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1st September, 2026

PRESS STATEMENT

TRADERS AND IMPORTERS DEMAND URGENT ACTION OVER EXCESSIVE PORT CHARGES

Good morning, ladies and gentlemen of the media.

Enough is enough.

For nearly two years, Ghanaian traders and importers have engaged the relevant authorities, attended meetings, exercised patience, and followed due process over excessive charges imposed at our ports. Yet, despite repeated engagements, the burden on businesses continues to increase.

We are therefore here today to send a clear and unequivocal message to the Government, the Ministry of Transport, the Ghana Shippers Authority, shipping lines, and all institutions responsible for port regulation.

We will no longer accept excessive and unjustifiable charges being imposed on Ghanaian businesses and passed on to the ordinary consumer. Before assuming office, the President repeatedly acknowledged that the cost of doing business in Ghana was too high and promised relief for businesses. We therefore ask:

What has changed?

The Ghana Shippers Authority engaged stakeholders over administrative charges imposed by shipping lines. Following those engagements, we understand that GH¢550 was the amount agreed upon. Yet, to our surprise, that figure was subsequently increased to GH¢720.

We demand answers.

Who authorised this increase? Why was it necessary? And in whose interest are these decisions being made?

We are not opposed to legitimate import duties or lawful taxes owed to the state. Our concern is with charges that we believe are excessive, unfair, and inconsistent with the objective of reducing the cost of doing business in Ghana.

The Minister for Transport has a responsibility to ensure that institutions under his ministry protect the national interest and enforce Ghana's laws and regulations. We are therefore deeply disappointed by what we consider a failure of his leadership in resolving this matter.

...Voice of the Traders

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Government cannot promise to reduce the cost of doing business while allowing additional burdens to be placed on traders and importers. You cannot promise relief with one hand and permit new burdens with the other.

Let us also be clear: traders cannot absorb unlimited additional costs. If these charges remain, they will inevitably affect the prices of imported goods, and that is basic economics. When prices rise, Ghanaians must ask not only what the trader is charging, but also:

- What charges were imposed at the port?
- What administrative fees are being collected?
- What shipping related levies are being applied?
- Why are businesses being compelled to absorb costs they consider excessive?
- Why should the ordinary Ghanaian ultimately pay for decisions made in offices and boardrooms?

We are equally concerned about attempts to justify excessive charges by raising the possibility of job losses at shipping companies.

The welfare of Ghanaian workers matters. But the threat of job losses must never become a weapon for imposing unjustified costs on traders, importers, and consumers.

Ghana is a sovereign country. Every company operating here must respect Ghana's laws, regulations, and lawful directives. No commercial interest should be allowed to operate above the laws of Ghana or hold the Ghanaian economy hostage.

- We are tired of endless meetings.
- We are tired of promises.
- We are tired of being told to wait.
- We want action.

We are therefore calling on:

1. The President and the Government to intervene immediately and ensure that excessive port charges are reviewed.
2. The Ministry of Transport should enforce the law and demonstrate decisive leadership in protecting Ghanaian businesses and consumers.
3. The Ghana Shippers Authority should stand firmly by your mandate and protect the interests of Ghanaian shippers.
4. Shipping lines should respect Ghana's laws, regulations, and lawful directives.

We also wish to place on record our concerns about the broader transportation crisis facing traders, workers, and ordinary Ghanaians.

Every day, particularly between 4:00 p.m. and 8:00 p.m., thousands of people are stranded at markets and transport terminals, struggling to find vehicles home after a day's work.

We did not merely complain. We proposed a solution. Our petition to the Presidency was recognised and forwarded to the Ministry of Transport. Among our proposals was a 50% reduction in import duties on commercial vehicles for a specified period to encourage private investment and increase the number of commercial vehicles. Yet, despite the seriousness of this crisis, meaningful action remains outstanding.

Public office demands results, not excuses.

If the government appointed officials cannot effectively address persistent problems that directly affect the livelihoods of Ghanaians, then their competence and performance must be seriously reviewed. We therefore maintain that our description of the Transport Minister as incompetent is based on what we consider his continued failure to adequately address these serious and persistent challenges affecting Ghanaian traders and workers.

Our position is simple:

- We do not want excuses.
- We want action.
- The Ghanaian trader has spoken.
- The Ghanaian importer has spoken.

And if nothing is done, the Ghanaian consumer will ultimately pay the price through higher prices of goods. The responsibility to prevent that outcome lies with the Government and the authorities entrusted with regulating this sector.

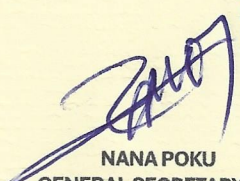
1. The people of Ghana deserve fairness.
2. Traders deserve relief.
3. Importers deserve justice.
4. Consumers deserve protection.

Enough is enough.

Long live Ghana.
Long live TAGG.

Signed,

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