

LOGISTICS AND TRANSPORT CONFERENCE 2026

Transforming Ghana's Transport Infrastructure for Inclusive and Sustainable Growth

How roads, rail, ports, aviation and Ghana's electric-mobility transition come together to connect people, protect the climate, and grow the economy

Joyce Caitlyn Ocansey

Energy Commission of Ghana

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Transport infrastructure is Ghana's growth engine

Every mode — road, rail, port, air and the vehicles that use them — is also a lever for equity and climate resilience, not just movement of goods.



Trade & regional gateway

Tema and Takoradi ports, plus land corridors, position Ghana as a logistics hub for AfCFTA and West Africa.



Jobs & enterprise

Transport, logistics and the vehicles that keep them moving support drivers, operators, technicians and traders nationwide.



Equity of access

Reliable roads and public transport connect rural and peri-urban communities to markets, schools and health care.



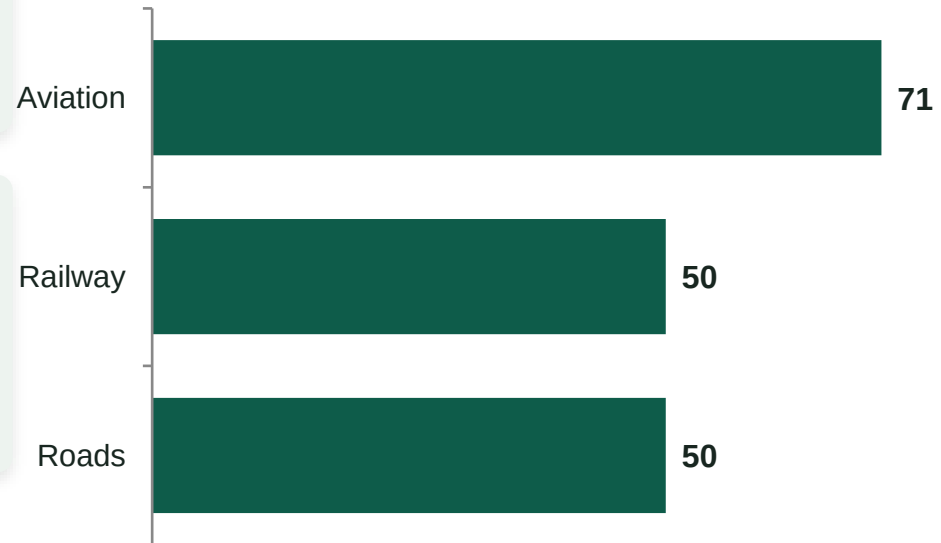
Climate resilience

Transport is Ghana's largest CO₂-emitting sector — how it grows will shape the country's climate trajectory.

A multi-modal snapshot of Ghana's infrastructure

Ghana Infrastructure Report Card 2026

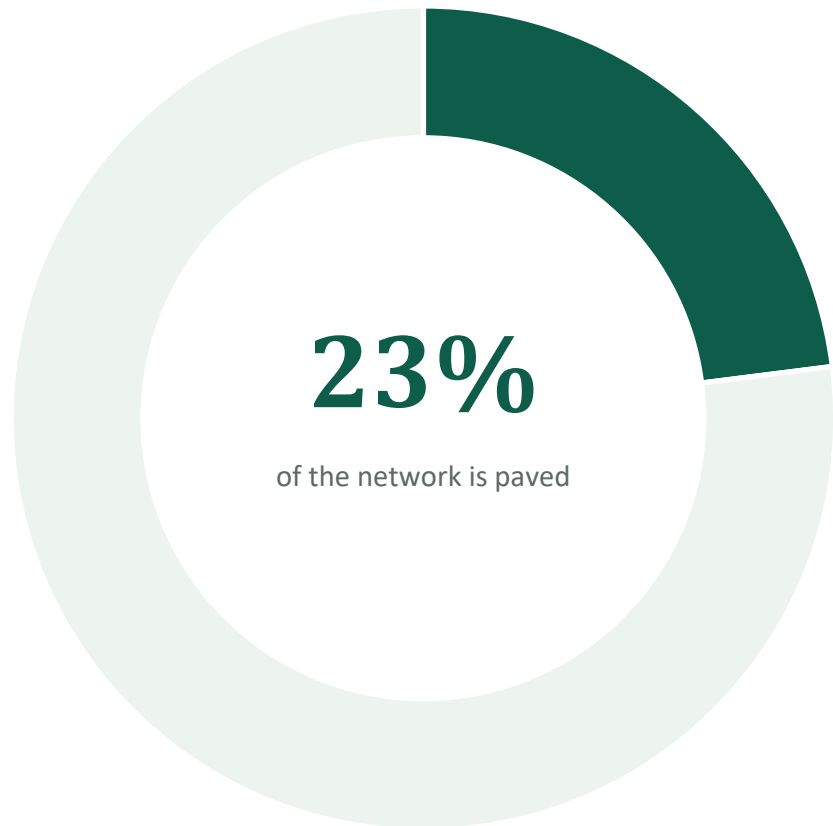
Sector performance score (%), Ghana Institution of Engineers



Assessed across 9 infrastructure sectors with input from 900 participants; published every 3 years.

Source: Ghana Institution of Engineers, Ghana Infrastructure Report Card 2026.

Roads: the backbone under strain



72,381 km

Total road network across urban, feeder and highway roads

77%

Of the network remains unpaved

61%

Of paved (tarred) roads are in poor condition

50%

Roads sector score on the 2026 Infrastructure Report Card (Grade E)

What this means for the theme: without a paved, well-maintained core network, rural producers cannot reach markets and freight costs stay high — undermining both inclusion and growth.

Sources: Ministry of Roads & Highways; Ghana Institution of Engineers, Infrastructure Report Card 2026.

Reconnecting Ghana beyond the road network



Rail

- Tema–Pakadan line operationalised
- Western and Eastern corridor lines under upgrade
- Freight rail revival to ease pressure on trucking



Ports

- 24-hour operations under way at Tema Port
- 2 million TEU milestone after Phase 1 & 2 expansion
- Feasibility studies advancing for a new Keta Port



Aviation

- 3.625 million passengers through Kotoka Int'l in 2025
- Terminal 2 remodelling and runway expansion
- Growing regional hub role for cargo and passengers

Sources: SONA 2026; Presidency of the Republic of Ghana; WorldCargo News, Nov 2025.

Moving people, inclusively



Informal transport still carries most trips

Trotro and shared-taxi services move the majority of urban passengers, but largely outside formal safety, fare and route regulation.



Mass transit has struggled to scale

Earlier bus rapid transit and Aayalolo pilots showed demand for organised transit but have not yet reached city-wide scale.



New buses are entering the fleet

300 buses have been procured for intercity and mass-transit operators under the current infrastructure programme.



Inclusive design must be deliberate

Affordability, safety and universal access — for women, persons with disabilities and low-income riders — need to be designed in, not added later.

The 'Big Push': rebuilding at national scale

~2,000 km

Of roads under construction nationwide,
across all 16 regions

GH¢65bn

Combined value of new and inherited road
contracts

73

Projects already showing visible progress

300

Buses procured for intercity and mass-
transit operators

Flagship projects

- Accra–Kumasi Expressway — 198.7 km, six-lane access-controlled motorway
- Eastern Corridor Road — completion targeted for 2027
- Accra–Tema Motorway — expansion to four lanes with interchanges
- Dambai Bridge (River Oti) and Adawso Bridge (River Afram)

50 new road projects

1,144 km · GH¢50 billion in new contracts

23 inherited contracts

573 km · GH¢15 billion committed to completion

Transport is Ghana's largest source of CO₂ emissions

38%

Of Ghana's total CO₂ emissions come from transport — the largest of any sector

9.1 Mt

CO₂ emitted by the transport sector in 2021 alone

+14%

Growth in transport CO₂ emissions between 2015 and 2021

Why it keeps rising

Ghana remains one of the leading importers of used vehicles, and per-capita transport emissions (0.28 t) already exceed both the global and income-group averages.

What must change

A cleaner fleet mix, electrified last-mile and public transport, and a shift toward rail and mass transit are central to bending this curve.

THE COMMISSION'S ROLE

Where energy meets transport

Every one of these gains — paved roads, revived rail, busier ports, cleaner air — ultimately runs on energy. As Ghana electrifies transport, the Energy Commission becomes a direct partner in inclusive, sustainable growth: powering the grid that charges vehicles, and regulating the safety of the infrastructure that makes it possible.



Ghana's electric mobility transition

Dec 2023

National Electric Vehicle Policy launched by the Ministry of Transport

2019

Drive Electric Initiative (DEI-Gh) launched by the Energy Commission

2070

National ambition to phase out internal combustion engine vehicles

An ecosystem opportunity, not just a vehicle opportunity



Charging & battery-swap infrastructure



Grid readiness & renewable-powered charging



Electric fleets for freight and last-mile delivery



Technician training & certification



Financing and leasing models for operators

This national ambition is exactly why the Commission's new EV charging and battery-swap regulations matter — they are the safety and investment foundation the transition needs.

Building the regulatory foundation



“The primary goal is to ensure electrical safety for all EV charging infrastructure by enforcing minimum standards.”

— Why the EV Charging Stations and Battery Swap Systems Regulations, 2026 exist



Residential charging

Clearance and safety rules for home (Mode 2) charge points



Public & workplace charging

Licensing across the value chain: manufacture, import, install, operate



Safety requirements

Minimum standards for stations and battery-swap systems



Siting & routing

Rules on cabling, clearances and where equipment may be installed

Aligned to international standards: the regulations draw on the IEC 61851 electric-vehicle conductive-charging series and 48 GSA EVSE standards, so Ghana’s charging equipment is safe, interoperable and investable.

What compliance looks like in practice



Who needs a licence

Anyone who manufactures, assembles, imports, supplies, installs or operates a charging or battery-swap station (Reg. 8).



Applying as an operator

Submit the application form, obtain permits and distributor clearance, and secure an installation and maintenance licence (Reg. 9).



Residential clearance

A Mode 2 home charger cannot be used without clearance from the electricity distributor, which keeps a record of clearance granted (Reg. 3).



Offences & penalties

Operating unregistered or non-compliant equipment carries fines of 250–500 penalty units or 6 months–2 years' imprisonment on first offence; directors and partners can be held liable.

Where the transition opens new business

From an Energy Commission market-opportunity study conducted with UNDP support (full report on the Commission's website).

Charging infrastructure



Public stations, private-fleet & depot charging, workplace and highway-corridor charging, charging-as-a-service, renewable-powered hubs.

Battery swapping



Fast turnaround for high-utilisation vehicles — motorcycles, three-wheelers and delivery fleets — where downtime costs more than energy.

Fleet electrification



Predictable routes and centralised parking make food delivery, couriers and supermarket distribution early adopters.

New business lines



EV leasing, maintenance, battery logistics and data/fleet-management services for logistics companies moving beyond transport alone.

Battery Swap Station Model



Five pillars the Commission is building

The private sector alone cannot build this ecosystem. As a Commission, we are working across five areas to ensure a sustainable transition.



Regulatory certainty

Clear, predictable and transparent licensing requirements for every operator.



Infrastructure planning

A national GIS-based charging allocator map and EV database to prioritise corridors and logistics hubs.



Grid readiness

Grid Impact Studies coordinating charging-infrastructure developers with electricity-sector institutions.



Investment facilitation

Policies that reduce barriers and de-risk private-sector investment in charging and battery-swap infrastructure.



Skills development

A certified training framework for EV installers and technicians, building on the Commission's CEWP programme.

What happens next — and who leads it



Government & regulators

- Sustain "Big Push" funding for roads, rail and ports beyond a single term
- Finalise and enforce the EV charging and battery-swap regulations
- Invest in rural feeder roads and safe, affordable urban transit



Industry & logistics operators

- Assess fleets and routes for early electrification
- Explore charging, battery-swap and financing partnerships
- Pilot targeted demonstrations and build in-house capacity



Financiers & investors

- Back charging infrastructure, fleet leasing and battery logistics
- Support feeder-road and mass-transit financing models
- Engage the Commission early on regulatory certainty

Thank you

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