Ghana Rising: Sustainable Infrastructure Post COVID-19

Pipeline of Infrastructure Projects

2021 SDG Investment Fair
ACKNOWLEDGEMENTS

Technical Committee on Pipeline of Bankable Projects
- Ministry of Finance
- Ministry of Planning
- National Development Planning Commission
- Ghana Investment Promotion Centre
- United Nations Office for Project Services

United Nations
- UN Department of Economic and Social Affairs (UN DESA)
- UN Office for Project Services (UNOPS)
- United Nations Resident Coordinator Office (UNRCO)

University of Oxford

Ministries, Departments and Agencies that submitted Projects
- Ministry of Transport
- Ministry of Railways Development
- Ministry of Energy
- Ministry of Works and Housing
- Ministry of Education
- Ministry of Local Government, Decentralisation and Rural Development/ Department of Parks and Gardens
- Coastal Development Authority
Since adopting the 15-year groundbreaking global Agenda 2030—the Sustainable Development Goals (SDGs)—and the African Union Agenda 2063, in 2015, Ghana has ensured their systematic implementation by integrating them into the national development framework. Through the President’s Coordinated Programme of Economic and Social Development Policies (CPESDP 2017-2024), the Government has adopted several forward-looking policy initiatives creating a positive policy environment for trade and investment in the country. The Government also instituted Flagship Programmes and projects under the CPESDP to help address specific challenges in education, agriculture and health among others. Additionally, the Ghana Infrastructure Plan (GIP), which encapsulates Ghana’s long-term vision and strategic direction for infrastructure development and provides the physical manifestation of social and economic ideals of the country, has been formulated.

As a developing country, the government continues to play a major role in the planned socio-economic transformation of the country. However, partnership with the private sector is critical in the mobilisation of adequate resources both technical and financial to drive the implementation and attainment of the SDGs, the AU Agenda 2063 as well as national development aspirations. Indeed, the 2019 Ghana Voluntary National Review (VNR) underscored that financing is one of the critical issues that needed to be addressed for Ghana to achieve the SDGs.

As the government reflects on its past accomplishments over the previous four years and plans for another term in office, there is the need to consider ways of reversing, in the shortest possible time, the negative impact of the COVID-19 pandemic, regaining the momentum for national development in the pre-pandemic era and accelerating the attainment of the SDGs, as articulated in the Ghana COVID-19 Alleviation and Revitalisation of Enterprises Support (2020-2023). This brochure presents projects at different stages of development compiled from various sectors in Ghana expressly for the 2021 SDG Investment Fair. The brochure provides information on priority projects in railway development, transport, agriculture and education, as well as many other projects, in their early stages of development.

It is our expectation that these projects would generate interest among investors and ultimately lead to the mobilisation of the much-needed resources to propel the achievement of the SDGs in Ghana and improvement in the quality of life of the people of Ghana. These projects have been selected by the Government of Ghana and packaged with technical support from United Nations Department for Economic and Social Affairs (UN DESA), the United Nations Office for Project Services (UNOPS) and the United Nations Resident Coordinator’s Office. We are grateful for their support and look forward to achieving the purpose for which this exercise was undertaken.

Ken Ofori-Atta, Honorable Minister for Finance
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WHY INVEST IN GHANA

COUNTRY PROFILE

Ghana’s demographic profile signals that the country is ready for future growth, with significant gains made in improving development outcomes over the last thirty years. Ghana is the second most populous country in West Africa with 31.7 million people (UN DESA, 2019). The country boasts a significant growing youth population with 57% of this demographic under the age of 25 (GSS, 2014). Ghana has the advantage of comparatively high levels of education and human development. Education levels of the growing workforce are above the sub-Saharan standards and ~54% of the population has at least secondary education (PwC, 2013). Ghana’s rapid growth over the last thirty years has correlated to improved progress across numerous development indicators. The country’s Human Development Index rose 31% from 1990 to 2019 and poverty levels have shown a steady decline during this period (UNDP, 2020).

The country is blessed with a diverse geography and abundant natural resources. Situated along the Gulf of Guinea, Ghana’s 535-km-long shoreline includes lagoons and mangrove forests. The country has a diverse landscape spanning from tropical forests to savannahs. Apart from its natural beauty, Ghana is endowed with several natural resources including timber, diamonds, bauxite, and manganese, as well as gold and oil which are Ghana’s primary exports.

Key Demographic Indicators

- Population - 2021 (million, UN DESA, 2019): 31.7
- Population growth rate - 2019 (World Bank, 2019): 2.2%
- Gini Index Ranking - 2016 (World Bank, 2021): 27th
- Poverty Rate - 2016 (World Bank, 2012): 23%
- Literacy Rate - 2018 (15 and older, UNESCO UIS, 2021): 79%
- Population Completed Secondary Education (PwC, 2013): 54%
- Urban Population - 2020 (Worldometers, 2021): 57%
- Population Under 25 Years - 2020 (GSS, 2014): 57%
WHY INVEST IN GHANA

MARKET OPPORTUNITY

Ghana is Africa’s 8th largest economy with a historically robust growth trajectory, however COVID-19 will impact growth. In 2020, Ghana’s GDP growth rate is ranked 8th in the world and 18th in Africa, making it one of the continent’s rising stars (IMF, 2021). Since 2010, Ghana has experienced high levels of economic growth with annual GDP growth averaging 6.2% (IMF, 2021). The coronavirus pandemic resulted in GDP growth contracting to ~1% in 2020 (IMF, 2021). Future growth is positive, however the 2021 growth rate is projected at 5.0% due to lower oil prices and a reduction in trade, investment and tourism activities.

Ghana’s diverse economy has cemented its status as a regional powerhouse. Ghana is a net-exporting country, with a trade balance of $2 billion USD (Bank of Ghana, 2021). The country’s primary economic activity is agriculture, which accounted for almost 20% of its exports in 2020 (DEC, 2021). Ghana’s investor-friendly legal and regulatory environment has buoyed its status as a strategic entrypoint to the West African Market. Ghana’s attractiveness as an investment hub is based on its continued political stability, complemented by its strategic location along the Gulf of Guinea. Since gaining independence in 1957 and attaining democracy in 1992, Ghana’s political stability has attracted substantial investor interest with net foreign direct investment growing significantly and reaching $2.65 billion USD, representing 3.5% of GDP in 2019 (GIPC, 2021). The Ghanaian Cedi remains stable against the US Dollar, with import-driven demand driving fluctuations in the currency. Regionally, Ghana remains one of the most politically and economically stable states. Ghana ranks second in West Africa on the Global Peace Index and boasts a liberal business environment and strong macroeconomic policies.

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Sustainable Development Through Infrastructure Investment

Infrastructure delivery remains key for the attainment of Ghana’s development priorities with annual infrastructure financing growing 208% over the last 10 years (GH, 2021). Since 2007, Ghana has invested ~$23 billion in infrastructure development (GH, 2021). Ghana’s Infrastructure Plan (GIP) sets the benchmark for the attainment of the post-2015 development agenda and Sustainable Development Goals (SDGs). The GIP aims to build world-class, resilient infrastructure assets to support Ghana’s continued growth and to improve the quality of life of all Ghanaians by 2047.

Foreign direct investment towards infrastructure development needs to be increased to close the infrastructure gap and ensure development targets are met. In line with global trends, the Government of Ghana is increasingly looking for mechanisms to close this infrastructure financing gap. The private sector is seen as a key partner in the attainment of infrastructure development outcomes. In order to facilitate the attainment of the SDGs, annual infrastructure investment will need to reach USD 9.3 billion by 2030 (GH, 2021). This means that total infrastructure investment in Ghana will need to reach $96 billion by 2040.

Commitment to SDGs, NDCs and Gender Equality

Ghana has placed infrastructure at the centre of the attainment of its national development targets. Ghana’s Infrastructure Plan (GIP) is aligned with the Sustainable Development Goals (SDGs) and Paris Agreement as it aims to deliver sustainable, climate resilient infrastructure across major sectors. Gender mainstreaming is also a key focus throughout the infrastructure development process, and is integrated into Ghana’s policies and impact monitoring. Ghana is committed to achieving the SDGs, Paris Agreement and gender outcomes.

For Ghana, implementing its national development agenda and achieving the SDGs are one in the same. Infrastructure is key to achieving the SDGs - infrastructure systems influence 92% of the 169 SDG targets, across all 17 Goals. Ghana has integrated the SDGs into its development agenda, as reflected in the country’s Coordinated Programme of Economic and Social Development Policies (CPSEDP, 2017-2024) and its Long-Term National Development Plan (2018-2057). Ghana’s focus on transportation, energy, water, sanitation and agriculture demonstrates the broad range of socio-economic impacts infrastructure development will create towards achieving the SDGs.

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Ghana’s Nationally-Determined Contributions (NDCs) provide a framework for integrating existing and proposed adaptation and mitigation actions in line with its commitment to tackle global climate change. Climate-related extreme events have the potential to put years of progress toward growth and development targets at risk - infrastructure plays a critical role in mitigating and adapting to climate risks. The development of climate-proof infrastructure is central to Ghana’s NDCs, including development of sustainable mass transportation, energy security, forest management, alternate urban waste management, integrated water resource management and agricultural resilience.

Infrastructure plays an important role in promoting gender equality and empowering women. When planned, delivered and managed following a gender mainstreaming approach, infrastructure can address the gender-based barriers impeding access to essential services. Ghana’s National Gender Policy recognises the importance of access to infrastructure such as transportation and housing, and identifies priority sectors and strategies to achieve gender equality through infrastructure.
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SECTORAL OPPORTUNITIES FOR GROWTH

Over the past 3 decades, Ghana has made great progress in its infrastructure development, driving socio-economic growth.

The national road network grew 9,000km between 2006 and 2015 (GIPC, 2021; Adams, 2016), with 74% of roads being in good or fair condition (MoRM, 2019).

Agricultural yields for major crops grew as much as 9.5% between 2004 and 2014 (GG, 2021), with the total value of harvested crops reaching $2.2 billion USD in 2017 (GG, 2019).

Electricity access has become ubiquitous, with 85% of the population having access, a 32% increase since 2010 (Ghana Energy Commission, 2019).

By 2017, 81% of the population has access to basic drinking water services, a 26% increase since 2000 (AMP 2021).

Access to basic sanitation services has more than doubled since 2000, with 19% of the population having access by 2017 (AMP 2021).

Future investment will need to be focused across key sectors to fill the ~$45 billion infrastructure investment gap by 2040 (GIN, 2020).

Ghana has a clear vision and strategy for the development of infrastructure in some key sectors.

Transportation

Ghana’s extensive road network is essential to the economy, carrying 96% of all passenger and freight traffic (GIPC, 2021). In addition to developing and maintaining road infrastructure, Ghana seeks to expand its rail networks, ports, inland water transport system, and aviation infrastructure (GIP, 2019).

Energy

Ghana is well endowed with untapped renewable energy resources, including biomass, hydro, wind and solar. Renewable energy contributes 1% to the energy mix (Ministry of Energy, 2021); Ghana aims to increase this to 18% by 2047 (GIP; 2019). Expanding and maintaining electricity and oil and gas infrastructure are also priorities.

Water, Wastewater and Sanitation

Enhance physical and institutional infrastructure to deliver piped drinking water for all Ghanaians, expand drainage and flood infrastructure for proactive disaster prevention, and develop integrated sanitation and waste management infrastructure systems (GIP; 2019).

Agriculture

Strengthen the agriculture value chain and increase productivity in the sector to meet growing demand by improving business linkages, investing in infrastructure and improving technological capacity (GIP, 2019).
**WHY INVEST IN GHANA**

**IMPROVING BUSINESS CLIMATE**

Ghana has taken significant steps to create an environment conducive for private sector investment by establishing a robust PPP Framework. Since 1990, 30 PPP projects have been financed in Ghana equating to a total investment of $9.99 billion USD. The active PPP portfolio includes 22 projects with $5.92 billion USD invested in projects primarily from the transportation, water and wastewater sectors (PPP Knowledge Lab, 2021). These projects have been facilitated through the strengthening of upstream project planning facilities and the adoption of several policies to establish a stronger PPP framework.

Ghana has strengthened its institutional capacity to plan and deliver PPPs. A PPP Advisory Unit was established within the Public Investment and Assets Division of the Ministry of Finance to manage the development and implementation of PPP projects. Ghana also adopted several PPP related policies, namely the:

- National Policy on Public Private Partnerships (June 2011)
- PPP Bill
- Ghana Investment Promotion Centre Act, 2013 (Act 865)

Ghana continues to improve its business climate, as evidenced by its rising Ease of Doing Business Scores. Ghana’s ease of doing business score rose from 56.99 to 59.96 between 2015 and 2019, and it currently ranks at 118th in the world, and 3rd in West Africa (World Bank, 2020).

**INVESTOR ROAD MAP**

Ghana has established a clear roadmap for investors seeking to invest in the country, with 3 simple steps to ensure compliance:

1. **STEP 1: REGISTRATION WITH REGISTRAR GENERAL’S DEPARTMENT**
   - Incorporate a company at the Registrar General’s Department (RGD) and obtain the following:
     - Certificate of Incorporation and TIN number
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2. **STEP 2: MINIMUM EQUITY CONTRIBUTION**
   - Foreign investors are required to comply with the GIPC Act 2013 (Act 865) regarding minimum equity requirements either in cash or in capital goods relevant to the investment; or a combination of both. The breakdown of minimum equity contributions is as follows:
     - US$200,000 for Joint Venture with Ghanaian partner having not less than 10% equity participation
     - US$500,000 for 100% foreign ownership
     - US$1,000,000 for Trading Activity with a minimum of 20 skilled Ghanaians employed by such an enterprise.
   - There is no minimum equity requirement for foreigners interested in the following sectors: manufacturing, export trading and portfolio investment.

3. **STEP 3: REGISTRATION WITH GHANA INVESTMENT PROMOTION CENTRE (GIPC)**
   - After paying relevant fees, the Investor then registers with the GIPC for the process to be completed. This procedure takes five (5) statutory working days to complete, provided the registration forms and all supporting documents are in order.

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OVERVIEW OF PROJECT DIGEST

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The maps displayed in the project digest are for illustrative purposes only.
PRIORITY PROJECTS

2 Feasibility Stage Transportation Projects
Metro / Light Rail Transit System

Description:
A Light Rail Transit (LRT) network composed of seven corridors, located in Kumasi, Ghana's second largest city. Kumasi is a converging point of commercial activity and a key transportation hub. Its economic progress and rapid urbanization have led to urban mobility challenges and traffic congestion, which inhibit the city's socio-economic growth. The Kumasi LRT aims to strengthen the city's transportation system.

Investment Details:
Project Structure: PPP
Financing: Debt (70%), Equity (30%)
Concession Period: 30 years
NPV: $404 Million
FIRR: 15.6%
B/C Ratio: 1.12

Location: Kumasi
Subsector: Light Rail
Project Start: 2025
Operation Start: 2025
CapEx: $5.8 Billion
O&M: $137 Million
Agency: Ministry of Railways Development

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$5.8 Billion
O&M:
$137 Million
Agency:
Ministry of Railways Development

Project impacts towards the SDGs
Inexpensive, safe form of transport reduces traffic jams and deaths due to traffic incidents.
Public transport options reduce CO2 emissions from vehicles.
Enhanced satisfaction with public transport safety, affordability, reliability and frequency.

Project impacts towards Paris commitments
Scale up sustainable mass transportation.
Resilient infrastructure planning city-wide for improved movement of people and goods.

Potential impacts towards gender outcomes
Build resilience for gender through equal employment opportunities in construction and O&M.
Accessible transport options enable women to participate in public life and other activities.

Investment Details:
Project Structure: PPP
Financing: Debt (70%), Equity (30%)
Concession Period: 30 years
NPV: $404 Million
FIRR: 15.6%
B/C Ratio: 1.12

Location:
Kumasi
Subsector:
Light Rail
Project Start:
2025
Operation Start:
2025
CapEx:
$5.8 Billion
O&M:
$137 Million
Agency:
Ministry of Railways Development

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TRANSPORTATION - PRIORITY PROJECT

2 Feasibility Projects

Inexpensive, safe form of transport reduces traffic jams and deaths due to traffic incidents.
Public transport options reduce CO2 emissions from vehicles.
Enhanced satisfaction with public transport safety, affordability, reliability and frequency.

Scale up sustainable mass transportation.
Resilient infrastructure planning city-wide for improved movement of people and goods.

Build resilience for gender through equal employment opportunities in construction and O&M.
Accessible transport options enable women to participate in public life and other activities.

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TRANSPORTATION

2 Feasibility Projects
Central Spine Rail Line

Description:
A rail line originating from the Central district of the City of Kumasi and routes through major cities and towns such as Mankranso, Bechem, Sunyani, Techiman, Kintampo, Buipe, Tamale, Wa, Bolgatanga, and Navrongo before terminating in Paga, near the Burkina Faso border. The approximate length of the Central Spine Line is 672km. The project is expected to link Ghana to Burkina Faso and open up economic development.

Investment Details:
- Project Structure: PPP/BOT
- Financing: Debt, Equity
- Concession Period: 30 years
- NPV: $945m (at 8% interest)
- FIRR (until 2055): 9.45%
- EIRR (until 2055): 13.2%

Project impacts towards the SDGs
- Inexpensive, safe form of transport reduces traffic jams and deaths due to traffic incidents.
- Improved trade by increased logistical efficiencies to reduce time and cost.
- Enhanced satisfaction with public transport safety, affordability, reliability and frequency.

Project impacts towards Paris commitments
- Scale up sustainable mass transportation and open up economic development between cities and regions.
- Resilient infrastructure planning between cities.

Potential impacts towards gender outcomes
- Build resilience for gender through equal employment opportunities in construction and O&M.
- Inter-regional transport increases access to essential services for rural women (i.e. healthcare, education).
- Inexpensive, safe form of transport reduces traffic jams and deaths due to traffic incidents.

Location: Kumasi - Paga
Subsector: Rail
Project Start: 2023
Operation Start: 2029
CapEx: $3.3 Billion
O&M: $123 Million
Agency: Ministry of Railways Development

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TRANSPORTATION - PRIORITY PROJECT

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<table>
<thead>
<tr>
<th>Description:</th>
<th>Location: Kumasi - Paga</th>
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<tr>
<td>Subsector: Rail</td>
<td>Project Start: 2023</td>
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<tr>
<td>Operation Start: 2029</td>
<td>CapEx: $3.3 Billion</td>
</tr>
<tr>
<td>O&amp;M: $123 Million</td>
<td>Agency: Ministry of Railways Development</td>
</tr>
</tbody>
</table>

Investment Details:
- Project Structure: PPP/BOT
- Financing: Debt, Equity
- Concession Period: 30 years
- NPV: $945m (at 8% interest)
- FIRR (until 2055): 9.45%
- EIRR (until 2055): 13.2%
EARLY STAGE PROJECTS

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Trans-ECOWAS Railway Line

Description:
The proposed route is estimated at 550km from Aflao to Elubo, including a branch line to Keta. The proposed railway will ensure the smooth and rapid movement of goods and people within Ghana, as well as facilitate the movement of people and transit cargo for trade between Togo and Côte d’Ivoire. The project promises to bring tremendous socio-economic benefits to Ghana and other neighbouring territories of Benin and Nigeria to the East and Liberia and Sierra Leone to the West of Ghana.

Investment Details:
Project Structure: PPP (Hybrid BOT options)
Financing: Debt

Location: Aflao - Elubo
Subsector: Rail
Project Start: 2022
Operation Start: 2025

CapEx: $3.8 Billion
O&M: $29 Million
Agency: Ministry of Railways Development

Project impacts towards the SDGs
- Increased safe form of transport reduces traffic jams and deaths due to traffic incidents.
- Facilitate increased and more efficient trade thereby increasing GDP.
- Enhanced satisfaction with public transport safety, affordability, reliability and frequency.

Project impacts towards Paris commitments
- Scale up sustainable mass transportation, connecting Ghana with neighbouring countries.
- Resilience for vulnerable communities with smoother provision of goods and services.

Potential impacts towards gender outcomes
- Build resilience for gender through equal employment opportunities in construction and O&M.
- Inter-regional transport increases access to essential services for rural women (i.e. healthcare, education).

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Establishment of Home-Based Carrier

**Description:**
Establishment of the Home Based Carrier to promote tourism, boost trade and investment, create jobs and support the vision to make Kotoka International Airport the Aviation Hub within the sub-region. The carrier has the potential to generate indirect financial and economic benefits with its multiplier effects within the West Africa sub-region and Ghana in particular.

**Location:** Accra

**Subsector:** Aviation

**Project Start:** 2022

**Implementation Time:** 5 Years

**CapEx:** $61 Million

**O&M:** $237 Million

**Agency:** Ministry of Transport

**Description:**
Promotion of tourism, boost trade and investment and create jobs, contributing to GDP growth.

**Project impacts towards Paris commitments**
Improved transport logistics through an enhanced, world-class airport and related infrastructure.

**Potential impacts towards gender outcomes**
Build resilience for gender through increased access to employment opportunities for women in the aviation sector.

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Volta Lake Transport System

**Description:**
The Volta Lake Transport System will enhance the capacity of cargo operations along the Volta Lake to ease the movement of goods and services. It will link the Eastern Multi Modal Transport Corridor to the railways from Tema to Mpakadan.

**Location:** Along Volta Lake

**Subsector:** Water Transport

**Project Start:** 2022

**CapEx:** TBD

**Agency:** Volta Lake Transport Company

**Description:**
Faster, efficient cargo delivery contribute to economic growth.

**Project impacts towards Paris commitments**
Lower carbon emissions on the lake transport system.

**Potential impacts towards gender outcomes**
Build resilience for gender through increased employment opportunities in construction and O&M.

Increased cargo transportation increases access to markets for rural women in the agricultural sector.

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**Airport City II**

**Description:**
The Airport City II is a high-end, mixed-use commercial precinct covering 291 acres for the development of hotels, shopping malls, offices, parks etc. It will have roads and access ways, open space car park, residential facilities and intermodal transport terminal among others.

**Location:** Accra  
**Subsector:** Aviation  
**Project Start:** 2022

**CapEx:** TBD

**Agency:** Ministry of Transport

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**Potential impacts towards the SDGs**
- **Cut unemployment** through construction, operation, and maintenance jobs.
- **Increased trade volumes** contribute to GDP growth.
- **Increased satisfaction** with convenient, safe and improved transport system.

**Project impacts towards Paris commitments**
- Scale up sustainable mass transportation with access ways, and intermodal terminal.
- Resilient infrastructure planning with high end mixed use commercial precinct.

**Potencial impacts towards gender outcomes**
- **Build resilience for gender** through access to equal employment opportunities for women in the aviation sector and adjacent commercial operations.

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**Tamale Airport MRO Facility**

**Description:**
Develop a state-of-the-art Maintenance, Repair and Overhaul (MRO) facility at the Tamale Airport. The project when completed will serve Ghana and the West Africa sub-region and beyond.

**Location:** Tamale  
**Subsector:** Aviation  
**Project Start:** TBD

**CapEx:** TBD

**Agency:** Ghana Airports Ltd

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**Potential impacts towards the SDGs**
- **Cut unemployment** through construction, operation, and maintenance jobs.
- **Improved transportation logistics** at airport.
- **Increased government revenue** from facility activities.

**Project impacts towards Paris commitments**
- Scale up sustainable mass transportation by serving Ghana and West Africa region.
- Resilient infrastructure planning through technical support to airport.

**Potential impacts towards gender outcomes**
- **Build resilience for gender** through increased access to equal employment opportunities for women in the aviation sector.
Air Cargo Facility

Description:
Develop an air cargo facility at Tamale Airport to support the movement of goods to other parts of the West Africa sub-region and beyond.

Location: Tamale
Subsector: Aviation
Project Start: TBD

CapEx: TBD
Agency: Ghana Airports Ltd

Potential impacts towards gender outcomes
- Build resilience for gender through equal access to employment opportunities in the aviation sector.
- Efficient inter-regional transport networks allow for access to essential goods for rural women.

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Project impacts towards SDGs
- Faster, more efficient cargo delivery leading to economic growth and development.
- Improved transport logistics through quicker, efficient movement of cargo.

Project impacts towards Paris commitments
- Scale up sustainable mass transportation by serving Ghana and West Africa region.
- Resilient infrastructure planning through technical support to airport.

Green Airports (G-Gap)

Description:
Partner with the private sector to install solar panels at all the airports to complement the energy demand at the airports.

Location: All Airports in Ghana
Subsector: Solar
Project Start: TBD

CapEx: TBD
Agency: Ghana Airports Ltd

Potential impacts towards gender outcomes
- Development of the clean energy and aviation sectors provide opportunities for women’s employment and training in a variety of roles, including technical, operational and administrative posts.

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Project impacts towards SDGs
- Increase renewable energy generation.
- Job creation in construction and O&M.
- Reduced carbon footprint of airports due to renewable energy.

Project impacts towards Paris commitments
- Scale up renewable energy penetration in airports.
- Support Green Cooling Africa Initiative with greenhouse tech.
- City-wide resilience planning through partnership with private sector.
Keta Sea Port

Description:
Construct a third port in Keta to ease current and projected pressure on the two existing ports in the country. The project will boost economic growth, create employment opportunities for the people of the Volta Region and surrounding areas.

Location: Keta
Subsector: Port Infrastructure
Project Start: 2022
CapEx: TBD
Agency: Ministry of Transport

Project impacts towards the SDGs
- Increased port infrastructure for trade will contribute to economic growth.
- More employment opportunities for people in Keta.
- Improved transport logistics through improved cargo system.

Project impacts towards Paris commitments
- Addition of third port in Ghana scales up sustainable transportation infrastructure.
- Boost economic growth and employment through resilient infrastructure planning.

Potential impacts towards gender outcomes
- Build resilience for gender through increased employment opportunities in construction and O&M.
- Increased port infrastructure increases access to markets for rural women in the agricultural sector.

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**Ghana Nuclear Power Plant**

**Description:**
Diversify Ghana’s energy mix to bring stability in energy delivery and provide energy security to stimulate growth in all sectors of the economy in Ghana and West Africa. The project will develop nuclear energy infrastructure that provides clean, affordable and reliable baseload power with the view to reducing the incidence and effects of climate change. Two (2) units of the nuclear power plant will add 2,000MW to 2,400MW of affordable electricity to the national grid.

**Project impacts towards the SDGs**
- Lifting communities out of poverty with the provision of basic energy services.
- Enhanced quality of life throughout Ghana with more reliable electricity.
- Greater electricity coverage and access to clean energy.

**Project impacts towards Paris commitments**
- Scale up renewable energy penetration to increase access.
- Resilient infrastructure planning through diversified energy mix and climate resilient infrastructure.
- Promote clean energy for rural households.

**Potential impacts towards gender outcomes**
- Build resilience for gender through accessible electricity, which can reduce the time women and girls spend collecting fuel and firewood, typically unpaid activities that limit educational attainment.
- Development of the nuclear energy sector provide opportunities for women’s employment and training in a variety of roles.

**Location:** Classified  
**Subsector:** Nuclear Energy  
**CapEx:** $5.5 Billion  
**Agency:** Ministry of Energy  
**Project Start:** 2024

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Petroleum Hub

Description:
Partner with the private sector to develop Ghana as a hub for refined petroleum products for the West Africa sub-region and the continent. The hub comprises of three new refineries with a total capacity of 900,000 bpsd; storage tanks for Crude with total capacity of 10,000,000m³; jetties; five petrochemical plants with the capacity to process 90,000 bpsd worth of feedstock; port infrastructure and other ancillary infrastructures.

Location: Western Region
Subsector: Petroleum
Project Start: TBD
CapEx: $60 Billion
Agency: Petroleum Hub Development Corporation

Project impacts towards the SDGs

- Increased government revenues and foreign investment.
- Research and development in manufacturing industry.
- GDP growth from refined petroleum products for manufacturing.
- Private gas operators improve energy efficiency in industry.
- Petroleum hub supports sustainable transport with reliable fuel supplies.
- Increased efficiencies in power generations and supply private sector.
- Growth of the sector provides opportunities for women’s employment and training in a variety of roles, including technical, operational and administrative posts.
- GDP growth from refined petroleum products for manufacturing.
- Private gas operators improve energy efficiency in industry.
- Petroleum hub supports sustainable transport with reliable fuel supplies.
- Increased efficiencies in power generations and supply private sector.
- Growth of the sector provides opportunities for women’s employment and training in a variety of roles, including technical, operational and administrative posts.

Potential impacts towards gender outcomes

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**SOLID WASTE – EARLY STAGE PROJECT**

### Plastic Waste Recycling

#### Description:
There is a growing demand for recycled plastic as raw material for road construction. Plastic waste collection will generate income and create a value chain where production of granules, film bags and pellets also generate additional revenue.

#### Project impacts towards the SDGs
- Limit landfills and ensure air quality to improve health.
- Job creation in operations reduces unemployment.
- Reduced generation of municipal solid waste.

#### Project impacts towards Paris commitments
- Adapting alternative urban solid waste management.
- City-wide resilience planning through sustainable waste management in urban areas.

#### Potential impacts towards gender outcomes
- Growth of the plastic waste sector provides opportunities for women’s employment and training in a variety of roles, including technical, operational and administrative posts.

#### Location:
Coastal Areas

#### Subsector:
Plastic Waste

#### Project Start:
TBD

#### CapEx:
TBD

#### Agency:
Coastal Development Authority

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Affordable Housing Project

Description:
Construction of 130,000 units comprising 78,000 2-bedroom and 52,000 3-bedroom in the Western (50,000), Eastern (50,000) and Savannah (30,000) Regions.

Location: Nationwide
Subsector: Affordable Housing
Project Start: 2022
Agency: Ministry of Works and Housing
CapEx: $4.6 Billion

GHANA

Project impacts towards the SDGs

- Lifting communities out of poverty with the provision of affordable housing.
- Greater satisfaction and quality of life.
- Reduced housing costs, providing more disposable income.

Project impacts towards Paris commitments

- Resilient infrastructure planning through increased provision of housing.

Potential impacts towards gender outcomes

- Build resilience for gender through equal access to affordable housing for women.
- Ownership of their own home can promote autonomy and independence for women.

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Hostels for Education Institutions

Description:
Provision of hostels to address gaps in accommodation in secondary and tertiary institutions due to increase in school enrolment.

Location: Nationwide
Subsector: Facilities
Project Start: TBD
CapEx: TBD
Agency: Ghana Education Service

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Strengthen resilience of education infrastructure by addressing accommodation gaps and increasing enrolment.
Increased accessibility to improve resilience for the vulnerable.
Build resilience for gender through equal access to schools and education through increased accommodation, allowing girls to advance in their education attainment.

Project impacts towards Paris commitments:

Potential impacts towards gender outcomes:
GREEN INFRASTRUCTURE – EARLY STAGE PROJECT

Aburi Botanical Gardens Upgrade

Description:
Currently only 20% of the Gardens have been fully developed - the project aims to refurbish the garden and establish an historic site, education facility, visitors centre, retreat centre, research laboratory, herbarium and seed banks.

Location: Aburi
Subsector: Garden
Project Start: 2022
CapEx: $5.2 Million
Agency: Ministry of Local Government and Rural Development

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Project impacts towards the SDGs
- Increased access to scientific education and training.
- Improved capacity and resources for scientific research.
- Restoration of historic site and natural heritage.

Project impacts towards Paris commitments
- Promote sustainable use of forest resources.
- Restoration creates value addition-based utilization of forest resources.

Potential impacts towards gender outcomes
- Build resilience for gender through increased equal employment opportunities for women in science, technology, research and innovation fields.

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GREEN INFRASTRUCTURE
1 Concept Project

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REFERENCES


