

## Port Development Landscape of Ghana

Ing. Komla Ofori

From Stephany P. L. Adams:

1. How do we address the challenges associated with coal use?

**RE: Coal combustion needs to be complete and clean, and then the emissions, from what I have seen in china can also be cleaned through a water-based / moist cooling tower. Thereafter, the ash can be used as an admixture for paver blocks / bricks etc.. At the moment, there are no dedicated coal handling facilities in our ports. This may be due to the very low volumes we handle. Also, GPHA is not using coal in any way. We were only facilitating a coal reception port facility as part of a proposed coal-fired power plant. The project is not yet at the implementation stage.**

From Dr. Bekoe:

2. With your inability to undertake the proposed road construction in Tema, what is your current assessment of the impact of the port on road traffic within the project enclave. If it is negatively affecting it, are there any ameliorating proposals?

**RE: Indeed, the Tema and Accra East enclaves have seen increased road traffic due to the increased cargo volumes and the port expansion works. Unfortunately, enforcement of road traffic regulations could have been one of the best ways to manage the limited road inventory within the enclave, while physical expansion of roadways are embarked upon. Unfortunately, this is not the case.**

**There have been proposals to increase the Harbour-Akosombo Road and create a new highway along the Sakumo to the Accra-Tema Motorway. GPHA also proposed an expansion to the Tema – Dawanya stretch. Unfortunately, these have not been considered for actual implementation. There is the need to get the Road development and management entities (GHA, DUR, etc.) to sincerely pay attention to some of the major stakeholders, e.g. GPHA, when we suggest new ways of developing access roads to our industrial zones, such as the ports. The very high political influences on these development prospects and proposals are rather unfortunate.**

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From Ken A. Tutu:

3. Could you please explain why the Boankra Inland Port has not been completed? That project has a great potential to take a lot of loading off our roads.

**Answer:** From Komla: *I agree that Boankra has a great potential for Ghana. It's been under the Ghana Shippers Authority (GSA) lately to procure a concessionaire for the inland port. I think we (GSA, Ghana) only need to tweak the cargo clearance policies for Boankra to enhance attraction. I am not sure of the time of completion. GSA is busy at work on the concession contracts. It really should not take that much time to develop, 2-years average. It's about when the negotiations can be concluded so that construction can commence. ...and the operations policies that will enhance attraction.*

**For emphasis and post-conference update:** *The Boankra Inland Port has now been renamed "Boankra Logistics Terminal", and I understand Parliament has "approved" a concession for a private developer for the terminal. That actually takes away the import of a 'port facility' and the potentials the project could have within the cluster of inland ports development and operations. We will follow the evolution of this project and update the GhIE as often as possible.*

From Dapo:

4. Is there any provision for a Railway container Freight Terminal at the Tema Port?

**Answer:** From Komla: *Yes, there is a planned rail terminal in the Port of Tema. GRDA is already working on the Right of Way for the railhead. A similar vision is planned for Takoradi.*

From Charles:

5. What is the extent of involvement of Ghanaian engineers, what is the technology transfer design for your projects.

**RE:** *Ghanaian engineers are involved mainly as "employees" of the private concessions or private developers. The public system of engineers, regrettably, are not given the recognition to exercise duty and responsibility for major projects in Ghana. One of my presentation slides refers to the lack of recognition – reward, punish – system for homegrown engineers. The GPHA, and for that matter Ghana's engineering culture needs to evolve further into actual implementation beyond design and studies.*

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From Abraham Opoku:

6. What is the extent of the collaboration between GPHA and the Railway Development Ministry?

RE: *So far, quite good. It can be better. GRDA and GPHA have limited their interactions to rail terminals within our ports / cargo zones. We may need to raise the discussions to higher levels of dedicated routes for specific cargoes, etc., to enhance unique opportunities, e.g. dedicated route for bauxite / manganese and barring all such cargoes from road trucking. If there are alternatives, people tend to use the easier way.*

7. Are there plans to develop the railway lines to serve transit cargo who tend to overload very often?

RE: *Yes. We are aware of efforts by the Ministry of Railways Development and GRDA to develop the Tema-Ouagadougou line, using the “eastern corridor”. Feasibility studies are expected to be on-going, as of July 2020.*

From Nana Appiah:

8. A question for Ing Komla and Ing Collins. Please can you give us an insight of your stakeholder management with regards to obstacles etc?

**Answer:** From Komla: *Tema Expansion was the least challenging - besides EPA, we had the protocols for Nungua and Tema Traditional Leaders / people, a shrine and some religious belief systems, etc., and then the then old resort, Ave Maria. These were satisfactorily addressed.*

*For Takoradi, there was really no need since the works have been confined to the old harbour area. We have plans to engage extensively for the link between Takoradi and Sekondi. Keta will also, in my expectation, have the most complicated multi-stakeholder matrix and engagement as we progress with that project. All in all, GPHA does pretty well in multi-stakeholder processes and management.*

From senanu:

1. Why is the volume of conventional cargo going down? Are those volumes being captured by another mode such as Air Cargo?

**Answer:** From K T Dovlo: *the world is moving away from conventional cargo towards containerized cargo therefore the drop in numbers for conventional cargo*

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