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Ghana launches $137m Takoradi floating dock project

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Ghana has officially launched the $137 million Prime Meridian Floating Dock project at the Port of Takoradi, marking a significant expansion of maritime infrastructure on the West African coast. The Ghana Ports and Harbours Authority (GPHA) has granted a 25-year concession for the facility, signalling a long-term commitment to developing domestic ship repair and maintenance capacity.

The planned facility will feature a 13,500-tonne lifting capacity floating dock, positioning Takoradi as a potential regional hub for vessel repair and maintenance services. West Africa's offshore oil and gas sector has historically relied on drydock and repair facilities outside the region — primarily in the Canary Islands, Dubai, and South Africa — meaning a capable in-region alternative could meaningfully reduce vessel downtime and mobilisation costs for operators active in the Gulf of Guinea.

Takoradi is already Ghana's principal oil and gas services port, serving as a logistics base for offshore fields including those in the Jubilee and TEN complexes. The addition of a heavy-lift floating dock with significant tonnage capacity would substantially upgrade the port's ability to service FPSOs, platform support vessels, anchor handlers, and other offshore marine assets that currently must transit long distances for scheduled and unscheduled maintenance.

The 25-year concession structure suggests the project is intended to attract sustained private investment and operational expertise rather than function as a state-run facility. Under this model, the concessionaire — Prime Meridian — would bear commercial responsibility for attracting vessel repair contracts from regional

operators, shipping lines, and offshore service companies. No timeline for first operations or phased commissioning milestones was specified in the available project announcement.

The West African offshore market continues to generate demand for local maritime services as governments across the region, including Ghana, push localisation requirements that favour in-country repair and maintenance activity. A functional large-capacity drydock at Takoradi would directly support compliance with such requirements for operators holding licences in Ghanaian waters and potentially attract vessels from neighbouring jurisdictions including Côte d'Ivoire, Senegal, and Nigeria. The project's scale and concession length indicate ambitions that extend well beyond Ghana's domestic fleet.

Why this matters to partners and clients of Saga

Norwegian maritime and offshore service companies should monitor this project as the concession award and investment scale could generate future procurement opportunities in dock equipment, marine engineering, and vessel maintenance services. The 25-year concession is now signed, but no open tender or EOI has been announced; relationship-building with Prime Meridian and GPHA is the appropriate near-term step. Companies in FPSO marine assurance, subsea vessel management, and offshore logistics with Gulf of Guinea exposure should track commissioning milestones for potential service agreements.

PARTNER ANGLES

- **FPSO:** A functional 13,500-tonne dock at Takoradi could become a viable maintenance stop for FPSOs operating in Jubilee and TEN fields, reducing off-hire time versus distant drydock options.
- **Subsea:** Subsea support vessels requiring periodic maintenance in the Gulf of Guinea would benefit from a local drydock, potentially creating demand for Norwegian subsea vessel operators to base assets closer to field.
- **Drilling:** Drilling vessel operators active offshore Ghana could leverage a Takoradi dock for rig inspections and repairs currently performed outside the region, subject to capacity confirmation.

- **Service:** Marine engineering and dock equipment suppliers should track Prime Meridian's procurement plans as the facility moves toward construction and eventual commissioning.
- **Pipeline:** Pipe-lay and construction vessels working West African projects could incorporate Takoradi as a maintenance waypoint once the dock is operational, reducing regional logistics complexity.

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