

GHANA MARITIME AUTHORITY

MINISTRY OF TRANSPORT | REPUBLIC OF GHANA



2025

PERFORMANCE REPORT

Charting Ghana's Maritime Progress

"Monitoring, regulating and coordinating the activities of Ghana's maritime industry"

EXECUTIVE SUMMARY

The Ghana Maritime Authority (GMA) is mandated to monitor, regulate, and coordinate the activities of Ghana's maritime industry. Operating under the policy direction of the Ministry of Transport, the Authority provides technical advice to Government on maritime infrastructure and administration and enforces applicable national and international maritime standards. This report provides a comprehensive account of the Authority's performance during the year 2025, documenting the extent to which it fulfilled its mandate across its core functional areas.

The Authority closed the year with total staff strength of five hundred and sixteen (516), comprising four hundred and eighty-nine (489) permanent staff, twenty-three (23) contract staff, and four (4) staff on secondment. The Authority implemented thirty-seven (37) training and capacity development programmes across in-house, in-country, foreign, and virtual categories, involving one hundred and seventy-four (174) staff.

During the year under review, the Authority registered ten (10) vessels onto the Ghana Ship Register, compared to nineteen (19) in 2024. A total of one hundred and twenty-one (121) Flag State inspections were conducted on Ghana-flagged vessels, representing an 11% increase over the one hundred and nine (109) inspections carried out in 2024. Port State Control (PSC) inspections increased significantly, with two hundred and eighty-nine (289) vessels compared to two hundred and twenty-one (221) in the preceding year, reflecting strengthened oversight of foreign vessels calling at Ghanaian ports.

The Authority issued seventy-eight (78) Operating and Safety Permits during the year, compared to ninety-six (96) in 2024. Bunkering approvals rose substantially, from two hundred and seventy-one (271) in 2024 to eight hundred and thirty-five (835) in 2025, representing a 208% increase. A total of one hundred and ninety-two (192) MARPOL inspections were conducted at the Ports of Tema and Takoradi, compared to two hundred and twenty-three (223) in 2024.

The Authority continued to enforce the Ghana Maritime Security Act, 2004 (Act 675), including the implementation of the International Ship and Port Facility Security (ISPS) Code. During the year, seven (7) piracy incidents and twelve (12) armed robbery incidents were recorded in the Gulf of Guinea, compared to three (3) and seven (7), respectively, in 2024. Within Ghanaian waters, two (2) piracy incidents and one (1) armed robbery incident were recorded, against zero in the preceding year. The Maritime Rescue Coordination Centre (MRCC) in Tema recorded seven (7) Search and Rescue events during the period, with an operational response rate of 86%. The Authority conducted port security compliance tours and organised three seminars on the ISPS Code and related maritime security matters in collaboration with the United States Coast Guard and the United Kingdom Department for Transport.

The Authority made significant progress in hydrographic data acquisition and nautical charting during the year. Notable achievements included the successful production of an S-57 Electronic Navigational Chart (ENC) for the Port of Takoradi, the continuation of Crowd-Sourced Bathymetry data collection from vessels at Tema and Takoradi, and the conduct of bathymetric surveys in collaboration with the Ghana Ports and Harbours Authority. The Authority also participated in a joint field reconnaissance survey for proposed

offshore wind farm development sites along Ghana's eastern coastline and attended the West African Hydrographic Summit in Abuja, Nigeria.

The Authority, in collaboration with the Naval Task Force, sustained its regulatory and enforcement activities on the Volta Lake throughout the year. Regular boat inspections, daily patrols, sensitisation campaigns, and stakeholder engagements were carried out across the Yeji and Dambai satellite offices. A total of sixty-four (64) boats were assigned official GMA registration numbers and had load-line marks embossed on their hulls across communities in the Savannah and Bono East Regions. In 2025, six (6) boat accidents were recorded on the inland waterways, resulting in eight (8) casualties and fifteen (15) fatalities – a significant deterioration compared with two (2) accidents, six (6) casualties, and three (3) fatalities in 2024. The Authority acknowledges these outcomes as a serious concern and has committed to intensifying enforcement, targeted sensitisation, and emergency response capacity in the succeeding year.

In the area of training, certification, and engagement of seafarers, the Authority issued a total of four thousand, two hundred and fifty-four (4,254) Certificates of Competency and Proficiency compared to four thousand, three hundred and four (4,304) in 2024. Seafarer Medical Certificates recorded a notable increase of about 31%, rising from three thousand, three hundred and thirty-seven (3,337) in 2024 to four thousand, three hundred and fifty-seven (4,357) in 2025. The Authority facilitated the placement of nine hundred and twenty-eight (928) seafarers on various vessels, representing a 54% decline compared to the two thousand and thirty-seven (2,037) placements recorded in 2024.

The Authority continued to oversee four ongoing capital projects during the year. The Head Office Building in Accra reached 98% completion, the Takoradi Office Building stood at 95%, the Tema Office Building at 44%, and the Enhancement of Surveillance Equipment project at 40%. All four projects experienced limited progress during the period, due to contractor-related issues and delays in land acquisition.

The Authority recorded total revenue of GH¢ 582,689,045 for the 2025 financial year, compared with GH¢ 644,242,672 for the 2024 financial year, representing a year-on-year decrease of 9.55%. This decline was primarily driven by the appreciation of the Ghana Cedi against the US Dollar, as approximately 91% of the Authority's revenue is billed in USD. Total operating expenditure for the 2025 financial year amounted to GH¢ 452,328,257, compared to GH¢ 376,453,355 in 2024, representing an increase of 20.16%. The surplus recorded for the 2025 financial year was GH¢ 130,360,788, compared to GH¢ 267,789,317 in 2024, representing a decrease of 51.32%.

The Authority participated in some important international workshops, conferences, and meetings during the year, held in both in-person and virtual formats. Key engagements included the Regional Conference on the IMO GHG Strategy and Green Transition of Shipping, the HTW 11 Sub-Committee meeting, and the IMO Technical Cooperation Committee 75th Session. Domestically, the Authority convened a forum with Seafarer Recruitment and Placement Service providers, participated in the National Maritime Security Committee Meeting, and engaged with the Concerned Seafarers Association of Ghana, among other significant events.

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LIST OF ABBREVIATIONS

The following abbreviations and acronyms are used throughout this report:

Table 1: List of Abbreviations

Abbreviation	Meaning
CoC	Certificate of Competence
CoP	Certificate of Proficiency
CSAG	Concerned Seafarers Association of Ghana
CSB	Crowd-Sourced Bathymetry
ENC	Electronic Navigational Chart
GDP	Gross Domestic Product
GMA	Ghana Maritime Authority
GoG	Government of Ghana
GPHA	Ghana Ports and Harbours Authority
HNS	Hydrography and Navigational Services
HR	Human Resource
ILO	International Labour Organisation
IMF	International Monetary Fund
IMLI	International Maritime Law Institute
IMO	International Maritime Organisation
ISPS	International Ship and Port Facility Security
LI	Legislative Instrument
MACN	Maritime Anti-Corruption Network
MARPOL	International Convention for the Prevention of Pollution from Ships
MMCC	Multinational Maritime Coordination Centre

Abbreviation	Meaning
MOU	Memorandum of Understanding
MRCC	Maritime Rescue Coordination Centre
NADMO	National Disaster Management Organisation
NTF	Naval Task Force
PPE	Personal Protective Equipment
PSC	Port State Control
SAR	Search and Rescue
SIDs	Seafarer Identity Documents
SRPAs	Seafarer Recruitment and Placement Agencies
STCW	Standards of Training, Certification and Watch-keeping
TEUS	Twenty-foot Equivalent Units
UKDfT	United Kingdom Department for Transport
USCG	United States Coast Guard
USD	United States Dollar
VLTC	Volta Lake Transport Company
VTMIS	Vessel Traffic Management Information System
WMU	World Maritime University

1.0 INTRODUCTION

The Ghana Maritime Authority (GMA) was established under the Ghana Maritime Authority Act, 2002 (Act 630), with the mandate to monitor, regulate, and coordinate activities in Ghana's maritime industry. As the primary maritime regulatory authority, GMA is responsible for ensuring the safety, security, and environmental sustainability of Ghana's maritime domain, which extends twelve (12) nautical miles from the baseline in the Gulf of Guinea.

In 2025, the Authority continued to advance its regulatory functions with renewed commitment, navigating a dynamic maritime environment shaped by evolving international standards, emerging security challenges, and growing demands for sustainable maritime development. The year was marked by significant operational activities across all functional areas, including maritime safety administration, environmental protection, security enforcement, inland waterways transportation, seafarer services, and hydrographic operations.

The Authority deepened its engagement with international, continental and regional bodies, such as the International Maritime Organization (IMO), International Labour Organization (ILO), International Seabed Authority (ISA), and Association of African Maritime Administrations (AAMA), participating in workshops, conferences, and meetings aimed at aligning Ghana's maritime governance with global best practices. Domestically, the Authority strengthened collaborative frameworks with key stakeholders, including Ghana Navy, Marine Police, the Ghana Ports and Harbours Authority, Regional Maritime University, Environmental Protection Agency, Fisheries Commission, and various community-based organisations.

This report provides a comprehensive account of the Authority's performance for the year ended 31 December 2025. It documents the key activities undertaken, the results achieved, the challenges encountered, and the financial outcomes recorded during the period. It also identifies areas requiring continued strategic focus and outlines the Authority's commitments for the year ahead. The report is intended to serve as a primary accountability document for the Authority's stakeholders, including the Ministry of Transport, Parliament, development partners, and the public.

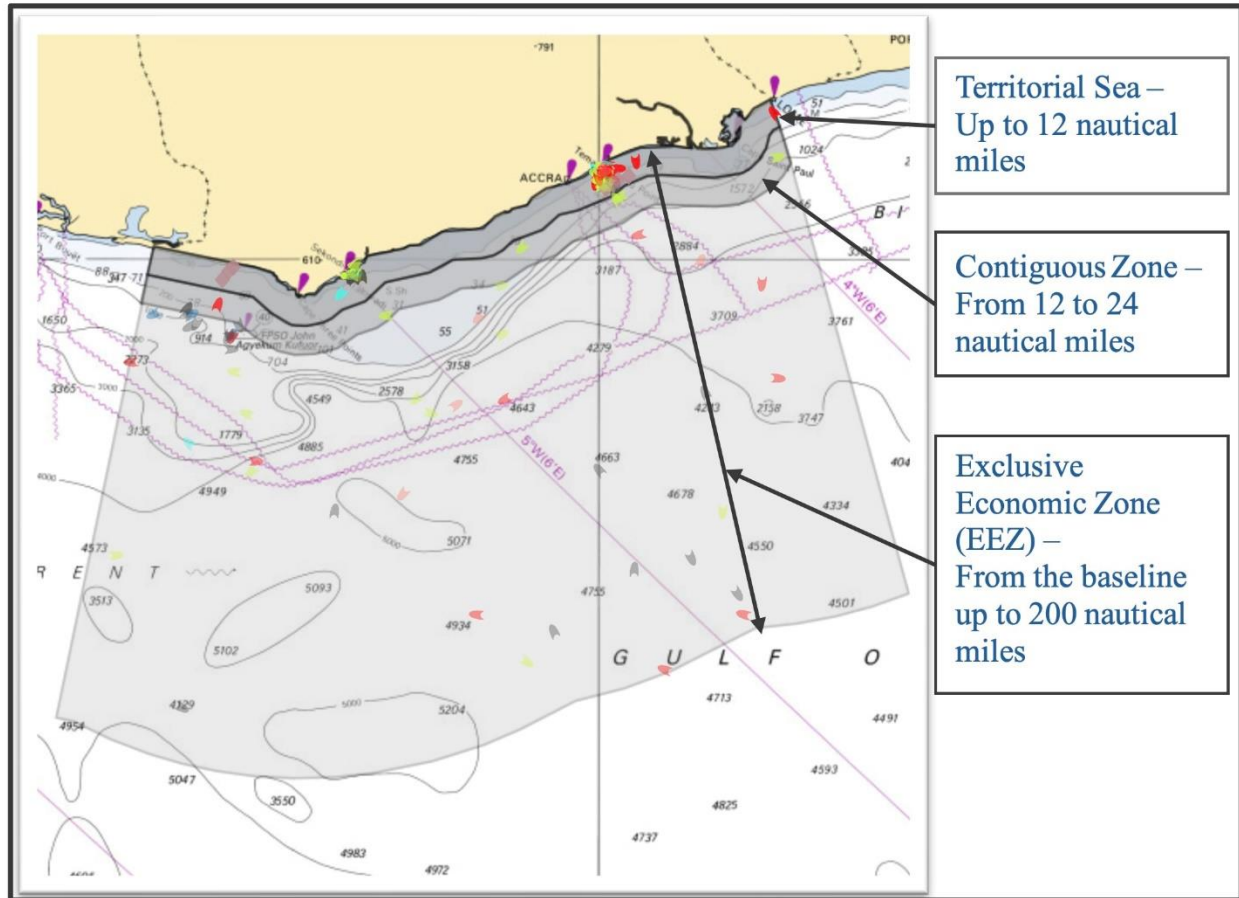


Figure 1: Maritime Zone of Ghana

2.0 OPERATING ENVIRONMENT

2.1 Overview

The year 2025 closed on a considerably stronger note than the mid-year picture suggested. Against a backdrop of geopolitical uncertainty, tariff-driven trade disruption, and accelerating technological change, both the global and Ghanaian economies proved more resilient than anticipated at mid-year, and the maritime sector navigated a year of genuine transformation, tempered by one significant setback in the global decarbonisation agenda. This section tells that story for the full year, beginning with the broader economic currents that shaped the Authority's operating context, moving through the key maritime developments of the period.

2.2 Economic Development

The world economy in 2025 has been a story of cautious resilience. According to the International Monetary Fund's January 2026 World Economic Outlook Update, global growth is estimated to have closed 2025 at 3.3%, with growth projected to hold steady at 3.3% in 2026, a modest but meaningful improvement on

earlier-year fears of a sharper slowdown, driven by stronger-than-expected performance in the United States and key emerging markets, as well as continued fiscal support from China. That said, even this outturn fell short of the historical average of 3.7% recorded between 2000 and 2019, a reminder that the global economy has not yet fully recovered its pre-crisis stride.

Geopolitical tensions continued to cast a long shadow over global trade and supply chains throughout the year, with the potential to push commodity prices upward, tighten financial conditions, and fuel tariff conflicts that widened trade imbalances in places. Global trade, however, proved considerably more resilient than initially feared. The World Trade Organization (WTO) world merchandise trade volume came in stronger than expected, ultimately settling on 2.4% merchandise trade volume growth for 2025, aided by import front-loading ahead of tariff hikes and a surge in AI-related goods trade. Services trade told a similarly encouraging story, with growth of 4.6% for the full year, moderating from 6.8% in 2024 but still outpacing goods trade.

Sub-Saharan Africa faced a year of adjustment, though one that ultimately proved more resilient than initially projected. The IMF estimated the regional growth in December 2025 at 4.5% due to strong stabilization gains from the economies of Ghana and Kenya and high growth economies from Ethiopia, Rwanda, Cote D'Ivoire, Benin and Uganda. Governments across the region continued to wrestle with elevated global borrowing costs, tighter access to external financing, weaker global demand, and the ever-present threat of climate-related disruptions, alongside new pressures from the expiration of preferential trade access under the African Growth and Opportunity Act. The risks to the regional outlook remained tilted to the downside, and political instability in several countries added a further layer of uncertainty.

On the positive side, Inflation across the region continued to ease over the course of the year. Public debt ratios have largely stabilized. Several Sub-Saharan African countries, including Kenya and Angola, successfully returned to international capital markets during the year, issuing Eurobonds and signaling renewed investor confidence.

Ghana's economic performance in 2025 was, by any reasonable measure, exceptional. The economy expanded by 6.0% for the full year, up from 5.8% in 2024, the fastest pace of annual growth since 2019. Growth strengthened from the beginning to year-end, with the fourth quarter alone recording 5.8% year-on-year expansion, up from 4.0% in Q4 2024, underpinned by a non-oil sector that grew 7.1% and a services sector that expanded 8.6% for the year, together accounting for the bulk of overall growth. This marks a significant turnaround for an economy that navigated considerable turbulence in recent years and speaks to the effectiveness of the stabilization measures steadily implemented throughout the period.

The inflation story was equally encouraging. Headline inflation continued its decline for twelve consecutive months, closing the year at 5.4% in December 2025, down from 23.8% a year earlier and comfortably inside the Bank of Ghana's medium-term target band of $8\pm 2\%$. The average inflation rate for the full year settled at 14.6%, down sharply from 22.9% in 2024. Food and non-alcoholic beverages, housing and utilities, and clothing and footwear remained among the primary drivers of price movements during the year.

Ghana's trade performance was particularly remarkable for the full year. The country recorded a trade surplus of US\$13.66 billion in 2025, up sharply from US\$9.88 billion in 2024. Total export receipts reached US\$31.11 billion for the year, up from US\$19.16 billion in 2024, driven overwhelmingly by gold, whose earnings more than doubled to US\$20.98 billion on the back of a 35.7% rise in export volumes and a 49.9% jump in the average price to US\$3,400.35 per fine ounce. Cocoa exports also performed strongly, generating US\$3.86 billion for the year, up from US\$1.94 billion in 2024, while crude oil export earnings declined by 32.3% to US\$2.62 billion, partially offsetting the gains elsewhere. The gross international reserves position strengthened substantially over the course of the year, closing 2025 at close to US\$14 billion and providing an improved import cover of about 5.7 months, thus significantly enhancing the country's external resilience.

Having appreciated by 42.6% against the US Dollar, 30.3% against the Pound Sterling, and 25.6% against the Euro in the first half of the year, the Cedi sustained much of that momentum through year-end, closing 2025 having gained approximately 40.7% against the US Dollar for the full year according to the Bank of Ghana, making it per IMF data spanning more than 20 major African economies, the best-performing currency in Africa for the year. The Cedi's remarkable full-year recovery was a source of both economic relief and national pride, reducing the cedi-denominated value of public debt significantly, even as the dollar-equivalent figure adjusted upward due to valuation effects, and it also produced valuation losses on the Bank of Ghana's own foreign-currency-denominated assets, given the accounting effect of a stronger local currency on foreign reserves held on its books.

On public debt, Ghana's total debt stock, having already declined by GHS156.4 billion between March and June 2025 to GHS613 billion (43.8% of GDP), continued to fall for the remainder of the year, closing 2025 at approximately GHS641 billion, a reduction of roughly GHS82.1 billion over the full year from GHS726.7 billion in December 2024. This brought the debt-to-GDP ratio down sharply to around 44.7–45.3% of GDP by year-end, from 61.6–61.8% in 2024, reflecting the combined effect of fiscal discipline, the Cedi's appreciation, and the structural reforms implemented under the country's economic recovery programme

2.3 Maritime Sector Development

The year 2025 was a defining period for the maritime sector. Globally, the industry navigated a dual reality of disruption and innovation. In Africa, the focus shifted toward connectivity and regional integration. In Ghana, 2025 marked significant progress in infrastructure, safety, and sustainability, led by the Ghana Maritime Authority's expanded mandate across inland and ocean waters.

Artificial intelligence-driven surveillance, satellite monitoring systems, and digitalization are enhancing both security and efficiency in maritime operations. Unmanned vessels are moving from concept to reality, supported by emerging regulatory frameworks. Augmented and virtual reality technologies are revolutionizing training, engineering, and inspection processes. Advances in maritime robotics and cybersecurity are continuously expanding the frontier of what the sector can achieve. Recognizing the importance of human capital, the maritime industry continued to promote diversity, equity, and inclusion within the global workforce. Governments, shipping companies, and maritime institutions expanded initiatives aimed at increasing female participation in seafaring and maritime leadership while strengthening training programmes to equip seafarers with the digital and technical competencies required for the future maritime industry.

The sector is also grappling with the urgent imperative of decarbonization. The International Maritime Organization is working toward adopting the Revised 2023 Greenhouse Gas Strategy by October 2026, which will chart the pathway to net-zero emissions from international shipping by 2050. Regulatory instruments such as the Carbon Intensity Indicator, the Energy Efficiency Existing Ship Index, and the Maritime Single Window are reshaping the compliance landscape for ship operators and maritime authorities alike. Investments in alternative marine fuels, including green methanol, ammonia, hydrogen, biofuels, and liquefied natural gas (LNG), continued to grow as governments and industry sought practical pathways towards decarbonization.

Geopolitical tensions remained one of the defining features of the maritime landscape throughout 2025. The Russian-Ukraine war and continued security concerns in the Red Sea and surrounding regions disrupted one of the world's busiest shipping corridors, forcing many vessels to reroute around the Cape of Good Hope. These longer voyages increased transit times, fuel consumption, freight rates, and insurance costs while placing additional pressure on global supply chains. Although operations through the Panama Canal gradually improved following earlier drought-related restrictions, capacity constraints continued to affect vessel scheduling.

The Ghanaian maritime industry experienced an aggressive high-growth phase in 2025. The total seaborne cargo throughput for Ghana's ports reached 31 million metric tonnes, reflecting a strong year of growth driven by infrastructure upgrades and the introduction of 24-hour port services. The Port of Tema contributed 19.9 million metric tonnes, representing 64% of Ghana's total seaborne trade. The Port of Takoradi contributed the outstanding 11.1 million metric tonnes for 2025. The government formally integrated seaports into its national 24-hour economy policy framework, forcing customs desks, clearing agents, and bank terminals to transition into continuous, round-the-clock shift structures to curb congestion.

One of the most significant national infrastructure projects was the continued construction of the Boankra Integrated Logistics Terminal, which achieved substantial progress during the year. Upon completion, the terminal will serve as Ghana's principal inland logistics hub, facilitating the seamless movement of cargo between the Ports of Tema and Takoradi and the landlocked countries of Burkina Faso, Mali, and Niger. The project is expected to reduce cargo transit times, improve logistics efficiency, and enhance Ghana's competitiveness as the preferred trade gateway for the sub-region.

Another landmark achievement in 2025 was the commissioning of the 97.6-kilometre Tema–Mpakadan Standard Gauge Railway Line. The railway provides a critical multimodal transport link between the Port of Tema and the Volta Lake transport system, facilitating more efficient movement of cargo and passengers while supporting the Government's long-term objective of developing an integrated national transport network. The project is expected to improve trade competitiveness, reduce road congestion, lower transport costs, and contribute significantly to national economic growth.

The Government also continued implementing policies aimed at strengthening Ghana's Blue Economy agenda by promoting sustainable utilization of marine and inland water resources, expanding maritime infrastructure, improving fisheries governance, and encouraging private sector investment within the maritime industry.

Ghana Ports and Harbours Authority has fully rolled out the 24-hour policy and has also completed the modernization of container terminals, transit terminals, and Tema Fishing Harbour.

The Ghana Maritime Authority significantly expanded its inland water safety operations during the year. As part of its institutional restructuring programme, Inland Waterways as a Unit was decoupled from the Technical Services Division, and additional operational offices were established at strategic inland water locations to improve service delivery, enforcement, emergency response, and stakeholder engagement across the Volta Lake and other inland waterways.

The Inland Water Safety Programme remained one of the Authority's flagship interventions throughout 2025, with numerous communities and landing sites benefiting from safety sensitization campaigns, boat registration exercises, and load line marking throughout the year 2025. A search and rescue vessel, MV Martey Korley, was also deployed to Kpando-Torkor on the Volta Lake. It has the capacity to rescue up to 150 people and provides an essential safety net for the many communities and travelers who rely on the lake daily.

The Authority also continued refurbishment of the Vessel Traffic Management Information System (VTMIS) and maintenance of Remote Sensor Sites located along Ghana's coastline. These systems provide continuous monitoring of vessel movements within Ghana's territorial waters and Exclusive Economic Zone, while supporting the protection of critical offshore infrastructure such as submarine fibre-optic cables and the West African Gas Pipeline.

A key issue on the Authority's table in 2025 was Green Shipping and Decarbonization. In line with the global decarbonization agenda, the Authority throughout the year continued with stakeholder engagement towards the development of a National Action Plan on Green Shipping. The plan will prioritize capacity building, investment in green fuel production, particularly green hydrogen and ammonia, monitoring emissions at ports and offshore facilities, and the procurement of green vessels and equipment. The

ambition is clear: to position Ghana as a regional hub for green fuels and to ensure that the country's maritime and port operations are sustainable, competitive, and future-ready. This work is being advanced in collaboration with the Ghana Shippers Authority, the Ghana Ports and Harbours Authority, and energy sector actors through the IMO's Green Voyage 2050 and Green Corridors project, which the Authority leads on behalf of Ghana.

The implementation of Phase 3 of the Strategic Sector Cooperation between the Government of Denmark and the Republic of Ghana has been one of the notable highlights of 2025. This ongoing partnership continues to strengthen institutional capacity and technical expertise in Ghana's maritime and hydrographic sectors, with particular emphasis on inland waterway safety and data management systems – areas that are central to the Authority's operational priorities.

3.0 HIGHLIGHTS OF THE YEAR

The Authority in 2025 featured several notable developments across security, seafarer welfare, governance, and hydrographic work.

Organisational Restructuring/Realignment: In 2025, the Authority, after a critical review of its operations and human resources, undertook an internal restructuring and realignment exercise. The exercise was conducted in accordance with the Authority's strategic objective of enhancing institutional efficiency, strengthening workforce productivity, and aligning staff deployment with evolving operational demands. The exercise was one pillar of a wider strategic resetting that also included expanding GMA's presence in the inland waterways.

Inland Water Development: The Authority opened a new office in Akosombo to serve as the headquarters of inland waterways operations. Additionally, new satellite offices have been opened in areas such as Kpando-Torkor, Kete Krachi, Saboba, and Wa. Importantly, one of the Authority's vessels, MV Martey Korley has been relocated to Kpando-Torkor for Search and Rescue operations.

Seafarer Development and Promotion: The Authority designed a comprehensive national framework called the National Seafarer Development and Promotion Programme (NSDPP), aimed at transforming Ghana's seafaring sector into a modern, competitive, and inclusive source of global maritime labour. As part of the seafarer development and promotion agenda, the Authority had engagements with major global shipping lines for sea time opportunities for Ghanaian cadets. These include Kuwait Oil Tanker Company (KOTC), Bahri Ship Management (BSM), and Pacific International Lines (PIL).

Port Security Audits: GMA undertook its 2025 security audits at Tema and Takoradi ports, with findings on access control, surveillance, emergency readiness, and corrective security measures.

Board Working Visit: The Governing Board undertook a working tour of the Authority's offices, operational and project sites in the Western, Volta, and Oti Regions to strengthen oversight and familiarize itself with operational issues.

Hydrography and Nautical Charting: GMA participated in the West African Hydrographic Summit and related benchmarking visits, while also advancing chart production and hydrographic capacity.

Put together, these activities show that 2025 was not only about routine regulation but also about capacity building, operational security, workforce development, and technical modernization within the Authority.

4.0 HUMAN RESOURCES

The Authority remained committed to strengthening its human resource capacity by implementing initiatives to enhance staff performance, professional development, and organisational effectiveness. During the year under review, various human resource activities were undertaken in support of the Authority's strategic objectives and operational requirements.

As part of this commitment, the Authority facilitated several training and capacity-building programmes for staff across different functional areas. These included in-house, in-country, foreign, and virtual training programmes covering areas such as leadership and management, maritime law, procurement, cyber security, environmental and safety standards, customer service, and human resource management. Staff also participated in conferences, workshops, and international programmes organised by institutions, including the International Maritime Organisation (IMO), the World Maritime University (WMU), and the International Maritime Law Institute (IMLI). Furthermore, selected staff were granted study leave to pursue postgraduate studies as part of the Authority's long-term strategy to strengthen institutional capacity and enhance service delivery.

4.1 Staff Strength

Staff strength at the close of 2025 was five hundred and sixteen (516), comprising four hundred and eighty-nine (489) permanent staff, twenty-three (23) contract staff, and four (4) staff on secondment - two (2) seconded from the Authority and two (2) seconded to the Authority. The staff composition by grade and gender is depicted in Table 2 below.

Table 2: Staff Composition by Grade and Gender as at 31/12/2025

Category	Male	Female	Total	% of Total
Management	10	6	16	3.10%
Senior Staff	235	162	397	76.94%
Junior Staff	70	6	76	14.73%
Contract Staff	22	1	23	4.46%
Secondment	2	2	4	0.77%
Total	339	177	516	100%

4.2 Staff Training and Development

In line with its commitment to ensuring that staff development aligns with organisational goals and employee needs, the Authority facilitated a range of training programmes throughout 2025. These spanned all four quarters and covered diverse competency areas, including maritime law, leadership and management, procurement, navigation, cybersecurity, environmental and safety standards, human resource management, and operational skills development.

Table 3 provides a summary of the training programmes and participants for the period under review.

Table 3: Summary of Training Programmes and Participants - 2025

Category	Number of Programmes	Number of Participants
In-House	2	25
In-Country	13	90
Foreign	20	55
Virtual	2	4
Total	37	174

A total of one hundred and seventy-four (174) staff members participated in thirty-seven (37) training programmes across the four training categories. The detailed breakdown is as follows: twenty-five (25) staff members undertook two (2) in-house training programmes; ninety (90) staff members participated in thirteen (13) in-country training programmes; fifty-five (55) staff members benefited from twenty (20) foreign training programmes; and four (4) staff members completed two (2) virtual training programmes.

The foregoing data underscores the Authority's sustained commitment to continuous professional development. Notwithstanding the breadth of training activities conducted, the Authority is encouraged to strengthen the link between its annual training plan and its implementation, with particular attention to expanding in-house and virtual training coverage as more cost-effective ways of reaching a larger number of staff.

5.0 MARITIME LEGISLATION

The Authority is mandated to domesticate and implement International Maritime and Labour Conventions and to provide the legal framework for enforcement. During the year under review, the Authority undertook extensive work on the development, review, revision, and progression of a wide range of draft maritime legislation and regulations to strengthen Ghana's maritime legal and regulatory framework in alignment with international standards.

The following draft legislations were under internal consideration as at 31st December 2025:

- i. Ghana Shipping (Prevention of Collisions at Sea) Regulations 2025.
- ii. Ghana Shipping (Tonnage) Regulations, 2025.
- iii. Ballast Water Management Bill 2025, 2025.
- iv. Work in Maritime Bill, 2025.
- v. Maritime and Related Offences Bill, 2025.

6.0 OPERATIONAL PERFORMANCE

The operational performance of the Authority is examined under five (5) broad functional areas: Maritime Safety Administration, Maritime Security Administration, Maritime Environment Protection, Inland Water Transportation, and Training, Certification, and Recruitment of Seafarers.

During the period under review, the Authority carried out a range of operational activities in fulfilment of its statutory mandate. Table 4 provides a general overview of the Authority's operational performance for 2025, while the sections below present detailed accounts of the key activities undertaken across the various functional areas.

Table 4: Summary of Operational Performance

INDICATOR	2025 ACTUAL	2024 ACTUAL	CHANGE CHANGE	%
Vessel Registration	10	19	-9	-47.37
Operating /Safety Permits	78	96	-18	-18.75
Flag State Inspections	121	109	12	11.01
Port State Control Inspections	289	221	68	30.77
MARPOL Inspections	223	192	31	13.90
Bunkering	835	271	564	208.12
Piracy Incidents (GoG)	7	3	4	133.33
Armed Robbery Incidents (GoG)	12	7	5	71.43
Piracy Incidents (Ghana)	2	0	2	-
Armed Robbery Incidents (Ghana)	1	0	1	-
Certificate of Competency/Certificate of Proficiency	4254	4304	-50	-1.16
Seafarer Engagement	928	2037	-1109	-54.44
Discharge books issued to seafarers	1224	1432	-208	-14.53
Seafarer Identity Document	1119	1241	-122	-9.83
Medical Certificates	4357	3337	1020	30.57
Volta Lake Accidents	6	2	4	200.00
Accident Casualties	8	6	2	33.33
Accident Fatalities	15	3	12	400.00

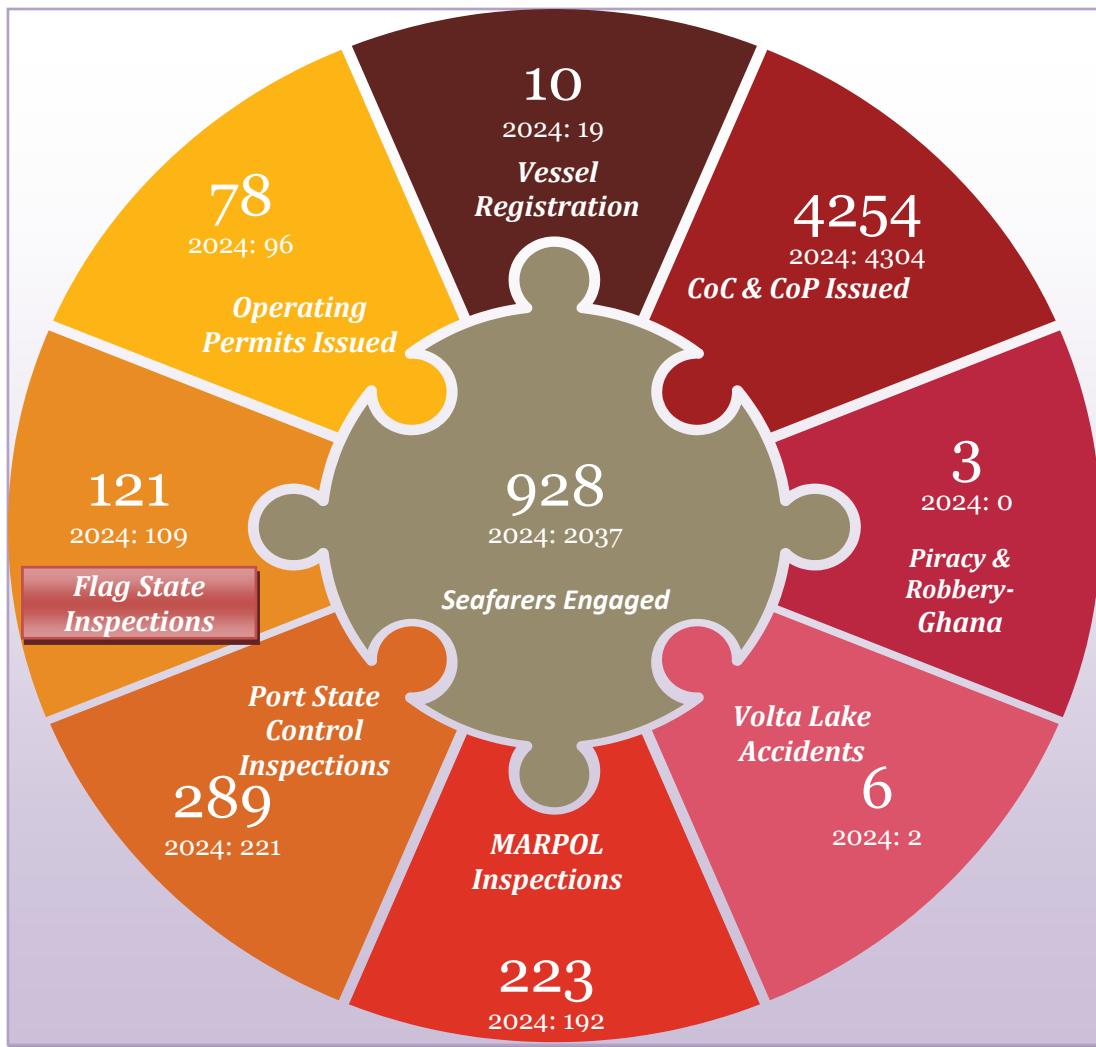


Figure 2: Operational Performance at a Glance

6.1 MARITIME SAFETY ADMINISTRATION

Activities performed under the Maritime Safety Administration covered the following areas:

- Ship Registration
- Ship Surveys and Inspections (Flag State and Port State Control Inspections)
- Hydrography and Navigational Services

6.1.1 Ship Registration

The Ghana Maritime Authority (GMA) registers Ghanaian ships to ensure the effective maintenance and administration of the Ship Register, in accordance with the Ghana Shipping Act, 2003 (Act 645). This function is central to the regulation of Ghana’s maritime sector, as it establishes the legal identity, nationality, and ownership of vessels flying the Ghanaian flag.

To improve service delivery, the Authority has continuously reviewed and streamlined ship registration procedures to make the process faster, more efficient, and user-friendly for shipowners and other stakeholders. This has made it easier to undertake vessel deletions, change vessel names and ownership details, transfer registry from a foreign flag to Ghana, import vessels into the country, and respond to search requests from shipowners, insurers, and related organisations.

The number of vessels and the various types registered in 2025, compared with 2024, are shown in Table 5.

Table 5: Number of Vessels Registered

VESSEL TYPE	2024	2025
Fishing Vessels	2	1
Inland water vessels	3	3
Pleasure crafts	4	2
Supply, Tug and others	10	4
TOTAL	19	10

Between 2024 and 2025, the number of registered vessels fell sharply from nineteen (19) to ten (10), a decrease of nearly 47%. Fishing vessels dropped modestly from two (2) to one (1), while inland water vessels held steady at three (3), indicating stable activity in local inland routes. Pleasure crafts declined by half, from four (4) to two (2). The most significant drop occurred in the "Supply, Tug, and others" category, which fell from ten (10) to four (4) vessels. Overall, rather than signaling failure, the 2025 figures simply reflect tighter compliance and a deliberate shift in the types of vessels actively maintained under the registry.

The year 2025 ended with a total of three hundred and twenty-one (321) vessels on the ship register. Table 6 provides details.

Table 6: Number of Vessels on the Ship register

VESSEL TYPE	2024	2025
Cargo Vessels	6	4
Fishing Vessels	97	86
Inland water vessels	78	79
Pleasure crafts	42	47
Supply, Tug, and others	100	105
TOTAL	323	321

Between 2024 and 2025, the total number of vessels on the ship register remained remarkably stable, moving slightly from three hundred and twenty-three (323) to three hundred and twenty-one (321), a negligible drop of just two vessels. Considering individual vessel types, cargo vessels declined from six (6) to four (4), a modest but noticeable reduction. Fishing vessels saw the most significant decrease, falling from ninety-seven (97) to eighty-six (86), a loss of eleven (11) vessels. This was largely due to strict measures put in place to have inactive vessels deleted from the register.

In contrast, inland water vessels remained steady at seventy-nine (79) in the year, reflecting consistent demand and stable operations. Pleasure crafts increased from forty-two (42) to forty-seven (47), a gain of five (5) vessels, indicating growing recreational boating activities. Another notable growth came from supply, tug, and others, which rose from one hundred (100) to one hundred and five (105), an increase of five (5) vessels, suggesting steady expansion in offshore support and port logistics.

Notably, while fishing vessels experienced a clear decline, the overall fleet remained largely unchanged because gains in pleasure craft and support vessels almost exactly offset the losses in cargo and fishing vessels. This points to a maritime sector that is not shrinking but quietly shifting in composition.

6.1.2 Ship Surveys and Inspections

Ship surveys and inspections are carried out to ensure that Ghana-flagged vessels are seaworthy and operate in compliance with applicable safety, security, and marine environmental protection regulations. These checks help confirm that vessels continue to meet the required international and national standards throughout their service life.

In addition, Port State Control (PSC) inspections are carried out on foreign vessels that call at ports in Ghana to verify their seaworthiness and compliance with applicable conventions and regulations. Masters and shipowners are therefore encouraged to maintain the highest standards in the operation and management of their vessels.

Where vessels are found to be in contravention of the law, sanctions may be applied, including detention, fines, imprisonment, or a combination of these penalties.

6.1.2.1 Flag State Inspections

Several Flag State inspections were conducted to ensure that vessels flying the flag of Ghana comply with established standards. Figure 3 presents details.

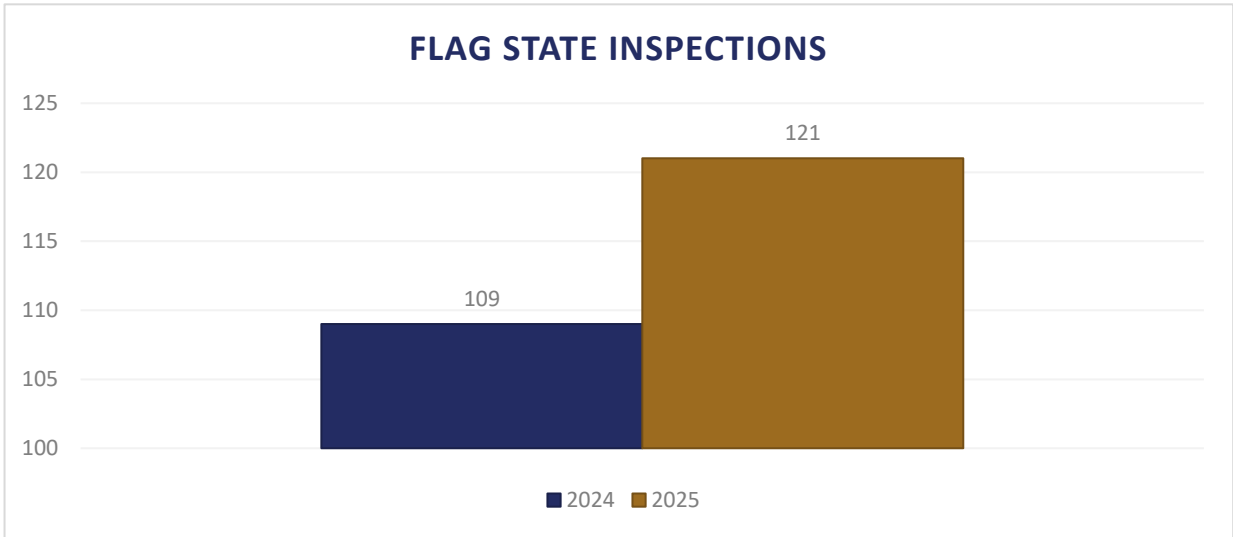


Figure 3: Comparative chart on Flag State Inspections 2024 and 2025

In 2025, a total of one hundred and twenty-one (121) vessels registered under the Ghanaian flag underwent surveys and inspections. This represents an 11% increase over the one hundred and nine (109) vessels inspected in 2024, indicating a notable improvement in regulatory oversight within Ghana’s maritime domain.

The increase was largely driven by the higher number of fishing vessels subjected to Flag State inspections during the period. This suggests strengthened monitoring of a vessel category that is particularly significant to Ghana’s maritime economy and coastal livelihoods, as well as to safety and compliance enforcement.

The upward trend in surveys and inspections reflects the Authority’s continued efforts to ensure that vessels flying the Ghana flag comply with applicable national and international requirements on safety, security, and marine environmental protection. It also demonstrates a more proactive approach to ensuring seaworthiness and operational compliance across the fleet.

Overall, the increase in inspection activity indicates improved enforcement and heightened regulatory attention, particularly within the fishing subsector. Sustaining this momentum will be important for

promoting safe vessel operations, reducing marine safety risks, and enhancing compliance with flag state obligations.

6.1.2.2 Port State Control (PSC) Inspections

Port State Control (PSC) inspections are conducted on foreign-flagged vessels calling at Ghanaian ports to verify compliance with applicable international conventions and regulations, including those covering safety, pollution prevention, security, and crew welfare. These inspections also help identify substandard vessels and, where necessary, ensure corrective actions are taken or vessels are detained until deficiencies are rectified. The total number of vessels inspected under Port State Control for both 2024 and 2025 is presented in Figure 4.

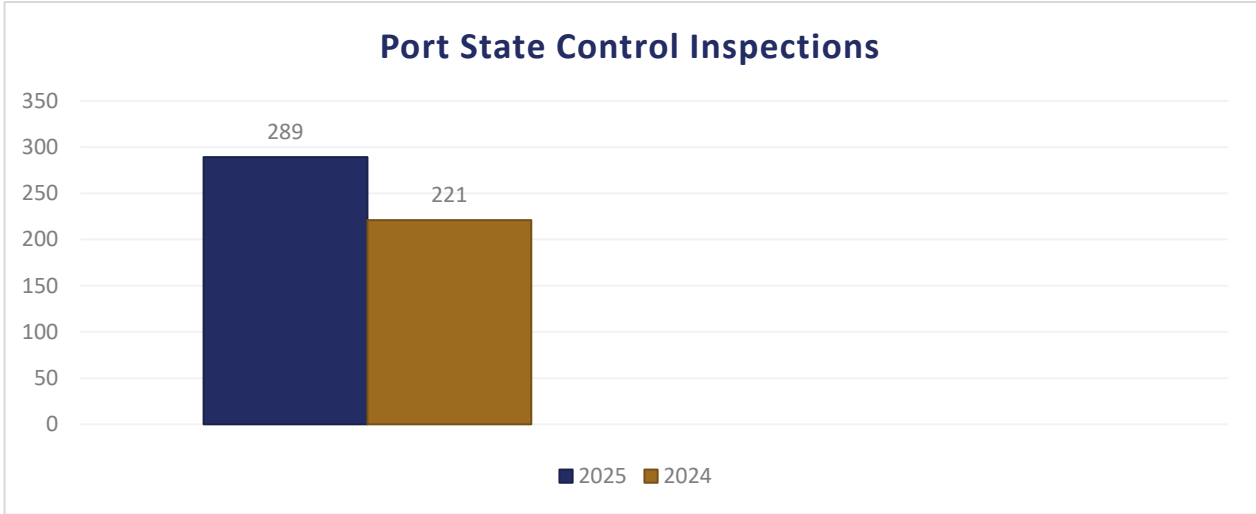


Figure 4: Number of Vessels inspected under Port State Control

During the review period, Port State Control (PSC) inspections were conducted on two hundred and eighty-nine (289) vessels, compared with two hundred and twenty-one (221) in 2024. This represents a 30.8% increase in inspection activity and demonstrates strengthened oversight of foreign vessels calling at Ghanaian ports.

The increase in PSC inspections may be partly attributable to Ghana’s participation in the Abuja Memorandum of Understanding (Abuja MOU) on Port State Control. The Abuja MOU is a regional framework through which member States in West and Central Africa cooperate to improve the coordination, consistency, and effectiveness of Port State Control inspections within their maritime jurisdictions.

As a member of the Abuja MOU, Ghana has aligned its inspection regime with regional standards and procedures, thereby promoting a more coordinated and efficient approach to enforcement. This alignment has improved the targeting of vessels for inspection and enhanced compliance monitoring in Ghana’s ports.

Overall, the rise in PSC inspections underscores the Authority’s commitment to ensuring that foreign vessels calling at Ghanaian ports comply with applicable international conventions and national regulations on safety, security, and marine environmental protection.

6.1.3 Hydrography and Navigational Services

The Authority continues to play a critical role in ensuring that Ghana's waters remain safe for navigation and in supporting other marine-related activities. In line with its mandate as the host of the National Hydrographic Office, the Authority remains committed to acquiring, processing, and disseminating hydrographic information, guided by the principles of innovation, standardization, capacity building, and collaboration.

During the period under review, the Authority undertook a range of activities to enhance the quality of hydrographic data and improve nautical charting. These activities are summarized as follows:

1. Crowd-Sourced Bathymetry (CSB) Survey
2. Nautical Charting and Data Processing
3. Bathymetric Surveys and Field Operations
4. Field Reconnaissance Survey for Proposed Developments

6.1.3.1 Crowd-Sourced Bathymetry (CSB) Survey

During the period under review, the Authority intensified its efforts to acquire hydrographic data through Crowd-Sourced Bathymetry (CSB) survey. This approach leverages depth measurements collected from vessels operating within Ghana's waters using onboard navigation equipment.

Data was collected from vessels calling at the Ports of Tema and Takoradi, providing a cost-effective and efficient means of supplementing traditional survey methods. The collected data serves as a baseline dataset for updating nautical charts and for identifying changes in seabed morphology.

To ensure accuracy, the data underwent tidal correction to derive true depth values. In addition, weather data collected alongside CSB operations is being used to develop a weather data layer, which will further enhance navigational safety and marine applications.

6.1.3.2 Nautical Charting and Data Processing

During the period under review, the Authority made significant progress in processing and visualising hydrographic data using modern geospatial software, including ArcGIS Maritime, ArcMap, and Microsoft Excel. These tools supported the efficient management, analysis, and presentation of hydrographic information for operational use.

A major achievement was the successful production of an S-57 Electronic Navigational Chart (ENC) for the Port of Takoradi. The chart incorporated newly acquired CSB data alongside existing charted depths, thereby enhancing the accuracy, reliability, and completeness of navigational information for the port and its anchorage areas.

The development of in-house nautical charts marks an important milestone in strengthening Ghana's hydrographic independence. It also significantly enhances maritime safety by improving the availability of up-to-date, locally validated navigational data.

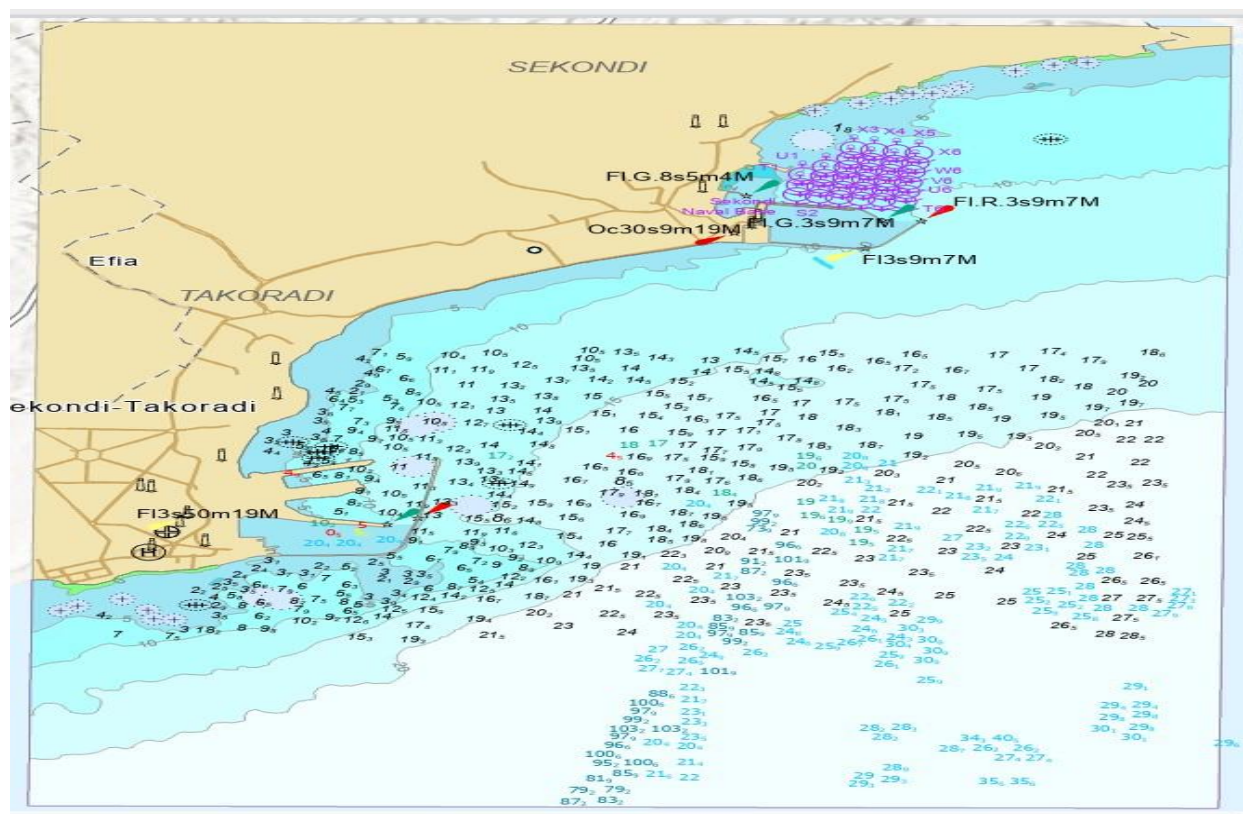


Figure 5: S-57 ENC of the Takoradi Port using CSB data

6.1.3.3 Bathymetric Surveys and Field Operations

During the period under review, the Authority conducted bathymetric survey exercises in collaboration with the Ghana Ports and Harbours Authority (GPHA) within the framework of the National Hydrographic Office. These exercises were part of ongoing efforts to support port development initiatives and to improve hydrographic data for safe and effective maritime operations.

Key field activities included establishing ground control points, demarcating and detailing survey areas, monitoring dredging operations, testing and calibrating equipment, and acquiring bathymetric data using modern survey equipment. These activities were essential for ensuring the accuracy, reliability, and quality of the survey outputs.

Overall, the exercises provided valuable practical exposure to field survey operations and strengthened technical competencies in hydrographic surveying. They also reinforced institutional collaboration in support of Ghana's hydrographic and port development objectives.



Marking the boundary corners of each parcel



Establishing the corners of each parcel with Topcon Total Station



Bathymetry Survey Setup

6.1.3.4 Field Reconnaissance Survey for Proposed Developments

During the period under review, the Authority participated in a joint field reconnaissance survey to assess proposed offshore wind farm development sites along Ghana's eastern coastline, particularly in Anloga and Prampram. The exercise was part of preliminary studies to determine the suitability of the locations for future development.

The survey comprised a visual assessment of coastal conditions, preliminary hydrographic measurements, stakeholder consultations, and drone-based aerial mapping. These activities provided useful baseline information on shoreline stability, human activities, and prevailing environmental conditions across the proposed project areas.

The findings indicated the need for further technical studies to support project implementation. These include detailed bathymetric surveys, environmental impact assessments, sediment analysis, and erosion studies to ensure that the proposed developments are properly informed by scientific and environmental considerations.



Drone Image of the Site at Old Ningbo



Drone Image of the Site at Anyanui

6.2 MARITIME SECURITY ADMINISTRATION

The Authority is responsible for ensuring compliance with the Ghana Maritime Security Act 2004 (Act 675), which establishes the legal framework for enforcing the International Ship and Port Facility Security (ISPS) Code in Ghana. A key responsibility of the Authority is to safeguard Ghana's maritime interests by addressing security threats, including piracy, sea robbery, terrorism, and other illegal activities.

To strengthen maritime surveillance and enhance response to security threats, the Authority works closely with relevant stakeholders. To this end, communication lines were maintained between the Authority and relevant entities, including the Ghana Navy, Marine Police, and the Multinational Maritime Coordination Centre (MMCC) Zone F for effective monitoring of the maritime security situation within the maritime jurisdiction of Ghana, the Gulf of Guinea, and beyond, and for coordination of actions when necessary.

The activities captured under the Maritime Security Administration for the period under review cover the following areas:

- Implementation of the ISPS Code and Port Facility Security Compliance
- Maritime Security Incidents
- Search and Rescue
- Maritime security training for stakeholders

6.2.1 Implementation of ISPS Code and Port Facility Security Compliance

In line with its mandate to ensure strict implementation and enforcement of the provisions of the Maritime Security Act 2004 (Act 675) and all maritime security-related legislation, the Authority undertook a series of compliance and enforcement activities at Ghana's ports and port facilities during the period under review.

Semi-covert drive-through tours of the Ports of Tema and Takoradi were conducted by a joint team comprising the Maritime Security Sub-Unit and the United States Coast Guard (USCG) to assess the level of implementation of the provisions of the Maritime Security Act 2004 (Act 675) and the ISPS Code. These tours were intended to assess the ports' actual security posture under normal operating conditions, without issuing prior notification to port facilities. During the joint visit with the USCG to the Takoradi Port, a dedicated presentation on cruise ship security was delivered to enhance awareness and preparedness among port security personnel.

A team from the Maritime Security Sub-Unit also visited the Tema Port to observe security protocols during the disembarkation and embarkation of cruise ship passengers, ensuring that appropriate security measures were in place and being properly implemented.

In addition, the Authority participated in a pre-coordination meeting for drills at the Port of Tema and collaborated with the Port to organise a Port Security Management Seminar, which was hosted at the Port.

Furthermore, the Authority, in collaboration with the USCG and the United Kingdom Department for Transport (UKDfT), organised three seminars and workshops on the ISPS Code and other maritime security topics for stakeholders, including GPHA, Ghana Navy, Customs, Immigration, and Marine Police, thereby reinforcing inter-agency collaboration on port and general maritime security matters.



GMA MARSEC & USCG at Tema Port (Main)



GMA MARSEC Inspection Team at MPS Terminal 3



Joint GMA/USCG Inspection Team after an ISPS Code Inspection at MPS Terminal 3

6.2.2 Maritime Security Incidents

During the period under review, a few security incidents were recorded within Ghana's maritime jurisdiction. These incidents underscore the importance of maintaining vigilance, improving surveillance measures, and fostering stronger collaboration among maritime security agencies to safeguard the region's waters. Table 7 summarises the key maritime security-related incidents recorded during the period.

Table 7: Maritime Security Incidents Recorded During the Period

S/N	Port	Vessel	Incident Type	Narration
1	Tema	MT Champion Power	Detection of Stowaways	The tanker, sailing from Tincan Island Port, Lagos, had 6 Nigerian stowaways on board. The GPHA pilot who went aboard to bring the ship to berth spotted the stowaways and reported it to port security.
2	Takoradi	MV Norse Houston	Attempted Boarding	The vessel reported an attempted boarding at anchorage.
3	Takoradi	MV Ultra Infinity	Distress Call / False Alarm	The vessel made a distress call about an attempted boarding. Investigation revealed it was canoe fishermen fishing close to the vessel.
4	Tema	MV MSC Sheffield	Detection of Stowaways	The vessel, sailing from Tincan Island Port, Lagos, had 10 Nigerian stowaways on board. The GPHA pilot

S/N	Port	Vessel	Incident Type	Narration
				spotted the stowaways in the radar trunk and reported it to port security.
5	Takoradi	MV Sunny Molly	Alleged Anchorage Theft	The vessel reported the theft of 40 buckets of 20kg marine paint from the ship's store. Investigation revealed crew complicity. The Captain apologized and the vessel was fined by the Port.
6	Takoradi	MT Euro Trader	Attempted Boarding	A Malta-flagged tanker reported a boarding at anchorage. Two perpetrators boarded but escaped empty-handed onto a small boat manned by two accomplices after the crew raised the alarm.
7	Tema	MV Meng Xin 1	Alleged Piracy Attack	A Ghanaian-registered fishing trawler was boarded by five (5) armed men who fired warning shots. Four (4) armed men, with faces covered, boarded and abducted three crew members — the Captain, Chief Mate and Chief Engineer, all Chinese nationals.
8	Tema	MT Endo Ponnente	Attempted Boarding	The duty crew onboard the drifting tanker spotted a skiff approaching and alerted the Master. The crew mustered in the citadel as a precaution. The skiff came alongside the tanker, and the pirates attempted to board, prompting the Master to contact the Owners and the Togo Navy for assistance. A Togo Navy patrol boat arrived, boarded the tanker, and ensured the safety of all crew members. The tanker, with no material damage, proceeded to Lome port anchorage for further investigation by the Togo Authorities.

The occurrence of piracy and armed robbery cases in the entire Gulf of Guinea and Ghana are captured in Figure 6.

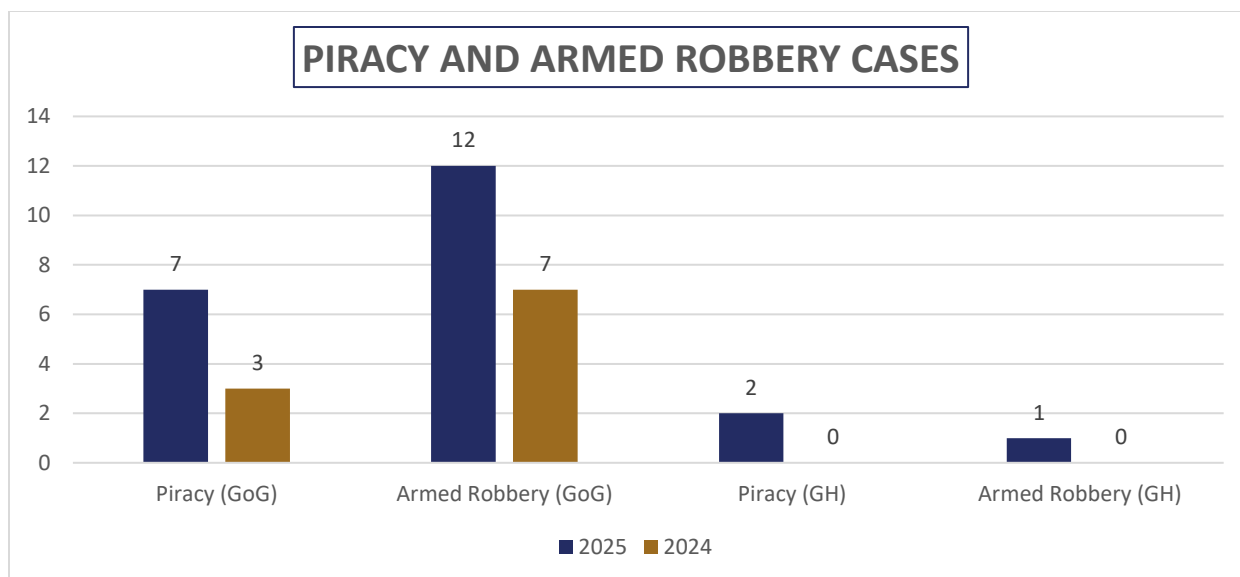


Figure 6: Piracy and Armed Robbery Incidents

A comparison of piracy and armed robbery incidents reveals that there were a total of seven (7) piracy incidents and twelve (12) armed robbery incidents in 2025, in contrast to three (3) and seven (7) cases, respectively, in 2024, in the Gulf of Guinea. Cases recorded in Ghanaian waters were two (2) incidents of piracy and one (1) armed robbery, which had zero (0) cases in 2024. The Authority has intensified its strategic collaboration with other maritime security institutions, both in the country and the West African sub-region, to reduce anchorage theft incidents in Ghanaian waters.

Effective implementation and enforcement of the Maritime and Related Offences law will facilitate the prosecution of offenders. This will address the deficiency in the Criminal Offences Act, 1960 (Act 29), which does not cover piracy.

6.2.3 Search and Rescue (SAR)

The Authority prioritizes Search and Rescue (SAR) by continuously engaging relevant stakeholders on maritime safety matters. GMA, through its SAR operations, provides assistance to vessels and persons in distress within Ghana's maritime territory. In 2025, MRCC Tema recorded seven (7) SAR events, comprising six (6) operational events and one (1) false alert, yielding an operational response rate of 86%. Operational events included routine administrative activities, staff familiarization visits to the Centre, and active monitoring of a vessel-fishermen interaction involving the MT ULUS, during which artisanal fishermen were exploiting the vessel's lighting system to fish in its vicinity. In 2024, five (5) search and rescue events were recorded. Three (3) of these events were false alerts, and two (2) were genuine.

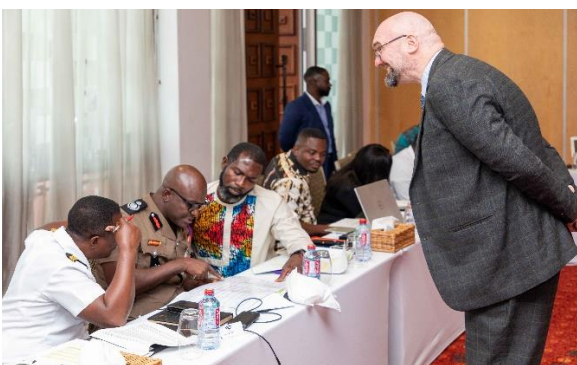
6.2.4 Maritime security training for stakeholders

The Authority collaborated to organise seminars on Port Security Management with the United States Coast Guard (USCG), and Maritime Cyber-Security Awareness, Counter Drone Protection

for Ports, Port Facility Security Assessment/Plan, and Recognition of Firearms and explosives with the United Kingdom Department for Transport (UKDfT).

The overarching objective was to strengthen the technical, regulatory, and operational capacity of Ghana's port and maritime security stakeholders to identify, assess, and respond to evolving physical, cyber, and aerial threats to ports and shipping, in line with the ISPS Code and related international maritime security instruments.

The Key stakeholders who participated in the trainings included Ghana Ports and Harbours Authority (GPHA), the Marine Police, Immigration, Ghana Revenue Authority (GRA) – Customs Division, the Ghana Navy, National Security, the Cyber Security Authority, the Bureau for National Investigations (BNI), and private terminal and offshore operators such as Tullow Ghana, Eni Ghana, Mitsui Ocean Development & Engineering Company (MODEC), Takoradi Logistics and Training Centre (TLTC), and Meridian Port Services (MPS).



A cross-section of participants during the workshops

6.3 MARITIME ENVIRONMENT PROTECTION

As the regulatory authority overseeing the maritime industry, GMA is committed to safeguarding the marine and inland waterways, with a primary focus on enhancing navigation safety and mitigating marine pollution. GMA diligently enforces regulations and standards that promote the responsible use of Ghana's marine resources and water bodies and plays a vital role in preventing the harmful discharge of pollutants into the marine environment. Key activities undertaken under maritime environmental protection for the year under review are highlighted in the sections below.

6.3.1 Issuance of Operating and Safety Permits

The Authority grants Operating and Safety Permits to shipping companies and vessels, allowing them to conduct offshore activities within Ghana's maritime jurisdiction. These permits are issued after thorough surveys and inspections have been completed. Figure 7 presents details of Operating and Safety Permits issued in 2025.

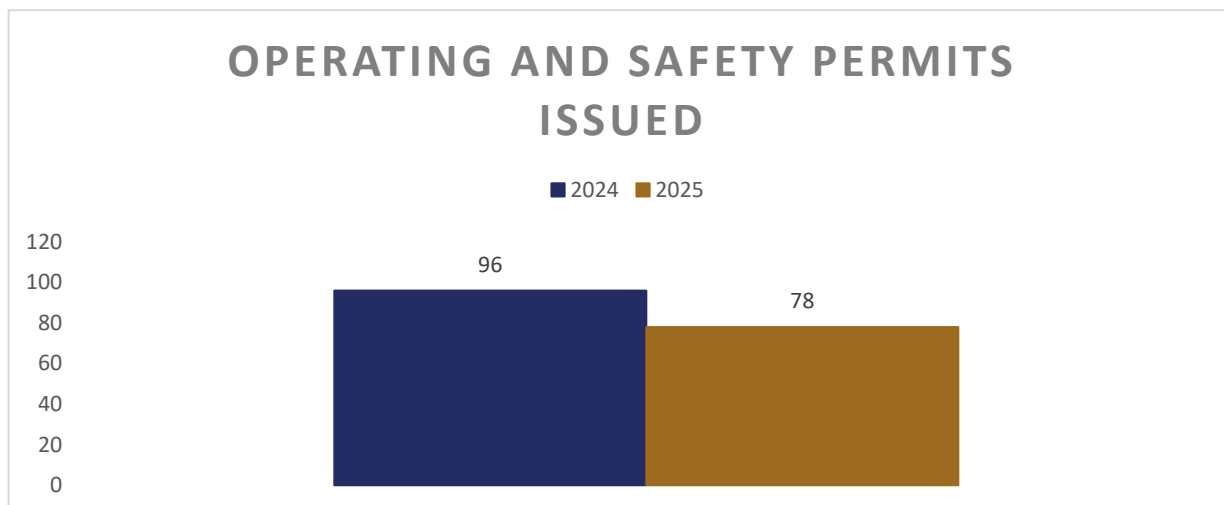


Figure 7: Operating and Safety Permits Issued in 2024 & 2025

In 2025, a total of seventy-eight (78) Operating and Safety Permits were issued, compared to ninety-six (96) permits issued in the previous year. This indicates a decline of 19% in the total number of permits issued in 2025.

Vessel operating and safety permit issuance is largely shaped by the business environment, with offshore support/supply vessels tied to oil production activity accounting for most permits issued. The decline in Ghana's crude oil output due to natural field maturation and a lack of new upstream investment, resulted in a corresponding decrease in offshore vessel activity and permits issued.

6.3.2 Issuance of Bunkering Permits

The Authority places significant importance on bunkering, given the risks of spillage and illicit practices. When supplying bunker fuel to ships, the Authority ensures a well-regulated process to safeguard the marine environment and prevent illegal bunkering. Key activities carried out by the Authority include regulating and licensing bunkering operators to ensure they meet specific safety, environmental, and operational standards. Safety inspections of bunkering facilities, vessels, and equipment are also conducted to ensure compliance with established safety protocols. This involves examining bunker fuel storage and handling, ensuring the availability of appropriate firefighting equipment, and verifying adherence to safety procedures during bunkering operations.

Additionally, the Authority ensures that bunkering activities comply with environmental protection regulations, such as designating protected areas for bunkering, mandating the use of spill-prevention equipment, and monitoring environmental impacts. Figure 8 provides details of bunkering operations carried out in 2025.

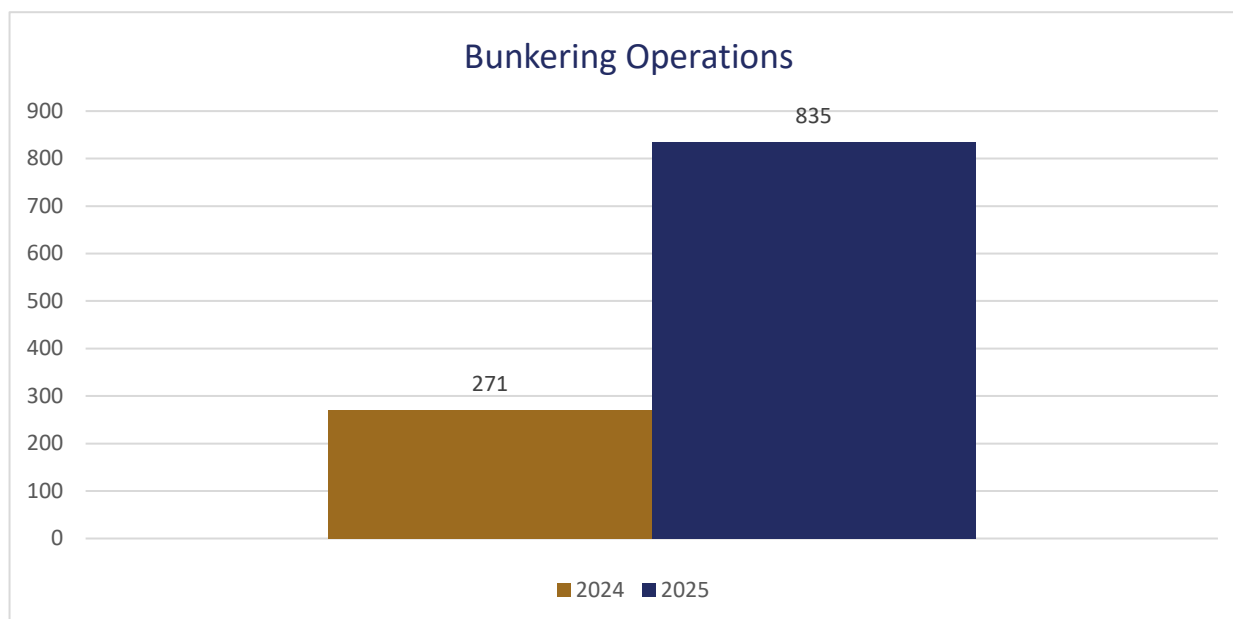


Figure 8: Bunkering Operations Carried Out in 2024 & 2025

In 2025, the Authority approved a total of eight hundred and thirty-five (835) requests allowing vessels to engage in bunkering as requested by various oil companies, compared to two hundred and seventy-one (271) operations in 2024, representing an increase of 208%. This exponential increase is due to the requests received from more fishing vessels to undertake bunkering, and the corresponding approvals granted by the Authority to companies to carry out such activities. The activities of these permitted vessels were closely monitored to ensure adherence to the standards outlined in sections 229-230 of the Maritime Pollution Act, 2016 (Act 932).

6.3.3 MARPOL Inspections

MARPOL inspections are conducted to verify that vessels comply with the International Convention for the Prevention of Pollution from Ships (MARPOL), which sets the global standard for preventing pollution of the marine environment from ships through operational discharges, accidental spills, and improper waste disposal. Inspections cover compliance across the six Annexes of the MARPOL Convention, including the prevention of pollution by oil (Annex I), noxious liquid substances (Annex II), harmful substances carried in packaged form (Annex III), sewage (Annex IV), garbage (Annex V), and air pollution (Annex VI). Figure 9 provides details of MARPOL inspections conducted in 2025.

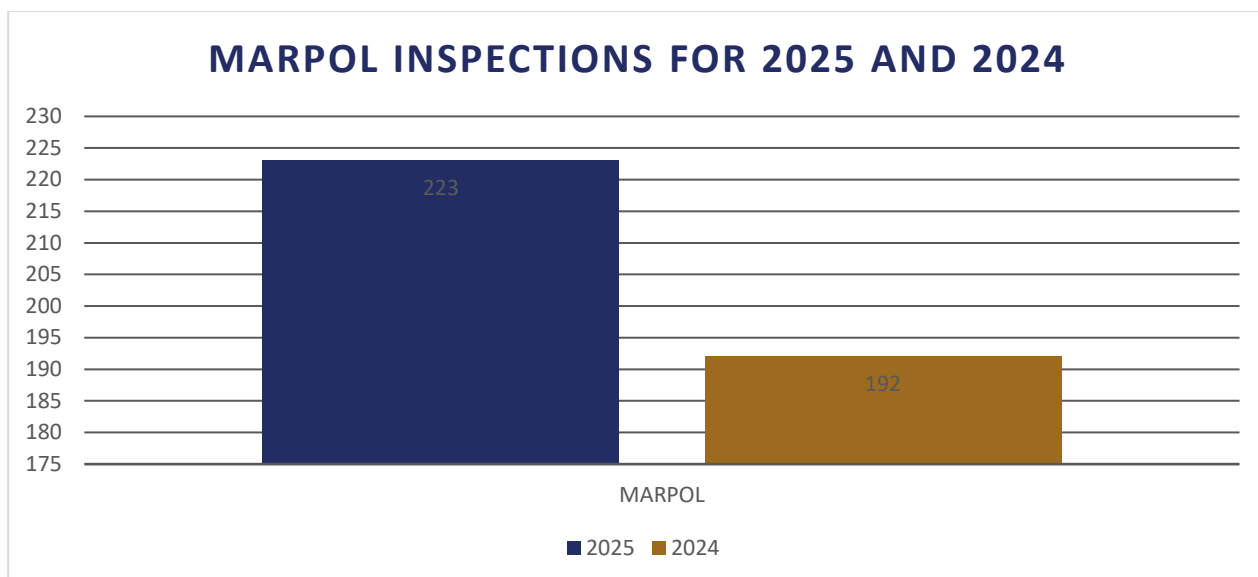


Figure 9: MARPOL inspections for 2024 and 2025

During the year 2025, the Authority conducted a total of two hundred and twenty-three (223) MARPOL inspections across the Ports of Tema and Takoradi, compared with one hundred and ninety-two (192) in 2024. This represents a year-on-year increase of thirty-one (31) inspections, equivalent to a 16% growth in inspection activity.

The 16% increase in MARPOL inspections between 2024 and 2025 reflects the Authority's intensified commitment to environmental protection within Ghana's maritime jurisdiction. This growth in inspection activity is consistent with the Authority's PSC obligations under the Abuja MOU and its broader mandate to safeguard the marine environment from the adverse effects of shipping operations. The sustained increase in inspections also signals a strengthening of the Authority's environmental enforcement capacity and contributes to Ghana's efforts to maintain clean and healthy ocean and coastal ecosystems, supporting the country's Blue Economy development agenda.

6.4 INLAND WATERWAYS TRANSPORTATION

The Ghana Maritime Authority, in collaboration with relevant stakeholders, maintained its commitment to ensuring the safety and security of inland waterway transportation throughout the review period. Operational activities spanned the full spectrum of regulatory functions, from proactive community engagements to active enforcement, with a sustained focus on the major landing beaches along the Volta Lake.

6.4.1 Board's Visit to Inland Waterways

In recognition of the importance of inland water transport to the Authority's mandate, the Governing Board of the Ghana Maritime Authority (GMA), accompanied by some members of the Naval Task Force, undertook a working visit to some of the Authority's satellite offices at the inland water communities.

The purpose of the visit was to assess the current state of inland water transport infrastructure and operations, identifying challenges and opportunities for improving inland water transport services, and more importantly, encouraging staff at the satellite offices to maintain high standards of professionalism and dedication in the discharge of their duties.



Members of the Board Interacting with Staff at the Dambai office



Director-General Interacting with Staff at Yeji



Members of the Board with stakeholders at Dambai

6.4.2 Inland Waterways Development

The year 2025 marked a significant transformation for Ghana's inland water transport sector. The Ghana Maritime Authority introduced a series of coordinated initiatives designed to address long-standing safety challenges, enhance emergency response, and establish a robust regulatory framework. These initiatives are part of a broader strategy to modernise the sector and improve the livelihoods of people who depend on the Volta Lake.

Establishment of the Inland Waterways Headquarters at Akosombo

A cornerstone of the 2025 reforms was the full operationalization of GMA's Inland Waterways Unit, with its headquarters established at Akosombo. This move created a dedicated administrative and coordination

hub for all inland water activities. The new office is tasked with coordinating safety inspections, enforcing operational standards, and providing emergency response support for vessels operating on the Volta Lake.

The following core activities were carried out by the Inland Waterways Unit of the Authority during the period under review:

1. Boat Inspections
2. Monitoring and Enforcement
3. Sensitisation and Education Campaigns
4. Stakeholder Engagement
5. Boat Yard Inspections
6. Load-line Marking of Boats

Establishment of Additional Satellite Offices

In the quest to further improve safety in our inland waterways, the Authority established satellite offices at Kete Krachi, Kpando-Torkor, Saboba, and Wa. These offices serve as direct bridges between the Authority and local communities, allowing closer engagement with traditional authorities and other local stakeholders on safety and infrastructure issues. This proximity helps the GMA tailor its interventions to local socio-cultural realities and traditional governance structures along the inland waterways.

Deployment of Search and Rescue Vessel to Kpando-Torkor

In a decisive move to improve safety on the Volta Lake, the GMA deployed a dedicated search and rescue vessel, MV Matey Korley, to Kpando-Torkor in the Volta Region. This marked the first time a vessel for rescue operations was stationed on the lake. Kpando-Torkor was selected as a strategic location to address accidents in the crossing areas. The vessel represents a critical upgrade from the traditional reliance on local canoes for emergency response.

6.4.3 Boat Inspections

The Authority conducts regular boat inspections on inland waterways to ensure compliance with safety standards and regulations, mitigate accident risks by identifying potential hazards, and safeguard the livelihoods of communities that depend on them. Throughout the year, inspections were carried out at the Yeji and Dambai satellite offices in collaboration with the Naval Task Force.

Inspection exercises at Yeji covered hull conditions and onboard safety equipment, including life jackets, fire extinguishers, anchor systems, navigation torch lights, first-aid kits, and life buoyancy rafts. Across three separate exercises, a total of fifty-eight (58), forty-five (45), and fifty-six (56) boats were inspected, respectively, and all were found to be in satisfactory condition and lake-worthy. Boats found to be deficient in required equipment were directed to remedy the shortfall before their next departure.

At Dambai, three inspection exercises were also conducted. The first covered thirty-three (33) boats, during which ten (10) newly registered vessels were added to official records. A subsequent exercise inspected forty (40) boats, of which seven (7) were newly built. The final exercise of the year covered thirty-seven (37) boats and revealed notable compliance gaps: only twelve (12) vessels had life jackets on board, nine (9) had functional first aid kits, and eighteen (18) displayed visible load-line markings. These findings underscore the need for sustained enforcement action and targeted safety sensitisation among boat operators in the area.



Boat Inspection Exercise at Yeji



Boat Inspection Meeting at Dambai — Safety Equipment Check

6.4.4 Monitoring and Enforcement

The Authority, in collaboration with the Naval Task Force (NTF), conducted daily patrols throughout the year to enforce safe practices and promote safe navigation on the Volta Lake. Patrols included monitoring of boats and ferries, with inspections focusing on firefighting equipment, leak-sealing materials, vessel condition, outboard motors, life jackets, load-line markings, and registration compliance.

Routine patrol activities were sustained consistently throughout the year at both Yeji and Dambai. At Yeji, road patrols extended to the outlying landing sites of Jakrai, Fante Akura, and Bayawayaya.



Surveillance and Monitoring Activity along the Volta Lake

6.4.5 Sensitisation and Education Campaign

Recognising the vital role of inland water transport, the Authority implemented a range of sensitisation initiatives throughout the year to enhance safety awareness, prevent pollution, and promote regulatory compliance among boat operators, passengers, and lakeside communities.

6.4.5.1 Safety Sensitisation

Safety sensitisation exercises conducted were centred on core safety messages: the mandatory wearing of life jackets, the carriage of firefighting equipment, routine maintenance of vessels and onboard equipment, the avoidance of overloading, and the need to assess prevailing weather conditions before departure. Engagements were conducted on a boat-by-boat basis, targeting operators, passengers, and bystanders.

Sensitisation visits were also extended to fishing communities in the Pru West District, including Prang, Beposo, Labun-Kofi Baasare, and Parambo, where fisherfolks received guidance on safety precautions, weather awareness, and proper vessel loading procedures. A visit to the Tonka community similarly addressed life jacket usage, the dangers of overloading, and beach cleanliness practices. The Authority also engaged the Cherepo Anyimaye community during their annual traditional festival, delivering targeted briefings on fire safety and promoting the use of life jackets. In Makango, a sensitisation drive focused on proper loading procedures and consistent life jacket use, while traders at the landing beach were separately engaged on cleanliness standards and pollution prevention measures.



Safety Sensitisation at Tonka Community



Safety Sensitisation at Yeji

6.4.5.2 Pollution Prevention and Environmental Education

The Authority placed sustained emphasis on pollution prevention as a core component of its inland waterways mandate. At Yeji, pollution levels along the lake shore were monitored throughout the year, with boat operators consistently being advised to keep dustbins onboard and to educate their passengers on responsible waste disposal. The Authority collaborated with Ecozoil to conduct weekly cleaning exercise at the Yeji landing beach. Challenges encountered, including the improper disposal of collected waste and a shortage of adequate cleaning equipment, were escalated to the Ecozoil Regional Coordinator for resolution.

At Dambai, the Authority participated in a World Environment Day awareness walk and delivered talks on the impact of plastic pollution on water quality and aquatic life. Community members, particularly students, were encouraged to champion environmental protection and adopt responsible waste disposal practices around the lake.

By the close of the year, pollution levels at the Yeji landing beach had improved notably, largely due to the District Assembly deploying cleaners to clean the beach after every market day. The absence of dedicated passenger waste bins, however, remained an outstanding concern requiring further attention.



GMA Team and the Tonka Community during Sensitisation



GMA Staff Sensitizing Students on Responsible Waste Disposal

6.4.6 Stakeholder Engagement

To strengthen the Authority's capacity to deliver on its core mandate of ensuring safe, secure, and environmentally responsible maritime operations on the Volta Lake, key stakeholders were engaged.

Naval Task Force (NTF)

The Authority collaborated with the Naval Task Force throughout the year as its primary operational partner on the Volta Lake. The NTF supported daily patrols, boat inspections, monitoring and enforcement operations, and stakeholder engagements, providing the Authority with the security presence needed to enforce maritime regulations effectively on the inland waterways.

Boat Owners Association

The Authority engaged the Boat Owners Association at Yeji to formalise a departure-time arrangement that restricts all boat departures to between 6:00 AM and 5:00 PM daily. This agreement, reached jointly with the Naval Task Force, was aimed at eliminating the safety risks associated with night travels on the lake.

Boat Owners and Operators

Structured engagements were held with boat owners and operators across the inland waterways to address key operational and safety concerns, including vessel maintenance and repairs, load-line compliance, overloading, the carriage of firefighting equipment, and the consistent wearing of life jackets.

National Disaster Management Organisation (NADMO)

The Authority engaged NADMO officials to explore future collaborations on emergency preparedness and disaster management on the lake. A joint communication platform was established to support ongoing coordination, and a simulation exercise was proposed to strengthen emergency response readiness.

Fisheries Commission – Oti Regional Office

Multiple engagements were held with the Fisheries Commission's Oti Regional Office to address the safety risks posed by unsafe canoe operations and to strengthen inter-agency collaboration. Both institutions

agreed to extend mutual invitations to all future sensitisation programmes as a basis for sustained cooperation.

Pru East Municipal Assembly

The Authority collaborated with the Pru East Municipal Assembly on sensitisation activities targeting boat operators and fishing communities within the municipality, leveraging the Assembly's local reach to broaden the impact of safety messaging.

Regional Authorities (Dambai)

Regional authorities in Dambai were engaged during the GMA board members' working visit. The Director General briefed the gathering on the Authority's programmes and priorities for the region, reinforcing the importance of institutional partnerships in advancing maritime safety on the inland waterways.

Volta Lake Transport Company (VLTC)

The Authority engaged VLTC staff at Yeji to conduct a joint simulation exercise to prepare for potential emergencies on the lake, recognising the company's critical role in inland water transport operations.



Meeting of GMA Team, Naval Task Force and Boat Operators at Yeji



GMA Team and NADMO Officers at the Yeji Office

6.4.7 Boat Yard Inspections

During the review period, the Authority conducted quarterly boatyard inspections at selected facilities across Ghana's inland waterway communities, including both national-level yards and those operating within the inland waterways zone.

At the national level, inspections were carried out at Benlex Engineering (Prampram), East Port Said Industrial Project Ghana Limited (Ada), Stand code Engineering Services (Apam), and Phibek Enterprise (Ashalley Botwe). Inspections assessed compliance across key areas including safety standards, firefighting equipment, personal protective equipment (PPE) availability, emergency preparedness, and general housekeeping. The Authority was largely satisfied with conditions observed across all facilities. Recurring recommendations issued to operators included improving exit route markings, increasing the availability of fire extinguishers, and always ensuring adequate first-aid provisions.

At Yeji, an inspection visits to a boat-building workshop revealed that none of the builders on site was wearing the required personal protective equipment. The Authority admonished the craftsmen accordingly and emphasised the importance of construction planning, appropriate material selection, and adherence to safe building practices. A return visit was scheduled to verify compliance with the guidance issued.

At Dambai, boatyard audits were conducted at several yards, namely Nyame Bekyere, Be Serious Carpentry, Nyame Beye, Master Prosper Carpentry, Lomenava Carpentry Shop, Robert Carpentry Shop, and Life Has No Spare Boat and Canoe Building Shop. Inspections revealed that vessels are constructed primarily from Odum and Mahogany timber, with build times of approximately one month, depending on vessel size. Key challenges reported by craftsmen included the scarcity of suitable timber and limited access to financial support. The Authority used the occasion to educate master craftsmen and their apprentices on the proper use of personal protective equipment and the importance of formal boat registration.



GMA Officer Undertaking Boat Audit at a Boatyard in Dambai

6.4.8 Load-line Marking of Boats

The Authority conducted load-line marking exercises in Bongase Nsouno, Buipe, and Jama, spanning the Savannah and Bono East Regions. A total of sixty-four (64) boats were assigned official GMA registration numbers and had load-line marks permanently embossed on their hulls. The distribution across communities was as follows: Bongase Nsouno – twenty-six (26) boats, Buipe – thirty (30) boats, and Jama – eight (8) boats. The exercise aimed to enhance navigational safety, reduce the risk of accidents and capsizing, and safeguard the wellbeing of all inland waterway users.

Throughout the year, the Yeji and Dambai field teams reinforced load-line compliance as an integral component of routine boat inspections. Key challenges observed during the period included instances in which boats had been repainted, obliterating their load-line markings, as well as several boats found operating without GMA registration numbers or visible load-line markings. Affected operators were identified and formally notified, and follow-up actions were initiated to ensure full compliance with the applicable requirements.

6.4.9 Boat Accidents

The Authority bears statutory responsibility for safety on Ghana’s inland waterways. Inland water transport on these waterways consists predominantly of artisanal wooden boats and canoes engaged in fishing and in the transport of goods and passengers within the catchment areas of the Volta Lake and other major river systems in the country.

Table 8 presents the number of boat accidents recorded on the Volta Lake during the period under review.

Table 8: Accidents recorded on the Volta Lake – 2024/2025

Category	Indicator	2024	2025
Volta Lake Accidents	No. of Accidents	2	6
Accident Casualties	No. of Injuries	6	8
Accident Fatalities	No. of Deaths/Losses	3	15

During 2025, the Authority recorded six (6) boat accidents on the inland waterways, resulting in eight (8) casualties and fifteen (15) fatalities. These figures represent a decline in safety outcomes compared to the preceding year, in which two (2) accidents, six (6) casualties, and three (3) fatalities were recorded. The number of accidents increased threefold year-on-year, while fatalities rose by 400%, underscoring the severity of the trend. These accidents were largely caused by operator non-compliance and, in some cases, using fishing boats for transporting passengers.

The Authority acknowledges these outcomes as a matter of serious concern and recognises the need for intensified enforcement, targeted sensitisation, and strengthened emergency response capacity to reverse the trend in the succeeding year.

6.5 TRAINING, CERTIFICATION, RECRUITMENT, AND WELFARE OF SEAFARERS

The International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, as amended, establishes internationally recognised minimum standards of competence for seafarers. The Convention sets out requirements for age, medical fitness, seagoing service, and demonstrated competence that must be met or exceeded by masters, officers, and ratings in training and certification.

6.5.1 Eligibility/Confirmation of Sea Service

Under the STCW Convention, seafarers must complete structured training programmes and accumulate the requisite sea service before becoming eligible for certification upgrades. The Authority issues eligibility letters to qualifying applicants, enabling them to undertake further training at designated institutions once all prescribed requirements are met. The distribution of application outcomes is shown in Figure 10.

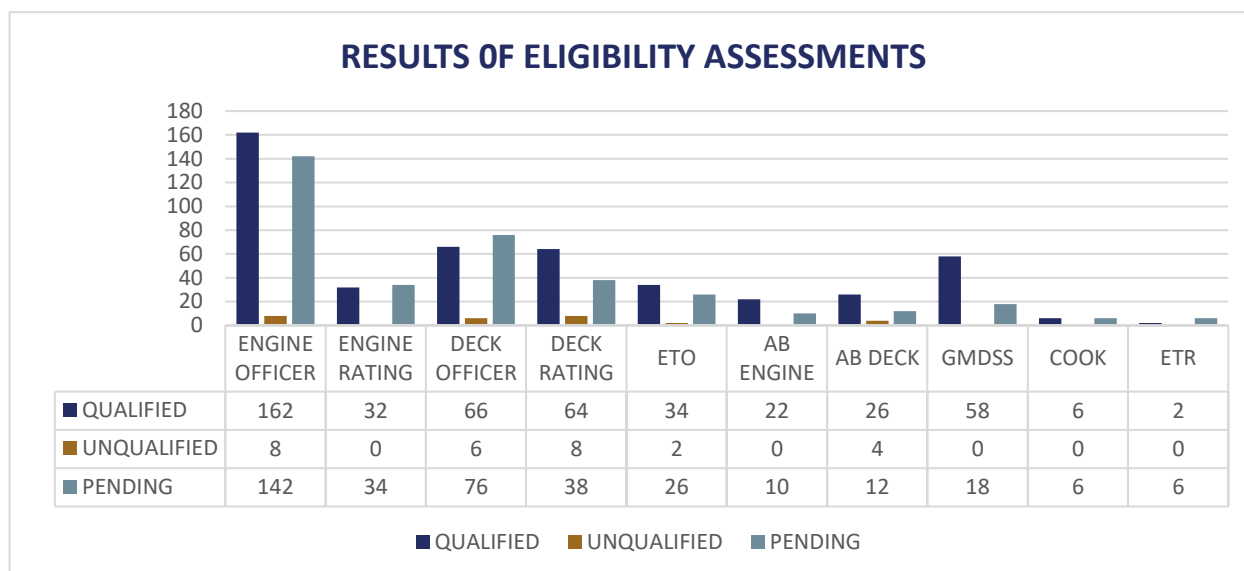


Figure 10: Result of Eligibility Assessments

In 2025, a total of eight hundred and sixty-eight (868) applications were received from seafarers seeking to pursue various upgrade courses at the Regional Maritime University. Of these, four hundred and seventy-two (472) applicants, representing 54% of the total, satisfied all eligibility requirements and were granted approval to proceed with their respective upgrade programmes. A further three hundred and sixty-eight (368) applications, representing 42%, remained pending verification at the end of the year, while twenty-eight (28) applications, representing 3%, were unsuccessful.

6.5.2 Training and Examination

In collaboration with the Regional Maritime University, the Authority conducts training programmes and examinations for seafarers in accordance with applicable international standards. The STCW Convention requires that both ratings and cadets be issued a training record book approved by the relevant maritime administration responsible for issuing Certificates of Competency.

During the year under review, a total of four hundred and thirty-nine (439) Training Record Books were issued to cadets and ratings across the certification categories. This is shown in Table 9.

Table 9: Training Record Books issued to seafarers

TRAINING BOOK	QUANTITY
Deck Cadet	50
Engine Cadet	85
Deck Rating	125
Engine Rating	95
Eto	35
Cook	49
Total	439

The deck ratings category recorded the highest number of books issued, with one hundred and twenty-five (125), followed by engine ratings with ninety-five (95) and engine cadets with eighty-five (85). Deck cadets accounted for fifty (50) issued books, cooks recorded forty-nine (49), and Electro Technical Officers (ETOs) received thirty-five (35).

Overall, the distribution shows that Training Record Book issuance was concentrated mainly in the ratings categories, particularly deck ratings and engine ratings, reflecting the higher representation of operational seafaring personnel within the certification process. The figures also indicate sustained participation across both cadets and ratings categories.

Certificates of Competency examinations were conducted in January, April, July, and October, in accordance with the Authority's annual examination timetable, covering the Engine, Deck, and Electrical departments. The details of the examinations conducted, including candidate numbers and departmental breakdown, are presented in Figure 11.

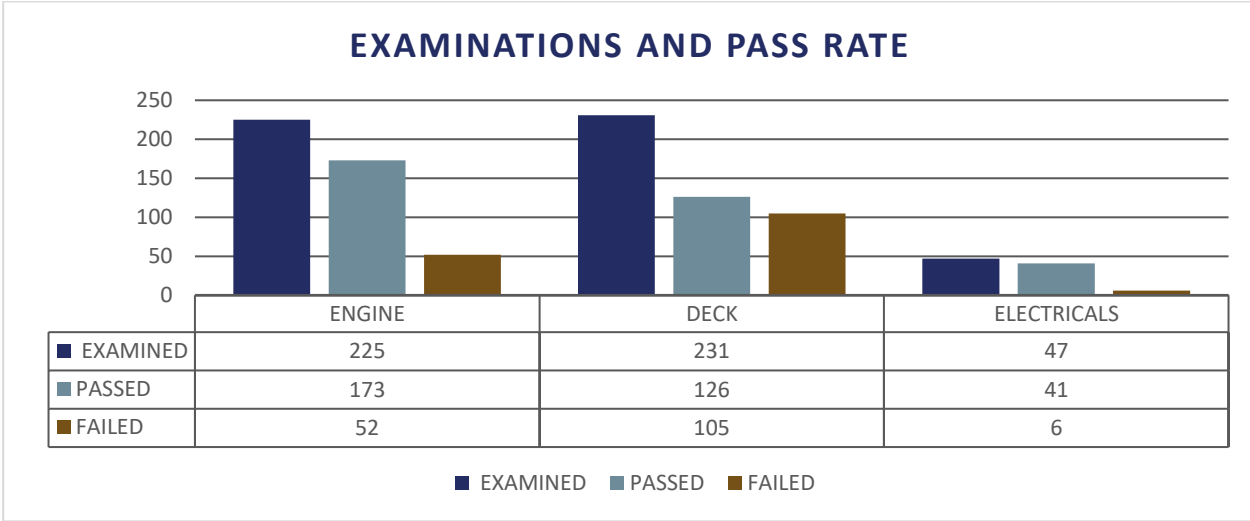


Figure 11: Examinations Conducted in 2025 and Pass Rates

During the period under review, a total of five hundred and three (503) candidates were examined across the three categories. Of these, three hundred and forty (340) passed (approximately 68%), while one hundred and sixty-three (163) failed (approximately 32.4%). However, performance varied significantly by category.

Deck candidates recorded the highest number of examinations, with two hundred and thirty-one (231) candidates assessed. Of these, only one hundred and twenty-six (126) passed, yielding a pass rate of just 54.5%. Conversely, one hundred and five (105) Deck candidates failed – the highest failure count across the three categories. This suggests that Deck examinations may be particularly challenging, or that candidates in this category may require additional training or revision support. Additionally, they need to put extra effort in their studies to improve performance.

Engine candidates performed considerably better. Out of two hundred and twenty-five (225) candidates examined, one hundred and seventy-three (173) passed, yielding a pass rate of approximately 77%. With

only fifty-two (52) failures, Engine candidates demonstrated the strongest overall performance among the three categories.

Electricals had the smallest cohort, with forty-seven (47) candidates examined. Of these, forty-one (41) passed, representing an impressive 87.2% pass rate – the highest of all categories. Only six (6) candidates failed, indicating that Electricals candidates are either well-prepared or that the examination standard is more accessible.

6.5.3 Certification of Seafarers

During the first quarter of 2026, the Authority continued to promote seafarer training, certification, and welfare by issuing Certificates of Competency, Certificates of Proficiency, Seafarer Identity Documents, Discharge Books, and Seafarer Medical Certificates. These documents were issued in accordance with the requirements of the STCW Convention and applicable national regulations to verify seafarers’ competence, identity, sea service, and medical fitness, thereby supporting the safe and efficient deployment of qualified personnel within the maritime industry. A consolidated summary of certification outputs across all categories for 2024 and 2025 is presented in Figure 12.

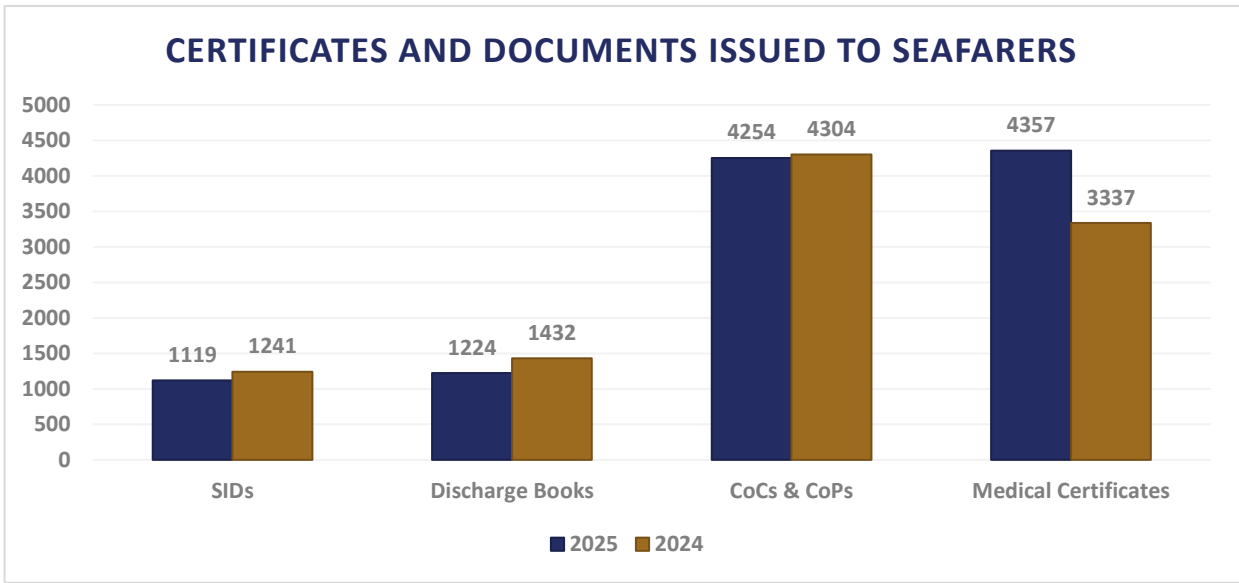


Figure 12: Certificates and Documents Issued to Seafarers

During the review period, four thousand, two hundred and fifty-four (4,254) Certificates of Competency and Proficiency (CoCs & CoPs) were issued to seafarers, compared with four thousand, three hundred and four (4,304) in 2024, representing a marginal decline of 1.2% year on year.

With respect to Seafarer Identity Documents (SIDs), one thousand, one hundred and nineteen (1,119) were issued in 2025, against one thousand, two hundred and forty-one (1,241) in 2024, representing a decrease of 9.8%. Similarly, Certificates of Discharge declined, with one thousand, two hundred and twenty-four (1,224) issued in 2025 compared to one thousand, four hundred and thirty-two (1,432) in 2024, a decrease of 14.5%.

In contrast, Seafarer Medical Certificates recorded a notable increase, with four thousand, three hundred and fifty-seven (4,357) issued in 2025 against three thousand, three hundred and thirty-seven (3,337) in 2024, representing a year-on-year increase of 31%.

6.5.4 Engagement of Seafarers

Seafarers in Ghana benefit from a structured recruitment system coordinated by the Authority, established under the International Labour Organization’s (ILO) Maritime Labour Convention (MLC) 2006 and domesticated through the Ghana Shipping (Maritime Labour) Regulations, 2016 (L.I. 2226). The system is designed to ensure fairness and transparency in seafarer employment arrangements. Under the Ghana Shipping Act, 2003 (Act 645), the Authority is mandated to license all Seafarer Recruitment and Placement Agencies (SRPAs) operating in the country, enabling it to monitor the employment practices of manning agencies and ensure that conditions offered to seafarers meet the prescribed minimum standards. During the year under review, thirty-nine (39) SRPAs were audited and had their licences renewed. Details of seafarer engagement for 2024 and 2025 are captured in Figure 13.

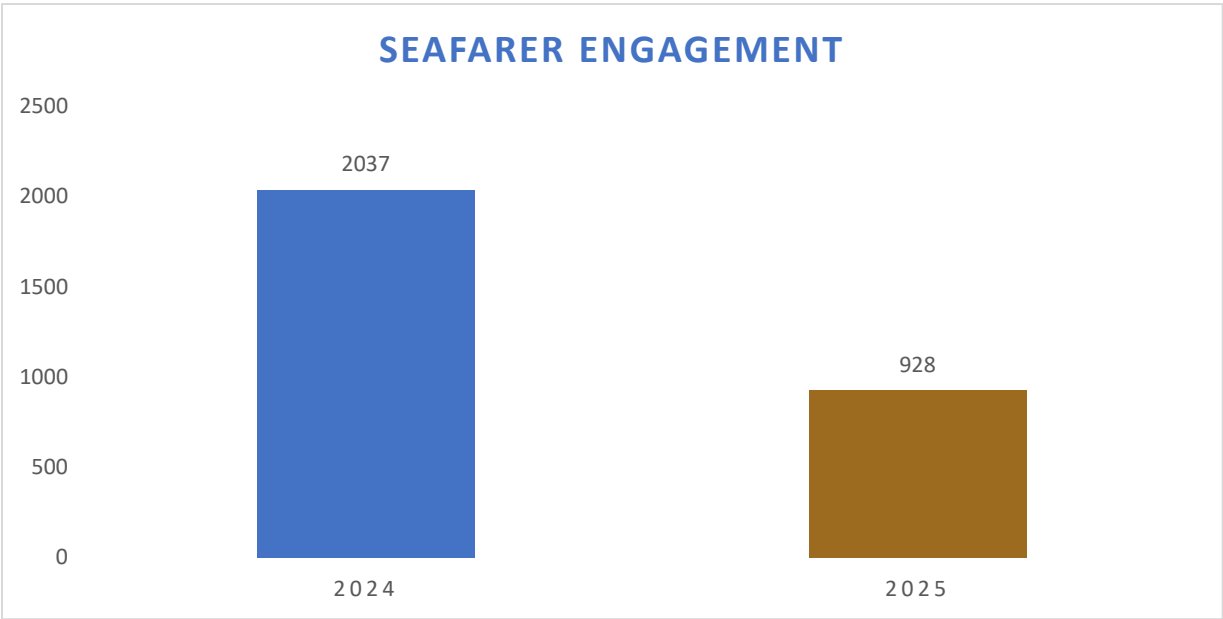


Figure 13: Seafarer Engagement for 2024 & 2025

In 2025, the Authority facilitated the placement of nine hundred and twenty-eight (928) seafarers on various vessels, a marked decline of 54% from the two thousand and thirty-seven (2,037) placements recorded in 2024. This represents one of the most significant year-on-year low records in seafarer placements and warrants close attention within the broader context of the National Seafarer Development Programme.

7.0 FINANCIAL PERFORMANCE

7.1 Financial Results for 2025

Table 10: Summary of Key Financial Performance Indicators (2025 vs 2024 Actual)

FINANCIAL INDICATOR	2025 ACTUAL	2024 ACTUAL	YOY CHANGE (%)
Total Revenue	GH¢ 582,689,045	GH¢ 644,242,672	(9.55)
Total Operating Expenses	GH¢ 452,328,257	GH¢ 376,453,355	20.16
Surplus for the Year	GH¢ 130,360,788	GH¢ 267,789,317	(51.32)



Total Operating Expenses

- 2025: Gh¢452.3million
- 2024: Gh¢376.5million



Surplus for the year

- 2025: Gh¢130.4million
- 2024: Gh¢267.8million



Total Revenue

- 2025: Gh¢582.7million
- 2024: Gh¢644.2million

7.2 Financial Analysis

The Authority recorded total revenue of GH¢ 582,689,045 for the 2025 financial year, compared with GH¢ 644,242,672 for the 2024 financial year, representing a year-on-year decrease of 9.55%. This decline was primarily driven by the appreciation of the Ghana Cedi against the US Dollar, as approximately 91% of the Authority's revenue is billed in USD.

Total operating expenditure for the 2025 financial year amounted to GH¢ 452,328,257, compared with GH¢ 376,453,355 in 2024, an increase of 20.16%.

The surplus recorded for the 2025 financial year was GH¢ 130,360,788, compared with GH¢ 267,789,317 in 2024, a decrease of 51.32%.

8.0 PROJECTS

The Authority continued to oversee a few projects which were at various stages of completion as of the end of the review period. Projects under implementation include the Head Office Building (Accra), Takoradi Office Building, Tema Office Building, and the Enhancement of Surveillance Equipment project. The status of the Authority’s ongoing projects is summarised in Table 11.

Table 11: Status of Projects

No.	Project	Status
1	Head Office Building	Ongoing
2	Takoradi Office Building	Ongoing
3	Tema Office Building	Ongoing
4	Enhancement of VT MIS Surveillance Equipment	Ongoing

The Head Office Building in Accra recorded 98% completion, leaving a variance of 2%. However, no notable progress was made during the review period due to delays arising from the termination of the contract with the incumbent contractor. Efforts are ongoing to resolve the contractual issues and bring the project to full completion.



Head Office Building - Accra

The Takoradi Office Building reached 95% completion, with a 5% variance. Progress on the project remained unchanged during the period under review, largely due to contractor-related delays. Although the project is near completion, a few outstanding works remain to be finalised before handover.



Takoradi Office Building

The Tema Office Building attained 44% completion, with 56% of the work still outstanding. No measurable progress was recorded during the review period, as the project was affected by the termination of the contract.



Tema Office Building

The Enhancement of VTMISS Surveillance Equipment project was 40% complete, representing a 60% variance. Progress slowed significantly during the review period due to delays in acquiring the land required for the project's civil works component.



LCD Screens, Brackets, Stands, and other accessories for VTMISS upgrade

9.0 PROGRAMMES AND EVENTS

Throughout the year, the Authority implemented a range of programmes and events in support of its mandate to promote maritime safety, security, and the sustainability of the marine environment. These initiatives brought together industry stakeholders, regulators, and technical experts to facilitate the exchange of knowledge, best practices, and innovative solutions across the maritime sector. Activities undertaken during the period included meetings, seminars, and training workshops, addressing thematic areas such as seafarer welfare, safety sensitisation, maritime security, environmental protection, and capacity building.

During the period under review, the Authority actively participated in a range of workshops, conferences, and meetings convened by the International Maritime Organisation (IMO), the International Labour Organisation (ILO) and other stakeholders. These engagements reflect the Authority's sustained commitment to maintaining alignment with evolving international maritime and labour standards and to strengthening institutional capacity through knowledge exchange and multilateral collaboration. Some of the engagements are captured below.

Women in Maritime Security Conference

The Authority participated in the Women in Maritime Security Conference, held in Accra in 2025. The conference brought together maritime professionals, security practitioners, policymakers, and gender advocates to discuss the role of women in advancing maritime security across the region. Discussions centred on expanding women's participation in maritime security operations, addressing structural and institutional barriers that limit female representation in the sector, and identifying strategies to promote gender-inclusive approaches to maritime governance. The conference reaffirmed the importance of diversity in strengthening the resilience and effectiveness of maritime security frameworks and culminated in a set of recommendations to accelerate the integration of women into leadership and operational roles within the maritime security domain.



Head of MSSR welcoming participants on behalf of the DG



A cross-section of participants

Ghana Green Shipping Corridor Pre-Feasibility Study

The Authority participated in a progress review meeting for the Ghana Green Corridor pre-feasibility study. Key updates from the meeting included the requirement to submit a comprehensive list of stakeholders across the study value chain, the scheduling of the first official stakeholder consultative meeting, and the successful conclusion of correspondence regarding the Letter of Intent (LOI). The project's next phase was identified as Workstream 7, with a consortium incubation workshop anticipated later in 2026.



Dep. DG Addressing Participants



A cross-section of Participants

Maritime Anti-Corruption Network (MACN) and Convention on Business Integrity (CBi) – Joint Meeting

The Maritime Anti-Corruption Network (MACN), in collaboration with the Convention on Business Integrity (CBi), paid a courtesy visit to the Director General and senior management of the Authority. The meeting reaffirmed the shared mission of the MACN and the CBi-led Port Efficiency Project and discussed the way forward amid current implementation challenges. Key resolutions included undertaking a structured review of project bottlenecks, drafting formal communiqués to the Ministry of Transport and the heads of participating agencies, developing a comprehensive implementation roadmap with clear timelines and milestones, and notifying the Office of the President of the Port Efficiency Project and its alignment with national anti-corruption objectives.



Stakeholders at the MACN Meeting

Forum between GMA and Seafarer Recruitment and Placement Service Providers

The Authority convened a dialogue forum with Seafarer Recruitment and Placement Service (SRPS) providers to identify operational challenges and explore practical solutions to strengthen Ghana's maritime labour sector. The forum featured presentations on recent amendments to the Maritime Labour Convention and developments in Collective Bargaining Agreements. Key resolutions included the Authority adopting proactive strategies to expand employment prospects for Ghanaian seafarers through international conference participation and digital outreach, the establishment of a five-member interim committee to develop an implementation roadmap and track commitments, and the formal recognition of the Ghana Merchant Navy Officers Association, Seafarer Centre Ghana, and the National Union of Seamen, Port and Allied Workers as key stakeholders in the sector.



Engagement with Seafarer Recruitment and Placement Service Providers

World Maritime Day 2025

The Authority joined IMO Member States to commemorate World Maritime Day 2025, themed "Our Ocean, Our Responsibility, Our Opportunity." Activities focused on addressing plastic pollution in the marine environment and included a public sensitisation float to promote ocean conservation awareness, a community education drive targeting fisherfolk on the importance of regular beach cleanups and the prevention of plastic waste disposal at sea, and a beach cleanup exercise conducted in partnership with non-governmental organisations engaged in coastal conservation.



DG delivering a speech



A cross-section of Staff at the celebration



Dignitaries at the World Maritime Day Celebration

Day of the Seafarer

The Ghana Maritime Authority marked the occasion at its Tema and Takoradi offices and visited vessels at Takoradi Port to appreciate seafarers. The global 2025 theme was “My Harassment-Free Ship,” which emphasised safer and more respectful working conditions at sea. The observance was meant to recognise the role seafarers play in keeping international trade moving and supporting maritime safety. The celebration also drew attention to seafarer rights, licensing standards, and industry support in Ghana.



DG, Some Management Staff & Participants



International Conference on Maritime Security

The IMO, in collaboration with the Ghana Maritime Authority, organised an international conference on Maritime Security under the theme “Innovation and Partnerships for the Future”.

The conference emphasised collaboration, technology, and sustainability in maritime security, with discussion of practical solutions for the Gulf of Guinea and wider African waters. Stated goals included strengthening naval cooperation and sharing best practices.

Participants were drawn from the Gulf of Guinea countries. Ultimately, the conference sought to keep improving maritime security within the region through effective collaboration. To this end, participants were charged to transform ideas into measurable progress across the Gulf of Guinea.



DG's Opening Speech at the Conference



Conference Participants

Local Content Conference and Exhibition – Petroleum Commission

The Authority participated in the 2025 Annual Local Content Conference and Exhibition, organised by the Petroleum Commission, which brought together key stakeholders from the Exploration and Production (E&P) sector. The conference focused on developing a strategic pathway to enhance the investment climate and deepen local content participation, governance, and value retention within Ghana's upstream petroleum industry. A notable contribution was a presentation by the Authority on the Ghana Shipping (Cabotage) Regulations, 2021 (L.I. 2438), which highlighted an effective model for local content enforcement in the maritime logistics sector and offered transferable lessons for the broader petroleum value chain. The conference concluded with actionable policy recommendations and a structured multi-stakeholder action plan, supported by defined performance indicators.



A cross-section of participants at Local Content Conference

10.0 CONCLUSION

Year 2025 marked active operational engagement and measured progress for the Ghana Maritime Authority. The Authority recorded notable improvements in maritime safety inspections, hydrographic services, and international engagement, while maintaining a broad programme of inland waterways regulation, seafarer certification, and capacity development. These achievements reflect the Authority's continued commitment to its mandate and to Ghana's obligations under applicable international maritime conventions.

However, the year also presented significant challenges. The sharp deterioration in inland waterways safety outcomes, the decline in seafarer placements, mixed financial results, and limited progress on office building projects are matters the Authority acknowledges candidly and is committed to addressing urgently and with determination in 2026.

Looking to 2026, the Authority will prioritise intensifying inland waterways enforcement, strengthening financial management and expenditure controls, completing ongoing projects, and implementing initiatives to improve the employment prospects of Ghanaian seafarers. With the continued support of the Ministry of Transport, Governing Board, staff, and partners, the Ghana Maritime Authority remains firmly committed to delivering a safe, secure, and sustainable maritime environment in support of Ghana's broader socioeconomic development.