



# GHANA MARITIME BULLETIN

Official Mouthpiece of the Ghana Maritime Authority | Maiden Edition | December 2020

## GMA WAGES WAR ON ILLEGAL BUNKERING



### ALSO INSIDE THIS EDITION

ISSN 2773-8450

- **Ghana Maritime Authority and My Veil of Ignorance**
- **Captain Hannah; The World's First Female Maritime Educator**
- **GMA Removes About 20,000 Tree Stumps to Reduce Boat Accidents on the Volta Lake**
- **IMO Secretary General Visits Ghana**



# Pay customs duties more conveniently

Ecobank now gives you three easy  
ways to pay

- Pay direct from your phone via the Ecobank Mobile app.
- Pay via Ecobank Omniplus, our Corporate Internet Banking platform
- Pay at any of our branches and pay points at the ports including Aflao, Takoradi, Elubo, Long Room, Safebond, James Town, Aviance and KIA Arrival Hall

**Choose Ecobank to make it easy**  
**For enquiries, call toll free 3225**



[ecobank.com](http://ecobank.com)



**Ecobank**  
The Pan African Bank

# CONTENTS

1. Editorial	2
2. Message from the Director General	3
3. About GMA	4
4. Transport Minister elected Chairman of MOWCA By Malik Abass Daabu	8
5. GMA Wages War on Illegal Bunkering - By Malik Abass Daabu	9
6. GMA Removes About 20,000 Tree Stumps to Reduce Boat Accidents on the Volta Lake - By Malik Abass Daabu	10
7. Mermaids, Myths of the Sea	12
8. The Future of Shipping and Maritime Trends By Abdul Haki Bushiru-Dine	14
9. Personality Profile - Robert Kingsford Kutin	16
10. Africa's Continental Free Trade Agreement (AfCFTA): Prospects and Challenges - By Abdul Haki Bashiru-Dine.	18
11. Raise False Alarms, Face Stiff Sanctions - By Malik Abass Daabu	22
12. Events and Conferences	24
13. Ghana Maritime Authority and My Veil of Ignorance By Manasseh Azure Awuni	26
14. IMO Secretary General visits Ghana	29
15. 10 Days With Pirates: The Story of "Captain" Ndi - By Edwin Appiah	30
16. Vox Pops - From RMU Students	32
17. Personality Profile - Captain Hannah Aggrey	36
18. National Hydrographic Office Opened in Ghana - By Kwaku Ahenkorah	39
19. Certification of Seafarers - By Awudu Enusah	40
20. Women in Fishing - By Maritha Soum Adaare	42
21. Photo Splash (Middle Page)	44
22. GMA Operational Performance	46
23. Short Sea Shipping - By Captain William Amanhyia	48
24. Corporate Social Responsibility Activities	51
25. Coastal Flag and Port States Jurisdiction - By Dr. Kofi Mbiah	54
26. A Sea of Plastics Drowning an Uncaring People - By Ralph Dinko	62
27. Voices from the Maritime Community	64
28. Maritime Fun Page	66
29. Bunkers Convention in a Nutshell By Bashiru-Dine Abdul Haki & Nafula Wakoli	68
30. Ghana Maritime Authority Secures Sulphur Content Test Kits By Kwaku Ahenkorah	70
31. Regional Maritime University Matriculates Freshers By Ralph Dinko	74
32. The New Sulphur Cap Emission; Cost Implications, Open Loop System and our Marine Health By Maritha Soum Adaare	76
33. The Seafarer-An Unsung Hero - By Janet Houghman-Addy	78



About GMA



GMA Removes 20,000 Tree Stumps



Ghana Maritime Authority and My Veil of Ignorance



Women In Fishing



A Sea Of Plastics Drowning An Uncaring People

# EDITORIAL

## HELLO READER!

### WELCOME TO THE MAIDEN EDITION OF THE GHANA MARITIME BULLETIN.

**W**e believe you will find in this publication, invaluable information that will keep you wanting more. The information you will find and the knowledge you will acquire, is as vast as the ocean about which we are concerned.

It is believed that countries with seashores are better placed to develop faster than landlocked countries. Indeed, there is research that suggests that being a landlocked country reduces a country's average growth by 1.5% annually. In a sense, the more a country has water bodies, the more it can develop faster.

However, when listing Ghana's rich natural resources, it is easy to remember our gold than to mention the oceans and rivers. Again, it is easier to mention cocoa and forget our seas.

Despite this, maritime transport continues to be the backbone of global trade and the global economy. The jobs and livelihoods of billions of people in the developing world, and standards of living in the industrialized and developed world, depend on ships and shipping.

When the Ever Given Cargo Ship got stuck in the Suez Canal in March 2021 for just six days, its socio-economic effects reverberated across the world – the delivery of cars, spare

parts, furniture, cattle, tea, and beer experienced costly delays and a supply shortage was instantly created around the globe.

Our oceans are vital to our economy. They make sure our bauxite, cocoa, gold, oil, timber do not remain buried in the ground but are transported to all corners of the world for vital foreign exchange.

And any important resource needs to be regulated. And for our waters, this duty of regulation falls on the Ghana Maritime Authority.

For many Ghanaians, very little is known about the country's maritime industry, a sector that has done so much for Ghana for so little applause and acclaim.

And so here at GMA, we want to change this. We want to provide exciting and empowering information of the great work and role of the Ghana Maritime Authority, expose you to many professionals, the dangers they encounter in protecting our water bodies while carting essential goods from distant lands to the country, in-depth stories about the sea and promise of greater economic growth this country can enjoy if the full potential of the industry is properly harnessed.

This newsletter is therefore designed to accentuate the limitless opportunities there are as well as the vast opportunities for information and knowledge sharing the industry has to offer.

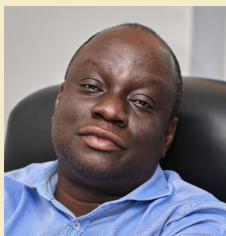
Let me first thank the Authority's Board, Director-General, and my colleagues at Management for giving approval for this maiden edition of our newsletter to be published.

To my colleagues on the Editorial Board, the sacrifices you made to get this job done are commendable. It is gratifying to note that I can count on your unflinching support in the subsequent publications.

The Public Relations Department deserves commendation for the initiative and the enthusiasm shown in producing the newsletter which I believe should enrich the organization as it tries to position itself more openly to the Ghanaian public.

I want to urge staff to feel free to make more contributions as we move on to produce the next publication. This newsletter is yours to give to the Ghanaian people.

***Share it!***



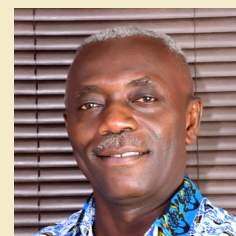
**Mr. Yaw Akosa Antwi**



**Capt. Inusah Abdul-Nasir**



**Dr. Kwasi Awuah-Werekoh**



**Captain William E. Thompson**



**Dr. Richard Lartey**



**Georgina A. Nyadia**



**Malik Abass Daabu**



# MESSAGE FROM THE DIRECTOR GENERAL

**MR. THOMAS K. ALONSI**

**Dear GMA staff, maritime industry stakeholders, friends and readers generally,**

I hope you are all keeping safe in these unprecedented Covid-19 times. I implore all of us to endeavour to take the vaccine when it is available. It is absolutely necessary that we protect ourselves and our families. Taming the virus and containing its spread and related sicknesses and death is a sine qua non in putting ourselves in position to reverse the debilitating impact the pandemic has had on the shipping and maritime industry generally, in the last year.

Apart from Covid, one major threat to the collective survival and economic prosperity of the people of West and Central Africa which requires an urgent and a coordinated solution is the criminal activities on our seas. Both the actual incidents and perceptions about them deserve equal attention from all governments.

In the past, piracy seemed distant from us; we heard reports mostly from the Gulf of Aden off the coast of Somalia. The threat of the attacks there to the global economy and the peculiar nature of the Gulf of Aden facilitated a global response which has significantly reduced piracy in that region.

The criminals seem to be pitching camp now in the Gulf of Guinea, threatening our collective peace and economic development.

The International Maritime Bureau has noted that in the last three years, 15 of the 20 littoral states in the West and Central Africa region have recorded incidents of piracy. That is more than half of our countries coming under the

scourge of piracy. We must be alarmed. According to the Piracy Reporting Centre of the International Maritime Bureau, as captured in Daily Maverick's publications, in 2020 alone, there were 84 reports of piracy attacks representing an increase in the 2019 figure of 64. So far in 2021, there have been worrying reports of kidnappings and even death on our seas as a result of these criminal activities.

Of course, confusion over the definition of piracy has led to conflicting figures, with the extent and seriousness of the threats being disputed. For purposes of clarity, robbery and other attacks within 12 nautical miles off a State's coast are not piracy attacks per se. These attacks are the responsibility of the coastal State because they occurred in its territorial waters. International law defines piracy as such activities that occur outside the jurisdiction of a state.

The confusion and disputes notwithstanding, the threat of piracy in the region is real. In fact, it is estimated that 90% of the world's reported kidnappings at sea take place in the Gulf of Guinea. This is the most graphic illustration of the scale of the problem we are faced with and the need for urgent action on the part of all state actors.

Unfortunately for us, unlike the Gulf of Aden where the long unpopulated coasts with fewer littoral states made international action easily acceptable and effective, the nature of the Gulf of Guinea does not lend itself to such easy decisions.

For purposes of recounting history, there are independent states dotted along the Gulf of Guinea, each desirous of protecting their sovereignty and each likely to frown on any international action along the lines requested by shipping lines which want international naval ships stationed on the high seas to guarantee their security. Any international effort may need the blessings of all the 20 littoral states and as I said, given considerations such as national security and sovereignty, these blessings may not materialise.

Justifiably. That then means we must act on our own.

Even though many of our countries may lack the capacity to provide effective law

enforcement on the high seas, applying our resources judiciously in confronting robberies within our territorial waters is the first step towards dealing with the problem of criminal activities on our seas.

The Ghana Maritime Authority in the last few years has invested heavily in resourcing our men with speedboats which are used to conduct patrols in collaboration with sister security agencies like the police and the navy. This has significantly reduced the regularity of reports of pirate attacks in our waters and improved security in general. Shipping lines may testify to the relative safety and security in our waters.

Admittedly, other countries are making similar investments, too. But the evidence points to the fact that effective local law enforcement pushes the criminal gangs out on the high seas and beyond the capacity and reach of state security agencies. This raises the urgent need for our countries to work together and collectively, with global support if necessary, to confront head-on the problem of piracy.

Failure to root out piracy will have dire consequences for the economies of countries on the Gulf of Guinea in particular and the world as a whole. Our economies will further stagnate and with havoc Covid-19 has wreaked on us, undermining shipping will only amount to suicide. Working together therefore is a must.

No single state, however powerful, can, acting alone, effectively fight the piracy menace and make our seas safer. All states, organisations and institutions, must work together to eliminate the growing threats, improve security, and enhance the exploitation of the resources of the sea, including sea transport, for the socio-economic growth of our countries.

It may be alluring to sit on the sidelines and enjoy the moral and commercial purity that comes with it, but the duty to do something about piracy is a sacred one.

It is a duty we cannot, should not, shirk.



## REGULATING THE MARITIME INDUSTRY

### OUR CORE BUSINESS IS TO:

- Ensure Safety of Navigation
- Ensure Maritime Security
- Regulate Port Security
- Protect Marine Environment from Ship Source Pollution
- Ensure Maritime Trade Facilitation
- Promote Ghana's Ship Registry
- Regulate Training, Certification and Recruitment of Seafarers

#### Head Office

**L:** No 19 Mayor Road, Ridge-Accra  
**A:** PMB 34, Accra, Ministries Post Office.  
**GPS:** GA-051-0461  
**T:** +233 302663506, 6621 22  
**F:** +233 302 677702

**E:** [info@ghanamaritime.org](mailto:info@ghanamaritime.org)  
**W:** [www.ghanamaritime.org](http://www.ghanamaritime.org)  
**f** Ghana Maritime Authority  
**in** Ghana Maritime Authority  
**@** @maritimeGhana

#### Tema Office

**L:** Community 1 Harbour Roundabout  
**A:** P.O. Box 1513, Tema Community 1  
**GPS:** GT 024-8288  
**T:** +233 303207872, +233 302207873

#### Takoradi Office

**L:** 58 South Road Chapel Hill  
**A:** P.O. Box TD 194, Takoradi  
**GPS :** WS 129-4746  
**T:** +233 312023460



**MR. ROBERT KINGSFORD KUTIN JNR.**  
BOARD CHAIRMAN



**MR. THOMAS K. ALONSI**  
DIRECTOR GENERAL

## BOARD MEMBERS OF GMA



**MRS. MARGARET CAMPBELL**



**MRS. SYLVIA ASANA DAUDA-OWU**



**MR. MICHAEL LUGUJE**



**ING. EMMANUEL DANKWA OSAFO**



**MRS. IRENE ODOKAI MESSIBA**



**MR. MICHAEL ARTHUR-DADZIE**



**MRS. FELICITY ANKOMA-SEY**



**VICE ADMIRAL SETH AMOAMA**



**MR. KWABENA OFOSU-APPIAH**



**MR. HENRY KWABENA KOKOFU**



**MR. DANIEL APPIANIN**  
DEPUTY DIRECTOR GENERAL  
(TECHNICAL & OPERATIONS)



**MR. YAW AKOSA ANTWI**  
DEPUTY DIRECTOR GENERAL  
(FINANCE & ADMINISTRATION)

## MANAGEMENT MEMBERS



**MS. RHODA ATIAH**  
DIRECTOR, ADMINISTRATION



**CAPT. INUSAH ABDUL-NASIR**  
DIRECTOR, TECHNICAL



**MR. NANA K. BOAKYE-BOAMPONG**  
AG. DIRECTOR, MARITIME SERVICES



**MRS. PATIENCE ELLA DIABA**  
DIRECTOR, LEGAL / BOARD SECRETARY



**DR. KWASI AWUAH-WEREKOH**  
DIRECTOR, FINANCE



**DR. ALEX KOJO EYIAH**  
DIRECTOR, PLANNING MONITORING & EVALUATION



**COMMANDER FESTUS OSEI-BROBBEY**  
MARITIME SECURITY COORDINATOR



**MRS. ANGELA SAFO-KANTANKA**  
DEPUTY DIRECTOR, HUMAN RESOURCE



**CAPT. WILLIAM E. THOMPSON**  
DEPUTY DIRECTOR, SURVEYS & INSPECTIONS



**CAPT. (GN) EMMANUEL KOFI ANKAMAH (RTD)**  
DEPUTY DIRECTOR, SHIP INSPECTIONS AND MARITIME SECURITY



**CAPT. CLIFFORD KODJO ADJARKO OSEI**  
DEPUTY DIRECTOR, TECHNICAL



**MR. KWAME ADDO MFOAMFO**  
DEPUTY DIRECTOR, ICT



**MS. JANET HOUGHMAN-ADDY**  
DEPUTY DIRECTOR, TRAINING, EXAMINATION & CERTIFICATION



**MR. LAWRENCE DANSO SINTIM**  
DEPUTY DIRECTOR, AUDIT

## OVERVIEW

The Ghana Maritime Authority (GMA) is the Maritime Administration of the Republic of Ghana. The Authority was established by an Act of Parliament and charged with the responsibility to regulate, monitor and coordinate activities within the maritime industry in Ghana. It seeks to ensure the Security and Safety of Life and property at Sea including inland waterways, as well as the protection of the marine and atmospheric environment from ship source pollution. The overarching objective of the Authority is to pursue ratification of International Maritime Conventions promulgated by the International Maritime Organization (IMO) and incorporate them into domestic legislation for effective implementation. Specifically, the GMA seeks to promote

safety of navigation, prevent marine pollution from ships and other activities at sea, undertake flag state survey of vessels operating at sea and on the inland waterways, Train, Examine and Certify Seafarers as well as secure and sustain their welfare, Register ships, undertake Port State Control Inspections, investigate maritime accidents, undertake maritime search and rescue activities; supervise shipbuilding activities, repairs and recycling, wreck removal, and ensure the security of ship and port facilities.

### LEGAL AUTHORITY

The Ghana Maritime Authority (GMA) was established by the Ghana Maritime Authority Act 2002, (Act 630) and mandated to implement the provisions

of the Ghana Shipping Act, 2003 (Act 645) and to pursue the objectives listed in the overview aforementioned.

### VISION

Our vision is to ensure that the seas and inland waters of Ghana are safe, clean and secure and to facilitate the contribution of these assets to national, economic and social development.

### MISSION

Our mission is to ensure the provision of safe, secure and efficient shipping activities and the protection of the marine and atmospheric environment from ship source pollution. We are also to oversee to the training, engagement and welfare of Ghanaian seafarers.



## GOVERNANCE AND LEADERSHIP

### GOVERNANCE

The Ghana Maritime Authority (GMA) is presided over by a thirteen (13) member Governing Board as prescribed by the Ghana Maritime Authority Act, 2002 (Act 630). The Board is made up of a Chairman, the Director-General of the Authority, a representative from: the Ministry of Transport, the Fisheries Commission, the Ghana Navy, the Volta River Authority, the Environmental Protection Agency and the Ghana Ports and Harbours Authority. In addition, one person each is nominated from the following institutions: Ghanaian Registered Ship Owners, the Ghana Institute of Freight Forwarders and the Ghana Shippers' Authority. To complete the list of the 13-member Governing Board, the Minister of Transport is required to nominate two women with specialized knowledge in the maritime industry.

The Board is responsible for securing the performance of the functions conferred on the Authority by the enabling Act, the initiation of policies for the proper management of the Authority, and the sound and proper financial management of the Authority.

### LEADERSHIP

The GMA is headed by a Director-General (DG). The DG is appointed by the President of Ghana in accordance with section 11 of the Ghana Maritime Authority Act, 2002 (630). The DG holds office on the terms and conditions specified in the letter of appointment. The DG is generally responsible for the efficient day to day administration of the Authority. To ensure efficient operation of the Authority, two Deputy Directors-General namely: Deputy Director-General (Technical & Operations) and Deputy Director-General (Finance & Administration) support the DG technically and administratively.

## PRINCIPLES AND VALUES

GMA is committed to creating a safe and respectful work environment for all our employees. We ensure that all staff members observe and perform their functions with the highest standards of integrity in accordance with the standards of Conduct for the Ghana Public Service.

## FUNCTIONS

As a regulatory body, the Ghana Maritime Authority is mandated to perform a wide range of functions some of which include:

- Ensuring Safety of navigation
- Fulfilling flag state, port state and costal state responsibilities in an effective and efficient manner, having regard to international maritime conventions, instruments and codes
- Conducting maritime search and rescue operations
- Regulating activities on the inland waterways including the safety of water transport
- Overseeing training, recruitment and welfare of Ghanaian seafarers
- Preventing ship source pollution, protecting the marine and atmospheric environment and responding to marine environment incidents
- Ratifying and implementing international maritime conventions
- Ensuring an efficient, cost effective and orderly provision of shipping services in line with government policies
- Advising the government on maritime matters generally
- Regulating the activities of shipping agents, freight forwarders and similar shipping service providers

---

**Reach us via email: [info@ghanamaritime.org](mailto:info@ghanamaritime.org) or [gma.complaints@ghanamaritime.org](mailto:gma.complaints@ghanamaritime.org)**



# TRANSPORT MINISTER ELECTED CHAIRMAN OF MOWCA

**Hon. Kwaku Ofori Asiamah**

By Malik Abass Daabu, GMA

**G**hana's Transport Minister, Mr. Kwaku Ofori Asiamah, has been elected the first Ghanaian Chairman of the Maritime Organization of West and Central Africa (MOWCA).

He was elected during the 8th Session of the Bureau of Ministers and 15th Ordinary Session of the General Assembly of MOWCA in Kinshasa, Democratic Republic of Congo.

The Ministers in charge of Transport and Maritime in the Republic of Congo and the Gambia were elected 1st Vice Chair and 2nd Vice Chair respectively. The Central African Republic was also elected as the Rapporteur.

Mr. Asiamah will oversee the affairs of the organization made up of 25 countries in the West and Central Africa for the next four years. MOWCA was established in May 1975 and headquartered in Abidjan, La Cote d'Ivoire, primarily to formulate and implement policies and strategies to enhance maritime transport services, maritime safety and security, and prevention of maritime pollution.

Additionally, it seeks to ensure the cost-effectiveness of shipping services – availability of shipping space, frequency of sailings, level of freight rates, competitiveness and survival of national/regional operators, efficiency of seaports, inland transportation networks, availability of coastal shipping services, efficiency of multi-modal transport systems and trade facilitation, protection of shippers' interests, and the special case of landlocked countries.

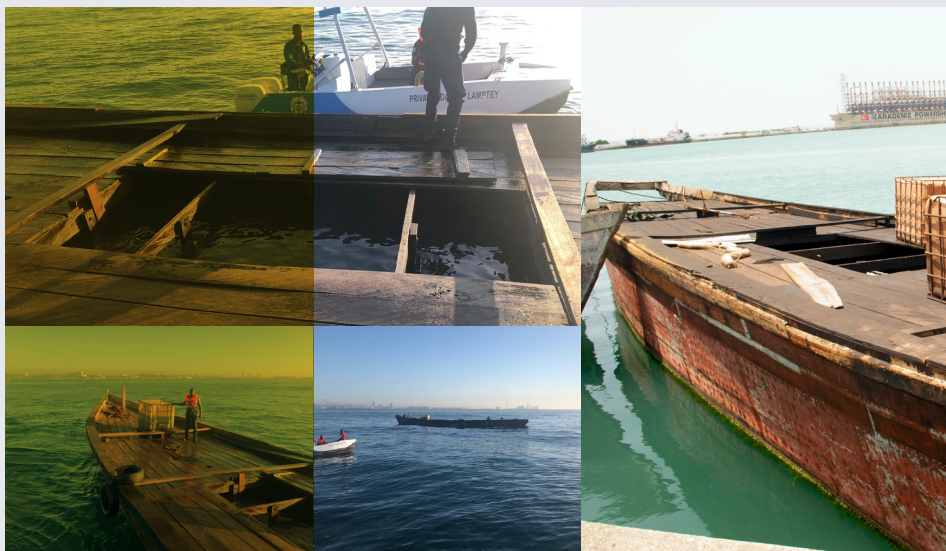
Article 11 of the MOWCA Rules of Procedure empowers the Chairman to convene and chair the Sessions of the General Assembly and ensure the decisions of the Assembly are implemented by the Secretary General.

The transport minister is expected to hit the ground running as the Kinshasa conference failed to elect a Secretary General. The new MOWCA Chairman is, therefore, expected to convene an extra-ordinary meeting within the next six months to elect a Secretary General who will be responsible for the day-to-day running of the organization.

Ghana's delegation to the Kinshasa conference was led by the Ag. Chief Director at the Ministry of Transport, Mrs. Mabel Sagoe who received the staff of office on behalf of the Minister. The organization, despite the lofty goals set at its founding some 45 years ago, has struggled to realize its potential in a region with immense shipping opportunities and large maritime industry, and it is expected that under leadership of Mr. Asiamah, MOWCA will be reorganized and restructured to achieve the objectives for which it was established.

The new Chairman has paid a familiarisation visit to the organisation's secretariat in Abidjan and met with the staff there. He also paid courtesy calls in his counterpart as well as the Ivorian Secretary of State in Charge of Maritime Affairs, Dr. Celestin Doh Serey, who described Ghana as a leading light in the maritime industry in the sub-region.

Dr. Serey said his country was confident MOWCA under the chairmanship of Mr Asiamah would see a significant improvement in its fortunes.



## GMA WAGES WAR ON ILLEGAL BUNKERING

By Malik Abass Daabu

It is 10 minutes past midnight. The squeaking sounds of David Ekwow Stevens' door ring across the still night. He locks the door, pulls his hoodie over his head and skips out of the house.

Outside his home on the hill, is a waiting car with three occupants. He flings the front door open and hops in. The vehicle zooms to a quick move – even before he is properly seated. It meanders through the labyrinthine, undulating, newly paved but narrow roads of that part of the old city of Takoradi, a city buzzing with new life and importance due to the discovery of oil in commercial quantities in the region.

The occupants of the vehicle are late for today's operation.

At midnight, most of the city has gone to sleep and vestiges of economic and other social activities are winding to a close. But it is not the same with David and his friends. Their day is now starting. Everyone in the vehicle is quiet, sating the calm, sleeping city and lost in their own thoughts. Soon the car jerks to a stop. The four storm

out to join another four who had been waiting at the beach.

Previously they would have given each other bear hugs and slap each other on the back, wishing themselves luck. The voyage they embark on requires a lot of luck. But on this day, they were already late and so had no time for such pleasantries. Scurrying after one another, they climbed into a massive purpose-built wooden vessel misnomerly called 'Dendey,' – a corruption of the word dinghy – a small boat for recreation or racing.

The distinction in purpose between a dinghy and its corrupt version, Dendey, couldn't be more stark. There is nothing recreational about the Dendey – it is a vessel unlawfully designed and made primarily for fuel smuggling and illegal fuel bunkering.

As the last of the eight scaled delicately to the top of the boat, the two outboard motors mounted on the boat come alive and rave, propelling the boat into distant seas.

After more than two hours of travelling, they reached their destination. An oil

tanker was drifting off the coast in our territorial waters waiting for Dendeys to come for business. These ships often, in flagrant violation of international and local regulations, turn off their Automatic Identification Systems (AIS) to avoid detection. When the boat positioned itself, a long hose was flung down from the ship which started pumping fuel into the boat. As more fuel was emptied into the Dendey, it kept submerging until the sea was nearly at level with the deck, leaving very little freeboard. Money changes hands and Ekwow and crew set sail, destined for a beach at the oil city.

The journey back was livelier as the eight chattered excitedly amongst themselves, this is one more successful trip and each of them would make a few thousands of dollars when they discharge their cargo successfully.

A waiting road tanker is stationed at the beach. Here, the sand is soaked and reeking with diesel. Some community members are keeping watch – on the lookout for security officials – they are paid to engage in this tedium whenever Ekwow and his friends are embarking on an operation. Before daybreak, the boat had reached its destination and discharged the fuel into the waiting road tanker. Another successful trip, a few more thousands of dollars secured. The eight disappeared to their respective homes. They are preparing for the next trip. Before the next trip though, a complication arises. Rumours that the GMA had started patrolling the seas at night with armed police and Navy officials. This means the plans must change. They can no longer leave at midnight. As Chinua Achebe once wrote, when birds learn to fly without perching, hunters learn to shoot without missing, so the eight on their next trip decided to set sail in broad day light. Sailing and looking over their shoulders. They needed to make sure

**CONTINUE ON PAGE 13** ►



## GMA Removes About 20,000 Tree Stumps to Reduce Boat Accidents on the Volta Lake

By Malik Abass Daabu

Communities in and around the Oti Regional Capital, Dambai as well as those around the Volta Lake expressed relief after tree stumps that made water transport there a perilous endeavour were removed.

**B**oat disasters and their attendant deaths, particularly on the Volta Lake, were quite common.

The Ghana Maritime Authority (GMA) which has in recent years steadily funded the removal of tree stumps from certain parts of the Volta Lake extended its work to the Oti River.

Many people travelling to Kete-Krachi in the Oti Region, as well as to parts of the north such as Kpandai, Bimbilla, Yeji and Tamale, and the vast network of islands in the newly created Oti Region, have to rely on boats and ferries to cross the river which gave the region its name.

To prevent any accidents, the Ghana Maritime Authority contracted the Kete-Krachi Timber Recovery Ltd. (KKTR) for the removal of these tree stumps that have the potential to cause accidents.

The Deputy Director, Projects, Monitoring & Evaluation at the GMA,

Dr. Richard Lartey, said this scale of tree stump removal had never been done.

**“Three important routes, with vast economic and social importance, were covered in this latest exercise – Dambai-Njare (18km), Tumpunjah-Kudorkope (5km), and Kudorkope-Dambai (7km),”** he explained.

Between 2018 and 2019, he said the Authority also funded the removal of stumps on the 2.5km Dambai-Dodoikope, 8km Yeji-Makango and 11km Yeji-Awujakope routes.

### Benefits to Communities

Dr. Lartey said since the removal of the stumps, transport services have greatly improved, yielding huge economic and social dividends to the people who live around these areas. He said previously the ferries and boats could not operate after 5pm

due to poor visibility, often leaving commuters stranded and desperate but that has now changed. Ferries and boats are now able to navigate safely on the lake up to 8pm. Also, several trips are made daily by ferries on these routes, compared to just a few previously, he stressed.

The Station Officer at Dambai for the Volta Lake Transport Company (VLTC), Mr. Ernest Asamoah lauded the decision of GMA to remove the tree stumps.

“When the water level is going down, the risk of running into a tree stump, especially for the small boats and canoes is greater,” he said.

Mr. Asamoah said this risk has now been eliminated with the tree stumps removed, guaranteeing the safety of the thousands of people who use the crossing daily.

The Director General of the Ghana Maritime Authority, Mr. Thomas K.

## Board Visit

Alonsi, said the decision to award the contract for the removal of the stumps chimed perfectly with the determination of the Authority to reduce significantly the risks associated with water transport in the country.

“Our mandate is to among other things, ensure safety and security on our seas and inland waterways, but it is more than just a mandate, it is a duty we owe our fellow citizens to protect their lives and facilitate their commerce so they can live decent and meaningful lives,” he asserted.

He said it is this same belief that led the Authority to lead the process of removing similar tree stumps on the Volta Lake, a measure which has reduced to almost zero, accidents on that lake.

The Director General praised the Board, led by Mr. Robert Kingsford Kutin, for the foresight in supporting the management’s initiative.

Select members of the Board, the Director General Thomas Kofi Alonsi and a Deputy DG, Mr Daniel Appianin, visited Dambai and Njare to inspect the work done by the contractors. The Board members were Mrs. Margaret Campbell, Mr. Michael Arthur-Dadzie, Mrs. Sylvia Asana Dauda-Owu, Mrs. Felicity Ankoma-Sey, Mr. Kwabena Oforu-Appiah, and Rear Admiral Seth Amopama, who is also the Chief of Naval Staff.

A local boat operator, Teki Kwesi, alias A1, who said he had operated a boat in the area for 20 years, express delight at the improvement in his business.

He said he was now able to work late night, something which was unthinkable in the past.

When night falls, he said, commuters no longer insisted on catching the last boat which often resulted in overloading and consequently accidents.

A Kudorkope-based journalist, Kugblenu Cosmus said previously fishermen often had their nets entangled with stumps making fishing difficult.

But that has changed now, he said, pointing out that farmers can now produce more and fishermen can fish safely.

The chief of Njare, Nana Kwaku Ntemelesu I, praised the GMA for funding the removal of the stumps. He and his elders convened at the riverside to meet with the GMA delegation that visited Njare. He wanted to know what plans the Authority had for the stumps.

The Director General informed the chief that the Forestry Commission had been invited to assess the stumps and to determine their value.

It is only after that assessment, he said, “that we will determine what our next line of action will be.”



# MERMAIDS, MYTHS OF THE SEAS

**M**ermaids or “Maame Water” as they are known in Ghanaian parlance are under water creatures that are believed to have an upper body of a woman with its lower half being the tail of a fish. They are said to be very beautiful creatures with long hair and melodic voices which they use to captivate and lure sea-faring people to their doom. It is also believed that the male versions of mermaids exist, however based on the idea that the majority of Sea-faring people are men who spend long periods at sea without the companionship of females, the brain is more likely to envisage a mermaid than a merman.

History has it that the legend of the mermaid originated from Greek mythology as a beautiful young woman who lured sailors to their deaths. This legend has since been present in many cultures around the world with several reports of sightings of mermaids through the ages. The Italian explorer, Christopher Columbus is reported to have been the first to sight three mermaids as he sailed near the Dominican Republic in 1493. It is, however, believed that he may have spotted Manatees or Dugongs and not a beautiful half-woman sea creature.

The idea of a half-woman sea creature has been adapted in many African cultures. Stories of its existence can be traced as far back as 4000 years emanating from Egypt, Sudan and Ethiopia. Some Africans believe that “Maame Water” is a water deity that can transform to human when necessary to suit her agenda. She is thought to be protective, seductive and potentially deadly. She is highly respected and feared and has many stories around her identity.

Maame Water is worshipped in many cultures with high priestesses trained to serve as a link between humans and this water deity. There are stories of how Maame Water and her underwater subjects come to shore to mislead Seamen, capture and take them to their underwater world for her sexual satisfaction after which their lifeless body

is washed ashore to be buried by humans. Others are never found. It is also believed that she can curse beautiful women who are not humble with bareness and also prevent their marriages till she is appeased.

Stories surrounding Maame Water are not all of doom and gloom. In fact her followers believe that she provides spiritual and material healing as well as protect their mental and emotional health. She is also said to be the giver of fertility and a protector of women and children. Some believe her to be a provider of wealth for those who are loyal to her. Many local Fishermen consider her the protector of water bodies who has power to either bless or curse their profession. To avoid her wrath they provide the deity with one peaceful day in her under water home. Many traditional groups in Africa till date do not go to the beach or fish on certain days based on this belief.

In Ghana the belief in a Water deity is quite similar to the beliefs of other African Countries. However not many can confirm the existence of Maame Water. A group of local Ghanaian fishermen at James TOWN in Accra interviewed by Campus Vibe Ghana said in their years of fishing have never encountered the beautiful sea creature. They however said their colleague fishermen in Nigeria confirm its existence and dedicate their lives and profession to this water deity in exchange for her protection.

Education, technology and religion may account for the disregard of the existence of “Maame Water” in recent times. Seafarers spending less time at sea due to the speed of modern day vessels cuts out fatigue and hallucination that may have presented such thoughts and ideas in the minds of Seafarers which may have been the case in the past. The true existence of this beautiful water deity may therefore never be known.



Source: [www.cosmopolitan.com](http://www.cosmopolitan.com)

## CONTINUED FROM PAGE 9

they were not being followed. The target ship was now drifting further away and waiting to come closer in the night. The group found the ship drifting and carefully tucked by it. Some of the men climbed into the ship where the negotiations began. The parties disagreed on everything ranging from price to quality of the fuel to payment terms. This dragged for hours. It is not strange for these negotiations last so long – they can be arduous – sometimes stalemates arise and sometimes no agreements at all are reached. On this day it nearly happened – the three negotiators from Stevens' team climbed back into their Dendey, ready to move away. But it didn't happen. A compromise was reached and they now had to wait till nightfall to started pumping diesel into the wooden boat. The plan was to fill the Dendey in the night and return to the shore in the morning just when the GMA led all-night patrol team was returning to the port. They reckoned they were less likely to be caught if they followed in the 'shadow' of the patrol team as they returned to base. That the night they filled the Dendey to the usual 'unsafe level' - but these guys are accustomed to living dangerously. They took off, heading back to shore in the morning as planned.



sea, the eight men hardly spoke. There was heaviness in the air. Coming events cast their shadows they say, something seemed just not right. Ekwow could have even sworn his stomach churned despite having been on this so many times. It has become part of his life.

An hour into their return journey, they heard a disturbing sound in the distance. They cocked their ears and listened carefully. The sound grew louder and closer as their anxiety heightened. Attempting to run was a fruitless venture – the speed boat being used by the patrol team of the Ghana Maritime Authority is faster and more robust. Besides, there were armed men from the Marine Police onboard the approaching boat, Private Odartey Lamptey, which flashed its greenblue lights ominously as it approached the Dendey and its eight-member crew. What happened? They thought to themselves. They had waited till day break, believing that the GMA patrol boat would have returned to shore. What were they doing here at this time? There were just questions, no answers.

After a few questions and their Miranda rights read to them, the eight and their cargo were led to the Western Naval Base in Sekondi, where oil tankers were called in to take the fuel from the boat. The fuel filled two tankers. The eight were sent to the office of the Marine Police to be interrogated and processed for court.

For the past few months, the Ghana Maritime Authority, the Navy and the Marine Police have instituted these night patrols to primarily deal with the growing menace of illegal bunkering which is exacerbating fuel smuggling. It has become a major means of fuel smuggling.

Petroleum tankers, mostly from Nigeria, drift on the high seas and invite these boats which go and offload

their cargo and bring ashore where they are pumped into waiting road tankers and sold on the open market. Given that 49% of the petroleum price buildup is made up of taxes and levies, discharging petroleum products on the blindside of tax and other regulatory authorities means that huge sums of money are lost to the state and its allied agencies in dire need of revenue to bring development to the people.

But there are more sinister problems. Security chiefs worry that if allowed to go unchecked, fuel smuggling may only become a precursor for the smuggling of more dangerous items – arms and drugs. This is why the GMA is in the process of beefing up its communication systems to enhance surveillance and arrest any persons involved in illegal fuel bunkering.

Head of the GMA at Tema, Captain William E. Thompson, said the fuel dealt in by these men is often of doubtful quality for our road vehicles. "It is, therefore, critical that we ensure that any fuel that enters the market is of good quality and goes through the necessary regulatory tests and checks," he asserted.

Since their arrest Ekwow and his colleagues are still in court. The next time he hears the clanging metal gates and squeaking of a door, they may be sounds of a prison.



# THE FUTURE OF SHIPPING AND MARITIME TRENDS: 2020 & BEYOND

By Abdul Haki Bashiru-Dine, Snr. Freight and Logistics Officer, Ghana Shippers' Authority



Source Image: ITF Transport Outlook 2019, Mundo Maritimo, Maritime News for Latin America

The shipping industry is continually changing and adapting to meet the needs of the commercial marketplace, so that it can become more competitive and cost-effective. It is a huge and complex industry, which is constantly being affected by global trends and by advances in technology, materials and fuels.

Technology plays a central role in making the marine industry more efficient, cost-effective and compliant with rapidly evolving environmental rules. While shipowners are widely hailed as “conservative” in their approach to new technology adoption, it is a clear trend that the future industry leaders will be those that identify and adopt the best technologies. “The challenge is of course making the wrong investment decision (in the wrong technology) will be detrimental both to the industry as a whole, and to individual company,” said Svensen, head of DNV innovations. “And wrong decisions will impact the finances of marine companies quite strongly.”

LNG as fuel is one of the emerging technologies that most clearly has been identified and moved forward as a potential solution in many respects, financial and environmental topping the list. In predicting that 30% of the

new buildings delivered by 2020 will be gas engines. DNV takes the assumption that energy costs overall will continue to rise, and that LNG prices will remain 30% lower than that of heavy fuel oil (HFO). In this scenario, DNV's report estimates 1000 new buildings delivered with gas engines (either LNG or dual fuel) over the coming nine years, a number equaling 10-15% of the expected new buildings.

While there are a number of factors playing into this prediction, DNV sees the global sulfur limit assumed to be effective from 2020 as having the most significant impact on the implementation of gas engines, provided of course the capacity and fuel supply are there. Scrubbers are another area of marine technology that were factored into the Shipping 2020 study, though DNV - based on the very low price of LNG as compared to HFO - sees a limited demand for scrubbers until 2020, estimating a modest 200 installations per year.

Here are five future trends that perfectly illustrate some of the dynamic changes that are happening in the shipping industry and the new opportunities that these create for marine manufacturing businesses.



## 1. DIGITAL SENSORING

The technology for monitoring ship operations and performance has been steadily increasing in its sophistication. Ships of the future will have a complete network of sensors to measure all aspects of operations, including detecting faults and identifying areas needing maintenance or repair. Allied to this, increasingly powerful ship to shore communications will mean that most aspects of the ship's operation can be controlled by a land-based team of fleet managers.

## 2. BIGGER MEGASHIPS

Improvements in ship technology, structure and materials will lead to even bigger megaships, particularly within the container shipping industry. Completed in March this year, the MOL Triumph is the world's largest container ship. It measures 400m long (for comparison, The Shard building in London is 310m tall). This giant ship will carry up to 20,150 TEU containers. Manufacturers will seek to take advantage of the lower transport costs that these vessels can provide by gearing their production to make the most efficient use of this container space.

## 3. GREENER SHIPPING

There is constant pressure to reduce the carbon footprint of the world's shipping fleets, and this will only increase into the future. A whole host of technologies are being explored including low carbon fuels, more streamlined hulls, more efficient propeller design, improved voyage planning to make savings on fuels, better hull coatings and even air cushions to reduce friction.

## 4. LIQUEFIED NATURAL GAS (LNG) AS FUEL

There is growing interest in the potential of LNG as a fuel for commercial shipping. Those who support LNG believe it can help operators to meet their targets for reduced emissions, while also being competitive on price. CO<sub>2</sub> emissions can be reduced by up to 25% when compared with diesel engines. While conventional oil-based fuels will continue to dominate in the near future, there is likely to be increased adoption of LNG for specialist vessels, which gives an opportunity for the technology to be proved and developed on a larger scale.

## 5. SOLAR AND WIND POWER FOR SHIPS

The shipping industry is exploring renewable energy to power the fleets of the future. Some of this technology is already being trialed and tested. The Turanor Planet Solar is a catamaran powered by 29,000 solar cells which has successfully circumnavigated the globe. However, the likeliest application for this technology in commercial shipping will be systems that reduce fuel consumption by supplementing the existing power supply with on-board wind turbines or solar panels.

## 6. AN EXCITING FUTURE FOR MARINE TECHNOLOGY

These are just some of the trends that are making marine technology such an exciting and challenging field to be working in at present. The many tough technological problems that our shipping industry is grappling with make marine technology a real land of opportunity for businesses of all sizes.

## 7. CONCLUSION

Shipping is getting a green overhaul. Sustainability is a serious buzzword these days, and it appears that goes for the world of shipping and logistics, too. Eco-conscious consumers may still want to buy from online retailers near and far, but they want to know those retailers have thought about minimizing their environmental impact.

Shipping Logistics are responsible for 11% of global emissions and a massive 8% of this is the result of freight traffic (that is shipments being moved by truck, ship, train, and plane). If you want to stay ahead of the pack, you'll want to look into lowering your carbon footprint. If you want some practical tips on doing this, look no further:

- Cut out any single-use plastics in your packaging, and don't use unnecessary amounts of filler and paper.
- Use recycled materials for all your packaging.
- Apply carbon offset pricing to your shipping strategy or work with green couriers.

The best part about all this is that, not only are you doing our world a huge favor, it can also enhance your brand reputation, lower your supply chain costs, and - most importantly - encourage customer loyalty. How's that for taking a few steps towards being eco-friendly?



# ROBERT KUTIN

## BOARD CHAIRMAN

### The Man awakening the sleeping Giant in the Ghana Maritime Authority By Edwin Appiah

Robert Kingsford Kutin Jnr. weighed the invitation to talk about his personal life pensively. But when we asked him anything about maritime, there was no hesitation.

His face lit up, he would quickly readjust in his sofa, steady his voice and inject his voice with a passion.

The Board Chairman magnified the ability of Ghana's maritime industry to finance national development and how it can and should rub shoulders with African giants like the South Africa Maritime Safety Authority (SAMSA) and Nigerian Maritime Administration and Safety Agency (NIMASA).

A frustration built up in his voice at how for many years the state institution, charged with the responsibility to regulate, monitor and coordinate activities of the country's territorial sea and inland waterways, had been made to play second fiddle to other state institutions, fidgeting with its power like an unconscious giant.

But since 2017, this has been changing. Leadership is cause, everything else is effect.

And when the talk about maritime continued, we got to know much more about the life of Robert Kutin. That is because maritime and his personal life area a bond that has endured for more than 35 years.

#### I would have been nothing without free education

Born in Assin Jakan in the Central region in the '50s, Mr Kutin belongs to the generation where the question 'how many siblings do you have?' is met with the rolling of the eyes, the angling of the head upwards, counting mentally into the sky to figure out the exact number.

Four, he said and added the footnote that this was from his mother's side.

"Okay...[my father] had six others...two, two, one, okay other five [children] from other marriages," he concluded that his father, a merchant, had nine children.

Robert Kutin came from a large family and was fathered by a

man whose ailing health did not allow him to see his son any further than when he was in Form Four.

Without schooling, life would have been very different for Kutin. Very different.

"I was able to go to school because of Kwame Nkrumah's free education in 1967".

Even that, he dropped out for a term because his head teacher had unilaterally imposed a levy on the students to subscribe to a magazine, Africa Challenge.

"You had to pay ₵10.50p (not today's currency) subscription fee for the whole year. There was nobody to pay for me so I had to stay at home for one complete term and it was going to continue," he feared the worst.

No payment, no school, the head teacher's callous requirement undermined a government policy and endangered the education of young Kutin and other students.

But his uncle came through for him, paying the fee to restore the clever boy and budding student leader to school. Kutin said he was a school prefect at both elementary and secondary schools.

#### The two men who shaped Kutin's career

After school, he lived in Takoradi, working in a plywood factory.

It was his friend and school mate, who, while serving a military officer as a Batman, invited him to Accra, a move which would eventually bring him close to a fate-altering career in the military.

His friend introduced him to a military officer, Major Larbi, who also needed a Batman - a servant.

After serving the Major for a while, Kutin said he expressed interest in joining the military.

Being serviceable and respectful, the senior military intelligence officer helped him join in 1974. Robert Kutin stayed in the army for eight years, leaving the service in 1982. "I didn't see a future in the army," the ex-air force officer said.

Providence would place a man, Allan Gyimah on his way. Mr. Gyimah owned a marketing agency which had clearing business.

“He asked me to come and work with him to help clear his goods for him”. And that is how the retired soldier would work as a Shipping Manager at Index Marketing Agency from 1982 to 1985. From 1985 to 1989, he moved on and served as a Director in A & B Shipping Agency.

After cutting his teeth in freight forwarding, project cargo management, freight logistics, cargo handling, and warehousing, he launched out on his own, setting up AllShip Logistics Ltd. in 1990.

Mr. Kutin recalled that it was a “very proud” moment for him to finally find his feet on firm grounds after leaving the sky as an Air serviceman with the military.

Within eight years, he had now found a future in a career that could unleash his passion. And that’s how his affair with maritime began.

Through his industrious work and ethical leadership, AllShip Logistics got rare jobs with mining companies which until then, preferred to work with foreigners. “I have worked for almost all the mining companies, handling their logistics,” he looked back.

He was active in the Ghana Institute of Freight Forwarders, rising to become president of the Institute. Being president meant he was guaranteed membership of the Board of the Ghana Maritime Authority from 2009 to 2013.

He would also represent Ghana at the International Federation of Freight forwarders in Switzerland.

“It was through that that I became accustomed to maritime issues,” he said.

## **Kutin’s big time in maritime**

Mr. Kutin would grow neck deep in the maritime industry, travelling for conferences and seminars in the USA, UK, Australia, Switzerland, The Netherlands, Canada, South Africa, United Arab Emirates, China, Germany, Norway and a list of other countries.

The retired soldier and businessman became an activist for Ghana’s maritime sector, pushing for changes in aspects of the law he felt were obnoxious.

He recalled how Ghana once had a law that required a ship owner to be part of the board even though no indigene owned a ship.

“In Ghana we don’t have one single ship owner. So you will see foreigners sitting on the board,” he regretted.

Together with previous presidents of the Ghana Institute of Freight Forwarders, Carlos Ahenkorah, Kofi Brako, and Frank

Sarpong, he advocated changes in the law and prevailed. Non-Ghanaians no longer sit on the Board.

## **Awakening the sleeping giant**

The Board member from 2009 to 2013 would be appointed to chair the GMA board in 2017. Together with his team and management, they have set out to wake up Ghana’s sleeping giant.

The GMA, he said, is undergoing restructuring. He wants to anchor the Authority on a solid foundation to take its rightful place as an undisputed regional powerhouse in all matters maritime.

He compared it to GNPC which before the discovery of oil in 2007 was engaged in other non-core activities. But once it was made to re-focus on petroleum exploration, Ghana struck oil.

The Board Chair said Management is working to focus the GMA on its core mandate to help build an industry capable of creating jobs and earning foreign exchange.

As part of this restructuring, the GMA for the first time ever is working to set up satellite offices in Axim and at places with inland waterways such as Dambai and Yeji. This re-positioning, he said is vital to placing GMA strategically to fight illegal mining ‘galamsey’.

Ghana has a law that empowers GMA to charge ships a dollar per tonne of cargo from vessels. But under previous leadership, Ghana was collecting only 10 cents, leading to huge losses in revenue. Ghana’s ports are much safer than neighbouring countries which are charging \$3 per tonne of cargo.

The GMA Board and Management has raised the rate to 50 cents and is still working to ensure vessels comply with the lawfully approved rate which would raise funds for the country’s development.

The Authority has been tackling the evasive problem of illegal bunkering, working to acquire sophisticated boats to better patrol Ghana’s waters. His military-engineered discipline means persons caught engaging in any illegality can be sure of facing the law.

## **Looking back**

Mr. Robert Kutin felt grateful to God for directing his life’s path. The married man and father of four has very little regrets and feels justified in the initiatives he has taken in life so far. He stressed that life is about taking initiative, being ethical and being disciplined and strict but also learning to compromise where necessary.

As the governing NPP worked and secured a second term, Robert Kutin expressed confidence that the next four years would see the GMA wide awake to its responsibilities because, leadership is cause, everything else is effect.

# AFRICA'S CONTINENTAL FREE TRADE AGREEMENT (AfCFTA)

## Prospects and Challenges

By Abdul Haki Bashiru-Dine, Snr. Freight and Logistics Officer, Ghana Shippers' Authority



### Introduction

In the perspective of the great Pan-Africanist, Dr. Kwame Nkrumah, “It is clear that we must find an African solution to Africa’s problems, and that this can only be found in African unity. Divided, we are weak; united, Africa could become one of the greatest forces for good in the world.” Likewise, Ethiopian Prime Minister Abiy Ahmed’s recent Nobel Peace Prize honor can also inspire Africans to pursue the Africa they desire. To this end, Africans need to rally around the AfCFTA to make it a success.

This is all the more important given the suboptimal impact on Africa’s development that has been derived from multilateral trade agreements to date. The AfCFTA might be the last gasp chance for Africa’s economic transformation.

Africa’s desire to develop and provide its citizens with better living conditions and dignity as a people was given a boost in March in Kigali, Rwanda, when the African Union agreed on a free trade framework that will promote greater intra Africa trade and indeed Africa’s global trade thereby bringing prosperity and significantly reducing

poverty through a continental free trade pact dubbed ‘Africa continental free trade agreement’.

The African Continental Free Trade Area is the result of the African Continental Free Trade Agreement among all 55 members of the African Union. Haven been ratified, the agreement has resulted in the largest free-trade area in terms of participating countries since the formation of the World Trade Organization.

African heads of state gathered in Kigali, Rwanda in March 2018 to sign

the proposed agreement. Forty-four (44) of the 55 members of the African Union signed it on 21 March, 2018.

## Continental Free Trade Area (CFTA)

The Continental Free Trade Area (CFTA) is a continent-wide free-trade agreement brokered by the African Union (AU) and initially signed by 44 of its 55 member states in Kigali, Rwanda on March 21, 2018. The agreement initially requires members to remove tariffs from 90% of goods, allowing free access to commodities, goods, and services across the continent.

The United Nations Economic Commission for Africa estimates that the agreement will boost intra-African trade by 52 percent by 2022, compared to trade levels in 2010. The proposal will come into force after ratification by 22 of the signatory states.

## Prospects or Benefits of the Continental Free Trade Area

The AfCFTA have been signed by all member States of the African Union, bringing together 1.2 billion people with a combined gross domestic product (GDP) of more than \$2 trillion, the agreement provides a huge economic power that Africa can leverage on in trade partnership agreements with other continents. It also provides a huge boost for intra-Africa trade and provides a single market for products and services across the continent.

The agreement commits countries to removing tariffs on 90 percent of goods, with 10 percent of “sensitive items” to be phased in later. It will also liberalise services as it aims to tackle so-called “non-tariff barriers”

which hamper trade between African countries, such as long delays at the borders.

Eventually, free movement of people and even a single currency could become part of the free trade area. In the first year of implementation, the AfCFTA is expected to generate \$35 billion dollars in intra-Africa trade. It is expected SMEs within Africa stands to benefit with 52% growth in their businesses in the first 2 years of the full implementation of AfCFTA.

## Single Market for Africa

By creating a single continental market for goods and services, the member states of the African Union hope to boost trade between African countries.

According to the UNCTAD Review of Maritime Transport report, 2015, Intra-African trade is relatively limited; UNCTAD, the main UN body dealing with trade, said it made up only 10.2 percent of the continent's total trade in 2010.

David Luke, coordinator of the African Trade Policy Centre at United Nations Economic Commission for Africa (UNECA), hopes the free trade area will correct this ‘historical anomaly’ as he informs Al Jazeera that, “Colonialism created a situation where neighbours stopped trading with each other. The main trading route was between African countries and European countries and between African countries and the US.” “Removing barriers to trade is expected to not just grow trade within Africa”, Luke said, “but also grow the kind of trade this continent needs”. According to a UNECA 2016 Report, between 2010 and 2015, fuels represented more than half of Africa's exports to non-African countries, while manufactured goods made up

only 18 percent of exports to the rest of the world.

## Objectives of the CFTA

- The Continental Free Trade Area aims to create a single continental market for goods and services, with free movement of business persons and investments, and thus pave way for accelerating the establishment of the Continental Customs Union and the African Customs Union.
- It is also in place to help expand intra African trade through better harmonization and coordination of trade liberalization and facilitation regimes and instruments across Regional Economic Communities (RECs) and across Africa in general.
- CFTA is expected to resolve the challenges of multiple and overlapping memberships and expedite the regional and continental integration processes.
- To enhance competitiveness at the industry and enterprise level through exploiting opportunities for scale production, continental market access and better reallocation of resources.
- CFTA has an Action Plan on Boosting Intra-Africa Trade (BIAT) which identifies seven clusters: trade policy; trade facilitation; productive capacity; trade related infrastructure; trade finance; trade information; and factor market integration.
- The CFTA is also expected to enhance competitiveness at the industry and enterprise level through exploitation of opportunities for scale production, continental market access and better reallocation of resources.
- The establishment of the CFTA and the implementation of the Action Plan on Boosting Intra-African Trade provide a comprehensive framework to pursue a developmental regionalism strategy. The former is conceived as a time bound project, whereas BIAT is continuous with concrete targets to double intra-African trade flows from January 2012 and January 2022.

## THE CHALLENGES OF AfCFTA

### Uneven Distribution of Wealth

One of the low points of the Kigali AU Summit was the cancellation by Nigerian President Muhammadu Buhari at the signing ceremony. A statement said the decision was made to allow time for broader consultations.

The Nigeria Labour Congress (NLC) had warned Buhari against signing the agreement, calling it a 'renewed, extremely dangerous and radioactive neo-liberal policy initiative'. Nigeria's sudden stalling signals that not everybody is satisfied and confident that individual countries will be better off under the deal.

A research paper by UNCTAD concedes that elimination of all tariffs between African countries would take an annual \$4.1bn out of the trading states' coffers, but would create an overall annual welfare gain of \$16.1bn in the long run.

There are however fears that the benefits of the free trade area could be unevenly distributed.

### Production Capacities of African Countries

Sylvester Bagooroo, a programme officer at Third World Network Africa, thinks the treaty focuses too much on cutting tariffs, without sufficient consideration of the varying production capabilities of African countries.

Africa's most advanced countries are at an advantage with their more strongly developed manufacturing capabilities. Allowing them to sell their goods and services to the continent's

less developed countries could undercut industrial development in such countries.

**“If you don't build on productive capacities, when you liberalise you are only going to be trading imported goods across Africa, and that will be a big blow to domestic manufacturing across the continent,” Bagooroo said. “We need to pay attention to the big economies against the small economies. We need to pay attention to the dominant sectors against the weaker sectors.” According to Bagooroo.**

Domestic Policies to Support CFTA  
As with any multilateral policy arrangement, domestic policies are needed to be in place to assist workers and also businesses when competition increases.

Governments will need to develop a more skilled workforce adaptable to the demands of globalization and at the same time, create social policies for those who may lose jobs due to increased competition. Competition tends to have a detrimental impact on wages in low-cost jobs and African countries therefore need to think of how they're going to address that situation.

African countries which are already connected to the global economy may benefit from integration, while others have to wait for the benefits to trickle down. It is a good idea to integrate eventually, but are we ready for it? Not every expert in analysing the current state of African domestic policies on trade and investments agrees with it. This is an area where African governments must work to address domestic policy issues that are needed to ensure AfCFTA is successfully implemented.

### Existence of Bilateral Trade Agreements

The heterogeneous size of African economies, the existence of numerous bilateral trade agreements with the rest of the world, overlapping REC memberships, divergent levels of industrial development and varying degrees of openness also pose challenges to the AfCFTA.

### Harmonization and Coordination of Standards

One of the potential challenges of an effective AfCFTA implementation would be the harmonization of standards for products, goods and services acceptable across Africa and the world. It is an area where much work is required by all African states to ensure uniform and harmonized standards for testing and certification of products that meet globally acceptable safety and health needs of consumers. It would require a coordinated work by regional standardization bodies across Africa to ensure that manufacturers produce goods and services that meets high standards for the African and global markets.

### Trade liberalization and facilitation regimes

An efficient trade liberalization and facilitation regimes would be crucial to a successful AfCFTA implementation. The harmonization of border crossing formalities, ensure effective implementation of trade facilitation initiatives to achieve a truly borderless Africa would be vital to achieving the objectives of AfCFTA. A lot of work would be required in the area of harmonization of customs and fiscal regimes, immigration procedures, strong linkages in road networks and elimination of non-tariff barriers to trade across the entire

continent. This is a big challenge and would need deliberate action by member states to ensure a very liberalized and facilitated trade regime.

## Strong Consumer Confidence in African products

There would certainly be the challenges of the confidence that Africans would have in products and goods manufactured in Africa. Africans must have a mindset and trust in the products that would be manufactured and traded across Africa. The appetite for foreign manufactured goods and over reliance on such products by Africans would certainly pose a big challenge in the implementation of the AfCFTA. We must embrace our manufactured goods and products and consume them to ensure that manufacturers can effectively manage their supply chains and ensure that the Industrialization agenda is achieved. We cannot export our products into the global market place if we can testify to their efficacy and durability as products and services of high quality.

Consumer confidence in African manufactured goods, products and services would be a very crucial hurdle to surmount.

## Infrastructural and Institutional Constraints

Poor infrastructure across the continent is one major barrier to development and trade in Africa and may become a challenge during the AfCFTA's implementation. AfCFTA may also pose challenges for governments in promoting competition in local markets as some local companies that are taking advantage of economies of scale may grow faster

than others and capture dominant positions in markets.

There is also a need to promote investment along with the AfCFTA, as investment may not follow its creation. The creation of the AfCFTA should be followed by industrialization and infrastructure policies across Africa.

If African countries want to significantly increase intra-African trade, they must address practical issues such as streamlining regulations, improving access to finance by the private sector, infrastructure networks and simplification of customs processes, according to Louise Mushikiwabo, chairperson of the AU Executive Council and Rwandan foreign minister.

The institutional arrangement of each country may not work effectively for the AfCFTA, said Charles Kayitana, a senior lecturer in economics and development management at the University of Rwanda. He also said different levels on products production in each country could also pose a challenge to the AfCFTA. According to Mr. Kwesi Quartey, deputy chairperson of the AU Commission, said the challenges could include protection of local industries. This could include using unnecessary non-tariff barriers to protect local industries and curb imports of certain goods, said Quartey.

## Conclusion

One of the central goals of the Agreement is to boost African economies by harmonizing trade liberalization across sub regions and at the continental level. As a part of the AfCFTA, countries have committed to remove tariffs on 90 percent of goods. According to the

U.N Economic Commission on Africa, intra-African trade is likely to increase by 52.3 percent under the AfCFTA and will double upon further removal of non-tariff barriers.

By promoting intra-African trade, the AfCFTA will also foster a more competitive manufacturing sector and promote economic diversification. The removal of tariffs will create a continental market that allows companies to benefit from the economies of scale.

Countries, in turn, are likely to be able to accelerate their industrial development. By 2030, Africa may emerge as a \$2.5 trillion potential market for household consumption and \$4.2 trillion for business-to-business consumption. African nations with large manufacturing bases, such as South Africa, Kenya and Egypt, are most likely to receive the most rapid benefits.



# Raise False Alarm, Face Stiff Sanctions; SHIPS' CAPTAINS WARNED

By Malik Abass Daabu



**T**he authorities in Ghana have issued a stern warning to captains of ships to desist from raising false alarms while in the country's waters.

Any such false alarm will attract stiff sanctions, including a ban in accordance with the statutes of the International Maritime Organization (IMO), they say.

The Director General of the Ghana Maritime Authority (GMA), Mr. Thomas Kofi Alonsi gave the warning when he met with security chiefs in the port city of Takoradi.

The then Head of the GMA in Takoradi, who is an experienced captain, William E. Thompson, had complained about baseless and false alarms raised by ships in the country's waters.

Well established protocols of reporting any security threats, he said, were completely ignored by some captains when they made their unfounded claims.

Captain Thompson cited the case of Ferit Sevki Hysal, a Turkish Captain of MT Brook, a Marshall Island flagged oil tanker, who reported to his principals in Turkey that an attempt was made to board his ship at the Takoradi port by unknown persons.

"When I asked him, 'did you inform the port authorities?' He said 'No!' 'Did you log the incident in the logbook as required?' He said 'No!' 'Did you tell your agent in Ghana?' He said 'No!' 'How about the Marine Police or Navy or the GMA whose contacts you should have?' He said 'No!' So how can you, if you feel threatened in the port, report to your principals in Turkey when



you haven't informed any of these agencies?" , Captain Thompson said he queried him.

He said the alarm was not borne out of genuine fear of an attack.

Under the circumstances, the GMA asked Mr. Hysal to take steps to recant his false report, which had the tendency to unfairly tarnish the reputation of the port.

Mr. Alonsi said stiff sanctions must be applied under the law to dissuade people from making such false claims designed to sully the name of the port.

He warned all Masters of vessels calling Ghana must know that the authorities would not tolerate any behaviour contrary to the regulations set out by the IMO.

He said the GMA and other agencies were investing heavily in keeping the reputation of the ports in Ghana as a safe place to do business.

"No one," he said, "regardless of their motivation, should be allowed to dent that image."

The Director, Marine Police at Takoradi, DCOP Iddi L. Seidu, said similar unverifiable reports were being investigated by the police, echoing the sentiments by the DG that captains whose complaints proved to be concocted would be sanctioned.

He said some captains and their crew acted in violation of the regulations prohibiting any form of business transaction at anchorage.

"They engage in 'change-change' which is a form of barter trade where they take fish and other items from fishermen and in return, offer them paint, fuel and other items. This is not permitted by law," he said.

DCOP Seidu said there were cases like these which were also being dealt with by his men.

He stressed that the Takoradi port area remained a safe area for vessels.

Source Image: [www.wallpapercave.com](http://www.wallpapercave.com)

## DID YOU KNOW?

- Did you know that Ghana once owned a national shipping line, the Black star line, which had about 18 ships with names such as the Volta River, Keta, Tano and Sissili?
- Did you know without shipping half of the world's population would starve to death whilst the other half freezes to death?
- Did you know the minimum age at which a Ghanaian can be employed on a ship is 16 years?
- Did you know the largest container ships are 400 meters long (*the length of 4 standard football pitches joined together*) and can carry up to 20,000 containers?
- Did you know that with the completion of phase 1 of the MPS Terminal, the Tema Port is currently the biggest port, in terms of capacity, in West and Central Africa?



# EVENTS AND CONFERENCES

GMA hosted the 4th session of the EXCO of the Association of African Maritime Administrations



GMA facilitated a crew change during the Covid-19 Lockdown.



GMA observed Day of the Seafarer 2020 in line with the theme: Seafarers are key workers.



# EVENTS AND CONFERENCES

GMA celebrated World Maritime Day 2020 with a symposium for its stakeholders.



The National Hydrography Office was launched and opened at GMA's head office in Accra.



GMA embarked on sensitization programmes and clean up exercises in communities along the Volta Lake, in line with its mandates.



# Ghana Maritime Authority and my veil of ignorance

*By Manasseh Azure Awuni*



In the two boats were armed men from the Marine Police Unit of the Ghana Police Service and officials of the Ghana Maritime Authority. Armed soldiers from the Ghana navy, who are often part of the team, had an important national assignment, therefore, not on this trip.

The two boats – Paa Grant and Private Odartey Lamptey – were named after historical figures who played important roles in Ghana’s fight for independence from colonial rule. George Alfred Grant (Paa Grant) was a rich Takoradi-based merchant who financed the first political party of the Gold Coast (now Ghana), the United Gold Coast Convention (UGCC). Private Odartey Lamptey, on the other hand, was one of the soldiers shot and killed at the crossroads of the Christiansburg Castle in 1948. The 1948 riots gave oxygen to the independence struggle and helped to fast-track the process.

On this night, Paa Grant and Private Odartey Lamptey were on another mission. They were going to fight, not against colonialists, but criminals who threatened lives, property and income to

**O**n this day, the sun did not emerge. As if consciously hiding from a dangerous foe, it hid behind a veneer of dark clouds until it finally disappeared behind the vast expanse of the azure sea. Those dark clouds intermittently unleashed rain from the sky into the sea, a gesture that did not appear appreciated by the already full Atlantic Ocean. I would have loved a sunny day.

If one did not notice the presence of the sun throughout the day, one was bound to notice its absence as the pitch-dark, starless night cast a gloomy blanket over the Takoradi Port, the second biggest port in Ghana. It was supposed to be a moonlit night, but the clouds that denied the sun its glory were more powerful against the moon, which got only a few seconds to peek through the thick clouds before being shut up and out again.

The combined sound effects from the engines of Private Odartey Lamptey and Paa Grant would have been a mere whisper if the port had been busy. But on this quiet night, they roared as their bows cut through the placid water like sharp knives.



the state. They were on a mission to protect the port.

I was thrilled to be on board. In fact, my excitement had begun earlier in the day. And the reason was not difficult to find.

This year, 2020, is 14 years since I first set eyes on the sea, having moved from Kete-Krachi, where I had lived all my life – except my formative years- to Accra to access tertiary education. Ghana's biggest port is in Tema, a few kilometres from Accra, but my visit to the Takoradi Port in May 2020 was the first time I had entered a port in my own country. It was the first time I had entered a ship or a boat moved a metre into the sea in my own country.



The first time I had got very close to a ship was at the Port of Hamburg in Germany when I sat in a tour ferry with friends and went around the vast port. That was in 2013.

Before the night fell on the Takoradi Port, I had the pleasure to follow officials of the Ghana Maritime Authority (GMA), who went to inspect a foreign vessel. The vessel, MV Crown Jade, was from the Bahamas, but its 23 all-male crew were mainly Russians and a few Ukrainians. Its log indicated that the last 10 ports of call included Helsingborg, Sweden; Wilmington, USA; St. Petersburg, Russia; and Agadir in Morocco. Before coming

to the Takoradi Port in Ghana, it had stopped in Dakar in Senegal and the Ivorian capital, Abidjan.

Officials of the GMA explained that per the Abuja Memorandum of Understanding, if a vessel enters a West African country before coming to yours, the first port of call in the sub-region is supposed to have inspected it and so there will be no need for another inspection. So since the vessel had been to Cote d'Ivoire, it was assumed that it had been inspected and cleared.

However, random checks could reveal more, as they did this day. The Port State Inspectors from the Ghana Maritime Authority did not take long to detect a defect in the sewerage system of the ship. Captain Propalov Egor and his crew on MV Crown Jade tried to explain their way out and provide evidence that all was well, but the GMA inspectors appeared too knowledgeable to be outsmarted.

The GMA inspectors noticed that the oily water separator had not been used for a long time. Even though the engineers provided clean water that was supposed to have been treated from the sewerage system, the GMA inspectors said the tube that allowed in the chlorine to aid the treatment was not working so it was impossible to have treated water in the waste tank. And they were right. The crew found a way to by-pass the system. As predicted by the GMA officials, this was exposed when the treatment components were opened. What it meant, according to the GMA inspectors, was that untreated sewerage would be dislodged into the sea, causing marine pollution. They were asked to fix it before they left the port of Takoradi.

It was thrilling being on a ship for the first time, and being in the engine room of a cargo ship, which I could have sworn was an electricity substation if I had been blindfolded and dropped there. Much of my enlightenment that day, however, had to do with a veil of ignorance that was lifted from me as far as the Ghana Maritime Authority is concerned.

For some inexplicable reasons, nothing had prompted me to look into what the state agency's mandate, duties and functions were. Apart from the fact that the word "maritime" sounded pleasing to my ears, I had not cared to find out what this institution was about, not even when the controversy about its former Director General dominated the news in the country for weeks.

I was learning for the first time during my visit to the Takoradi Port that the Ghana Ports and Harbours Authority (GPHA) was in charge of the commercial aspects of the port but when it came to the technical and the safety aspects of the ports, the GMA played a crucial role.

I learnt that the GPHA is in charge of operating the port, but the GMA is in charge when it comes to the regulation of the maritime industry. While the GPHA is limited to the ports, the GMA is in charge of the Exclusive Economic Zone - 200 nautical miles from the coastline into the sea.

Earlier in the day, the GMA team, led by Captain William E. Thompson demonstrated a crucial duty the authority performs. When there is oil spillage in the port, they are able to expertly confine it and scoop it out in order to curb pollution. The GMA also undertakes search and rescue operations in our waters when there is accident in the sea involving ships



or even fishing boats and investigates the cause(s) of the accident for purposes of curtailing future accidents.

The security of the port is a crucial part of the GMA's functions, the reason Private Odartey Lamptey and Paa Grant were out tonight with armed officers of the Marine Police, led by DCOP Iddi L. Seidu, the Director, Ghana Marine Police.

A dictionary will tell you that "dingy" is a "small boat for recreation or racing, especially an open boat with a mast and sails." In Takoradi, it means something else. That word has been corrupted as "dendey" and so has the purpose of these boats been corrupted. Here, they are customised boats used for the smuggling of oil.

They are used to offload oil from vessels, mainly from Nigeria, into waiting tankers for onward transportation to filling stations, thereby evading taxes. The Ghana Maritime Authority, the Marine Police and the Ghana Navy have made successful arrests in recent times.

The day and night patrols have also resulted in the low incidents of piracy in the waters of Ghana. At night, the patrols are very necessary to keep vessels along the port safe from thieves and other criminals.

Paa Grant, the bigger boat often anchors strategically while Private Odartey Lamptey is used for the patrols, moving from one ship to the other with the armed state security officials and patrolling the surroundings of the port. Private Odartey Lamptey is smaller and faster so it's

both economical and efficient in moving from one vessel to the other, and from one point of the sea to the other and coming back to base at Paa Grant.

From where Paa Grant anchored, I lost my bearings. I was told where New Takoradi, a suburb of the port city was. "And that is Sekondi," Captain Darling Newton Akrofi, who had been generous with information in response to my where, when, why, who, and how questions, told me.

As far as my eyes could travel, I took in the spectacular views of vessels that appeared like giant boats, their lights drawing their shapes in the darkness and providing reflections in the water.

On a screen on Paa Grant, there were a number of rectangular shapes dotted around. Captain Akrofi indicated that those were vessels in Ghanaian waters that were being tracked by the GMA.

Takoradi and the rest of the country was preparing to sleep. Chances are that whatever they would be served in the morning and the utensils used for preparing them may have come from the port, either from here or Tema. A chunk of Ghana's revenue comes from taxes from the port. Unfortunately, very little is known of one of the state agencies responsible for keeping the ports running. And I would forever have been ignorant had my friend not worked there and given me the rare opportunity to visit.

**It was an opportunity to cure my fatal ignorance.**



## INTERNATIONAL MARITIME ORGANIZATION (IMO) SECRETARY GENERAL VISITS GHANA

*By Ralph Dinko*

The Secretary General (SG) of the International Maritime Organization, Kitack Lim in 2019 paid a three-day working visit to Ghana. He is the first SG in the organization's 73 years of existence to visit Ghana.

The three-day visit saw the IMO chief pay courtesy calls on the Minister of Transport, the Vice President of the Republic of Ghana, the Tema Port and the Regional Maritime University (RMU).

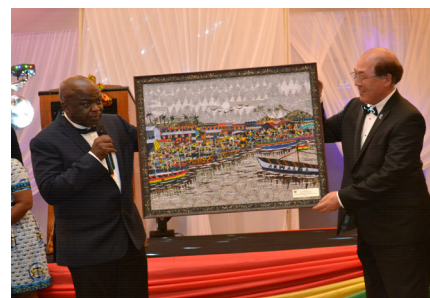
A dinner was held in his honour by the Women in Trade and Shipping, Africa (WISTA) where H.E Kitack Lim addressed the delegates from all over the continent.

The Secretary General was full of praise for Ghana, observing that "Ghana has maintained a clean sheet and has become a leader in the maritime industry in West and Central Africa." He charged the country to peer-mentor neighbouring nations to address bottlenecks hampering the growth and development of the industry in those countries.

H.E Kitack Lim also inspected ongoing projects at the RMU, where he expressed satisfaction with the laboratories and simulation training exercises in the university.

Speaking at a maritime stakeholder forum, the Director General of the Ghana Maritime Authority, Mr. Thomas K. Alonsi reiterated the Authority's quest to become the best on the continent. "Your familiarization visit to this country tells us that you have seen something in this part of the world, and that is encouraging to us. We are bent on becoming the shining star of Africa and we will continue to make the IMO proud", he intimated.

An impressive masterpiece made of a collage and royal northern smock were presented to the Secretary General by Mr Alonsi.



# 10 DAYS WITH PIRATES

## THE STORY OF 'CAPTAIN' NDI

By Edwin Appiah



**T**he angry sound of a charging speed boat competed with the angry, stuttering sounds of guns.

These were irate pirates, bouncing hard across the waters between Nigerian and Cameroon, towards the navy ship.

The unarmed ship froze in the waters but its captain didn't. Scrambling to hide, he desperately screamed his handing over orders to Enobi, a multi-lingual crew member he had grown fond of.

'You are the captain now,' a life-saving but cowardly instruction was issued. And then, he disappeared into some bunker down there.

This was suddenly a hostage situation. Days ago, this scenario was a topic between the now-missing-in-action captain and his novice successor.

At least a week before this situation in May 2015, pirates had attacked three Cameroonian navy ship and captured one of the officers.

This is the Bakassi peninsula, a place flush with oil - and with oil, flush with conflict between some Nigerians and Cameroonians.

In 2002, after years of deadly fighting, the International Court of Justice ruled the area was for Cameroon. In June 2006, the Nigerian government signed the Greentree Agreement, finally withdrawing from the peninsula in 2008.

But after the ceding of Bakassi waters to the Cameroonian government, Nigerians who had lived there for several decades risked becoming stateless and so were given the opportunity to join Cameroon.

But reported discriminations and harassments against these Nigerians has contributed to some low-level insurgency in Bakassi. A motley group of money-grabbing rebels now occasionally trouble ships. That is how the kidnapping of a Cameroonian naval officer by some pirates became the subject of conversation between Enobi and his captain friend on board the ship, Comatrans, a company operating in Cameroon.

The captors of this Cameroonian had demanded a ransom from the government for his release. But big bureaucracy meant that the naval

officer would be rotting away in some far off mangrove.

For Enobi, this recent history was to become part of his story as he witnessed first-hand, the operations of pirates within the peninsula.

Two things could get a man killed in the Bakassi peninsula – being a Cameroonian or a captain. But the man now in charge of the Comatrans ship was both.

'Where captain dey?', where captain dey? Carry money com,' the two pirates – a gun-toting and machete-wielding, red-eyed, sweaty, smelly men -jumped on board, both with outstretched hands asking for money. 'Captain no follow ship come. Na me dey drive ship,' the terrified Cameroonian boy said and immediately turned Gambian when they asked of his nationality.

He 'proved' it by speaking Fula, a dialect widely spoken in The Gambia and once satisfying the most pressing, death-sparing conditionality, the pirates moved over to the second – money.

Enobi said he flashed a 1,000-dollar peace deal. A pirate, eye-glistening but contriving to maintain a frown, said "na only this small money, you dey carry com?"

He snatched it without the other pirate's knowledge and quickly pocketed the money – stealing from his fellow thief – feigning no money



had offered. Signalling Ndid to not make a whiff of this theft, the make-shift 'captain' was led out of the ship into the speed boat, blindfolded. Enobi said he left a hapless 11-member crew on board, about a terrified 100 passengers and one petrified captain.

He said he was untied in a low-lying camp in the middle of nowhere, entering the dark world of highly organised pirates. Stripped naked, he watched some native doctors perform theatrical but terrifying incantations over him ostensibly to determine whether he bode well.

Enobi said he was introduced to a man who turned out to be the Cameroonian naval officer, declared missing a week earlier. His captivity had been longer because he could not produce a contact within the Cameroonian government to help secure his release for a ransom.

Enobi, who carried a small phone with him, said he assured the pirates he could get a contact, to which they told the naval officer, 'you are fortunate because this guy has come to save you'.

Feeling useful, the ship hand said he had hoped his own release would be quickly negotiated. But the reality of his own captivity sunk in much deeper when he was told, talks of his ransom would have to wait until 48 hours later. 'I began to cry', he said with a laugh. The Cameroonian naval officer had been crying too. Inside the camp, the officer had turned cook for his captors. According to Enobi, the pirates set his ransom at 50million Naira (GHS760,000 or \$130,000) and 150million Naira (GHS2,279,000 or \$394,000) for the naval officer. But hope for the Cameroonian officer fizzled out quickly when the pirates said, his government were unwilling to negotiate.

For Enobi, he had gotten a Gambia friend and businessman to pose as

his family member and negotiate for his release. He said if they knew he worked for a Cameroonian-based Comatrans, his ransom would have shot up, astronomically.

There were days when talks stalled or the pirates got furious because they did not think his 'family' were serious about his release. One such day, he was walked to a stake and tied because, according to the pirates, the man negotiating his release shouted at them.

### **The pirates asked him to say his last prayers. 'They said when I am finished, I should tell them....so they can shoot me.'**

His eyes blindfolded, his heart melting ahead of the bullets, Enobi said he prayed 'oh God forgive me of my sins', a prelude to his longest prayer ever. 30 minutes non-stop.

Shouting was life. Silence was death. And his increasingly exasperated captors kept asking him when he intended to finish praying.

When it eventually did, shots rang out, Enobi said. But according to the pirates, their gun missed their aim and so they simply chalked it off as meaning, today was not his day to die. Maybe it was simply a scare-tactic. Eventually his ransom was reduced to seven million Naira (GHS100,000 or \$18,000). The pirates, despite the life in the backwaters, demonstrated a taste for the finer things. They also asked for 20 pieces of iPhones and some fine wine. There was even a contract signed that required Enobi to pay them two million Naira every month.

For their side of the contract, it was a simple promise not to kidnap him again.

He was blindfolded again on the day of his release. And on this occasion, it was his happiest blindfold ever.

Mingled within the local economy, the pirates could pick up intelligence when a ransom payment also looked like a trap.

But on this occasion, it wasn't. At 3pm on June 3rd, 2015, Enobi said he opened his eyes to see a friendly face for the first time in 10 days. He was free. But not yet uhuru.

The naval officer he came to meet was still languishing in the camp. And although Enobi would no longer see him cry, he would now see the naval officer's desperate wife and family weep.

The wife, a catholic, had impressed upon her church to negotiate her husband's release.

The church had now agreed a nine million Naira ransom and they needed Enobi to now become the lifeline to the family.

Harrowed by his own experience, threatened by the pirates who daringly kept calling him for their two million Naira, he had wanted to get away from this dreary episode of calming down money-hungry pirates.

But he agreed to help the father who had been held captive in May. The naval officer was finally released in September – close to four months after his kidnapping, oscillating between hope and nope.

Enobi recalled the family crying over him after a desperate reunion. The Bakassi peninsula is still a den for pirates.

And somewhere unknown, a band of pirates made 16million Naira richer by the capture of two men, prowl around for another victim, another 'captain'.

# FROM THE REGIONAL MARITIME UNIVERSITY (RMU) STUDENTS

## Dreams, Aspirations, Fears And Ambitions

Recorded And Compiled By GMA's Afiba Asante-Darko and Randa Dei Ashie



**ADOBOLI CEPHAS ELORM**  
**MARINE ENGINEERING**

I always had the passion for joining the navy and also found engineering interesting. I craved the idea of travelling all over the world on ships. So when I was given a book which entailed tertiary school courses back in Senior High School, I discovered marine engineering could help me pursue my dream. The decision to read Marine Engineering thus informed my choice of the Regional Maritime University. Most RMU students find combining coursework with cadet training challenging and

thus if one does not manage his/her time well, excelling will be quite difficult. Though people have little knowledge about the maritime industry, there are many prospects in the field. There are opportunities in the maritime industry such as seafaring, working on oil rigs, and joining the navy. One could also work at the Port's operations as an engineer, or an officer in the engine room. Due to the universal nature of engineering, marine engineering graduates are capable of working in any institution.



**MERCY BREW**  
**MARINE ENGINEERING**

Growing up, I wanted to be an Engineer and also realized I enjoyed the sight of water. As a child, the sight of the ocean, pool and water bodies got me excited. After my research on what institution to attend upon completing Senior High School, I realized a seagoing-related engineering course was offered at RMU. It also came to my notice that RMU is the only IMO accredited institution in Ghana and the sub region. I was also motivated by my elder brother who is an alumnus of RMU. In my view, the Maritime industry is not widely known. I'll attribute this to the fact that, even though there are more women in Ghana than men, the industry has become male dominated because it has

been branded as such. In fact, some people have the belief that women in maritime are likely to remain single or have unstable family lives making the industry unattractive to females. Studying marine engineering has not been challenging because I was very determined to pursue it to the highest level. Though my class is made up of 55 males and only 3 females, our lecturers encourage us a lot to believe that we are capable of making it. My ultimate goal is to be a chief engineer aboard a ship, being a woman, I am aware I need to be outstanding and go the extra mile. I wish there is more encouragement for women to venture into the industry, because as it stands, only 24% of the entire maritime population is women.



## CHINENYE VICTOR OKECHI

### NAUTICAL SCIENCE

I chose Regional Maritime University (RMU) because I want to become a sailor and eventually a Ship Master. I come from Abia State in Nigeria which is close to Port Harcourt, an area that has lots of maritime activities, both offshore and onshore. I developed an interest in marine services and thus had to move to Ghana to pursue a degree course at RMU since Nigerian universities do not offer degree courses in maritime fields. I am currently studying nautical science; a course most students find challenging because students combine course work with cadet training. Schooling away from home for 5 years has been a little overwhelming having started off with a diploma and upgrading to a degree. In these five years my only relative who has been able to visit is my brother, and it was just once. Though I get homesick, I believe it is preparing me for the future as my dream career as a Captain will mostly keep me away from home. Maritime training is quite expensive and therefore deters people from pursuing it. Government should consider subsidizing tuition just like it does for other universities.



## MAXWELL AKYEA ASIEDU

### MARINE ELECTRICALS /ELECTRONIC ENGINEERING

I knew very little about Regional Maritime University so my dad who works at Takoradi harbour and my interest in electricals influenced my decision to attend RMU. If not for my dad, I probably would not have known about the maritime industry. In my view, the maritime industry is known to the people who revolve around it or have direct transactions within the industry. Outside this circle, very little is known. Marine Electricals/Electric Engineering is very challenging because it is a combination of courses from marine engineering and electricals coupled with laboratory sessions. I must say that it is very demanding. My motivation to keep going is the fact that Marine electricals gives a lot of options as to what to pursue in future. With this course, I can work in any industry, both on land and at sea. However, my main goal is to be at sea as that's the whole idea of "marine". Marine electricals is the future, as recently, most vessels are automated and electrically operated. In fact, the harbour practically runs on motors which are electrical. I wish at RMU we were given the opportunity to select the courses we study every semester rather than the laid out mandatory courses.



## KPORFOR MARTIN ETSE

### PORT AND SHIPPING ADMINISTRATION

My dad was an old student of RMU, he studied engineering and proceeded to become a Chief Engineer. My mum encouraged me to toe the line of my dad since none of my siblings did. Apart from my dad being an alumnus, I attended a basic school close to RMU, and that inspired me to pursue my tertiary education there. I think people know about the industry but have very limited knowledge of it. Most people think maritime is all about shipping and clearing of goods. I am currently studying Ports and Shipping Administration, a course I deem insightful because it cuts across a variety of fields. My course is versatile as it can help me work and function well in any institution I find myself. I intend to venture into freight forwarding after completing my course. The maritime industry generates a lot of money because of the role shipping plays in globalization. Even though there are so many opportunities in the industry, technology may be an impediment to these opportunities as many companies are becoming mechanized since it's cheaper to use machines than humans.

# Ecobank, leveraging technology and efficiency to market leadership

Since its establishment in 1990, Ecobank has shown consistency in leading the banking industry through technological innovations and financial performance. The bank has been at the forefront of leveraging technology to deliver flexible financial solutions to its customers. Ecobank introduced the first-ever credit card onto the Ghanaian banking market in 2007 and subsequently, many other digital financial products, which have all received tremendous patronage by the banking market. The latest of such innovations is the unique and unrivalled Ecobank Mobile, which provides users with fast, flexible, convenient, secure and affordable means to easily access financial services. Ecobank Mobile also provides a one-stop platform for performing self-service financial transactions without the need for one to visit any bank branch.

Ecobank is on record to have achieved the biggest bank status in 2012, just twenty-two years after commencing business in Ghana. This was a first, as no other banking institution in Ghana ever attained such a feat in such a short time. The bank has since maintained its industry dominance, closing the 2019 financial year with a balance sheet size of GHC13.229billion in total assets and GHC1.784billion in shareholders' funds. The bank also booked the largest loan book of GHS5.380billion, indicating a growth of 30% over the

prior year. This was enabled by the bank's ability to maintain its number one position in deposit mobilisation, as customer deposits grew by 28% to GHS9.728billion. Based on these, Ecobank remains the most robust bank in Ghana and the bank of choice for individuals and business enterprises of all sizes.

Besides balance sheet solidity, Ecobank is particularly noted for its enviable performance on key profitability and efficiency indicators, endearing itself to the hearts of customers, investors and financial market watchers. The bank posted a gross income of GHC1.585billion for the year 2019, a growth of 21% over 2018. The bank's profit before tax also grew by 27% to GHC642million within the same period, leading to an ROE of 24.94%, ROA of 3.36% and a much-improved cost-to-income ratio of 45.82%.

In line with its corporate mission of providing convenient, accessible and reliable financial products and services to its retail and wholesale customers, Ecobank has segmented its business into three distinct customer segments namely, the Consumer, Commercial and Corporate & Investment Banking Divisions. The bank has enjoyed leadership in technological innovations since it started operations in Ghana. Some key products introduced by Ecobank include; telephone banking,

mobile banking, credit cards, online debit cards, ATMs, point of sale terminals, internet banking, etc. Aside from these basic and generic electronic banking products, the bank has also recently launched other exotic brands that have taken the market by storm. These include;

## Ecobank Mobile

Ecobank Mobile was launched in November 2016, as a novel mobile banking application that was responsible for attracting over 1million customers to the bank within 18 months from launch. On the back of Ecobank mobile is a wide array of customer-friendly products which have also received widespread market acceptance with huge transaction volumes, due to the convenience they bring to customers. The App can easily be downloaded from the Google Play Store or App Store. Once downloaded, phone users can activate the app, using existing Ecobank account details or open a new instant online account, the Ecobank Xpress Account. Upon activating the app on one's phone, the user can start transacting business straightaway without visiting any branch of the bank. Users can pay for goods and services from a variety of stores and do online shopping, using their mobile phones. Users can also pay bills (General Payments,

utilities, travel, donations, government collections, Post-Paid Bills, School fees), top-up airtime, send money to any bank account in Ghana and across 34 countries in Africa, move money between bank accounts and mobile money wallets, amongst others. Users of feature phones (non-smartphones) can also perform these transactions by dialling \*770# and following the appropriate steps.

## EcobankPay

EcobankPay is a Scan and Pay service that is available in-store or online for MasterPass and mVISA. It is a new electronic payment option that enables customers to pay for goods and services directly from their mobile phones. All that is required is for consumers to activate the Ecobank Mobile App on their phones, select Pay Merchant, then select MasterPass or mVISA, scan the GhQR code displayed by the merchant (in-store or online) and pay for the service. Each payment must be securely authorized with a PIN. EcobankPay delivers enormous benefits for both consumers and merchants of all kinds. It is fast, secure, convenient, cost-effective, and provides a viable alternative to cash transactions. It is simply a convenient new way of making safer payments and is available at retail shops, restaurants, market stalls, mechanic shops, corner shops, food vendors, online shopping and more. Besides these, transportation service providers, including inter and intra-city bus service operators, shuttle services, taxi drivers and trotro drivers can all register for this service from Ecobank. This will afford their numerous passengers the ease of making fast and secure payments in their daily patronage of transport services across the country.

## Ecobank Express Point

Ecobank Mobile already has about 2 million customers, who perform their banking transactions remotely without the need to visit the bank. This notwithstanding, Ecobank Mobile

is working to ensure that even those who primarily use digital channels have easy access for cash deposits and withdrawals 24/7. The bank, accordingly, introduced a new agency banking concept known as Ecobank Xpress Points, by which it deploys agents nationwide to serve customers all through to weekends. This has made it possible to open over 1,500 Xpress Points (distribution points), mainly in selected Shell fuel service stations and Melcom branches across the nation. The number continues to grow, as the bank is actively signing on other oil marketing companies, vendors for ECG, GWCL, Kwese TV, retail and wholesale shops, small and medium-sized enterprise businesses, etc to work as Ecobank Xpress Point Agents nationwide. All such agents now have new opportunities for making extra incomes and, thereby, reducing inefficiencies in their operations, as they become agency points for dealing in financial services. Among the services provided at the Ecobank Xpress Points are:

- Cash deposits and withdrawals on Xpress accounts, current accounts and savings accounts
- Redeeming e-tokens
- Issuance of Cash Xpress Prepaid Cards
- Remittances (Rapidtransfer, Western Union, Ria, Money Gram, Vigo, Unity Link)
- etc.

## Ecobank Xpress Cash

The Ecobank Xpress Cash service is a cardless cash withdrawal function on Ecobank ATMs or at any designated Ecobank Xpress Point around the country. Accountholders are required to simply open Ecobank Mobile on their phones, generate e-tokens for use or forward the e-tokens to third parties via SMS, WhatsApp or e-mail. Recipients can then cash the amount at any Ecobank ATM without using a card or redeem their funds from any Ecobank Xpress Point. With this service, there is no need to panic, if you are not carrying your debit card. All you need to do

is to generate an e-token for yourself and redeem the cash at the nearest Ecobank ATM or Xpress Point. This is one of the best ways to address the needs of the unbanked population and the general public, in their everyday transactions. The ultimate aim is to transform the mobile phone into a cash payment/withdrawal tool for greater convenience.

## Ecobank Tbill4All

Ecobank, in collaboration with MTN, introduced the Ecobank Tbill4All, targeting phone users in Ghana, who are able and willing to buy Government Treasury Bills from as low as GHS5. Phone users only need to dial \*770# to register, buy and manage Treasury Bills. If you are a registered MTN Mobile Money user, you can register for the Ecobank Tbill4All by dialling \*770# and following 7 simple steps (Ecobank Mobile Users) or 6 steps (Non-Ecobank Mobile Users). Once registered, you can immediately purchase the Government of Ghana 91 or 182-day bills from your MOMO wallet to start investing. Multiple bills can be purchased to run concurrently, as may be convenient. Any of the bills can be rediscounted anytime by the owner. There is an embedded interest calculator that provides customers with indicative earnings, based on actual previous interest rates. Investors can add onto or rollover their investments at maturity, all by themselves, without visiting the bank. This product is seen by some analysts as the best tool for ensuring financial inclusion, which is one of the best ways to achieving financial freedom by the Ghanaian populace.

The digitisation agenda of Ecobank appears to know no bounds, as it has been taken to the church, where members can pay tithe, offertory and make donations to the church, using their phones. Ecobank currently prides itself as the foremost bank to employ technology for deepening financial inclusion and helping to promote Ghana's journey towards a cashless economy.



## CAPTAIN HANNAH AGGREY

The World's First Female Maritime Educator.

By Edwin Appiah

---

The ship had docked at a port at America's sprawling shores, inviting a throng to check out the latest cargo.

But this ship was thronged by people who wanted to check out the captain.

A Ghanaian, actually.

And in a racially segregated America, Captain Hannah Aggrey was their 'yes we can.'

Back then, she was their Barack and because she was a she, she was also their Michelle.

As Captain Hannah stepped out of the ship, her white navy regalia, the golden ropes along her shoulders, her focused cap – she shattered a glass ceiling.

Oh so it was true. The captain was indeed black and indeed a woman.

Here was a Ghanaian knight in shining armour, rescuing awed American come-and-sees from a sub-conscious inferiority drummed into their psyche as their ancestors passed out on plantations centuries ago.

**“THEY BROUGHT US GIFTS,” CAPTAIN HANNAH RECALLED HER SURPRISE CELEBRATION IN A FOREIGN LAND AS SHE SAT DOWN TO EXPLAIN HOW COME SHE BECAME PART OF GHANA'S FIRST FIVE FEMALE SAILORS.**

Born 1958 into a family of eight, Hannah Aggrey's great grandfather was the renowned Dr. James Emman

Kwegyir Aggrey. The man whose words, broke the male-only Achimota School into a co-educational institution after he told the governor;

“The surest way to keep a people down is to educate the men and neglect the women. If you educate a man you simply educate an individual. But if you educate a woman, you educate a whole nation.”

And so these words bouncing around the world and ringing through the family, Hannah Aggrey had been psyched for stone-gathering exercises to break glass ceilings. What a place to break it! The sea.

Off she went to school in an educational system which for most women was shaped like a sort

of pyramid. While relatively larger numbers went to school, many young girls would drop out to fill conservative gender roles as the academic cycle progressed.

So moving up the ladder, female participation petered out, tapered off at the top. That's how come Hannah was the only female in her Sixth Form science class at Tarkwa Senior Secondary School.

Sitting with boys in a science class, she said she developed a sort of tomboy attitude.

"That's how you can enjoy and work with the boys," she said.

And that was in this class that the boys told her of a certain nautical college (now Regional maritime University) where students were trained to work at sea. She was quite prepared to pursue a career around male-dominated environments.

If she was to become a medical officer - one of her dreams - her strong preference was to work as a doctor in the military, a male-dominated environment. So she applied to Kwame Nkrumah University of Science and Technology (KNUST).

If she was to stay in the Western region to continue her education, her strong preference was at Tarkwa School of Mines – once again a place seemingly reserved for men.

And if she was to go to Accra for further studies, her animated friends and the sea at Takoradi winked at her to go to a lesser known Nautical College, once again an unconventional choice for the young woman.

"My village is by the sea. I am from Kuntu. It is just near Saltpond. We

have a lake in my hometown," she traced how the sea had been stalking her as a career path even if she didn't know it.

The dice of fate fell at nautical college and that was where she nailed her colours to the mast.

Some of her mates from Sixth Form class together with whom she took the entrance examinations and interview at the nautical college passed. The college was managed at the time by Norwegian who applied strict rules and high standards in the conduct of these exams and selection interviews.

She passed. She was one of two ladies that year who gained admission into the nautical college. The other woman was Mercy from Wesley Girls, she recalled.

Given the freedom to determine the course of her destiny, Captain Hannah says her father, a staff at National Vocational Institute and mother, an established Takoradi fish monger, cheered her on like biased spectators at the passionate game of her own life. That's how she went through her diploma education at Nautical College, a highly practical programme with lessons from the books and the docks. Another biased spectator joined and cheered her on. A young man studying her in addition to his [course] at Kwame Nkrumah University of Science and Technology.

Those were the days when the post-office was their Mark Zuckerberg and letter-writing was not a pre-historic mode of conversation.

The two lovebirds would go on to marry after a courtship of keeping away with a ten-mile bean pole.

Hannah Aggrey recalled the level of

understanding her husband invested in the marriage.

Her husband, as stationery as the sun, was the pivot that allowed Hannah to roam free across the seven seas.

Working as a computer engineer at the Volta River Authority, whenever he got wind of Hannah's ship coming to dock in Accra, he would schedule his leave to coincide with her arrival.

"By the time my ship ties up, he is there" she said and paid tribute to the man who is now late.

Hannah explained the support of her family, her mother and sister, and husband helped her after she gave birth to her two children as she hanged her fins for more than a year at a time.

In the more conservative '80s and '90s, not many women were supported to push through a career, she shared her observation. But with the genetic heritage of Mr. Kwegyir Aggrey running through her blood, Hannah was determined to keep charting virgin territory.

She would enroll for the World Maritime University in Sweden and find to her surprise that she was the first female marine student ever to be admitted there.

Unconscious of her own achievement, Hannah said she was surprised when while attending an international conference, this feat was blasted from the microphones for an audience who shifted their gaze and locked in on her. Getting feted around the world on her numerous travels gradually became second nature.

Like how some local newspapers in the US would feature her after Merchant Navy Captain Hannah

# PERSONALITY PROFILE

Aggrey docked on their shores. "A family came and gave us a hand dryer...it was surprising", she recalled the reception she received in America. She said she was also given a gold chain.

"I still have a gold chain I am keeping," she said.

Like the Ghanaian woman, Captain Vamont, before her, she said she also helped dismantle the perception that a woman cannot captain a ship as large as a 7,000-passenger ship.

Explaining the career ladder in the maritime industry at the time, Cpt. Hannah Aggrey said after nautical training, graduates became cadets and needed three years of sea service to start working your way up.

From Fifth Officer, Third Officer, Second Officer and later Captain. She said she attained Second Officer during the glorious days of the Black

Star Shipping line, the government's shipping company set up under first president, Dr. Kwame Nkrumah.

But after the imminent collapse of the shipping line, she joined private shipping companies and there were several in need of her services. One of them was a Las Pamas-based company where she was promoted Merchant Navy Captain.

A captain, she explained, is responsible for the ship, ensuring the ship is well balanced and taking critical decisions at sea such as during a storm.

Water could enter the ship, fire could break out, some naïve recruit or passenger could collapse due to sea sickness. Every critical situation is the captain's call. It is said the captain is the last to abandon ship.

Captain Hannah Aggrey spent a cumulative 20 years at sea, seeing

70% of the earth many can only watch on the National Geographic channel.

She finally hanged her fins in 2000. Since then, Merchant Navy Captain Hannah has been lecturing at the Regional Maritime University, formerly Nautical College, becoming the binoculars through which a new generation of students can see the sea behind a desk.

She is back to the ground where she gathered stones to throw at glass ceilings.

At 62, and retiring, Captain Hannah, looks into her metaphorical pocket for some more stones.

But with a thrilling sense of accomplishment, she has laughed and noticed, her stones are finished. For she has given her all, keeping alive her signature statement, TLIMS ( The Lord Is My Sherperd).



**A meaningful life is one planned with the future secured with life insurance;**  
**Get the needed peace of mind with GLICO LIFE's specially designed products:**

- ✓ GLICO End of Service Benefit
- ✓ GLICO Education Endowment Policy (GEEP)
- ✓ GLICO Deposit Administration Scheme (DAS)
- ✓ GLICO Group Comprehensive Plan (GGCP)
- ✓ GLICO Funeral Policy
- ✓ GLICO Life Savings Plan (GLSP)
- ✓ GLICO Life Guaranteed Plan (GLGP)
- ✓ GLICO Critical Illness Plan (GCIP)
- ✓ GLICO Travel Insurance Plan (GTIP)
- ✓ Anidaso and Edwa Nkosuo Micro Insurance Products.

t: +233(0) 302 218 500 / 0202 222 113 / 0302 246 142  
e: customerservices@glicogroup.com / sales@glicolife.com  
w: www.glicolife.com

Follow us on    



**Your Satisfaction  
is all that matters!**



# NATIONAL HYDROGRAPHIC

## OFFICE OPENED IN GHANA

By  
Kwaku  
Ahenkorah, GMA



**G**hana has joined the elite league of countries with a dedicated National Hydrographic Office after unveiling the much-awaited centre of hydrography at the head office of the Ghana Maritime Authority.

The establishment of the Ghana Hydrographic office is a requirement of the International Hydrographic Organization (IHO) of which Ghana is a member.

The IHO is an inter-governmental technical organization that co-ordinates the activities of national hydrographic offices, sets standards in order to promote uniformity in nautical charts and documents. It also issues international best practices and provides guidelines to maximize the use of hydrographic information from geospatial data, bathymetry, safety of navigation, oil exploration and drilling rigs and many more.

In 2019, Parliament ratified the Convention on the International Hydrographic Organization (IHO).

Speaking at the ceremony to open the Ghana Hydrographic Office (GHO), the Director General (DG) of the GMA, Mr. Thomas K. Alonsi, said the office consolidates Ghana's role in the arena of international hydrography.

He said as a coastal state and a signatory to the International Convention on the Safety of Life at Sea (SOLAS), Ghana was obligated

to provide hydrographic and nautical services for the safety of navigation and the protection of the marine environment.

Mr Alonsi said the National Hydrographic and Oceanographic Committee (NHOC), was formed – as recommended by the IHO - to “formulate national hydrographic standards, develop a database and co-ordinate hydrographic activities to avoid duplication of work by the various agencies.”

He emphasized the “NHOC supported Ghana's efforts for the ratification of the IHO and I am happy to formally announce that Ghana is now a member of the IHO. Through Ghana's IHO membership we have moved from the observer status to become members of the East Atlantic Hydrographic Commission (EAtHC).”

Being a member of EAtHC required Ghana to have a national hydrographic office to serve as the central point for the collation of hydrographic, oceanographic and relevant marine data for the production of nautical charts as well as dissemination of maritime safety information.

The Vice-President of the NHOC, Ing. Isaac Koranteng Yirenkyi, praised GMA for the sense of urgency it attached to getting up the GHO the office set up to facilitate hydrographic activities. “I thought setting up Ghana's hydrography office was going to be

possible even by 2025, but here we are; having it unfold before our very eyes in 2020. To have acquired it during this era of Covid-19 makes it a greater achievement,” he stressed.

Mr. Yirenkyi who also represents the Ghana Ports and Harbours Authority, said, “As a committee, we will prove Ghana can produce its own charts shortly since this will give us the impetus to go forward. On behalf of my colleagues, I thank GMA for this initiative.

Members of the NHOC who also witnessed the occasion were Nana Adusei Poku, Lead Geomatic Engineer with GNPC, Captain Darlington Newton Akrofi from the GMA, Takoradi office, Captain Adjetei from Regional Maritime University and Dr. Isaac Oppong from the Petroleum Commission.

Also present was Mr. Yaw Antwi Akosa, a Deputy Director General (Finance and Administration), and Ms. Marilyn Eghan, head of Hydrography, both at GMA.

The Ghana Hydrography Office is furnished with high performance supercomputers and powerful workstation laptops, a plotter, and the requisite software. Ghana joins the likes of South Africa, Morocco, Tunisia, Nigeria, Egypt, who are torchbearers on the African continent when it comes to co-ordination of hydrographic data for marine-related decision making.

# SEAFARER'S TRAINING, EXAMINATION AND CERTIFICATION

By  
Awudu  
Enusah, GMA

One of the most essential elements in shipping is the human element. To ensure a safe and efficient shipping environment, the competence of the Seafarers must be treated as utmost priority. This is so because they directly influence amongst other things, the safety of life and property at sea. This competence is largely based on the training, examination and certification of Seafarers. A Seafarer has been defined by section 481 of the Ghana Shipping Act, 2003 (Act 645) as any person employed or engaged in any capacity on board a ship.

One of the core mandates of the Ghana Maritime Authority (GMA) is the training, examination and certification of Ghanaian Seafarers, which it executes with the assistance of the Regional Maritime University. The training and certification are conducted in accordance with the International Convention on the Standards of Training, Certification, and Watchkeeping for Seafarers (STCW) 1978 as amended, and Ghana Shipping (Standards of Training, Certification and Watchkeeping for Seafarers) Regulations, 2016 (L.I.2229). L.I.2229 absorbs the STCW Convention which establishes the minimum basic standards on training, certification and watchkeeping for Seafarers internationally.

The Seafarer occupation is one which is opened to all who have attained the age of sixteen years (16) and above. As such, anybody, female or male, may become a Seafarer if the person so desires. The person however has to meet the basic requirement through training, for the issuance of the minimum basic certificates which are:

1. Personal Survival Technique
2. Fire Prevention and Fire Fighting
3. Elementary First Aid
4. Personal Safety and Social Responsibilities
5. ISPS

These operate as the minimum requirement for the issuance of the Seafarer Discharge Book, which may be likened to a driver's licence and is subject to renewal every five (5) years. These documents by themselves will qualify one to be an Ordinary Seafarer (OS) and sets the tone for the achievement of high ranks in the seafaring profession. In all of this, there is, however, a caveat; the person must be declared as medically fit by one of the recognized health practitioners enlisted by the GMA.

Depending on one's goals, achievements and experience, a person may apply for other certificates. There are two major categories of certificates: Certificate of Proficiency (COP) and Certificate of Competency (COC).

Seafarers desirous of obtaining valid Ghanaian COCs and COPs are required to meet certain requirements as stipulated in L.I. 2229. These include the successful completion of approved training programmes or courses or the completion of a specified period of seagoing service or both, depending on the certificate being applied for. In pursuance of this requirement, the GMA conducts examinations and issues CoCs to Seafarers trained at approved Maritime Education and Training Institutions



(METIs). The Authority currently has only one approved METI, namely the Regional Maritime University.

There is also room for persons of eighteen (18) years and above with interest in cooking. Persons desirous of working as cooks on a vessel are required to successfully undertake specified courses in recognized catering institutions to qualify them to be issued a Cook Book. The Cook Book operates as proof that the individual has, to the satisfaction of GMA, qualified to work on a vessel in the capacity as a Cook.

The GMA, pursuant to Regulation I/10 of the STCW Convention has implemented measures through Memoranda of Understanding with 38 major ship owning countries, to recognize STCW certificates issued by or under the authority of the other Party. This operates to the advantage of Seafarers with Ghanaian CoC, as they have a variety of ships and countries to work with. Documents/Certificates issued by the GMA

- 1. Certificates of competency**
- 2. Certificates of Proficiency**
- 3. Certificates of Endorsement**
- 4. Seafarer's record book and certificate of discharge**
- 5. Cadet record books**
- 6. Seafarers Identity Document**
- 7. Seafarer medical fitness certificate**

## SHIPPING SERVICES PROVIDERS

In line with its statutory mandate, the Maritime Services Division of the Authority maintains a register of all licensed Shipping Service Providers (SSP). The register can be

accessed via our website, [www.ghanamaritime.org](http://www.ghanamaritime.org), and shipowners are advised to deal with licensed service providers only. SSPs include Freight forwarders, Ship bunkering companies, Scanning companies, Barge service operators, Reception facility operators, Service boat operators, Stevedoring companies, Off-dock terminal operators, Shipping line agents, Shipping agents, Ship chandlers, Private marine Surveyors, etc.

The Office is responsible for maintaining Ghana's standards by means of audits and accreditation of Maritime Education and Training Programmes, Institutions and Marine Safety equipment.

## Seafarer Safety and Welfare

The safety and welfare of Seafarers are at the heart of GMA. The GMA thus take its responsibility for seafarer health, safety and welfare issues on Ghanaian and foreign flagged vessels in Ghanaian ports including vessels operating solely within Ghana's maritime jurisdiction very seriously. To this extent, every vessel calling at the ports of Ghana are inspected, there has been the development and implementation of national safety programs. Additionally, there is a robust process for the lodging of complaints by Seafarers and the settlement of Seafarer issues by the GMA.

Admittedly, there is a growing interest in automated vessels, that notwithstanding, the human element in shipping remains pivotal to the safety life and property, as well as the marine environment. As such, the training process of our Seafarers is vital to prepare them for the challenging, yet interesting experiences awaiting them.

# WOMEN IN FISHING

## DISCRIMINATION, DISREGARD, DISRESPECT

By Maritha Soum Adaare (BA, LLB, BL, LLM), GMA



**“Behind each fishing boat there is a woman”**

**-Legal recognition of women’s contribution in fisheries and aquaculture in the European Union**

The fishing sector is a major source of livelihood to millions of people across the globe. According to a report by the Food and Agriculture Organization (FAO), an estimated 54.8 million people are engaged in the primary production of fish.

Fishing makes a vital contribution to global food security and is a major source of employment. However, the general perception about the fisheries industry, coupled with its high energy, male-dominated labour has effectively confined women to the roles of processors and marketers of fisheries products.

Just like any other sector, the maritime industry, particularly the fishing industry is male dominated. Nonetheless, women continue to thrive and act as the cornerstone of the industry and as women continue to thrive in every sector, a new report by the United Nations’ (UN) Food and Agriculture Organization (FAO) shows that about 50% of persons engaged in aquaculture are women. The job

description in the fisheries sector is mainly influenced by the social, cultural and economic backgrounds of fishers, leading to the division of labour being often skewed towards a dissimilar, yet complementary manner. The gender relations differ significantly and are largely based on fiscal status, power relations, and access to productive resources and services. (FAO, Promoting gender equality and women’s empowerment in fisheries and aquaculture).

Women in both artisanal and industrial fishing perform pertinent roles at every stage, i.e. post-harvest, harvesting, processing, marketing and preparation. These are vital roles in the fisheries industry but regrettably persons involved in these activities do not fall within the definition of a fisher. For instance, per Article 1 of the Work in Fishing Convention, 2007 (No. 188 Convention), a fisher “means every person employed or engaged in any capacity or carrying out an occupation on board any fishing vessel, including persons working on board who are

paid on the basis of a share of the catch but excluding pilots, naval personnel, other persons in the permanent service of a government, shore-based persons carrying out work aboard a fishing vessel and fisheries observers”.

The above definition thus excludes the majority of fishing activities and imperatively, by extension, the majority of women who contribute to the sector. This definition fuels the disregard for women who carry out various unpaid pre- and post-harvesting tasks. The majority of fish processors along the West African coastline are women. These women undertake multiple tasks such as ensuring the availability of fish all through the year, particularly during the lean season, by means of fish preservation (smoking, salting, and curing). These roles are not trifling and just as men, the role of women is key as they equally have a lot to lose if the industry fails, yet they have very little say over fishing practices.

The NO.188 Convention which has as its core objective to ensure decent working conditions for fishers on board fishing vessels is loudly silent on basic needs of every woman, i.e. maternity leave, protection of their lives at sea, etc. The Convention which sought to incorporate various relevant working conditions fails to specifically address women's special needs, such as maternity benefits and employment protection as women are at risk of losing their slots/jobs during or after pregnancy.

The existence of unequal remuneration and access to finance between men and women is nothing new, and this discriminatory malaise shows itself in the fisheries sector in pay inequities. Per the FAO, some West African countries including Ghana, have to a large extent normalized the engagement of women in low-paid jobs. This ranges from offloading the catch of the day, to smoking, drying and processing of the catch and even transforming fish waste into valuable substance. Comparatively, women are more likely to face issues associated with access to fiscal assistance for business development, and expansion.

The No.188 Convention fails to provide specific provisions to address the issue of unequal remuneration. Hence, the absence of such a provision places the burden on States to incorporate same when domesticating the Convention. The question needing to be answered though is, what happens to women in monist countries?

Sexual discrimination, gender-based violence, harassment and victimisation are prominent issues women face at various work places, yet the No.188 Convention fails to specifically address this issue thus making it difficult for women to voice out their concerns when such issues arise and to seek protection under the law.

According to Nisha Varia, a women's rights advocacy director at Human Rights Watch, persons who are often exposed to marginalisation due to inter alia; their sex, race or sexual orientation are often at higher risk of viciousness with little to no access to help.

The international community continues to brainstorm and develop initiatives to boost women participation in fisheries. According to Rushanna Marks of the Guyana Maritime Authority, the recognition of women as an important factor in economic growth and poverty reduction, has influenced the provision of equal rights for women as men in various legislations and policies in recent years.

These include the World Conference on Fisheries Management and Development, 1984 which adopted a strategy recognising the important roles women play in artisanal fisheries. Similarly, the FAO for the first time in 1995, through the adoption of the Voluntary Guidelines for Securing Sustainable Small-Scale Fisheries in the Context of Food Security and Poverty Eradication, recognized the pivotal roles women play in the small-scale fisheries sector, which also stressed the need for recognition of women's rights. More recently, the International Maritime Organization (IMO) at the International Conference of Women in Fisheries in 2018, drew attention to how women in the sector should be trained, while highlighting its readiness to provide technical support for women in the maritime sector.

Narrowing down to Ghana, the country is blessed with many resourceful, strong and resilient women in various sectors and the Ghanaian women in the fisheries industry stand tall amongst them, as they continue to thrive in the industry. Sadly, but quite interestingly, women who have been marginalized to pre-harvest and post-

harvest activities, are the ones who own some of the boats/vessels used by the men for harvesting.

The various issues highlighted herein, quite sadly, prevail in Ghana's fisheries sector. The sad reality is that, women are often underestimated and overlooked. Needless to point out, the time has come to give women their due. As usual, women are often limited to household chores and are called upon often as second options during difficult times, such as the inability to pay wages of other crew members.

Some have argued that the fishing vessel is no place for a woman due to its structure, nature of the activities and the kind of lifestyle exhibited there.

This assertion may be partly accurate, however, my question is, are not all lives equal and important? Why not make our fishing vessels/boats safe for women, too? Why not make the fishing activity safe?

**“I KNEW I WOULD NOT HAVE THE PHYSICAL STRENGTH OF MEN, THEREFORE I EQUIPPED MY BOAT WITH MECHANICAL TOOLS AND NEVER HAD PROBLEMS TO HAUL THE NET. I HOPE ONE DAY THE PROFESSION WILL BE MORE OPEN TO WOMEN”-**

**Scarlette Le Corre, French fisherwoman (Le Monde,2014)**

## GMA facilitated a successful crew change for seafarers during the lockdown



## Day of the Seafarer marked in a rather low-key manner with strict adherence to COVID-19 protocols



GMA staff trained on Fire preventive and safety measures



# OPERATIONAL PERFORMANCE



**T**he Corona Virus pandemic had a significant negative impact on the operations of the Ghana Maritime Authority (GMA) in the year 2020. Areas affected include seafarer training, examination and certification. This notwithstanding, the Authority was able to meet, to an appreciable level, its set targets for the year.

In line with its mandate, the Authority reviewed some draft regulations including; Draft Ghana Shipping (Cabotage) Regulations, 2020; Draft Ghana Maritime Authority (Fees and Charges) Regulations, 2020 and Draft Ghana Shipping (Carriage of Containers) Regulations, 2020. As at the end of December 2020, these Regulations were still with the appropriate Parliamentary Select Committees waiting to be tabled before the plenary of Parliament to be passed into law.

The Authority has consistently

prioritized Search and Rescue (SAR) operations by engaging stakeholders to undertake activities aimed at providing assistance to vessels and persons in distress at sea. In 2020, a total of forty (40) SAR incidents involving various ships were recorded.

A total of seventeen (17) vessels were added to the Ghana Ship Register in the review period, making the number of fleets on the register two hundred and forty-one (241) vessels as at the end of 2020. The Authority surveyed and inspected seventy-two (72) vessels that fly the flag of Ghana in 2020. With this, fishing vessels constituted the majority of inspected vessels while Crew and Tug boat Vessels formed the least. The Authority also inspected one hundred and seventy eight (178) foreign vessels that called the ports of Ghana to do business during the year 2020. As part of its security measures the Authority collaborated with the Ghana Navy and the Marine Police to arrest

suspicious vessels and persons involved in illegal activities within the ports and the entire maritime domain.

During the review period, Ghana recorded six (6) piracy incidents which indicate a 100% increment of the record for 2019 which was three (3). Ghana's six (6) cases represent 17% of the total of seventy five (75) cases recorded in Gulf of Guinea within the period under review. Piracy in the Gulf of Guinea also increased from 66 to 75 incidents. Situations where pirates succeeded in shooting, boarding and hijacking vessels declined in the first half of 2020. Rather, there were attempts by pirates to attack the vessels. The increase in pirate attacks in the territorial waters of Ghana and the Gulf of Guinea as a whole could in part be attributed to the COVID-19 pandemic.

One hundred and forty five (145) operating and safety permits were issued to companies and vessels to



operate various offshore activities in Ghana's territorial waters. The Authority undertakes MARPOL inspections to prevent vessels from polluting the sea. In the year under review, a total of one hundred and sixty-three (163) ships were subjected to MARPOL inspections at the Tema and Takoradi ports. The Authority also issued bills to three hundred (300) vessels that engage in bunkering activities.

To ensure that the safety measures put in place are effectively enforced, the GMA collaborates with the Ghana Navy by deploying the Naval Task Force (NTF) to major boat centres (landing beaches) to ensure compliance to safety regulations. The Authority keeps a record of boat accidents as reported to it and further conducts investigations into the causes of such accidents on the

inland waterways as and when it occurs and recommends appropriate measures to avoid future occurrences. The year 2020 recorded seven (7) boat accidents on the Volta Lake. There were thirty-seven (37) casualties and 12 deaths recorded.

As indicated, the Covid-19 pandemic saw a significant decrease in the number of certificates issued and eligibility applications during the period under review. The Authority issued a total of 1,831 certificates to seafarers for the year 2020. Out of this figure, 21% (383) were certificates of competency while 79% (1,448) were certificates of proficiency.

The Authority also issued a total of 1,085 new biometric discharge books in 2020. Six hundred and seven (607) Seafarer Identity Documents (SIDs) were also issued to seafarers.

The SIDs will grant them access, especially to commonwealth countries without first obtaining visas. The SIDs, therefore, facilitates travelling procedures for Ghanaian seafarers with competency to work on foreign vessels in the industry where their services are required. The Authority monitored and facilitated the placement of 732 seafarers on various vessels in 2020.

The period under review saw the continuous implementation of some capital intensive projects by the Authority. These include: Acquisition of Search and Rescue (SAR) Boats; Head Office Building; Tema Office Building; Takoradi Office Building; Renovation of Marine Police dormitory at Anyinase, Western Region; Procurement of Trash Skimmers; Removal of Tree Stumps and renovation of Axim office.

**Table 1: Summary of Operational Performance – 2020**

<b>SUMMARY OF OPERATIONAL PERFORMANCE - 2020</b>				
<b>INDICATOR</b>	<b>NUMBER RECORDED</b>			
	<b>2020</b>	<b>2019</b>	<b>CHANGE</b>	<b>% CHANGE</b>
Search and Rescue (SAR)	40	45	-5	-11%
Ship Registration	241	225	16	7%
Flag State Inspection (FSI)	72	159	-87	-55%
Certificates issued to Surveyed Ships	210	412	-202	-49%
Port State Control (PSC)	178	169	9	5%
Piracy (GoG)	75	66	9	14%
Piracy (Ghana)	6	3	3	100%
Operating and Safety Permits	145	147	-2	-1.4%
MARPOL Inspections	163	-	-	-
Bunkering	300	-	-	-
Boat Accidents	7	5	2	40%
Injuries	37	17	20	118%
Deaths/Losses	12	7	5	71%
Certificate of Competency (CoC)	383	689	-306	-44%
Certificate of Proficiency (CoP)	1448	1606	-158	-10%
Seafarer Discharge Books	1085	1994	-909	-46%
Seafarer Identity Documents (SID)	607	359	248	69%
Seafarers Engaged	732	2066	-1334	-65%

## SHORT SEA SHIPPING

# An Underutilized Potential for Improving Intra African Trade in the Wake of the Africa Continental Free Trade Agreement

*By Captain William Amanhyia, Regional Maritime University*



**T**he pace of economic development of a community, be it a country or continent, depends largely on the production of goods and services, as well as their movement over space. A good transport infrastructure and efficient mobility services serve to bring people together and goods to their markets. In addition, apart from the primary function of serving to relocate goods and services to centers of demand, transportation also enhances their value in the process and create wealth which is needed to run an economy. An efficient and effective means of transportation is, therefore, a prerequisite for scaling up development.

Africa's transportation needs are huge as the sector is supposed to cater for a population of more than 1 billion people in the fifty-four African states. For the sector to keep pace with anticipated rise in demand without becoming a drag on Africa's economy, major improvements in the sector's infrastructure are required to support the continent's continued economic growth. Therefore, as the African Union prepares to operationalize the provisions of the African Continental Free Trade Agreement (AfCFTA), a major issue that needs to be prioritized is how to address Africa's transport deficit and connectivity challenges that has historically been responsible for the low level of trade amongst African countries.

The United Kingdom National Infrastructure Commission, defines transport connectivity as the effectiveness of the transport network (irrespective of mode) at getting people and goods from one location to another depending on the time within which the goods and individuals can reach different destinations via the transport network. (Transport Connectivity Final Report, 2018).

An efficient transport connectivity is expected to play a crucial role in bridging the different parts of Africa enabling them to reap the full socio-economic benefits of economic cooperation and the resulting larger markets envisaged by the AfCFTA. Although there are several transport connectivity challenges associated

with transport infrastructure, two of these happen to be peculiar and particularly crucial to the African continent and might require a complete paradigm shift to enable us effectively address transport connectivity challenges facing the continent.

The first of these is what is referred to as “colonial legacy”. This is the situation that now exists on the African continent because during the colonial era, in order to efficiently promote the economic exploitation agenda of the colonial masters, the transport infrastructure in Africa was built so as to move goods directly from/to the European destinations. Thus vital lateral linkages needed to serve adjoining African countries were missing. Even during the period that was referred to as “the golden era” of liner shipping in African history, the indigenous shipping lines did not make any efforts to promote carriage of goods between African countries.

The result has been catastrophic for Africa’s transport infrastructure development since it has subtly created a mindset that has made African policy makers and academics alike somehow come to perceive international trade as trade with only non-African countries. The outcome has been that African leaders have made huge capital investments, sometimes loan facilities contracted at huge costs, just to strengthen trade infrastructure which has not benefited intra African trade. As pointed out by Enns C. and Bersaglio B. (2019), these “uneven patterns of mobility and immobility, set in motion during the colonial scramble for Africa and reinforced after independence, which they aptly refer to as ‘colonial mooring’ are significant, as they shape political reactions to new mega

infrastructure projects today and constrain the emancipatory potential of infrastructure led development”.

The second of these issues is the relatively longer distances involved with Africa which influences choice of mode when dealing with development of transport infrastructure in Africa. Because the process of flattening a round earth onto a piece of paper produces distortions in distance, direction, area, shape, or scale, there are problems with any projection chosen. As a result, Africa is bigger than it looks on most maps of the world and this usually has an influence on transport infrastructure choice. For example, though North America might look the same as Africa on a map and give the impression that if there is a railway line running from the Eastern North American seaboard to the Western it might be just as easy to do likewise in Africa, in actual fact the said distance on the North American continent is 1500 miles across, while that on the African continent from Senegal on the Western seaboard of Africa to the horn of Africa on the Eastern seaboard is almost 4500 miles across 9 countries.

Similarly, the famous classical case – the colonial story attributed to Cecil Rhodes to construct a railway line from Egypt to Cape Town is a distance of 5000 miles. Closer home, the anticipated trans West African Coastal highway which is envisaged to connect Western African countries from Senegal to Nigeria has still not been completed because it covers a distance of almost 1800 miles and is supposed to transit 10 countries. Such long distances, diverse political issues coupled with low private capital availability on the African continent demand solutions tailor-made for Africa’s unique problems.

While road and rail transport have adapted better to the needs of modern economy, the two issues discussed above threaten to overwhelm the effective use of overland carriage in Africa and limit economic growth. The transportation industry in Africa thus faces the challenge of developing an efficient and effective complement to the existing road and rail system.

One possible strategy is to revitalize Short-Sea Shipping (SSS).

## SHORT SEA SHIPPING, AN UNDERUTILIZED POTENTIAL

The modern terms short sea shipping, marine highway and motorways of the sea refer to the historical terms coastal trade, coastal shipping, coasting trade and coastwise trade, which encompass the movement of cargo and passengers mainly by sea along a coast, without crossing an ocean. The reason this mode is being advocated on the African continent is that it will be exploiting an underutilized environment which has proven in the past to be a key factor in the expansion and economic growth of several communities.



While there are many advantages with the use of short sea shipping generally, such as alleviation of congestion, decrease of air pollution, and overall cost savings to the shipper and governments e.g. Shipping goods by ship (one 4000dwt vessel is equivalent to between 100-200 trucks) is far more efficient and cost-effective than road transport, the peculiar circumstances prevailing on the African continent favour the use of Short Sea Shipping.

## THE TRANSPORT PARADIGM SHIFT

The scramble for Africa which divided up the continent into small countries endowed the continent's coastline with several ports. Up till now this has been perceived as a disadvantage. However, recognizing many such artificial divides in Africa, and the need now for a paradigm shift in the development of the continent, especially in the wake of the Africa Continental Free Trade Agreement, the proverbial principle of "Half Full Cup as opposed to half empty" should apply – Africa's numerous ports should be leveraged in a system of innovative short sea shipping networks to be effectively linked to the various regional road and rail infrastructure systems. Africa has a total coastline of almost 19,000 miles with over 100 ports along the coast. This implies there is likely to be a port within 24 hours steaming distance of another port on the African coast and most likely

situated in a different country. By deploying adequate number and proper types of vessels in various designated sectors/regions it will be possible to maintain an effective schedule of short sea vessel sailings that could be integrated with road and rail movements within the particular sector to facilitate optimum freight/passenger movement. With 38 out of 54 countries in Africa being maritime, it makes sense to seriously consider integrating short sea shipping in Africa's transport infrastructure, that is improving access to the hinterland and landlocked countries by multi-modal transport and transport corridor approaches and building inland transport infrastructure.

The use of short sea shipping is also more convenient. Ships are mobile assets in the sense that they are easy to shift to regions where they are more suitable and needed whereas both road and rail infrastructure when built are not. In addition, because short sea shipping already has an inbuilt capability to overcome gaps in the continent's cross-border road and rail infrastructure, short sea shipping is a better choice for connecting the many countries on the continent. This implies that coastal vessels can be deployed in such a manner that there can be a sailing from an African port every 24 hours – a very ideal condition for coastal shipping.

## CONCLUSION

In conclusion, as a way forward, African policy-makers should realize that improving intra African trade, both as a short and long-term policy objective is crucial and that in the short to medium run, given the anticipated expansion of intra African trade, the role of an effective transport connectivity as a catalyst for promoting free flow of goods across the continent must become a priority for the Africa Union. To this end, it is imperative that the AU ensures individual African countries set aside dedicated facilities such as ports or berths solely for coastal shipping. In addition, efforts should be made to change the mindset of African academics and policy makers that international trade also involves trade with other African countries so that adequate resources will be made available to improve the sector. Aware of Africa's many artificial divides, Osagyefo Dr. Kwame Nkrumah, the First President of Ghana and famous Pan-Africanist declared some fifty years ago that "If in the past the Sahara divided us, now it unites us". In the same vein, the African continent should now see the scramble's resulting plethora of ports as a mechanism for uniting the various small colonial enclaves that will give African people the opportunity to pool and marshal their enormous natural and economic potential for the optimal development of their continent. The AfCFTA should provide a concrete and timely mechanism to realize such continental policy commitments.

## References

1. Enns C and Bersaglio B (2019) "On the Coloniality of New Mega-Infrastructure Projects in East Africa." *Antipode* Vol. 52 No. 1 2020 ISSN 0066-4812, pp. 101-123
2. Transport Connectivity Final Report, Version: 3.4, 25/06/2018 National Infrastructure commission

# COVID-19

## CORPORATE SOCIAL RESPONSIBILITY ACTIVITIES

### Presentation of PPEs to GPRTU



The Ghana Maritime Authority (GMA) presented assorted protective equipment to the Ghana Private Road Transport Union (GPRTU) to help in the fight against the spread of the Coronavirus (COVID-19).

The items donated included giant Veronica buckets and their metal stands, gallons of hand washing soap, gallons of hand sanitizers, hand gloves, nose masks and face masks.

Presenting the items, the Director General of the Ghana Maritime Authority (GMA), Mr. Thomas Kofi Alonsi said the GPRTU was chosen because of the central role it played in moving people across the country.

“We know that the Coronavirus is transmitted through human contact and as a transport union that moves people from one place to another, these contacts are inevitable. It is for that reason that we thought we should equip the GPRTU with the important equipment that will ensure that users of our bus terminals are properly sanitized before boarding a bus to their destination,” he explained.

Supported by the Deputy Director General (Finance & Administration), Mr Yaw Akosa Antwi, and Dr Kwasi Wereko Awuah, the Director, Finance, Mr Alonsi presented the equipment to the National Chairman of GPRTU, Kwame Kumah and the Greater Accra regional chairman.

Mr Kumah praised managers of GMA for their thoughtfulness and assured that the equipment would be utilised properly.

### Donation to Health Directorates



The Authority also presented similar PPEs to three healthcare facilities in the upper east region, to aid health workers there in the fight against the spread of the virus.

Even though the Upper East Region at the time was yet to record a case of COVID-19, the Director General, Mr. Alonsi who presented the items said it was important that healthcare staff were well-equipped in order to not risk their own health while examining potential cases.

The items donated included gallons of hand sanitizers, pieces of nose masks, boxes of examination gloves and disposable gowns, veronica buckets and non-contact thermometers.

They were donated to the Builsa North Health Directorate at Sandema, the St. Lucas Hospital at Wiaga, also in the Builsa North district as well as the Upper East Regional hospital at Bolgatanga.

Receiving the items on behalf of the Builsa North Health Directorate, the Acting District Public Health Nurse, Pognab Comfort Amoako said healthcare workers in the district, were in need of more support to ensure their safety in the fight against covid-19.

Her plea was emphasized by the Upper East Regional Director of Health Services, Dr. Winfred Ofofu after he received the donation on behalf of the Bolgatanga hospital.



### Feeding Kayayei

The Authority on Easter Monday offered about 300 head porters, locally known as Kayayei, with packs of hot meals during the lockdown in the capital.

Mr. Alonsi who personally presented the food to the Kayayei, said the GMA wanted to augment the government's efforts at providing the vulnerable with decent meals.

The capital, Accra, and other parts of Ghana were locked down as part of efforts to curb the spread of the Coronavirus.

President Nana Addo Dankwa Akufo-Addo while announcing the lockdown in the capital and other cities, plans to provide the vulnerable with food daily in the affected parts of the country.

The DG of GMA said the Kayayei were the most graphic illustration of the vulnerable which was the reason the Authority decided to target them for support.

The beneficiaries were largely from Yagaba, Kubore, Loagri, and other villages in the North East region of the country.

In addition to the packs of food, Mr. Alonsi also presented a few gallons of hand sanitisers and wipes to the leaders of the Kayayei to share amongst their people.

He advised them to keep safe and limit interactions with others.

Jamila Wahabu, one of the leaders of the Kayayei from Loagri, expressed gratitude to Mr. Alonsi and the Ghana Maritime Authority for the kind gesture.

She said the Kayayei are desperate because they were no longer able to eke out a living as they did before the lockdown.

Whatever little savings they made, she said, had dried up, leaving them at the cusp of starvation, the mercy of benevolent people, and dependent on government rations.



*Alisa Hotel*  
*Tema*  
*the Meridian*



Tema is Getting a new Business Address


**OPENING SOON**  
IN TEMA

[info@alisahotels.com](mailto:info@alisahotels.com) | [www.alisahotels.com](http://www.alisahotels.com)

# *Alisa Hotel*

## *Tema*

### The Meridian




Since 1999, Alisa Hotels continue to invest in a true evolution, delivering panache and truly world-class hospitality with a distinctive new rhythm and style.

Our magnificent hotel guestrooms convey a tasteful design of the finest materials from floor-to-ceiling showcasing a sophisticated urban feel with plush picturesque views of the capital.

Inside, impeccable style, spectacular service, and a sense of intrigue defines the experience. Our guests enjoy a higher level of luxury with unparalleled hospitality and a detailed blend of Western and African amenities, including a personable and highly professional team of energized and helpful staff. Our guest services include a complimentary airport pick-up and drop-off to suit your needs.

We invite you to experience the distinctive style of Alisa conference rooms and facilities designed to accommodate small to large events with a state of the art array of technology and catering services to make your event a total success.

With 50 Upscale Rooms, Modern Conference Rooms, Restaurants, Bars and Leisure Facilities, the introduction of Alisa Hotel, Tema – the Meridian brings a new lease of life to the port city of Tema. As the hotel brandstands for quality service, the hotel will bring affordable luxury to the corporate community, business individuals, tourists and the society as a whole. Walk into Alisa Hotel, Tema– the Meridian with your family, friends and loved ones and leave with memories that will keep you coming back for more.



# COASTAL FLAG AND PORT STATES JURISDICTION

**Understanding the Rights and Responsibilities of the State within the Framework of UNCLOS** - *By Dr. Kofi Mbiah*



## 1. INTRODUCTION

Within the framework of the United Nations Convention on the Law of the Sea (UNCLOS) the State is seen as an entity of public international law. The powers of the State manifests itself in various forms. Principal amongst these for the purpose of the Convention, are the coastal State, flag State and port State. An appreciation of these powers is deeply rooted in the

three incarnations of the State. The powers of the State as enshrined in UNCLOS, span a very wide spectrum but can conveniently be classified under juridical authority, rights and control exercisable by the State. The exercise of the powers of the State through the legislative and enforcement or regulatory jurisdiction, provide a basis for the role accorded the State under UNCLOS.

The evolution and ascension of the Grotian doctrine of the 1600s which enjoyed a pride of place in its era, suffered contraction in later years with the increased crave by States for territorial domain, mainly triggered by advancement in technology creating possibilities for enhanced exploitation of the natural resources of the sea. UNCLOS adopts both functional and zonal approaches as jurisdictional attributes of the coastal State. The zonal approach has for several years been the basis for jurisdictional claims; however, in recent times the functional approach has gained ascendancy. In effect, a discussion of the zones, i.e. internal waters, territorial sea, contiguous zone, the exclusive economic zone and the continental shelf are reckoned in terms of their relationship to the high seas through their functional mechanisms.

The powers of the coastal State, in respect of its jurisdiction and control are deeply entrenched within the legal notions that border on nationality of ships, their registration as well as flag and port State control measures.

## 2. THE COASTAL STATE

### 2.1 PRELIMINARY OBSERVATIONS

A deeper appreciation of the jurisdiction of the coastal State in international maritime law as well as the responsibility, rights and obligations as they developed over time, are better set within the historical context of freedom of the seas - (mare liberum) as opposed to the diminution of freedom of the seas (mare clausum). Since time immemorial, coastal States have recognized and used the seas as a bulwark and shield for the defence of their landmass and territory. The seas were also recognized as navigational routes for the purpose of conquest of new territories and trading hence the quest to have as much of it unfettered for unhindered navigation and the exploitation of its resources .

<sup>1</sup> United National Convention on the Law of the Sea (UNCLOS), 1833 UNTS 3; 21 ILM 1261 (1982).

<sup>2</sup> UNCLOS also has extensive provisions in relation to Island States, Archipelagic States, Landlocked and Geographically disadvantaged States.

<sup>3</sup> Coastal, Port and Flag State

<sup>4</sup> In his book *Mare Liberum*, first published in 1609, the Dutch jurist and philosopher, Hugo Grotius formulated the principle that the sea was international territory and all nations were to use it for seafaring and trade.



The quest for the defence of the land territory and the sovereignty of the coastal State led to the so-called canon-shot rule which restricted the control and jurisdiction of the coastal State with respect to foreign vessels to three nautical miles.

It was not until the late 1950s, following from the first Conference of the United Nations on the Law of the Sea that coastal States sought wider limitation of the freedom of the seas culminating in the subsequent declaration of the 12 nautical mile limit of the coastal States territorial waters. Since the adoption of UNCLOS in Montego Bay, Jamaica in 1982, the control obligations, responsibilities and jurisdiction of the coastal State has now been better expressed through in most instances a codification of customary international law expressed through the *opinio juris*.

In dealing with the coastal State, the UNCLOS, ascribes to the coastal State, rights, including juridical rights and responsibilities in accordance with the various maritime zones, spelt out clearly in the UNCLOS. These are (a) Internal Waters (b) Territorial Sea (c) Contiguous Zone (d) Exclusive Economic Zone (e) Continental Shelf and (f) The High Seas (beyond national jurisdiction)

By virtue of the UNCLOS, specific legislative and enforcement powers have been provided for in respect of the coastal State depending on the maritime zone in question.

## 2.2 INTERNAL WATERS

As the name suggests, internal waters are waters enclosed within the territory of the coastal State. Being within the territory of the coastal State, the enjoyment of the full powers of sovereignty which a State possesses under international law are applicable. In this regard,

the coastal State has powers for the enactment of appropriate legislation to safeguard and exercise its sovereignty. Thus, acts of a foreign vessel that impugn the territorial sovereignty of the coastal State are subject to the laws and regimes of the coastal State. It is pertinent to note that where the waters described as internal waters have been so designated as a result of the drawing of straight baselines enclosing waters which hitherto were not so designated, the right of innocent passage is to be granted to foreign vessels for navigation through those waters. Thus, with the exception of the right to innocent passage for foreign ships where previously unenclosed waters have gained the character of internal waters, the coastal State has the power to exercise its full sovereignty for the sake of peace, good order and security and can take action against foreign vessels that disturb or seek to disturb such peace and security.

## 2.3 TERRITORIAL SEA

The territorial sea stretches from the baselines on the coast into the sea to 12 nautical miles having been accepted under the United Nations Convention on the Law of the Sea. States had begun to claim more than 3 nautical miles which was the canon-shot rule under customary international law, hence the agreement of 12 nautical mile territorial sea by UNCLOS. The territorial sea is considered as part of the territory of the coastal State and hence the enjoyment of sovereignty by the coastal State. Even though the coastal State enjoys sovereignty within its Territorial Sea, in line with the freedom of navigation, the sovereignty of the coastal States is subject to the right of innocent passage of foreign vessels. The passage through the territorial sea by all ships including warships and sub-marines is recognized under UNCLOS.

The passage of warships must not disturb the peace and good order of the coastal State and submarines must navigate on the surface and show their flag. Passage is defined as innocent if it is not prejudicial to the peace, good order or security of the coastal State. There are a number of activities which make passage non-innocent and which are spelt out in UNCLOS. Even though the list is not exhaustive it forms the basis of determining whether the passage of foreign submarines, other under water vehicles and ships in the coastal States territorial waters is innocent or non-innocent.

### THE ACTIVITIES INCLUDE

1. **Military activities**
2. **Activities contrary to the coastal State's customs, fiscal, immigration or security regulations**
3. **Pollution**
4. **Fishing activities**
5. **Research or survey activities**
6. **Any act of propaganda aimed at affecting the defence or security of the coastal State,**
7. **Any exercise or practice with weapons of any kind and the omnibus protection**
8. **Any other activity not having direct bearing on passage.**

One of the earliest decisions of the International Court of Justice with respect to innocent passage is the Corfu channel case. On October 22<sup>nd</sup> 1946, two British cruisers and two destroyers, entered the Corfu Strait. The channel was in Albanian waters. One of the destroyers the *Saumarez* struck a mine while passing through the channel and got severely damaged. The destroyer, the *Volage*, while towing the *Saumarez* struck

<sup>5</sup> Bordin (2013)

<sup>6</sup> MV Saiga case (Saint Vincent and the Grenadines); ITLOS case No. 1 1997 and 2 [1999]  
<http://www.itlos.org/startz-en.html>.

another mine and was also seriously damaged. Forty-five British officers and sailors lost their lives and forty-two others were wounded. It was the contention of Albania that foreign warships and merchant vessels required prior authorization before being allowed passage through Albanian waters. Britain claimed that the passage was innocent and did not require prior authorization.

The ICJ held that the United Kingdom had the right of passage through international straits and that the passage was innocent even though four warships were involved. It is to be noted that this decision of the International Court of Justice is premised on the fact that the waters concerned are properly characterized as International Straits. The negotiations at the third United Nations Conference on the Law of the Sea concerning straits were as intricate as they were delicate. In the final analysis and as a compromise for accepting the 12 nautical mile Territorial Sea, four categories of straits were outlined.

These were:

- 1. Straits governed by long-standing special conventions**
- 2. Straits with central corridors of high seas or EEZ**
- 3. Straits subject to the regime of innocent passage**
- 4. Straits subject to the regime of transit passage**

Each of these categories spells out the rights and duties of the coastal State in line with other provisions of the Convention.

## 2.4 CONTIGUOUS ZONE

The concept of the contiguous zone was part of the intricate and

delicate balance achieved during the negotiation between the proponents of limited fetter and the proponents of a much wider fetter limiting the freedoms of the coastal State. Coastal States claim to sovereignty and the need to deal with economic crimes at sea supported a claim of 24 nautical miles as territorial sea where the coastal State would have full sovereignty. As a compromise and to yield to some of the demands of coastal States, a zone contiguous to the territorial sea was established and referred to as the contiguous zone. The zone permits the coastal State to enforce its laws with respect to taxes, immigration, sanitation, phytosanitary inspections and other forms of crimes committed at sea which are detrimental to the economic and security interests of the coastal State.

In effect, while the coastal State exercises its so - called sovereign powers in the contiguous zone, the zone generally has the character of High Seas, allows freedom of navigation and measures 24 nautical miles from the baselines from which the breadth of the territorial sea is measured.

The contiguous zone permits the coastal State to enforce its phytosanitary, immigration, customs and fiscal laws within the zone contiguous to the territorial sea. It is contentious whether the establishment of the zone is not superfluous as the 24 nautical miles is part of the Exclusive Economic Zone. A zone which also has the character of High Seas as far as the superjacent waters are concerned but within which a coastal State may enforce its economic and fiscal legislation with respect to customs, immigration, illegal bunkering etc. It may however

be said that the level of enforcement of the fiscal regime as well as issues of immigration and customs procedures are closely linked with the economic and security rights that appertain to the coastal State in view of the proximity of the zone to the territorial sea.

Thus, in effect, even though it is contained within the EEZ of 200 nautical miles, it has a special character when it comes to the enforcement of the coastal State's fiscal and security laws as opposed to the general resource rights enforceable under the regime of the EEZ. Within the contiguous zone, the coastal State can board and search vessels where it has strong suspicions and belief that such a vessel was committing or about to commit a crime with respect to the powers of the coastal State enunciated in Article 33. The same may not be said of the coastal States powers as regards the EEZ.

## 2.5 EXCLUSIVE ECONOMIC ZONE

The powers, rights and obligations exercisable by the coastal State are provided for under Part V, Articles 55 and 56 of UNCLOS. The zone is often referred to as a zone, sui generis meaning, "of its own kind" as it is not akin to any of the other zones deliberated upon earlier under the various Conferences of the United Nations on issues of law of the sea. It was indeed a new creation under the United Nations Convention on the law of the sea (UNCLOS) 1982.

It is a hybrid regime established by compromise as coastal States sought to acquire and protect economic rights beyond the 12 nautical mile territorial sea. Thus, it does not provide the coastal State with sovereignty over the zone but rather sovereign rights

<sup>7</sup> This therefore acts as an exception to the unrestrained powers of sovereignty of the coastal State in Internal Waters. UNCLOS Article 8 (1).

<sup>8</sup> Churchill and Lowe (1988), p. 55.

<sup>9</sup> UNCLOS Articles 2,3 and 4

<sup>10</sup> Based on the distance travelled by a cannon shot fired from the coast.

<sup>11</sup> UNCLOS Article 13

<sup>12</sup> UNCLOS Article 19 (1).

<sup>13</sup> UNCLOS Article 19.

<sup>14</sup> See UNCLOS Articles 4 to 45

<sup>15</sup> See the m.v. Saiga case, p. 2

which are permissive of freedom of navigation. The right exercisable by the coastal State in the EEZ may be placed under three categories.

- v. **Sovereign rights for the exploration and exploitation of natural resources. Secondly, the provisions of UNCLOS clothes the coastal State with jurisdiction in matters relating to the establishment and use of artificial Islands, installations and structures,**
- vi. **Marine scientific research**
- vii. **The protection and preservation of the marine environment and**
- viii. **Jurisdiction over other rights & duties provided by the convention. The coastal State is enjoined by the provision of section 56 (2) to have due regard for the rights of other states in the EEZ.**

Article 55 describes the EEZ as “an area beyond and adjacent to the territorial sea, subject to the specific legal regime established in this part under which the rights and jurisdiction of the coastal State and the rights and freedoms of other States are governed by the relevant provisions of this Convention”. The rights of the coastal State in the EEZ are more particularly spelt out in Article 56. Article 57 provides the extent of the EEZ. It states: “The Exclusive Economic Zone shall not extend beyond 200 nautical miles from the baselines from which the breadth of the territorial sea is measured”.

In examining the rights of the coastal State under Article 56, it is also necessary to look at Article 246(1) which provides coastal States with the powers to regulate, authorize and conduct marine scientific research in the EEZ and on their continental shelf. The Uniqueness of the EEZ lies

in the fact that the sovereign rights of the coastal State pertain only to the resources of the zone rather than to the zone itself .

It needs be pointed out that even though the EEZ has the character of the high seas, no State can conduct marine scientific research in the EEZ without the consent of the coastal State. The consent of the coastal State may not however be unreasonably withheld. There could also be implied consent with the necessary conditions. On issues dealing with the resolution of conflicts with respect to the EEZ, UNCLOS provides in Article 59 as follows: “In cases where this convention does not attribute rights or jurisdiction to the coastal State or to other States within the EEZ, and a conflict arises between the interests of the coastal State and any other State or States, the conflict shall be resolved on the basis of equity and in the light of all the relevant circumstances, taking into account the respective importance of the interests involved to the parties as well as to the international community as a whole. Within the EEZ, the coastal State has the exclusive right to construct and to authorize and regulate the construction and operation of artificial islands, installations and structures for economic purposes.

As indicated earlier, the EEZ is a zone sui generis. In this respect therefore other States also have rights within the EEZ and it therefore becomes imperative that these are recognized by the coastal State in order to avoid conflicts. Under UNCLOS, foreign States shall enjoy some of the freedoms of the high seas set forth in Article 87.

**These include-**

- 1. Navigation**
- 2. Overflight**
- 3. Laying a sub-marine cables and pipelines.**
- 4. Other internationally lawful uses of the sea related to those freedoms.**

It is also important to note that by virtue of article 58 of UNCLOS, articles 88 to 115, which apply to high seas can be applied to the EEZ where they are not incompatible with the articles pertaining to the EEZ. Thus, in view of the fact that the superjacent waters of the EEZ is characterized as high seas, the rights of the coastal state are restricted to the exploitation of economic resources while other states are afforded through the provisions of UNCLOS non-economic rights in the EEZ.

## 2.6 CONTINENTAL SHELF

Article 77 of UNCLOS spells out the rights of the coastal State over the continental shelf. It provides the State with sovereign rights for the purpose of exploring and exploiting its natural resources. It is important to note that these rights are exclusive as no other country may explore or exploit the resources without the consent of the coastal State. Furthermore, the convention provides that the rights enjoyable by the coastal State with respect to its continental shelf do not affect the legal status of the superjacent waters or the airspace above those waters and the rights of the coastal State must not interfere with the freedom of navigation.

## 2.7 HIGH SEAS

It is important to note that in the development of the law relating to the use of the sea, the quest for unlimited

<sup>16</sup> UNCLOS Article 56 1(b)

<sup>17</sup> UNCLOS Article 56.

<sup>18</sup> This must be read together with Articles 238 -304 which amongst others deals with the obligations of States to foster international cooperation and peaceful ends.

<sup>19</sup> Phillips (1977).

<sup>20</sup> UNCLOS Article 246.

<sup>21</sup> UNCLOS Articles 252 and 253.

freedom reigned supreme. This was borne out of the development of custom with respect to the use of the seas for its resources, navigation and for purposes of security. The concept of the maritime commons and the need for preservation and conservation led to a reformulation of the rules regarding the uses of the sea. As coastal States clamoured for more jurisdiction and control over the waters adjacent to their coasts, the fundamental principle of freedom of the seas was diminished.

Even though the fundamental principle of freedom of the seas was diminished, the freedoms relating to what was later characterized as the high seas remained unfettered.

The freedoms include -

- i. navigation and overflight.
- ii. freedom to lay sub-marine cables and pipelines
- iii. to construct artificial Islands and other installations permitted under international law,
- iv. to fish and
- v. to engage in marine scientific research.

In the spirit of the high seas being the common heritage of mankind, UNCLOS provides that the high seas “shall be reserved for peaceful purposes.”<sup>24</sup> In effect, “no State may validly purport to subject any part of the high seas to its sovereignty”<sup>25</sup> Within the framework of the common heritage and freedom of the seas, “every State whether coastal or landlocked, has the right to sail ships flying its flag on the high seas.”<sup>26</sup> This provision establishes the right to navigation on the high seas by all States and with that establishes the very important concept of exclusive jurisdiction of the flag State on the high seas.

The jurisdictional reach of the coastal State does not extend to the high seas except where there is a criminal act committed by a national of the coastal State in which case the coastal State may exercise jurisdiction concurrently with the flag State. Thus, if an offence is committed on board a vessel, it is the flag state which has jurisdiction to institute proceedings. Article 97 provides that “no arrest or detention of the ship even as a measure of investigation shall be ordered by any authorities other than those of the flag State”. Even though the exclusive jurisdiction of the flag State is entrenched in international maritime law, there are exceptions that would enable the coastal State have jurisdiction in offences committed on the High Seas. The coastal State would have jurisdiction if it has reasonable grounds to suspect that a vessel is engaged in piracy (*hostis humanis generis*), slave trade, unauthorized broadcasting or if it has reasonable suspicion that the vessel is without nationality.<sup>27</sup>

Furthermore, by virtue of Article 111 of UNCLOS the coastal State, where it has good reason to believe that a ship has violated the laws and regulations of the coastal State may engage in hot pursuit. It is however important to note that the hot pursuit may only be undertaken when the foreign ship is within the territorial sea or contiguous zone of the coastal State and may continue outside of those waters if the pursuit is uninterrupted. The coastal State may also exercise the right of hot pursuit in the exclusive economic zone *mutatis mutandis*. On the high seas, there is freedom of navigation for all vessels subject only to the exclusive jurisdiction of flag State.<sup>28</sup> In recent times, some countries have had cause to report to the International Maritime Organization (IMO) incidences of flag theft whereby vessels not registered under their

jurisdiction have been using their flags. IMO is thus taking steps to curb this creeping menace.

Under Article 110[1] of UNCLOS warships can on the high seas board another vessel if that vessel is without nationality or failing to show its flag. A vessel can also not change its flag during a voyage or at a port unless it has carried out a transfer of ownership or has been re-registered in an appropriate registry.<sup>29</sup>

The Judicial Committee of the Privy Council in the case of them.v. *Asya*, a ship with illegal immigrants on board was sighted by a British naval vessel outside Palestinian territorial waters while it was flying no flag. The ship was escorted to a Palestinian port where an application for forfeiture of the ship was granted by the District Court of Haifa. The decision was upheld by the Supreme Court of Palestine whereupon the owner appealed to the Privy Council. In determining whether the forfeiture of the vessel to the State of Palestine was lawful, the Privy Council stated per Lord Simonds: “To satisfy this test the appellant has invoked the doctrine which is called “the freedom of the open sea” alleging that under the shield of that – doctrine the *Asya* was entitled to, whatever the mission, the right to sail the open sea off the coast of Palestine. Their Lordships cannot assent to the proposition that any such right, unqualified by place or circumstance, is established by International law”. They add “For the freedom of the open sea, whatever those words may connote, is a freedom of ships which fly and are entitled to fly the flag of a State which is within the comity of nations. The *Asya* did not satisfy these elementary conditions. No question of comity nor of any breach of international law can arise if there is no state under whose flag the vessel sails”.

<sup>22</sup> Pardo, (1967).

<sup>23</sup> UNCLOS Article 87

<sup>24</sup> UNCLOS Article 88.

<sup>25</sup> UNCLOS Article 89.

<sup>26</sup> UNCLOS Article 90.

<sup>27</sup> UNCLOS Article 120.

<sup>28</sup> UNCLOS Article 87.

Where a coastal State or for that matter any State grants its flag to a vessel, the vessel assumes its nationality and hence there must be a genuine link between the flag State and the vessel. As indicated earlier, the coastal State's right of hot pursuit for infringement of its laws ceases when the vessel being pursued enters into the territorial waters of another state. International law frowns upon use of excessive force during hot pursuit as pointed out in the case of the *P m Alone*. Here a British ship registered in Canada but which was controlled and managed by citizens of the United States was sunk by the U.S Coast Guard. The ship which was suspected of smuggling liquor into the United States was ordered to stop outside U.S territorial waters of 3 nautical miles but declined. The *P m Alone* was then pursued by the Walcott and after two days joined by the Dexter which eventually fired shots into the hull and sunk the *P m Alone* leading to the death of one crew member while the rest were rescued. Upon adjudication under an Agreement between Canada and the U.S the tribunal ruled that the sinking was illegal and the US was directed to pay damages to Canada.

The right of hot pursuit is now well established under international law as indicated earlier. The right is however subject to a number of conditions which the coastal State must have regard to.

These include:

- The pursuing State exercising the right of hot pursuit must pay due regard to the equality of States principle enshrined in Article 2(4) of the United Nations Charter.
- The ship may only pursue the suspected offending ship to a distance of 12 nautical miles from its territory.
- The pursuit may only be continued

outside the territorial sea or the contiguous zone if it has been continuous and uninterrupted.

- An order to stop must have been declined or refused.
- Pursuit may only be exercised by warships, military aircraft, or ships or aircraft clearly marked as being on governmental service.
- Pursuit should cease when the ship enters its territorial waters or the territorial waters of another state.

As pointed out by Lord McNair, "when a foreign ship outside territorial waters sends boats into territorial waters which commit offences there, the mothership renders herself liable to seizure by reason of these vicarious operations". Apart from customary international law, the right of the coastal State whose territory is infringed upon is also protected by the UNCLOS and the principle applies perforce to the contiguous zone and the exclusive economic zone. It is important to note that within the EEZ, the coastal State is enjoined by the provisions of UNCLOS to promote the optimal utilization of the living resources in the EEZ. The provisions of UNCLOS also set rules for the coastal State with respect to anadromous stocks, catadromous species and highly migratory species. The coastal State is also enjoined by UNCLOS to protect and preserve the marine environment and the convention provides measures to prevent and control pollution of the marine environment.

Where a coastal State requests a warship to leave its territorial waters and the warship disobeys, the coastal State can take the necessary steps, including "a degree of force proportionate to the threat which the continuing presence of the ship presents" to compel them to leave. Indeed as pointed out by Churchill and Lowe, "States enjoy a general

right of self - defence in international law and if they are facing imminent attack from foreign vessels in their territorial sea and have no other means of protection, they may use any necessary force in order to defend themselves".

A classic case recently dealt with by the International Tribunal of the Law of the Sea (ITLOS) is the m.v. Saiga case. Here a dispute arose between Saint Vincent and the Grenadines in respect of the arrest and detention of the ship m.v. Saiga which was flying the Saint Vincent and the Grenadines flag. As a flag State, Saint Vincent and the Grenadines contended that the action taken by Guinea in forcibly arresting the ship and its crew and detaining them run contrary to the provisions of the Law of the Sea Convention and were thus a flagrant breach of Guinea's obligations to the flag State. Grenadines contended that the arrest was unjustified as the m.v. Saiga was engaged in lawful activities outside the territorial sea of Guinea, that the laws on which Guinea based its actions were at variance with the relevant provisions of the convention and that Guinea had used unreasonable force in arresting the ship contrary to the applicable provisions of the law of the sea and under international law.

Guinea contended that the arrest of the ship was lawful under international law as codified in the UNCLOS as the ship was engaged in activities in the "customs radius" of Guinea that were prohibited under its national laws. Guinea also claimed that although the ship was arrested outside its territorial sea, the arrest was in exercise of hot pursuit as provided for under Article 111 of UNCLOS. Guinea also defended the use of force by reason of the fact that the m.v. Saiga failed to obey the orders of the enforcement agencies and that in the circumstances the force applied was necessary and reasonable

<sup>29</sup> The Asya case, cited as Naim Molvan v. Attorney-General for Palestine(Asya Case), 1948 App Cas 351 (P. C.), 81 LI. L. Rep. 277.

<sup>30</sup> UNCLOS Article 91. It is however not clear what is meant by "genuine link" as the Convention does not explain it. See also the United Nations Convention on Conditions for the Registration of Ships 1986 which incidentally did not garner sufficient ratifications to enable its entry into force.

<sup>31</sup> UNCLOS Article 111.

Before the substantive suit could be heard on its merits, St Vincent and the Grenadines sought provisional Measures from the Tribunal as it contended that the vessel flying its flag had been unduly detained. The Tribunal in granting the Provisional Measures ordered the prompt release of the vessel and its crew members, the posting of a reasonable bond by Saint Vincent and the Grenadines equivalent to the amount of oil discharged and an amount of \$400,000.

In determining the substantive case on its merits, the Tribunal found for a fact that the m.v. Saiga was bunkering outside the territorial sea of Guinea but within its Exclusive Economic Zone. After consideration of all the facts, the tribunal ruled that with respect to the right of Guinea to arrest the ship, although the coastal State has the right to enforce its laws against ships operating in its waters, there are limits to the exercise of such powers in particular areas.

The Tribunal found that Guinea was not entitled to apply its customs laws to a ship which was operating outside its territorial waters and contiguous zone. It noted that by applying its customs laws to a customs radius which includes parts of the EEZ it had acted in a manner at variance with the provision of the convention. Consequently, the arrest and detention of the vessel, the prosecution and conviction of its Master, the confiscation of the cargo and the seizure of the ship were contrary to the Convention.

With respect to the claims of hot pursuit by Guinea, the Tribunal found that Guinea had stopped and arrested the m.v. Saiga in circumstances which did not justify the right of hot pursuit

in accordance with the convention. On the issue of the use of force, the Tribunal was of the view that Guinea had used excessive force during the arrest endangering human life and violated the rights of Saint Vincent and the Grenadines under international law.

The Tribunal further noted that “although the law of the sea convention does not contain express provisions on the use of force in the arrest of a ship, international law which is applicable by virtue of Article 293 of the Convention requires that the use of force must be avoided as far as possible and, where force is unavoidable, it must not go beyond what is reasonable and necessary in the circumstances”. The Tribunal also found that the coastal State had jurisdiction to apply its customs laws in its EEZ only in respect of artificial Islands, installations and structures and not “in respect of any other parts of the Exclusive Economic Zone....”

## 2.8 PORTS

The regime of ports is not spelt out in UNCLOS in respect of the powers of the coastal State. Article 11 provides for ports as part of the delimitation of the territorial sea. For the purpose of delimiting the territorial sea, the outermost permanent harbour works which form an integral part of the harbour system are regarded as forming Installations and artificial Islands and shall not be considered as permanent harbour works. In effect therefore UNCLOS does not make specific provisions with respect issues of entry into port by foreign ships. This may be due to the fact that a great majority of coastal States with ports are party to the convention on maritime ports.

Thus, entry into ports is by reciprocity with the conditions set out with respect to internal waters and territorial seas applicable.

## 2.9 REGIME OF WARSHIPS

Article 32 of UNCLOS provides for immunities of warships and other government ships operated for non-commercial purposes. The only exceptions to this rule would be instances in which the warship exhibits a hostile and confrontational posture, in which case the coastal State may exercise its right of self-defence under international law. Where no such provocation or infringement of the coastal States rights occur, it would be against UNCLOS to deny foreign warships the right of immunity when they are navigating in internal waters or when they call at a port. The coastal State cannot even intervene if the matters on hand concern crew members of a warship and has no direct effect upon the coastal State when an offence is committed on the vessel.

Even though the general right of immunity exists under UNCLOS, the coastal State may provide regulations and guidance as to the duration of stay of warships in internal waters as well as conditions for stay within the internal waters. The consent of the coastal State is thus necessary for the entry of a warship into internal waters.

Where a warship infringes the laws of the coastal State as provided for under UNCLOS, the coastal State may require it to leave its “territory” immediately and when the warship fails to do so, in the view of some writers the coastal State may use the necessary force to compel it to do so.

<sup>32</sup> UNCLOS Article 111 (1) and (4)

<sup>33</sup> UNCLOS Article 61.

<sup>34</sup> UNCLOS Articles 66 and 67.

<sup>35</sup> UNCLOS Article 192.

<sup>36</sup> UNCLOS Articles 194 and 211(1).

<sup>37</sup> Churchill and Lowe (1988), pp. 83 – 84.

<sup>38</sup> UNCLOS Article 60(2)

<sup>39</sup> ITLOS Ruling, para. 127.

<sup>40</sup> Nigeria and Ghana are parties to the Convention and Statute on the International Regime of Maritime Ports [Article 2] 1923 Dec 9, 1923 LNTS 202; The Navigable Waterways Convention.

<sup>41</sup> *Corfu Channel case*

<sup>42</sup> Naya International Treaties; The case of NML Capital Limited Vs the Republic of Argentina.

<sup>43</sup> Barcelona Convention and Statute on the Regime of Navigable Waterways of International Concern; Convention and Statute on the International Regime of Maritime Ports 1923.

<sup>44</sup> UNCLOS Article 30

This is however not provided for under UNCLOS. One can only infer from the guiding principles underpinning the development of the Convention that the position of Churchill and Lowe is in accord with international law. The issue that arises is what kind or amount of force is justifiable and whether it can be exercised regardless of the might of the State infringing the laws of the coastal State.

## 2.10 CRIMINAL JURISDICTION OF THE COASTAL STATE

In order to assume criminal jurisdiction, the effects doctrine must be applicable i.e. the effects of the crime committed should affect the coastal State or its national. The circumstances under which the Coastal State may invoke jurisdiction include:

- If the crime committed on board the ship would affect peace good order and security of the coastal State.
- If assurance of the local authorities have been requested by the Master or a Consul of the flag State.
- Illicit trafficking of narcotics drugs or psychotropic substances.

Where for any of the offences committed by a foreign ship, the coastal State has the capacity to effect an arrest and where pursuit has begun in the territorial sea, the coastal State may exercise the right of hot pursuit to the High Seas.

## 2.11 LEGISLATIVE POWERS OF THE COASTAL STATE

In accordance with the UNCLOS, the coastal State may pass legislation for-

- The safety of navigation including traffic separation schemes.
- Laws to protect navigational aids facilities & installations including oil rigs.
- Regulate the protection of pipelines and cables.
- Fishing activities.
- Preservation of the environment and control of pollution.
- Activities of marine scientific research.
- Apply its customs fiscal, immigration and sanitary laws.

It is important to add that that UNCLOS requires any such legislation developed or passed by the coastal State to be made public. While UNCLOS recognizes that the coastal State may pass and enforce these laws, it nevertheless states that the laws should not lead to a denial of innocent passage for foreign vessels and should not invoke discriminatory practices.

In spelling out the duties of the coastal State, the coastal State is prohibited from levying charges on foreign vessels for passage through their territorial waters but may do so if it renders services. The coastal State is also enjoined under UNCLOS to warn others of any dangers to navigation in its territorial sea of which it has knowledge. Where passage is deemed to be non-innocent, UNCLOS has prescribed measures that may be taken by the coastal State. These may include temporal suspension of the innocent passage of foreign ships in specific areas of its territorial sea, especially for security purposes. Action taken by the coastal State shall not block access to a strait as happened between America and Iran in the Strait of Hormuz.

## 2.12 CONCLUDING REMARKS

It is clear from the discussion above that the hitherto free seas concept very much unfettered in the realm of the maritime commons has yielded largely and indeed positively to a fettered regime reflective of the commons as a common heritage of mankind. In the years leading to the enunciation of UNCLOS, the freedom of the seas reigned supreme. It is however clear that with the coming into force of the UNCLOS, the powers of the coastal State have increased even though the freedom of navigation which is the paramount reason for the assertion of freedom of the seas has been largely maintained. This was at the heart of the delicate balance that the Third UN Conference on the Law of the Sea sought to achieve.

Now the coastal State has substantial powers with respect to an increased space of territorial sea and limited rights over a 200 nautical mile stretch including rights over the resources in its continental shelf. The coastal State's powers to legislate with respect to certain areas of the sea, to assume jurisdiction and to exercise responsibility for pollution is now immense. While the coastal State's powers in this regard has increased, there nevertheless is established by the convention a fair balance between rights and responsibilities as well as the need to keep the seas open for navigation, the laying of sub-marine cables and marine scientific research. This complements the extensive rights of all States, Landlocked, geographically disadvantaged or otherwise provided by the regime of the high seas.

<sup>45</sup> Churchill and Lowe (1988).

<sup>46</sup> UNCLOS Article 27.

<sup>47</sup> The cases of the SS Lotus and Enrica Lexis provide detailed discussion of issues on concurrent jurisdiction of the flag State and coastal State.

<sup>48</sup> UNCLOS Article 21(1)

<sup>49</sup> UNCLOS Article 21(3).

<sup>50</sup> The Australian Maritime Safety Act 1990; AMSA.

<sup>51</sup> UNCLOS Article 24

<sup>52</sup> UNCLOS Article 25.

# A SEA OF PLASTICS DROWNING AN UNCARING PEOPLE

*By Ralph Dinko, GMA*

**O**ko Anyemi is 57, a native of Ada in the Greater Accra region of Ghana. It is not an exaggeration to say Anyemi has been fishing for 57 years – his entire life. He was born into a fishing family and followed his father fishing right from childhood. It is all he knows – fishing. On one Saturday afternoon while the sun scorched with vengeance, the sea still and winds stale, Anyemi and 14 other men, most of them half his age, were pulling a web of nets buoyed by Ga communal songs. And hope. When they brought the nets ashore, the hope gave way to exasperation and anger. They had hauled a shoal of plastics and not fish. This has been their fate for some time now. They return with plastics when they go fishing. While plastics and the danger they pose to the marine environment is a global issue, the situation is particularly dire in Ghana. Almost everywhere you look, you are stared in the face by ugly scenes of plastics. Plastics have their use. We eat from them, drink from them, wear them and use them in every aspect of our daily lives. They have become an integral part of our lives- we can barely do without them. It is joked that there is a drawer filled with polythene bags in every kitchen in Ghana.

Across our ocean, a constant stream of plastic trash flows into circulation, dispersed almost everywhere but concentrating in huge swathes in the midst of global currents and breaking down into smaller pieces easily ingested by species across the marine world.

It was a horrifying scene watching fishermen from Jamestown pull out their nets from the sea. They had gone

to sea, like Anyemi at Ada, to fish but harvested a jumble of different plastics – baby shoes, water bottles, water sachet and several other single use plastics. This is the story of many other fisher folk with canoes dotted along the 550 kilometer coastal stretch of Ghana. In fact, it is a tale of desperation and frustration as fishermen watch their incomes dwindle to scary levels.

Plastics are not biodegradable material, which accentuates the enduring threat plastic waste pose to marine life lasting decades. According to marine litter statistics made available by Condor Ferries, about 300 million tons of plastic gets created yearly, and this weighs the same as the entire human population. It is also interesting to note that 100,000 marine animals die from getting entangled in plastics every year.

The United Nations Environment Programme estimates there could be as many as 51 trillion micro plastic particles in the oceans, killing fishes of all kinds.

Reports of whales being washed ashore, having ingested plastics which poisoned them, have become rampant. The industry is at the risk of losing certain species to plastic particles they feed on – extinction is eminent if something urgent is not done.

The Ghana Maritime Authority has consistently supported efforts aimed at eradicating the menace of plastics at sea. In 2018, the Authority partnered with the Environmental Protection Agency to clean beaches around Nungua,



Teshie and Tema of filth. The 2019 World Maritime Day brought together stakeholders like Women in Maritime Africa (WIMA), GPHA, Ghana Shippers' Authority, chiefs and market women from communities along the coast to rid the Independence Square Beach of plastic waste.

The Authority found out that plastic litter had dented the image of the Osu beach closer to the former seat of government. The entire beach was engulfed with filth and the stench was unbearable. Mandated to protect Ghana's marine environment and prevent pollution of the sea, the Ghana Maritime Authority took steps to save the situation. A cash donation was made to the Osu Alata electoral area to restore the beach to its former glory.

Residents in coastal communities are overwhelmed with filth and stench resulting from various activities from the mainland as beach tourism keeps dwindling. Campaigns aimed at improving the culture of reusing and recycling of plastics appear cosmetic and any hope of defeating this canker is gradually fading.

But truth is, we all could be saving the sea and its inhabitants if we decide to jettison the use of polythene bags for basic things such as shopping and wrapping food. Single use plastics fly around lorry stations and drains and end up in the sea when it rains. The average Ghanaian shopper is offered at least two different polythene bags after purchase of groceries. Health professionals have consistently warned against the use of plastics to package food such as banku, Hausa kooko and fufu but these calls have been largely ignored.

Studies from the Department of Environmental Health of the Harvard University shows that cancer causing agents are absorbed from the plastics and this could be detrimental to the health of consumers. Generally, there are several chemicals in plastics that are considered worrisome because they have been shown to be harmful to people who are exposed over the long term.

It appears the only way out of this is going green, that is, going back to the use of plantain and banana leaves to package our food. We could reduce marine pollution by gradually replacing polythene bags with beautiful, readily available and eco-friendlier banana leaves. Imagine how the aroma of the local delicacy *'waakye'* is preserved in its wrapped green leaves, and how beans retain its natural taste in a wrapped banana leaves. The traditional ways seem to be the only way forward in curbing this menace.

Market women, food vendors and super markets should resort to the use of 'waakye' leaves, banana and plantain leaves to package edibles. Doctors and health professionals all over the world endorse the use of leaves as healthy and safe for the consumers and helpful to the environment.



We live in an environment that supports the planting and growth of plantain and banana. If each household could boast of at least one banana tree, this country could be on its way to becoming a nation free of plastic litter at our beaches.

In the meantime, biodegradable bins should be provided at vantage points to collect plastic waste which could be recycled. The media should continue to drum home the need to limit plastic use and, huge incentives should be given to people who return plastic waste to be recycled.

# VOICES FROM THE MARITIME COMMUNITY

Recorded And Compiled By GMA's Afiba Asante-Darko and Randa Dei Ashie

## SOME SEAFARERS REVEALED WHAT INSPIRED THEM TO JOIN THE MARITIME COMMUNITY.



### HINEPENCE FRANCIS BORTEI

I am an Engineer; I started seafaring 20 years ago. I admired my uncle who was a seafarer so much that I decided to become a seafarer too and worked towards it. My job aboard a ship involves ensuring all engines are in good condition, checking of vessels temperature, topping up lube oil of the engine, generators and compressors as well as ensuring that the engine room is in good condition. The longest I have stayed offshore is 12 months. I love my job as a Seafarer and that's why I have stayed this long. The sea breeze, sights of sea birds and fishes are things I'll really miss when I retire. I will encourage young men to join the maritime industry if they love the job and it will pay off.



### EDEM ASUKWO AKPAN

I studied Information Technology in school but my dad and brother who were seafarers convinced me to join the seafaring business. Currently I work as 3rd Engineer aboard and my daily routine involves checking parameter of the machinery, checking noise, starting generator, and carrying out minor maintenance on auxiliary machines, compressors, pumps, sewage machinery and others. I must say that seafaring has really been rewarding. I have learnt so many skills that will be beneficial in starting my own business even when I retire from seafaring. The day I will never forget in my line of duty was when my ship encountered pirates which led to a 4-hour shoot out, but with the help of Nigerian Maritime Security we were saved. Though my job is challenging, because I have to deal with all the noise and heat that comes from the engine room, I am happy I chose this career because it has taught me to be self-disciplined, and accommodate the culture of other people and always be very judicious with Personal Protective Equipment.



### SULEYMAN MOHAMMED SAEED

I began seafaring in 2011. I used to work in the Middle East, until Ghana discovered oil. I decided to move back home to work for my country. I work within Cape 3 Points with the Productions Maintenance Team of my company. I service instruments of smaller vessels that lift and store oil. The ship is one of the safest places to work, because a lot of safety precautions are observed. My longest stay at sea is 60 days. I've had the opportunity to travel across Qatar, Nigeria and Namibia. I entreat every seafarer to save and invest for the future to change the perception that retired seafarers are poor.



## HINEPENCE FRANCIS BORTEI

**A**fter completing technical school, it was difficult getting a job, however, my dad who at the time worked with a fisheries company introduced me to the seafaring business and I have been a seafarer for almost 19 years. I am currently an Able Seaman with my longest stay offshore being 9 months. My duty involves assisting chief officers and deck maintenance, steering for pilots on board and watchkeeping for steering. What I love about my job is the travelling exposure, and the job security that comes along with seafaring. I've worked on American, Mauritanian and Belgian waters amongst others. My advice to young seafarers would be to make sure they invest money they make wisely to secure their life after seafaring.



## TONG DUNG DAVOU

**I** have 10 years seafaring experience. I was very fascinated by ships as a child, the structure and size were features I found interesting. After an excursion aboard a ship I was convinced that this is a place I want to spend most of my life. I started off as a Cadet but currently work as Deck Officer with my primary duty being navigating, observing ship position and looking out for the safety of the environment. Seafaring is a very profitable career to venture into. Apart from the gratifying financial rewards, you meet different people from diverse cultures and also get to see the world. I have worked across Cape Verde, South Africa, Congo and Ghana. I look forward to climbing to the position of a Captain through hardwork. Attributes the profession has taught me that I will carry along wherever I find myself is tolerance and being conscious of my environment at all times.



## WILLIAM SELASIE AMUYAW

**I** am a relatively new seafarer with only four months' experience. I have loved the sea during childhood, the sea is beautiful and I therefore grabbed the opportunity to be a seafarer when a Chief Engineer who saw potential in me asked if I would like to work on a ship. I work as an Oil Cleaner aboard with my duty being cleaning the engine room and any oil spillage. Sea faring is interesting. I get to learn something new every day. My first day on the ship was so scary yet funny, I nearly fell over because I was in inappropriate footwear and therefore slipped. Since that day, I have always made sure to be in appropriate clothing for work. Working on a ship has taught me to be smart and always conscious of my surrounding.

# SHIPPING INDUSTRY

C	W	H	A	R	F	A	A	P	B	K	C	O	D
A	S	M	A	S	T	I	N	E	Y	A	L	E	R
R	U	A	C	E	E	O	R	I	M	T	O	A	H
G	P	M	R	I	G	T	M	R	A	E	R	I	R
O	P	A	T	U	H	A	G	B	A	T	G	O	C
N	L	R	E	I	O	A	R	I	L	H	P	N	P
A	Y	I	R	A	N	B	U	R	S	A	S	A	T
U	C	N	M	R	A	O	R	E	U	O	S	I	C
T	H	E	I	I	V	L	A	A	L	M	E	T	R
T	A	G	N	S	Y	S	T	Y	H	U	E	U	I
C	I	I	A	B	U	N	K	E	R	L	G	D	R
A	N	R	L	S	M	O	T	S	U	C	O	U	E
L	C	O	N	T	A	I	N	E	R	Y	A	C	I
N	B	R	A	I	C	C	P	A	H	I	Y	S	M

- BERTH
- HARBOUR
- CAPTAIN
- WHARF
- BUNKER
- CONTAINER
- PORT
- MAST
- NAUTICAL
- DEMURRAGE
- TERMINAL
- SUPPLY CHAIN
- HIGH SEAS
- MARINE
- CUSTOMS
- RELAY
- DOCK
- RIG
- NAVY
- CARGO

## NAUTICAL JOKES

1. Where did Captain Hook buy his hook?

**A second- hand store!**

2. "Can you go pick up my boat? It's at the dock."

**Oh no! Is it sick? You should give it some vitamin sea.**

3. Why do pirates have such a hard time remembering the alphabet?

**They get lost at "C".**

4. Where do zombies go sailing?

**In the Dead Sea.**

5. Why is pirating addictive?

**They say once ye lose yer first hand, ye get hooked!**



Then, Now...Forever



A tradition of smiles,  
A future that's bright.

THIS ADVERTISEMENT HAS BEEN VETTED & APPROVED BY THE FDA

# BUNKERS CONVENTION IN A NUTSHELL

By **Bashiru-Dine Abdul Haki** (Ghana Shippers' Authority) & **Nafula Wakoli** (Kenya Maritime Authority)



Source Image: Office of Response and Restoration | NOAA's Ocean Service National Oceanic and Atmospheric Administration | US Department of Commerce

## INTRODUCTION

The International Convention on Civil Liability for Bunker Oil Pollution Damage (2001) (Bunkers Convention) entered into force on 21st November, 2008 with the sole purpose of ensuring that adequate, prompt and effective compensation is available to persons who suffer damage caused by oil spill when carried in ship's bunkers. Kenya acceded to this Convention on 7th October, 2015 and is therefore bound by the obligations in it.

## BIRTH OF BUNKERS CONVENTION

The 1990s saw lots of maritime pollution incidents as a result of spills that were attributed to bunker oil. States felt there was need to regulate this kind of spills and also to ensure that costs incurred in remedying the situation could be recovered, for it had been difficult for States to recover the hefty cleanup costs or compensation for damage caused (Gaskell, N. and Forrest, C UQLJ 27(2), 2008) 127. This was majorly because most shipowners did not have liability

insurance cover for bunker oil pollution and for those that had, it involved a cumbersome legal process that was also not economical.

The delegation of Australia introduced a document: LEG 96/12/1 in 96th session of the International Maritime Organization (IMO) Legal Committee which pointed out that the Pacific Adventurer incident of 2009 was the driving force behind the Australian proposal on bunker oil pollution. This vessel lost approximately 270 tons of heavy fuel oil affecting 56 kilometres of the South East coast of Queensland. LEG 96/13 explains further that the initial assessment of the clean-up cost was estimated at over USD 25,000,000 yet the limit of liability as per the Convention on the Limitation of Liability for Maritime Claims, 1976 (LLMC) as amended by the 1996 Protocol was 7,556, 400 SDRs- an amount much lower than the cleanup cost.

It is as a result of this predicament and the realization that sometimes general cargo ships carry more oil as bunkers than tankers carry as cargo that Australia submitted a proposal to the IMO Marine Environment Protection Committee in 1994 and later to the Legal Committee in 1995.

The proposal justified the need for international requirement to be set for ship owners to have effective financial security to meet their liabilities for bunker oil pollution damage; hence the Bunkers Convention which is modelled on International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC) as amended by the 1992 Protocol.

The CLC only covers pollution as a result of oil spill, including bunker oil spill from vessels adapted to carry oil in bulk as cargo (tankers) and did not cover bunker oil spill from vessels other than tankers. The Bunkers Convention therefore fills the gap in the international regime for compensation for damage caused by bunker oil pollution.

Though similar to CLC, Bunkers Convention does not apply to pollution damage covered by the CLC, whether or not compensation is payable for the same under the CLC. It therefore follows that in spite of a State being a party to the Bunkers Convention, if there is a bunker oil spill from a tanker, one cannot seek recourse by relying on the provisions of the Bunker's Convention but only the CLC (Jacobsson, 2009).

## ■ SALIENT FEATURES OF THE CONVENTION

The Bunkers Convention defines Bunker oil as any hydrocarbon mineral oil, including lubricating oil, used or intended to be used for the operation or propulsion of the ship, and any residues of such oil.

The Convention applies to pollution damage caused on the territory including territorial sea and exclusive economic zone of State Parties and also applies to preventive measures taken to prevent such damage.

The Convention is known for its three key features: Strict liability; compulsory insurance; and limitation of liability. This is a pattern which in many respects is similar to that of CLC, though there are some differences.

### A. STRICT LIABILITY

The implication of the strict liability regime is that it is not necessary for the claimant to prove that the pollution resulted from the fault or negligence of any other party but the only proof required is that the damage was caused by an incident involving the ship itself.

A major difference between the CLC and Bunkers Convention is that as much as they both are strict liability regimes, Bunkers Convention has a single-tier compensation regime with no provision for supplemental compensation above the shipowner's liability limit from an additional source comparable to the International Oil Pollution Compensation (IOPC) Fund that caters for pollution under CLC.

It is important to note that unlike the CLC whose definition of shipowner is restricted to the registered owner or person owning the ship, the Bunkers Convention defines a shipowner as the owner including the registered owner, bareboat charterer, manager and operator of the ship. This was in a bid to preserve right of recovery from other parties apart from registered

owner in view of the strict liability. The implication of subjecting the above-mentioned parties to liability is that in the absence of an additional source like IOPC Fund, it increases the chances of affected State Parties getting compensation as compared to a situation where only the registered owner is responsible and is incapable of settling the claims for damages. This may be seen as reprieve for shipowners to counter the strict liability regime.

### B. LIMITATION OF LIABILITY

In light of the strict liability regime, the Convention in Article 6 allows for limitation of liability by the Shipowners, insurance or persons providing financial security under any applicable national or international regime such as the 1976 LLMC as amended by the 1996 Protocol if ratified by a State. It is worth noting that Kenya has ratified the 1996 Protocol. The Merchant Shipping Act in Part XVII attempts to incorporate LLMC but unfortunately its limits are still based on the 1976 LLMC and therefore in need of revision.

### C. COMPULSORY INSURANCE

The Bunkers Convention provisions on compulsory insurance are similar to the provisions in the CLC and the Nairobi Wreck Removal Convention.

Article 7 of the Convention provides for compulsory insurance and stipulates State's obligations with regards to insurance or financial security which includes issuing of certificates for compliant vessels. The Convention provides that the registered owner of a vessel of over 1000 gross tonnage ought to maintain insurance cover or other financial security to cover the liability of the registered owner for pollution damage in an amount equal to the limits of liability under the applicable national or international regime- In the Kenyan case, the Merchant Shipping Act, 2009.

The Convention also makes it possible for any claim for compensation for

pollution damage to be brought directly against the insurer or other person providing financial security for the registered owner's liability for pollution damage. In this case, the defendant may limit liability to an amount equal to the amount of the insurance or other financial security required to be maintained under the Convention.

## ■ CONCLUSION

As much as Bunkers Convention establishes strict liability for all State Parties, neither the limits of liability nor the amount of compulsory insurance are uniform as it is solely dependent on either national compensation regimes or the LLMC 1976/1996 regime. In addition, without a second tier (similar to the Fund) safeguarding the availability of funds, the claimant's ability to recover is limited.

Further, the Bunkers Convention does not clearly stipulate whether environmental claims other than those related to restoration or reinstatement of the environment are included or excluded from the definition of damage and whether it prohibits recovery in relation to such claims under national law. What is also unclear is whether Article 2 (1) of LLMC 1976 covers damage from bunker oil when no physical damage has been sustained.

There is a risk, therefore, that, in jurisdictions where it will be taken not to cover such type of damage, the Bunkers Convention will establish strict liability with no limitation applicable for such claims which is obviously against the spirit of the Bunkers Convention. On the whole, it may well be that the level of many bunker pollution claims does not warrant the need for a second tier, but it is equally clear that the effect of Article 6 on limitation of liability is problematic; linkage to the LLMC may well mean that pollution claimants have to share in a rather limited fund with other commercial claimants.

## MARITIME FEATURE

# Ghana Maritime Authority secures Sulphur content test kits

By Kwaku Ahenkorah,  
GMA

The Ghana Maritime Authority (GMA) in 2020 acquired portable Sulphur test kits to check the Sulphur content of ship fuel. This is to ensure compliance with new Sulphur emission limits.

The Director General of the Authority, Mr. Thomas Kofi Alonsi, said this at a colourful ceremony at the Authority's premises to mark the 2020 World Maritime Day under the theme: Sustainable Shipping for a Sustainable Planet.

Aside carbon dioxide, the issue of seaborne environmental pollution coming from sulphur emissions have taken centre stage in deliberations among industry players in the recent past.

In 2016, Finland, a key stakeholder in the maritime industry, released details of the debilitating effects of overexposure to sulphur oxide, in a study to the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO).

The study estimated that 570,000 lives could be lost globally between 2020-2025 through respiratory diseases - if sulphur oxide emissions



were not reduced drastically. The IMO then enacted "Sulphur Cap 2020" as a result, to regulate the amount of sulphur oxide that vessels were allowed to release into the atmosphere.

Speaking at the event, Mr. Alonsi, explained the implementation of the Sulphur Cap 2020 falls within the remit and responsibility of Ghana Maritime Authority.

"I am, therefore, pleased to announce that the Authority has procured Sulphur test kits and other equipment to ensure compliance of this very important regulation through our Flag State and Port State implementation measures.

He stated that "from January 1, 2020, sulphur oxide emissions from ships have been reduced considerably with significant benefits for human health and the environment", adding "this could not have been achieved without the commitment of the maritime industry and key stakeholders throughout the supply chain."

Ghana has been at the forefront of the fight for sustainability on both the local and international scenes.

His Excellency President Nana Addo Dankwa Akufo Addo's commitment in that regard led to his re-appointment by UN Secretary General Antonio Guterres, to serve as Co-Chair of the Eminent Group of Sustainable Development Goals Advocates for an extra two years - having been initially appointed between 2017 and 2018.

In a statement read on his behalf by the Chief Director, Mrs Mabel Sagoe, the Transport Minister, Mr. Kwaku Ofori Asiamah, urged the GMA to enforce the Sulphur Cap 2020 vigorously.

**"I wish to charge the GMA to take all necessary measures to enforce "Sulphur Cap 2020" in line with the determination of the International Maritime Organization to ensure a truly sustainable planet."**

Held for the first time in 1978 to mark the 20th anniversary of the IMO Convention, the World Maritime Day celebrations are held globally every year to underscore the importance of the blue economy.





# MEET GOIL CEO

## HON. KWAME OSEI-PREMPEH

**W**ho can afford to despise small beginnings when they say that all great things have small beginnings? The story of Hon. Kwame Osei-Prempeh, Managing Director and Group Chief Executive Officer of GOIL Company Limited falls in line. Humble beginnings!

Indeed, how was anyone to know that then quiet teacher that he was, Kwame Osei-Prempeh would be rising to the heights he has today, from 1985 to 1989 when he taught at the Presbyterian Secondary School at Teshie, near Accra? Here was a very unassuming young man. But if he was modest in many ways, ambition was not one of them, his was lofty, for while he taught, he also had his sights firmly fixed on where he wanted to be, and he carefully plotted the way up. It would seem at the time that the object of his ambition was quite distant and herculean, but he did not waver, doing everything, including hawking pamphlets of commentary he had written on the English Language as a subject and also on the then mired-in-controversy over English Literature. At the time, West Africa was divided over whether Literature as a subject should remain English Literature or Literature in English since there was Literature of Africa written in English merely. He had his bite on the debate.

That ambition to make a mark saw Osei-Prempeh - born in the year of Ghana's Independence (he was born on 19 December, 1957) - now a lawyer by profession, move up the academic ladder one step at a time, having started off from the SDA Secondary School in Agona-Ashanti where he obtained his GCE Ordinary Level Certificate and SDA Secondary School in Bekwai-Ashanti for his Advance Level Certificate. He proceeded to the Kwame Nkrumah University of Science and Technology, Kumasi where he graduated with BA (Hons) degree, a Qualifying Certificate in Law

at the University of Ghana and hence to the Ghana Law School for his BL degree after which he was called to the Bar in 1990. Hon. Kwame Osei-Prempeh holds a Certificate in Legislative Drafting and Master of Arts in Conflict, Peace and Security from the Kofi Annan International Peacekeeping Training Centre.

The former Member of Parliament for Nsuta Kwamang Beposo Constituency (January 1997 to January 2013), also notes his times and membership of various committees.

**He was the Deputy Minister of Justice and Deputy Attorney General from June, 2006 to January 2009**

**Board Chairman – Ghana Supply Company, June 2002 – January 2009**

**Board Member – National Media Commission – June 2002 – January, 2008**

**Board Member – Tema Steel Company Ltd. – February 2001 – June 2004**

**Council Member – Prisons Service Council, June 2006 – January, 2009**

**Board Member – Gratis Foundation – June 2006 – January 2009**

**Public Procurement Authority – June 2006 – January 2009**

**Private Legal Practice – 1990 – 2001**

**Chairman – Constitutional, Legal and Parliamentary Affairs – 2001 – 2006**

**Chairman – Committee on Judiciary of Parliament – 2001 – 2005**

**Finance Committee of Parliament – 2001 – 2005**

**Subsidiary Legislation Committee of Parliament – 2001 – 2005**

**Chairman – Committee on Works and Housing – 2001 – 2005**

**Subsidiary Legislation Committee – 1997 – 2001**

**Committee on Works and Housing – 1997 – 2001**

**Committee on Trade and Industry – 1997 – 2001**

The humble shall be great, but the truly humble remain humble. The Bible's account of how Jesus put this truism of humble beginnings and great endings remains instructive. "But Jesus called them aside and said, "You know that the rulers of the Gentiles lord it over them, and their superiors exercise authority over them. It shall not be this way among you. Instead, whoever wants to become great among you must be your servant, and whoever wants to be first among you must be your slave":- Matt 20: 25-27.



# GRA



## ICUMS: A BRIEF OVERVIEW

The Integrated Customs Management System involves an end-to-end trade hub; a clearance management system; a cargo management system; an information management system and administration system, which makes government take total control of both security and revenue management at its entry and exit points. The main features are:

REGIME	SCOPE
SINGLE WINDOW PORTAL	Access control, contents management, e-document management, authenticity verification, strategic statistics, information provision to users for making declaration for clearance, certificate and any other usage of a single window and customs automation
SINGLE WINDOW DISTRIBUTOR	Document transfer from and to single window with both public and private entities
SINGLE WINDOW API	Application programming interface for protocols and system connection that enables direct access to the data base
SINGLE WINDOW APS	Client system for MMDAs information and certification transfer provided by the Ghana government
CLEARANCE MANAGEMENT	Import and export declaration processing, duty assessment, inspection management, e-payment management, duty collection management, security management, duty collection reporting
CLASSIFICATION AND VALUATION	Determination of tariff with HS classification and estimation of worth of goods in clearance process
RISK MANAGEMENT	Targeting management (clearance), application of various targeting techniques, integration of risk information
E-PAYMENT	e-payment management and connection with payment banks for monetary transfer
CARGO MANAGEMENT	Manifest management, entry/release management including warehouse, temporary im/export
TRANSIT MANAGEMENT	Monitoring and controlling of domestic and international transit cargoes for quantity and movement
POST CLEARANCE AUDIT	Post clearance audit management incorporated with the data warehouse and provides comprehensive audit
DATA WAREHOUSE	Improvements to targeting management (cargo, post audit), data warehouse development, meta data, user interface.
LITIGATION SYSTEM	Appeal system, Litigation management, result management and progress management for legal procedures
DOCUMENT MANAGEMENT	Attachment document management for customs clearance and cargo information
EWACS	Application monitoring, Early Warning system, Log recording
PERFORMANCE MANAGEMENT (BSC)	Key Performance Indicator Management, Performance management
DATA MIGRATION	Migration of data from GCMS to the new system (when possible)



**ICUMS**  
INTEGRATED CUSTOMS MANAGEMENT SYSTEM

0302-750120  
0302-750140

support@icums.gov.gh  
info@ghanalink.net | www.ghanalink.net



## ■ MATRICULATES FRESHERS ■

*By Ralph Dinko, GMA*

**T**he Regional Maritime University (RMU) has welcomed a total of 691 freshmen to undertake masters, bachelors and diploma programmes for the 2020/2021 academic year.

Vice Chancellor of the Regional Maritime University, Professor Elvis Nyarko assured students that they were in the right industry as the dreadful effect of COVID-19 rather established that the maritime industry is the lifeline to global economy.

'Indeed, the records show that container traffic at the Port of Tema, increased beyond its target for 2020, giving an indication of the robustness and dependability of the maritime sector for job creation and contribution to economic growth' he disclosed.

Prof. Elvis Nyarko further called on the governments of member states of the RMU to continue to support the school to train the youths to acquire the requisite knowledge and skills that will enable them to take up job opportunities available in the maritime industry.

The Regional Maritime University, formerly known as the Ghana Nautical College was established in 1958 by Osagyefo Dr. Kwame Nkrumah and later renamed the Regional Maritime University in 2007 with the authority to award masters, bachelors and diploma degrees.





# THE NEW SULPHUR CAP EMISSION

## COST IMPLICATIONS, OPEN LOOP SYSTEM AND OUR MARINE HEALTH

BY Maritha Soum Adaare (BA, LLB, BL, LLM),GMA



<https://www.porteconomics.eu>

While the world rallies behind the decision of the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO), to reduce the global marine fuel sulphur limit from 3.50% m/m to 0.50% m/m, the new limit may be one of the most difficult changes which industry players, particularly vessel operators and owners are called upon to implement, at least in its initial stages.

Per the revised Annex VI of the International Convention for the Prevention of Pollution from Ships, nicknamed IMO 2020, vessels are required to use fuel containing at most 0.50% m/m amount of sulphur oxide as opposed to 3.50%, except in designated areas where the limit is 0.1% m/m. The significant reduction in sulphur oxide limit creates some challenges. That notwithstanding, there appears to be some form of flexibility in the compliance methods, to aid different ship operators adapt to the new limit. There are four main

methods of compliance, i.e.

- The use of Very Low Sulphur Fuel Oil which entails the use of cleaner marine fuel,
- The use of exhaust cleaning systems (scrubbers), which permit vessels to use fuel with high sulphur limit content,
- The use of Liquefied Natural Gas propulsion engines, and
- The use of alternative sulphur-free fuels

To put it more bluntly, ship operators have only two choices, i.e. install a scrubber or burn alternative fuels.

In order to ensure compliance, ship owners who decide to burn alternative fuels are faced with higher operational charges due to the high cost of these low sulphur fuels as compared to high sulphur fuels. The demand for these bunker fuels will inevitably increase thereby causing an

upsurge in prices at least in the initial stages, while the price of high sulphur fuels is likely to reduce owing to a drop in its demand. According to John Leavens, the difference in price of the two bunker fuels will move upwards, with a prediction of an increase from USD 140 per tonne to about USD 370 per tonne in 2020.

Likewise, ship operators who opt for the use of scrubbers are faced with extra costs. Depending on the vessel type and size, apart from the cost associated with their installation, scrubbers are likely to take up space reserved for movements. Additionally, the crew are to be trained on the operation of the scrubbers in order to prevent unnecessary accidents. These activities i.e. installation of scrubbers and training of crew members, have cost implications which are factored into the operational cost of the ship operator/owner and most likely transferred to the end user.

## SCRUBBERS

There are three main types of systems here, i.e. the open-loop, closed-loop and the hybrid system. It has been argued that comparatively, scrubbers are more economical than the use of low sulphur fuels, largely because of the difference in prices between heavy and low sulphur fuel oils (Yaramenka et al., 2018). One has the option of either using the type of scrubber which collects on board the wash water from the exhaust gas cleaning system (closed-loop scrubber) or the scrubber which discharges the wash water in the open sea (open-loop scrubber), or use a scrubber which merges both the closed and open system by allowing a switch from open to closed modes (hybrid scrubber). Comparatively, the open-

loop system is more widely used than the closed-loop.

This according to Holst - Mikklesen, is due to its easy installation process, little maintenance and no requirement for storage unit. According to Varsha Saraogi, shipowners have invested over \$12bn in open loop scrubbers. Although most flag states have accepted and approved scrubbers as being compliant with the Annex, there appears to be a growing distaste for open loop scrubbers and growing concern about the environmental impact of this system.

With the actions taken by countries like China, Singapore, parts of the United States and Norway, there is an increasing debate as to the efficacy of the open-loop system and its potential negative impact on the marine environment. The open-loop scrubber is a method which allows ships to use high sulphur fuels while cleaning the engine system with wash water which is discharged directly into the sea. A study submitted by Germany to the IMO's Sub-Committee on Pollution Prevention and Response seemingly concludes that, wash water dischargers in the open-loop system puts the marine environment at severe risk. The wash water is said to contain inter alia nitrogen, heavy metals and sulphur oxide. Varsha Saraogi reports that ships using open-loop scrubbers, release an estimated 45 tonnes of acidic contents into the ocean each time a tonne of fuel is burned. Ocean acidification is a real threat to the marine living resources as some scientific studies have highlighted its adverse impact on species like oysters and fish.

On the other hand, there are new studies which show that the use of open-loop scrubbers has limited

impact on the marine environment. For instance, an assessment conducted by Japan determined that the use of open-loop scrubbers has no dire consequences either on marine living organisms or the quality of our ocean, especially so when the IMO criteria on the discharge of scrubber water is met. The criteria as established by the IMO, includes the adding of water to the exhaust gas for the purpose of turning sulphur oxide to sulphates prior to their discharge into the sea, as well as ensuring that the pH in such discharge is not beyond 6.5.

As the debate continues, one is inclined to appreciate the motive behind the wide acceptance of the open-loop scrubber by ship owners and operators. According to Wood MacKenzie, the use of low sulphur fuels is likely to cost the industry about \$60bn, which is way higher than it will cost if open-loop scrubbers are used. With the continuous research and scientific assessments taking place, the idealness or otherwise of the open-loop system will be determined.

Initial research and arguments raised by proponents of sulphur limits indicate strongly that a reduction of sulphur in fuel used by ships will lead to a significant increase in air quality. On the flip side, the new limit also introduces cost implications which may lead to an increase in the operational cost of running vessels and shipping services. While the use of scrubbers seem to be the ideal choice, finding the right balance and system to ensure cleaner air through sulphur reduction and cost management will be the topical subject for the coming years.



# THE SEAFARER

## AN UNSUNG HERO

**AUTHOR:** Ms Janet Houghman-Addy  
Deputy Director, Training, Examination and Certification (TEC).

Quietly, largely unappreciated, and mostly overlooked the global economy is kept afloat by a tireless professional workforce known as seafarers. As early as 4000 BC, humans employed the use of vessels to cart goods and people via the oceans which transcend nations and thus connecting us all. Today, from the cars we drive, the clothes we wear, the food we eat, the gadgets we use to the medical supplies we utilize, almost everything is brought to us through ships. Despite the crucial role the shipping industry plays in maintaining the global economy, very few people have any clue about the industry and the professionals who operate, manage, and keep the wheels of this economy oiled and rolling steadily.

Internationally, the 25th of June of every year has been dedicated to this vital but unappreciated or even forgotten workforce, whose professionalism and high sense of responsibility keeps the global economy in motion. These gallant men and women who stare the tide to ensure nations and their populations get their energy, food, health and other supplies are known as Seafarers. These brave men and women perform one of the toughest jobs globally by operating the massive ships over great distances and in the riskiest and roughest of seas. Seafarers make unimaginable sacrifices to ensure we are fed, clothed, sheltered and live in relative comfort.

Sacrificing their social life - while people on land celebrate and socialize at every possible opportunity, seafarers continue to toil away at sea to ensure that those celebrations do not stop, even at the cost of their own happiness.

Staying away from their loved ones and missing family events including birthday celebrations of their own children. This is the tough choice Seafarers make, not just to earn a living for their loved ones, but even more importantly, to help you pop champagne, sip exotic wines, drive beautiful cars, dress elegantly, eat healthily, stay safely and enjoy the very things they are missing out on.

Aside the risks posed by nature through the violent winds, angry, relentless, gasping tides and others, Seafarers also face artificial risks such as piracy, armed robbery and sometimes wars. These risks threaten the lives of Seafarers on a daily basis. In the course of their duties, several ships have been high-jacked by pirates and many seafarers have been taken hostages, tortured, abused, battered, and kept in miserable conditions until huge ransoms are exacted from their families or shipowners. Precisely 119 incidents of piracy and armed robbery were reported to the International Maritime Bureau Piracy Reporting Center in 2019 alone. In the first quarter of that year, 1 seafarer was killed, 38 were taken hostage, 37 kidnapped and 4 injured.

Seafarers work round the clock - gone are the days when seafarers had the luxury of prolonged stay at ports. Today a ship is loaded and unloaded in a maximum of 24 hours which means there is no time for shore leaves. Additionally, with increasing threats

of terrorism, most countries do not even allow shore leave to seafarers, leaving them with no option but to stay on board throughout their time in ports or anchorages.

Some seafarers do not enjoy the most basic and fundamental rights: many shipping companies do not have proper pension schemes in their contracts of employment, even if seafarers want to contribute. Conversely, a person working on land at any level has all such basic rights.

To recognize the unique contribution made by the about 2 million seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole, the International Maritime Organization (IMO) which is the United Nations specialized agency on shipping matters designated the 25th of June every year as the annual Day of the Seafarer.

Ghana has about 4000 gallant men and women employed in this noble profession without whom half the world would freeze, and the other half starve to death. On this special day let us with one accord appreciate and salute these heroes.

We say Ayekoo and THANK YOU for all that you sacrifice so that we can live.

**THANK YOU VERY MUCH INDEED!!!**





# GOIL GOES SMART

New look with improved  
security features



**GOIL**

Good energy

[www.goil.com.gh](http://www.goil.com.gh)

 Goil.official

 Goil.official

 Goil\_gh

Toll free no:  
**0800400003**