



TEMA MPS TERMINAL TRUCKERS ENGAGEMENT MEETING



**Facilitated by:
Dr. George Acheampong**



**Venue: Royal Nick Hotel
Time: 10:00am - 2:00 pm**

INTRODUCTION

Welcome
Dr. George Acheampong
(University of Ghana)



aims.

focus.

relevance.

ABOUT THE PEPP PROJECT

aims.

The aim of the project is to map and improve approaches to Capacity Development for the maritime sector in Ghana in order to enhance the potential of the maritime sector to drive Ghana's economic growth in a sustainable manner.

The concerns include digital transformation, national content, labor, corruption, and, most recently, the reactions to the coronavirus (COVID-19) pandemic.



UNIVERSITY OF GHANA
BUSINESS SCHOOL



focus.

The project focuses on implicit and explicit alliances between public and private entities in shaping capacity development programs as a result of a constantly changing port service economy at the unique site of Tema Port in Ghana.

PEPP critically investigates the aims, effects, and politics of capacity development with specific focus on continuities and ruptures in conditions for capacity development when moving from aid-to-trade.

relevance.

The project has been relevant to the Ghanaian maritime sector policies, the Ghanaian business sector, the Danish strategic sector cooperation with Ghana, Danish companies, and the Danish aid-to-trade strategy for Ghana.

These refer to effective measures to ensure sustainable development through public private partnerships in advancing capabilities in the maritime sector in Ghana.

Project Team



Annete Hansen
Aarhus University



George Acheampong
University of Ghana



Casper Andersen
Aarhus University



Torben Andersen,
Aarhus University



Martin Arvad Nicolaisen
Copenhagen University



Jonas Aryee
Regional Maritime University

Advisory Board



- Brenda Chalfin, University of Florida, US
- Cecilia Müller Torbrand, Maritime Anti-Corruption Network (MACN)
- Hans A. Pedersen, DanPilot
- Andreas Hermansson, Aarhus Harbour
- Josefine Eva Lilly Pallesen, Danish Maritime Authority
- Nina Randrup Rasmussen, Danish Maritime Authority
- Samuel Ntow-Kummi, Ghana Ports and Harbors Authority



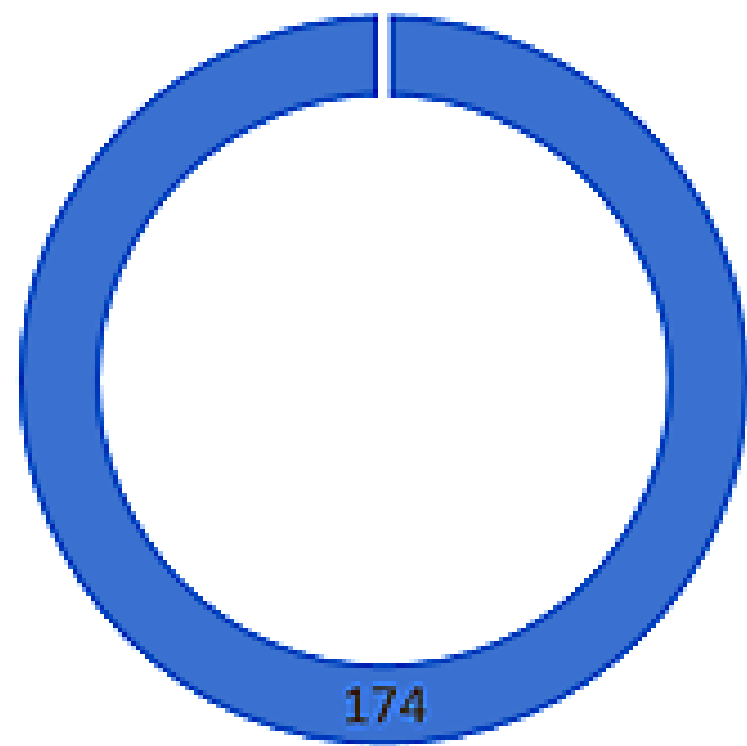
Research Findings

One integral component of the new terminal's operations are the activities of truckers who load and offload containers.

For three years of operations at the New Port terminal, we analyze how independent truckers have interacted with the new terminal systems to inform policy directions.

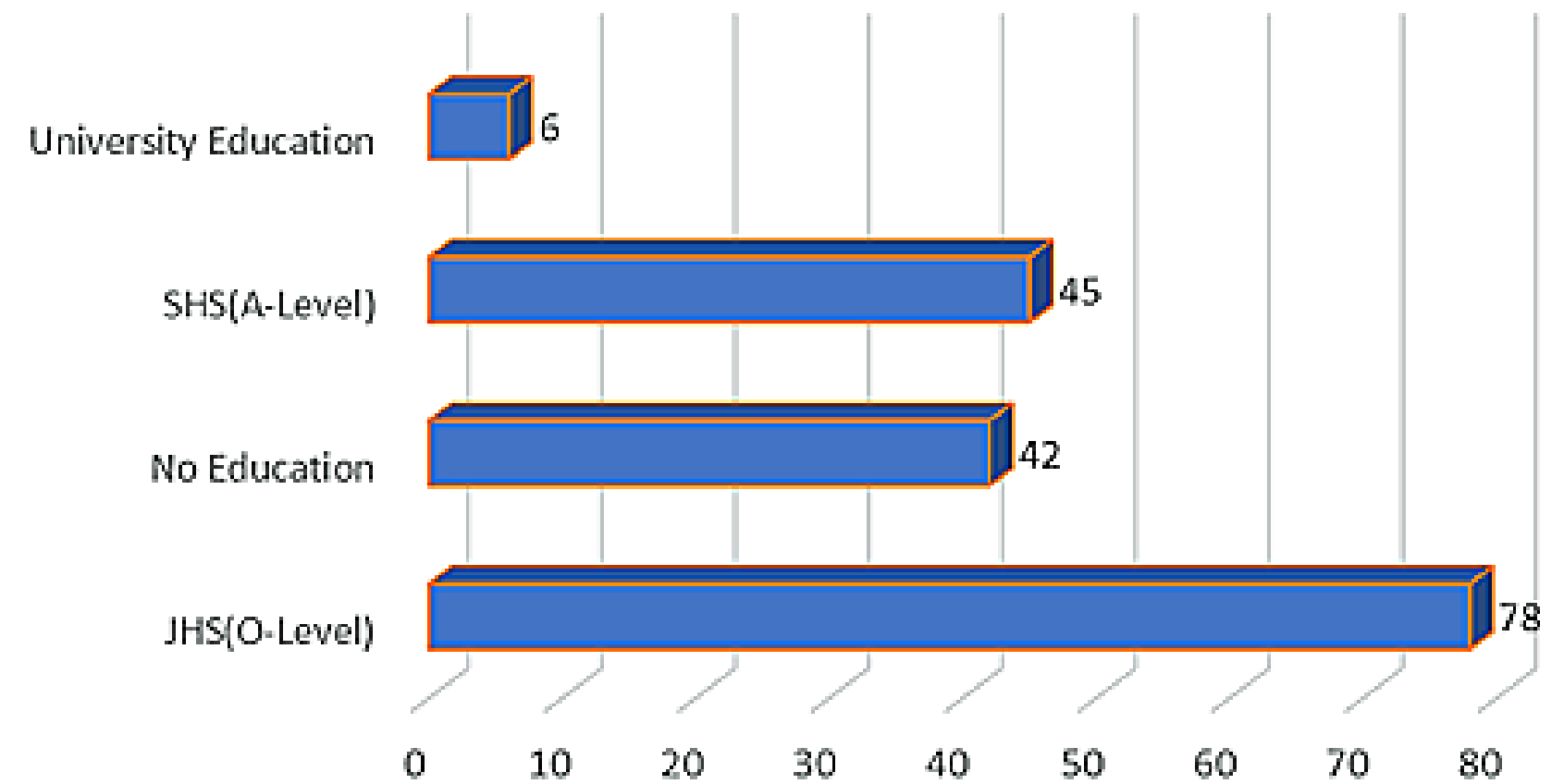
Research Highlights

Gender of Truckers



■ Male ■ Female

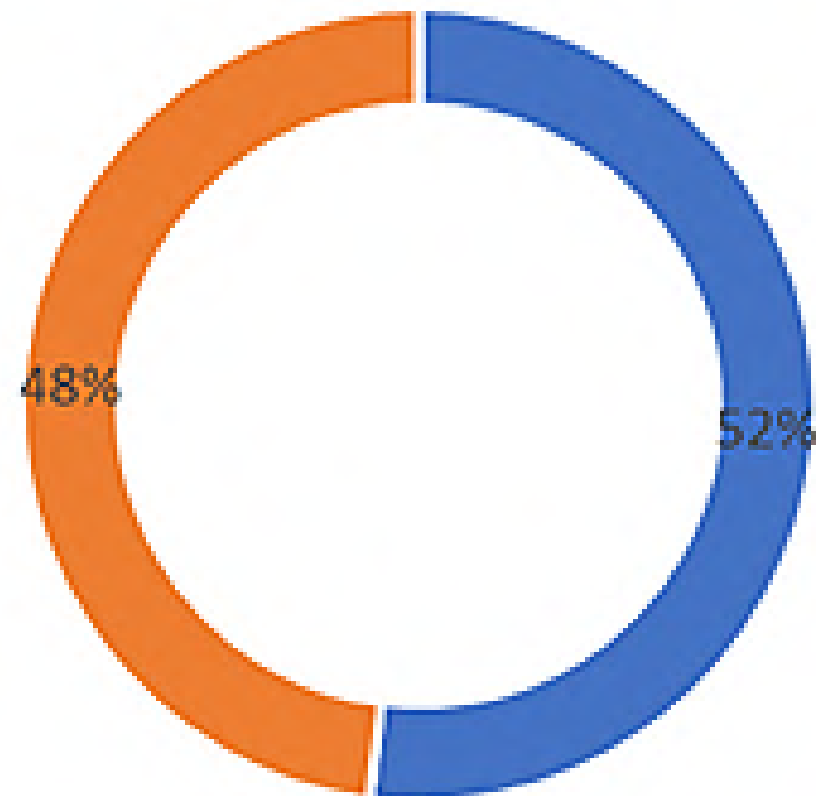
Formal Education Levels Of Port Truckers



Research

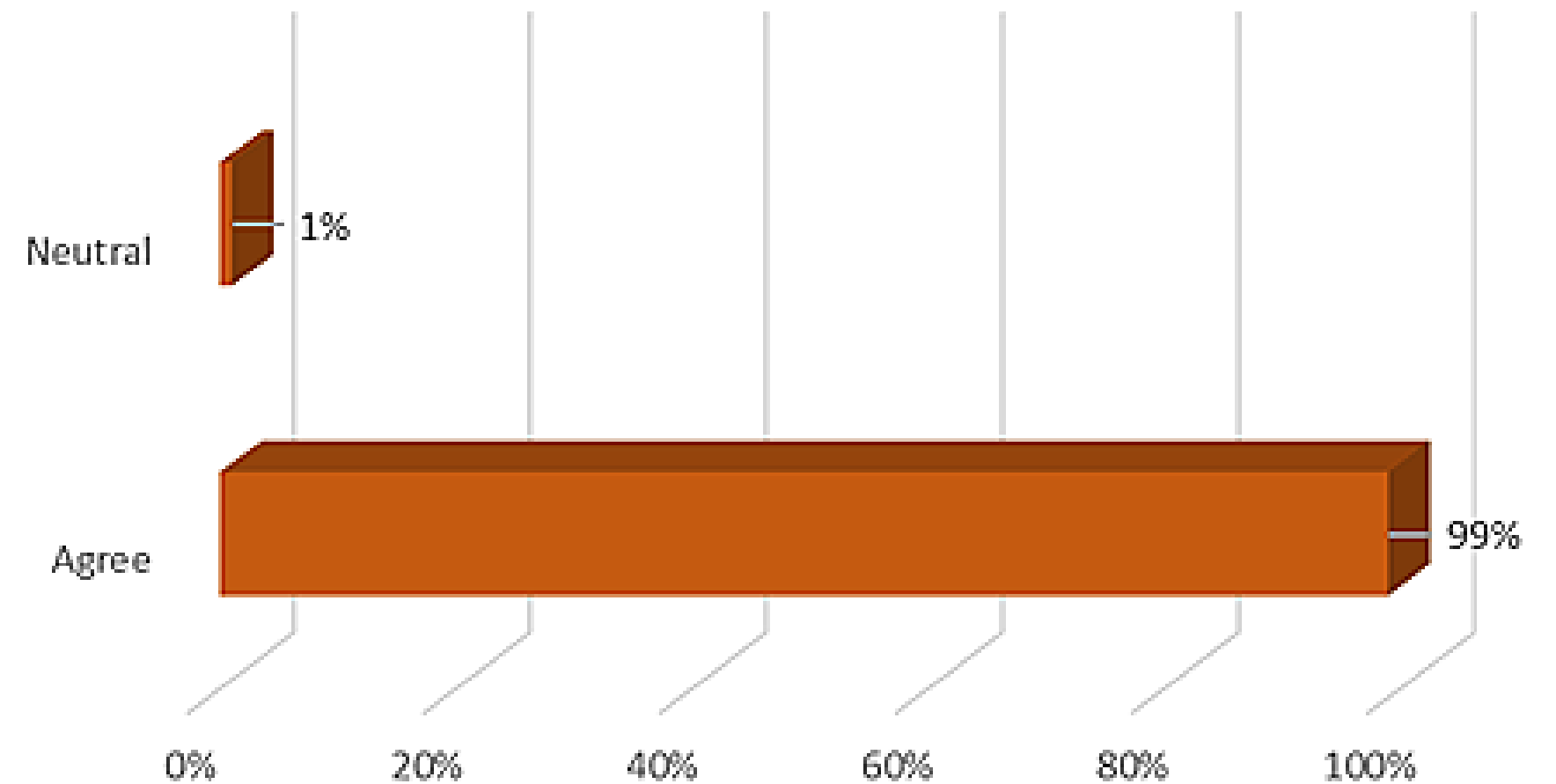
Highlights

Recieved Driver's Training at the Port



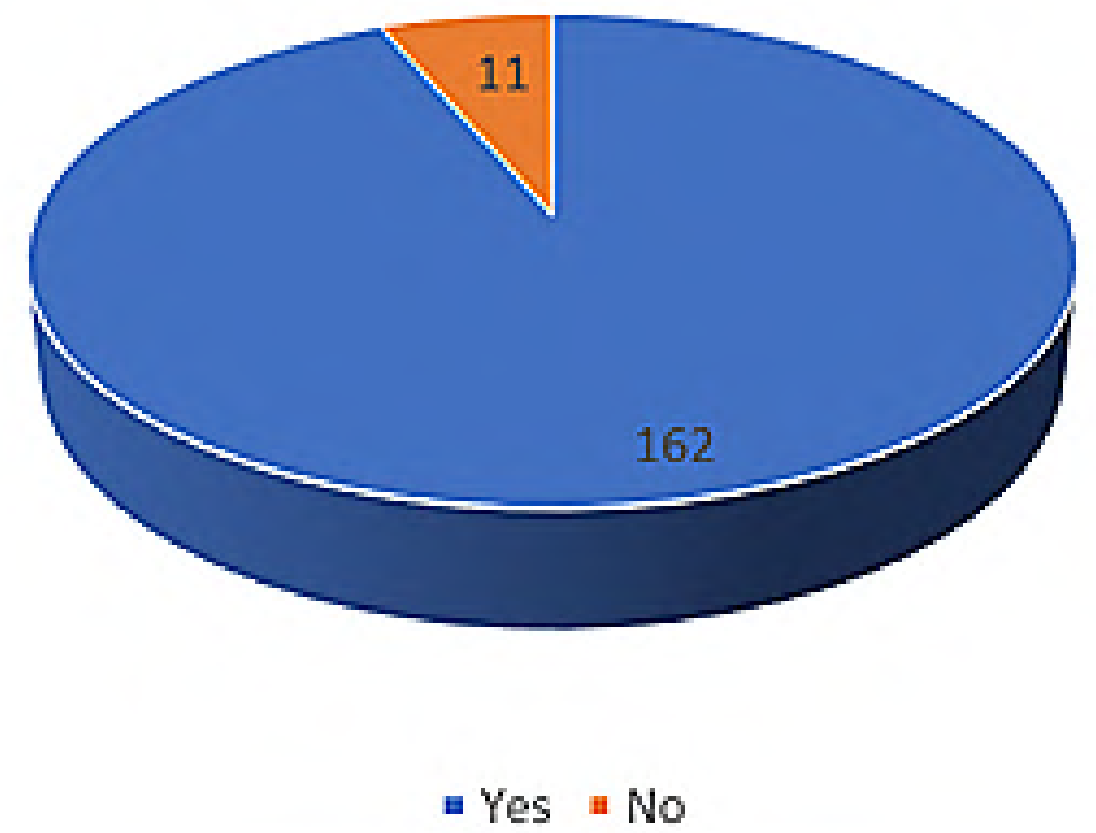
■ No ■ Yes

The New MPS Port System is Easy to Use

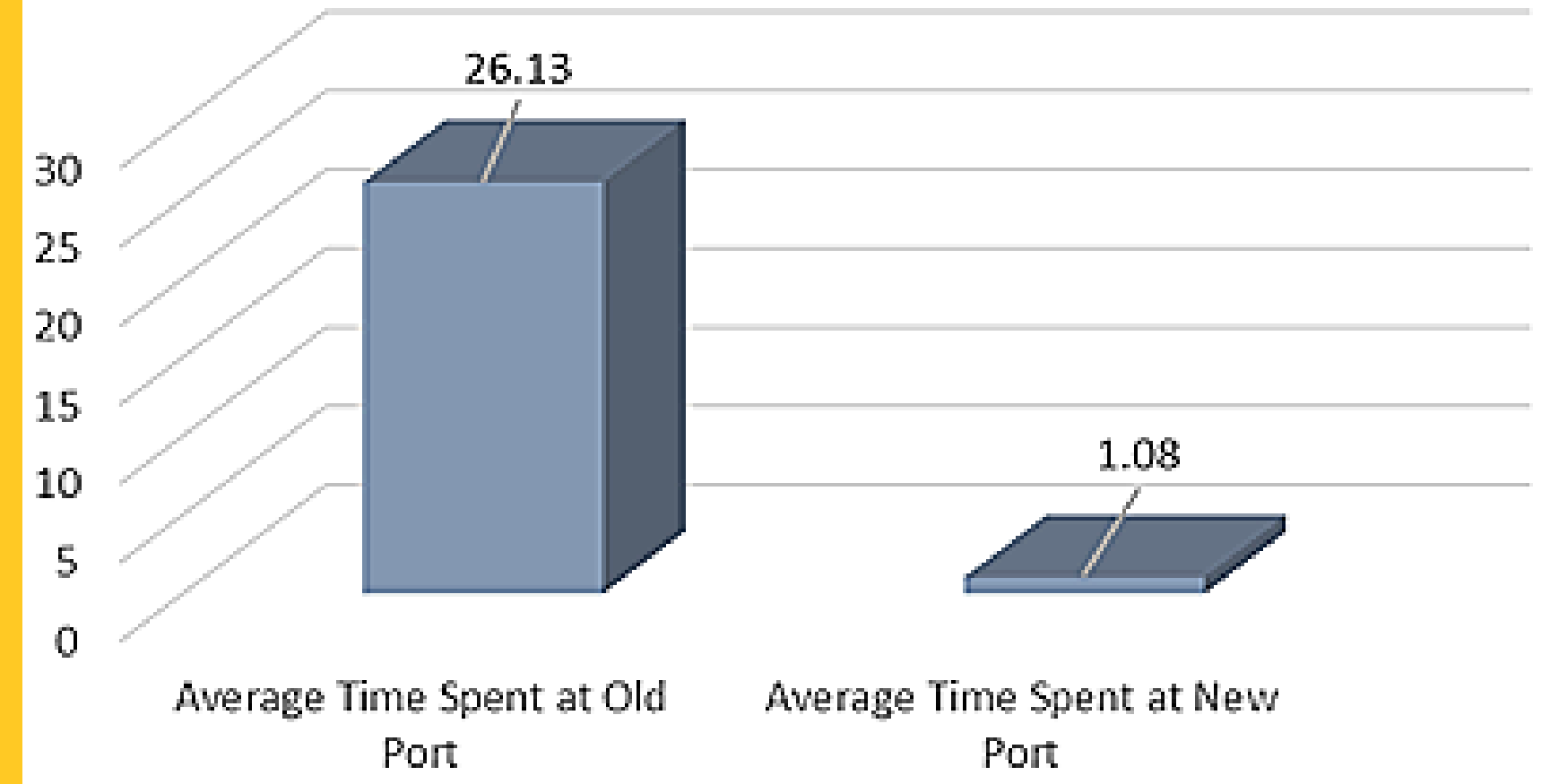


Research Highlights

Do You Have Concerns on the Operations of the New Port?



Number of Hours Spent in Picking Containers at the Old Vrs New Ports



Research Highlights

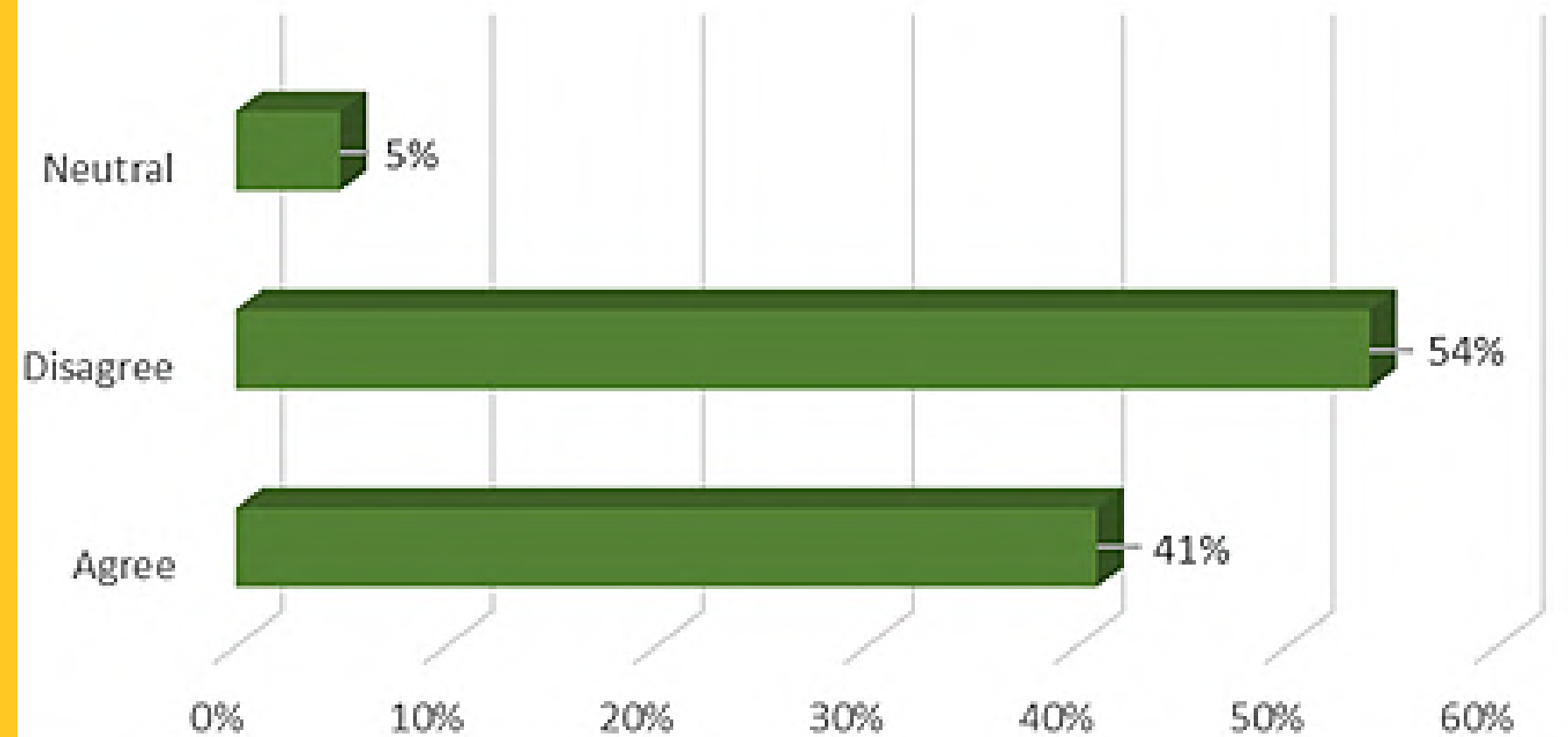
Truckers' Need for and Willingness to Contribute to Change at the New Port.

Willing to Contribute to Change

Need for Change

	NO	YES
NO	10	0
YES	9	153

MPS Officials Support the Advancement of Our Work



Truckers Challenges at New Port

Most of the sampled truckers indicated that they had concerns about the new port systems.

We summarized them into the following four:

1. The scanning area for trucks is small and damages the trucks

2. Drivers are not allowed to get out of their vehicles even when they had been in the yard for hours or have faults on trucks

3. No mechanics in yard to fix minor truck issues instead there are expensive tow trucks towing trucks with minor issues

4. No toilet facilities in the terminal

5. No eating area in the yard.

6. Tolling at the New MPS port although directive ensure no tolls

7. National security agents extorting from truckers

8. Banning issues too much and sometimes irrelevant.

Policy Recommendations

It is important to note that the several stakeholders of the new port contribute enormously to the success of operations. As such critical attention should be paid to conditions of their work to sustainably ensure efficiency and effectiveness. There are some policy points to note:

Geographical Differences: MPS, in their quest to ensure that port operations meet international standards extends their procedures from western ports to the current Tema Port. Some differences such as high temperatures for instance makes it difficult for truckers to sit in their vehicles inside the terminal for long hours without coming down, for which they will be sanctioned if they do.

Stakeholder Engagement: Clearly, many of the independent truckers are faced with difficulties in their activities at the port because they believe that there is limited mentorship by MPS and GPHA as a whole. Periodic engagements with truckers for instance will unearth their challenges which can be amicably solved to give value to both parties. **(Tackling (mis)understandings and Tension).**

Break Out Session



Further Questions

- **Education and Port Technology Adoption**
- **Port Training and Technology Adoption**
- **Efficacy And Technology Adoption**
- **Mentorship and Technology Adoption**
- **How would you contribute to a more efficient Port**
- **Other Concerns**

**Remarks By
The Chartered
Institute of Logistic
and Transport**

Closing Remarks

Lunch

STAKEHOLDERS



GHANA PORTS AND
HARBOURS AUTHORITY



GHANA
MARITIME
AUTHORITY



DANISH MARITIME AUTHORITY



MAERSK



APM TERMINALS

Lifting Global Trade



DanPilot

FUNDED BY THE DANISH MINISTRY OF FOREIGN AFFAIRS