



Project Information Document (PID)

Concept Stage | Date Prepared/Updated: 05-Dec-2025 | Report No: PIDDC01497

**BASIC INFORMATION****A. Basic Project Data**

Project Beneficiary(ies)	Operation ID	Operation Name	
Ghana	P513708	Ghana Market Access and Connectivity Project	
Region	Estimated Appraisal Date	Estimated Approval Date	Practice Area (Lead)
WESTERN AND CENTRAL AFRICA	10-Mar-2026	17-Jun-2026	Transport
Financing Instrument	Borrower(s)	Implementing Agency	
Investment Project Financing (IPF)	Republic of Ghana	Ministry of Roads and Highways	

Proposed Development Objective(s)

(i) enhance connectivity in selected areas of Ghana to support key agricultural value chain development; and (ii) establish an efficient and sustainable national-level road maintenance mechanism.

PROJECT FINANCING DATA (US\$, Millions)**Maximizing Finance for Development**

Is this an MFD-Enabling Project (MFD-EP)? Yes

Is this project Private Capital Enabling (PCE)? No

SUMMARY

Total Operation Cost	400.00
Total Financing	400.00
of which IBRD/IDA	400.00
Financing Gap	0.00

DETAILS**World Bank Group Financing**

International Development Association (IDA)	400.00
IDA Credit	400.00



Environmental and Social Risk Classification

Substantial

Concept Review Decision

The review did authorize the preparation to continue

B. Introduction and Context

Country Context

1. **Despite setbacks from the 2022 macroeconomic crisis, Ghana's economy rebounded with 5.7 percent GDP growth in 2024.** Over 2009–2019, growth averaged 6.8 percent, outpacing regional peers, but poverty reduction has stalled, rising from 39.0 percent in 2017 to 39.6% in 2024 (at the \$3.00/day line). High inflation - especially food prices - and fiscal imbalances eroded household welfare¹, prompting a US\$3 billion IMF program (2023) and US\$360 million World Bank budget support (2025). Still, structural and fiscal constraints persist, though growth is projected to moderate to 4.3 percent in 2025 and 4.6 percent in 2026 with continued reforms and stronger domestic revenue mobilization.
2. **Agriculture accounts for about 20.94 percent of GDP² (2023) and employs nearly half of Ghana's labor force.** While vital for food security and rural livelihoods, its role has declined in the south and center due to urbanization and informal job growth. In productive regions, poor road conditions drive high post-harvest losses, lower farm incomes, and restrict market access, pushing farmers toward subsistence rather than commercial production leading to job migration to low-productivity informal services which limit the poverty-reducing impact of structural transformation, particularly for youth and women.
3. **Ghana key agricultural value chains are cocoa, maize, palm oil, cassava and rice.** Ghana and Côte d'Ivoire collectively account for nearly 60 percent of global cocoa production, with Ghana producing approximately 700,000 tons in 2024. Ghana is also the fourth largest cassava producer in the world producing about 22 million tons in 2020.³ Cassava is the most important root crop in Ghana engaging about 70 percent of the farming households and accounting for about 22 percent of the agricultural GDP.⁴ Yam production follows closely cassava with an estimated 8.5 million in 2020 making Ghana the second producer of yams in the world. These highly productive crops including cereals like maize and rice⁵ are critical to Ghana's economic growth and job creation making their easy transportation to markets key.
4. **The government launched the Big Push Initiative in 2024 and the "24-Hour Economy" Program in July 2025 to boost productivity, focusing on agriculture, jobs, and logistics among other priorities.**⁶ They promote continuous operations

¹ <https://www.worldbank.org/en/news/press-release/2025/08/14/ghana-economy-shows-resilience-amid-a-challenging-environment>

² https://www.theglobaleconomy.com/Ghana/Share_of_agriculture/

³ GIPIC (2022). Ghana's agricultural sector report: <https://www.gipc.gov.gh/wp-content/uploads/2023/03/Ghanas-Agriculture-Sector-Report-1.pdf>

⁴ Ibidum

⁵ Ibidum

⁶ 24-Hour Economy Booklet: <https://24hplus.gov.gh/wp-content/uploads/2025/08/Programme-Booklet-linked.pdf>



in agro-processing, storage, and distribution, encouraging firms to run multiple shifts to reduce post-harvest losses and boost exports. By extending activity across 24 hours, it aims to create more jobs, especially for youth and women, while strengthening the links between production, transport, and logistics networks.

5. **Success depends on efficient road and logistics networks that enable farm produce, raw materials, and finished goods to move seamlessly at all hours.** It requires investments in feeder and trunk roads, logistics hubs, reliable transport services, stronger power and digital infrastructure. This is crucial for agricultural value change production, particularly for export-oriented ones and those focusing on food security. By reducing the infrastructure gap, the government aims to improve farmers' market access, reduce transportation costs, and minimize post-harvest losses. Strengthening these networks will create jobs, boost productivity, competitiveness, and inclusive growth, while better linking isolated regions in Ghana.

Sectoral and Institutional Context

6. **Road transport dominates Ghana's mobility, carrying over 95 percent of passenger and freight traffic. The country's 94,000-kilometer road network is only 27 percent paved.** More than 50 percent of the network, including feeders which comprise more than 50 percent of the road network and secondary roads, are in fair to impassable condition.⁷ Even though Ghana's road density is above the regional average⁸, distribution is uneven with the north of the country being poorly served, while the southern half has greater road density supporting agricultural and livestock production, but often at a poor service level resulting in increased travel distances and costs to markets and opportunities.
7. **Ghana's road network has experienced significant deterioration because of chronic underfunding and insufficient maintenance.** The National Road Fund has historically met only approximately half of the nation's road maintenance requirements, with revenues from fuel levies and vehicle fees remaining largely stagnant and frequently reallocated for purposes other than road upkeep. In July 2025, the Road Maintenance Trust Fund was passed by parliament to replace the existing framework to promote greater equity, accountability, and efficiency, while also de-capping revenues to ensure that all funds generated are dedicated exclusively to maintenance activities. The current 2025 national budget law designates GH¢2.81 billion (USD 234 million) for road maintenance⁹. Through various initiatives and programs—including the World Bank-financed Transport Sector Improvement Project (TSIP - P151026) which concluded in June 2025—the Ministry of Roads and Highways initiated a comprehensive improvement of Ghana's road asset management performance by establishing a dedicated unit and tool to provide improved road asset management practices.
8. **Ghana's road sector involves various actors.** The Ministry of Roads and Highways (MRH) is the lead ministry overseeing the road sector through its three departments: Department of Feeder Roads (DFR), Department of Urban Roads (DUR) and Ghana Highway Authority (GHA) who are responsible respectively for feeder, urban and trunk roads.

Relationship to CPF

9. **The proposed project is aligned with the World Bank's Country Partnership Framework FY22-26 (CPF) and twin goals of ending extreme poverty and promoting shared prosperity in a livable planet.** The project supports two objectives under the CPF including objective 1.4: Improved connectivity for access to productive opportunities, through feeder roads improvement and maintenance to enhance sustainable connectivity within areas in the country with high potential for job creation through agriculture and improve access to services and opportunities. The improved feeder road will reduce post-harvest losses and transport costs for farmers to encourage scaling up from subsistence farming

⁷ https://mofep.gov.gh/sites/default/files/pbb-estimates/2024/2024-PBB-MRH_.pdf

⁸ World Bank InfraSAP database (2021)

⁹ <https://www.graphic.com.gh/news/general-news/ghanas-parliament-approves-gh-2-8-billion-for-road-maintenance.html>



and creation of jobs. The project is again aligned with objective 3.3: Improved household and community resilience to shocks, through the designing of road infrastructures which are resilient to climate hazards and shocks. A new CPF FY26-30 is under preparation. Although pillars are yet to be defined, it is expected that they will encompass infrastructure and physical connectivity to support jobs creation and agricultural development. This operation will be prepared along with this new CPF.

10. **In addition, this project is aligned with the new AgriConnect initiative¹⁰** launched by the World Bank during the 2025 WB/IMF annual meetings to transform smallholder farming create jobs and strengthen global food security, by lifting 300 million farmers up the value chain by 2030. Under the “Improve Infrastructure” pillar, the proposed operation seeks to improve access to areas of key agricultural value chain production and will contribute to the targets of mission AgriConnect.

C. Proposed Development Objective(s)

11. **The Project Development Objective (PDO) is to: (i) enhance connectivity in selected areas of Ghana to support key agricultural value chain development; and (ii) establish an efficient and sustainable national-level road maintenance mechanism.**

12. **The following PDO indicators will be considered and refined during project preparation:**

- Direct users that benefit from improved access to sustainable transport infrastructures and services (number, gender-disaggregated)
- Inferred beneficiaries of improved access to sustainable transport infrastructure and services (Number of people, gender-disaggregated)
- Numbers of farmers with improved connection from AgriConnect targets (to be defined)
- Agricultural production volumes transported through key selected feeder roads (tons)
- Percentage of roads maintained each year from the annual plan

D. Concept Description

Project Financing and Components:

13. **The proposed project aims to (i) rehabilitate feeder roads in selected regions, (ii) support maintenance improvement and (iii) enhance private sector mobilization in the sector.** The selection of feeder roads will be done through a framework approach¹¹ considering multiple criteria including impact on accessibility to agricultural key value chains, maximize AgriConnect targets, job creation, reduced impact on the environment, poverty reduction and, access to basic services and markets. Analytical tools such as FlowMax, the Rural Access Index (RAI), and critical link (climate resilience) models can be used to guide these prioritization decisions. The proposed project consists of three components as detailed below:

Component 1: Feeder road rehabilitation program and small agriculture facilities

¹⁰ <https://www.worldbank.org/ext/en/agricconnect>

¹¹ The framework approach here refers to selecting, scheduling and prioritizing project activities based on various factors.



14. **Sub-component 1.1 - Rehabilitation of feeder roads:** The sub-component will finance the rehabilitation of approximately 1000 km of feeder roads comprising of 300 km bitumen paved, and 700 km gravel-surfaced roads within some selected regions in Ghana. The selection of roads to be paved or unpaved will be determined using the SPADE PLUS¹², a two-stage approach that considers an initial multicriteria assessment based on social, environmental, engineering and other benefits to make a determination to pave or not. The second stage will further justify the economic viability of roads designated to be paved roads through a cost-benefit analysis using Roads Economic Decision (RED) or Cost-effectiveness Analysis (CEA) depending on the traffic volume. The Department of Feeder Roads has pre-selected 5,000 km of feeder roads. The framework approach will be implemented through this preselection (cf. figure 1). This approach was successfully used in other operations.¹³ It is expected to have a package of roads ready for the first year of implementation to enable commencement of works as soon as possible. The project preparation will also ensure synergy with ongoing WB operations carried out by the Water and Agriculture Global Practices (GP). The design of the feeder roads will be informed by climate vulnerability assessment studies that will propose innovative solutions for climate-smart and resilient infrastructure as well as solutions for the operations and maintenance of these infrastructures. Maintenance will be critical to ensure sustainability of these roads. To ensure effective maintenance, the project includes a component 2 dedicated to this purpose.
15. **All 1,000km rehabilitated roads will integrate safety audits, speed management, and design measures to protect vulnerable users.** Especially pedestrians, cyclists, and motorcyclists who account for over 70 percent of road fatalities in rural areas where appropriate. Based on the design, the project will finance low-cost, high-impact interventions such as pedestrian crossings, rumble strips, and improved signage in towns along the corridors. Major bridges and drainage structures along the selected roads and within the project sites will be constructed to improve resilience of the road and districts to climate hazards like floods, precipitation and temperature. All road works will incorporate universal accessibility standards, safe pedestrian walkways, signage, and drainage to protect vulnerable users
16. **Sub-component 1.2 – Agricultural market support:** This sub-component will finance the development of small-scale agricultural logistics infrastructure to (i) strengthen value-chain connectivity, (ii) reduce post-harvest losses in project areas and (iii) enhance jobs creation. Investments will include the construction and equipping of rural aggregation and storage centers, drying platforms and loading bays along the rehabilitated feeder-road network, as well as the upgrading of selected rural markets located at key junctions. Facilities will integrate climate-smart design features—such as solar-powered cold storage, rainwater harvesting, and energy-efficient lighting—to ensure year-round operation and minimize greenhouse-gas emissions. The centers will serve as local nodes for aggregation and primary processing. The sub-component will also promote digital market linkages through partnerships with local agritech platforms, enabling real-time price information and logistics coordination. Collectively, these interventions will enhance productivity, reduce losses, and stimulate inclusive rural enterprise development around the newly connected feeder-road corridors, hence creating jobs at these locations.

¹² <https://documents1.worldbank.org/curated/en/607531613505668080/pdf/To-Pave-or-Not-to-Pave-Developing-a-Framework-for-Systematic-Decision-Making-in-the-Choice-of-Paving-Technologies-for-Rural-Roads.pdf>

¹³ Haiti Rural Accessibility and Resilience Project (P163490) and the Ivory Coast Inclusive Connectivity and Rural Infrastructure Project (P178362)

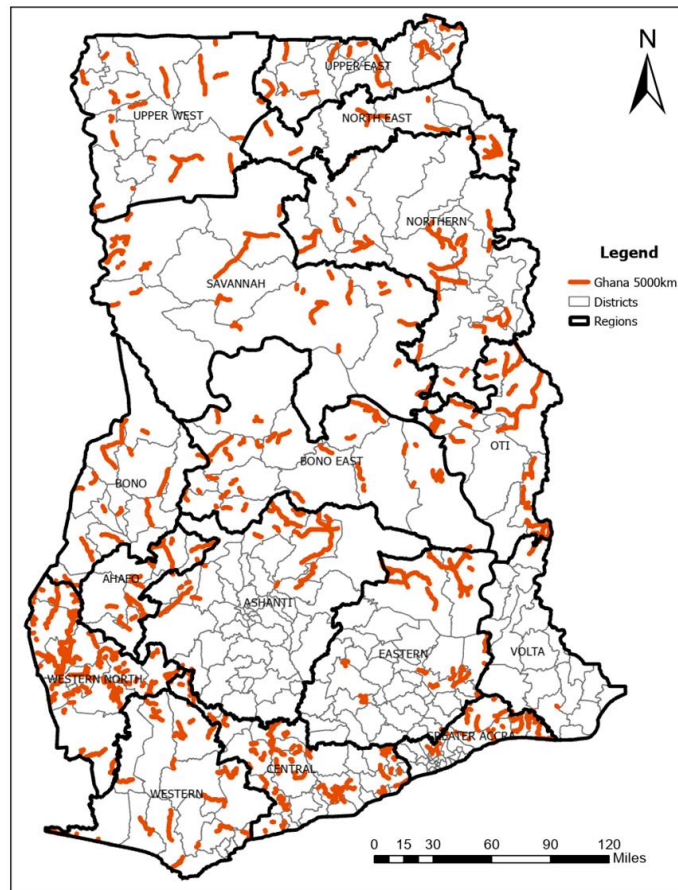


Figure 1 : Preselected 5,000 km feeder roads by Ghana Department of Feeder Roads

Component 2: Road maintenance and sustainability

17. **Sub-component 2.1 -Road Fund reform support** : this subcomponent will finance technical assistance to support the ongoing road fund reform already started by the GoG through the new maintenance trust fund bill enacted in July 2025. Disbursement of this sub-component will be linked to a Performance Based Condition (PBC) to guarantee effective implementation of the reform.
18. **Sub-component 2.2 – Improved Road Maintenance and Road Asset Management:** This subcomponent will support the financing of the annual national road maintenance plan from MRH and strengthen efficient road asset management practices by aligning maintenance planning with revenues from the road fund and other sources through a performance-based condition. Building on the road asset management tool developed under the TSIP project, the proposed initiative will leverage this tool to enhance maintenance planning and budgeting, ensuring optimal use of mobilized funds. Additionally, the component will support traffic data collection and a comprehensive inventory of the national road network to inform maintenance prioritization. The maintenance program which comprises of both routine and periodic maintenance on feeder, urban and trunk roads will potentially create jobs for the local labor force including women and the youth and improve maintenance practices through increased financing both from the Road Fund and the project. Disbursement to maintenance will be tied to resources mobilization by the road fund and annual performance of the plan measured by an annual target to be determined during project preparation.



Component 3: Enhancing private sector mobilization and project management

19. **This component will through Technical Assistance, support efforts to mobilize private sector financing for some selected road corridors under the government’s infrastructure development program dubbed “the Big Push”.** This component will finance feasibility studies for selected corridors through Public-Private Partnerships and assess opportunities for asset recycling (Accra-Tema Road corridor for example). Other activities to enhance the enabling environment can be supported.
20. The component will also support the project implementation by key implementing agencies including consultancy services, implementation of GRM, and capacity-building on contract management and other targeted technical assistance to improve project delivery.

Component 4: Contingent Emergency Response Component (US\$0.0 million)

21. **The component will finance immediate and effective interventions including reconstruction of damaged infrastructure in response to GoG’s request to reallocate project funds in the event of an eligible crisis or emergency.** The Borrower may request the Bank to re-allocate project funds to support emergency response and reconstruction. This component would draw from the uncommitted credit resources under the project from other project components to cover emergency response.

Legal Operational Policies

Policies	Triggered?
Projects on International Waterways OP 7.50	No
Projects in Disputed Area OP 7.60	No

Summary of Screening of Environmental and Social Risks and Impacts

22. **The overall Environmental and Social Risk Classification, which at this concept level is rated “Substantial” as activities involve civil works in rural regions of the country.** The project involves several civil works (rehabilitation of 1000km feeder roads, construction of market hubs, and energy infrastructure) across multiple sectors, with potential for significant environmental and social impacts. The risk rating reflects the scale, complexity, and context of the interventions, including the likelihood of land acquisition, community health and safety concerns, and cumulative impacts from multiple infrastructure upgrades.

Key Environmental Risks and Impacts

23. Key environmental risks and impacts include construction Impacts (i) Dust, noise, and vibration from roadworks and logistics hub construction, (ii) Soil erosion, loss of vegetation, and potential impacts on water resources, (iii) Generation of solid and hazardous waste, including e-waste from digital infrastructure upgrades, (iv) Pollution risks from fuel storage, machinery, and construction runoff, (v) Biodiversity: (potential disturbance to biodiversity and



habitat fragmentation if sites are not properly screened , (vi) Resource Efficiency (High demand for construction materials, water, and energy, Need for sustainable sourcing and efficient use of resources.

24. Key social risks and impacts anticipated include: a) land acquisition or restrictions on land use, with potential for physical or economic displacement, especially for squatters and encroachers on feeder roads and market rehabilitation sites; b) impacts on livelihoods, particularly for communities trading along the road and dependent on right-of-way corridors; c) minor labor influx and associated risks, including the potential to upset local dynamics and the risk of sexual exploitation and abuse; d) risks to tangible cultural heritage, should project activities intersect with sites of historical or cultural significance; and e) disproportionate adverse impacts on vulnerable groups, requiring targeted identification and mitigation measures to ensure equitable project benefits and avoid disproportionate harm, especially for interventions related to road fund reform and private sector mobilization. To facilitate the activation of the proposed zero Contingent Emergency Response Component (CERC), the CERC manual will detail the environmental and social aspects of needs assessments considered adequate, as well as potential activities (positive list) to be financed under the CERC and within an acceptable quantum of risk mitigation.

CONTACT POINT

World Bank

Ndeye Diop Diaw Gueye
Transport Specialist

Ashwini Rekha Sebastian
Senior Agriculture Economist

Akua Pokuaa Timpabi
Transport Specialist

Borrower/Client/Recipient

Republic of Ghana

Implementing Agencies

Ministry of Roads and Highways

FOR MORE INFORMATION CONTACT

The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: <http://www.worldbank.org/projects>



APPROVAL

Task Team Leader(s):	Ndeye Diop Diaw Gueye, Ashwini Rekha Sebastian, Akua Pokuaa Timpabi
----------------------	---

Approved By

Practice Manager/Manager:	Anne-Cecile Souhaid	11-Nov-2025
---------------------------	---------------------	-------------

Country Director:	Michelle C. Keane	05-Dec-2025
-------------------	-------------------	-------------

Project Concept Note: Ghana Market Access and Connectivity Project

BASIC INFORMATION

Project Beneficiary(ies)	Operation ID	Operation Name
Ghana	P513708	Ghana Market Access and Connectivity Project