In a bid to ensure diversification of the economy combined with trade and regional integration, the Government of Ghana in 2007 drew up a National Transport Policy, acknowledging that an efficient transport network would directly contribute to key development and poverty reduction strategies. The implementation of this policy is expected to lower transportation costs, integrate rural economies, and generate savings in travel time and trade through cross-border road infrastructure development.

The EU has supported Ghana in the transport sector since the 1990’s through the European Development Fund (EDF). Under the 10th EDF (2008-2013), more than EUR 80 million has been allocated to the transport sector for the five-year period.
The joint policy objective of the Government and the EU is to establish Ghana as a transport hub in the sub-region. The Government intends to achieve this objective through ensuring the provision, expansion and maintenance of transport infrastructure of all kinds. The EU interventions aim to further clear the maintenance backlog of the trunk road network and to provide for access to markets and social services in rural areas.

To achieve these goals, the Government of Ghana and the EU have worked together on the definition of a strategy for the sector for the period 2011-2015. This strategy is called Integrated Transport Plan and was released in June 2010. It utilises an integrated economic and transport planning methodology to identify investment priorities based on the future demand for transport. The Plan aims to support the Government’s strategy-lead approach to development planning.

The Plan includes strategies and actions to be undertaken between 2011 and 2015 for all modes of transport including many institutional and regulatory measures aimed at improving performance and to bring about better integration throughout Government's transport planning environment.

The Government of Ghana has identified the importance of the transport sector in providing strategic support to the productive sectors of the economy and the measures set out in this Plan aim to support the attainment of the National Transport Policy Goals. It therefore becomes the primary implementation plan for the transport sector and it is hoped that the Plan will inform Government’s budgetary allocations to the sector from 2011 onwards.

To support the Government in implementing this plan over the coming years, the EU is focusing on several transport-related areas:

1. **REHABILITATION OF 90KM BETWEEN TARKWA AND AYAMFURI IN THE WESTERN REGION**

   The completion of this North-South transport corridor in the Western part of Ghana aims to improve the delivery of transport services, ensure the provision of infrastructure which strategically links the rural production and processing areas to the urban centres and also facilitate the integration in the different modes of transport, and in particular, linking the port of Takoradi.

   This intervention complements the former EU reconstruction and resurfacing projects in the Western Region of Ghana: Abuakwa-Bibiani (80 km), Axim-Tarkwa (64 km), and Kumasi-Techiman (115 km), all funded under previous EDF’s.

2. **UPGRADING OF 46 KM UP TO A PAVED ROAD BETWEEN DODO PEPESU AND NKWANTA IN THE VOLTA REGION**

   The majority was funded under the 9th EDF.

   This road section is a part of the North-South transport corridor in the Eastern part of Ghana and improves on the one hand the transport services for the rural production to the urban areas and on the other hand shortens the distance for the transit transport from the Tema Port to the land locked countries North of Ghana.

3. **TRANSPORT FACILITATION**

   In a bid to reduce poverty, one of the main objectives of the EU technical support to the Transport Sector is to reduce the price of transporting persons and goods. Good roads and ports (air or water) contribute to this price reduction but this is not sufficient
5. Feeder roads improvement

The collaboration between Government of Ghana and EU in the field of feeder roads is not new either. Since the end of the 90’s, with different financing instruments, approximately one thousand kilometres of feeder roads have been rehabilitated in the Western, Central and Eastern Regions.

4. Road maintenance

Regular maintenance issue is one of the main concerns of the Government of Ghana and the EU in the transport sector. It has therefore been agreed in 2010 that road maintenance should be one of the two indicators for the transport sector – the other one being on the axle load issue – in the framework of the General Budget Support provided by the EU to the Government of Ghana through the MDBS arrangement.\(^1\)

To achieve these goals, the Government of Ghana and the EU agreed that the EDF should be contributing to the axle load control action plan, part of the Road Traffic Regulations, and possibly ports organisation and transport industry modernisation.

As an example, a study showed that a strict enforcement of the Regulation aiming to fight vehicle overload could save more than 60,000 GHS/km/year to the Ghana National Budget. With an approximate stretch of 13,000 km of trunk roads, overloading today could roughly cost the State up to 780 millions GHS a year.

Additional activities, such as feasibility studies on the upgrading of railway infrastructure, have also benefited from EDF funding.

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\(^1\) For an explanation on MDBS, see the separate profile on General Budget Support
6. Connectivity with Neighbouring Countries

As part of the regional cooperation programmes with West-Africa, coordinated by the ECOWAS Secretariat in Abuja, funds were available under 9th and 10th EDF to improve trans border infrastructure (roads, electricity networks etc.). To quote but one example, the upgrading of border posts (e.g. the one between Ghana and Togo at Aflao, or between Ghana and Burkina Faso at Paga) is expected to contribute to transport (and trade) facilitation through better harmonised custom procedures, more efficient and professional treatment of travellers and a reduction in waiting time for lorry drivers. Ultimately, trade and transport facilitation at border posts should also contribute to an enhanced regional economic integration between the ECOWAS member states.