKAS GH. LTD	1,755.01	0.00	1,755.01	0.07	0.01
BULKSHIP & TRADE LTD	433,091.33	0.00	433,091.33	16.47	1.85
CMA CGM GH. LTD	18,138.96	0.00	18,138.96	0.69	0.08
COMEXAS ENERGY GH. LTD	0.00	9,588.00	9,588.00	0.36	0.04
COSCO SHIPPING LINES GH. LTD	3,814.64	0.00	3,814.64	0.15	0.02
GLOBAL CARGO AND COMMODITIES	0.00	0.00	0.00	0.00	0.00
HAPAG-LLOYD GH. LTD	7,180.79	0.00	7,180.79	0.27	0.03
HULL BLYTH GH. LTD	6,021.28	0.00	6,021.28	0.23	0.03
INCHCAPE SHIPPING SERVICES	1,046,845.75	47,591.00	1,094,436.75	41.61	4.68
MAERSK GH. LTD	22,536.91	0.00	22,536.91	0.86	0.10
MARINEMOR CONSULT LTD	586.25	0.00	586.25	0.02	0.00
MEDITERRANEAN SHIPPING CO.	10,319.90	0.00	10,319.90	0.39	0.04
MULTI PLAN LIMITED	1,900.00	0.00	1,900.00	0.07	0.01
OIL AND MARINE AGENCY	455,444.07	17,426.00	472,870.07	17.98	2.02
OCEAN NETWORK EXPRESS GH.	1,968.91	0.00	1,968.91	0.07	0.01
SUPERMARITIME GH. LTD	59,154.81	0.00	59,154.81	2.25	0.25
THREE PORT LOGISTICS LTD	204,390.43	0.00	204,390.43	7.77	0.87
TIDE-SHIPS	0.00	3,947.00	3,947.00	0.15	0.02
WEST ATLANTIC PORTS SERVICES LTD	217,663.90	0.00	217,663.90	8.28	0.93
<b>SUB-TOTAL</b>	<b>2,551,581.70</b>	<b>78,552.00</b>	<b>2,630,133.70</b>	<b>100.00</b>	<b>11.25</b>
<b>GRAND TOTAL</b>	<b>17,494,238.11</b>	<b>5,891,737.00</b>	<b>23,385,975.11</b>		<b>100.00</b>





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