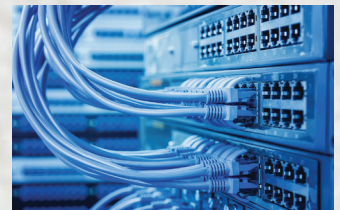
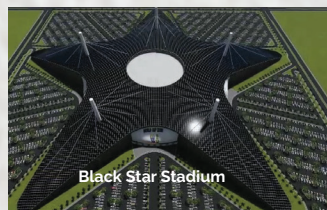


SPEECHES DELIVERED
AT THE LAUNCH OF THE

GHANA INFRASTRUCTURE PLAN (GIP)

*For Economic Transformation
and Social Development*



NATIONAL DEVELOPMENT PLANNING COMMISSION

22ND OCTOBER 2025



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OVERVIEW OF THE EVENT

On 22 October 2025, the National Development Planning Commission (NDPC) launched the Ghana Infrastructure Plan (GIP), marking a pivotal moment in Ghana's long-term development strategy.

Held at the College of Physicians and Surgeons in Accra, the event was graced by President John Dramani Mahama, who emphasised the need to end politically fragmented projects and adopt a unified, nationalistic approach to infrastructure. The GIP outlines a 30-year vision to guide Ghana's physical development, aligning with the Big Push Agenda, AU Agenda 2063, and the UN Sustainable Development Goals.

President Mahama pledged to revitalize the Ghana Infrastructure Investment Fund (GIIF) to finance commercially viable projects and ensure continuity across administrations, in line with Article 35(7) of the 1992 Constitution. He highlighted the plan's role in promoting regional equity, efficient resource use, and multi-sectoral linkages across agriculture, health, education, and industry.

The launch underscored the Ghana Infrastructure Plan as the foundation for Ghana's centenary aspirations in 2057, aiming to transform infrastructure into a driver of inclusive growth and national cohesion.

This document provides a compendium of the main speeches delivered at the launch of the Ghana Infrastructure Plan.



Welcome Address:

**DR. AUDREY
SMOCK AMOAH**

Ag. Director-General, NDPC

Good Morning. It is a great honour and privilege, on behalf of the National Development Planning Commission, to welcome you all to this landmark occasion—the official launch of the Ghana Infrastructure Plan.

This moment marks a collective reaffirmation of our national vision for infrastructure—a vision of a Ghana equipped with systems that are modern, resilient, inclusive, and globally competitive; a Ghana whose infrastructure reflects the dignity, ambition, and ingenuity of its people.

The Ghana Infrastructure Plan (GIP) is the infrastructure dimension of Ghana's Long-Term National Development Plan (2018–2057), popularly referred to as the 40-year national development plan. The preparation of the GIP was undertaken by the NDPC as a core component of this broader framework. The process began

in 2015 and was grounded in the National Spatial Development Framework (NSDF, 2015), the 1992 Constitution of Ghana, and extensive national consultations reflecting citizens' aspirations.

The GIP development process followed an integrated, evidence-based, and participatory approach. It began with a comprehensive assessment of existing infrastructure across sectors—energy, transport, water and sanitation, housing, ICT, and others—to establish baseline conditions and challenges. Sectoral data were analysed to forecast future infrastructure demands within a 30-year planning horizon. Strategies and

investment priorities were identified to support economic transformation, social inclusion, and environmental sustainability. The process emphasized coordination across government agencies and alignment with global and continental commitments such as the UN Sustainable Development Goals (Agenda 2030) and the African Union Agenda 2063. Stakeholder consultations, expert reviews, and validation workshops were conducted to ensure coherence and national ownership.

Key stakeholders involved included the NDPC (as the lead institution), sector ministries such as Energy, Roads and Highways, Water Resources, Works and Housing, Local Government, Environment, and Finance, as well as decentralized departments and local authorities. Other critical partners were the Ghana Statistical Service, Forestry Commission, Environmental Protection Agency, Ghana Investment Promotion Centre, Ghana Infrastructure Investment Fund, research and academic institutions (KNUST, CSIR, ISSER), professional bodies, private sector entities, civil society organizations, development partners, and traditional authorities. Together, these actors contributed data, technical expertise, and policy inputs that shaped the GIP into a comprehensive 30-year framework for coordinated, inclusive, and sustainable infrastructure development in Ghana.

This launch is therefore a critical step in aligning our ambitions with action. It signals a renewed national commitment to coordinated infrastructure development that anticipates future needs, integrates long-term planning, and serves as the backbone of inclusive and sustainable growth.

The Ghana Infrastructure Plan reminds us that building a prosperous nation is

not the duty of government alone. It is the responsibility of all who share in Ghana's dream. Real progress happens when leadership is shared, ideas are united, and partnerships are purposeful. From public institutions and private investors to universities, civil society, and development partners, every hand and every mind has a role to play.

No government, however committed, can build a nation alone. The Ghana Infrastructure Plan challenges us to work as one system—public and private, national and local, technical and civic—bound by a single vision of progress. It is through such unity of effort that infrastructure ceases to be projects on paper and becomes the living framework of national transformation. Ladies and Gentlemen, the Ghana Infrastructure Plan is a statement of purpose—in our ability to plan, to build, and to deliver. The NDPC stands ready to ensure that this Plan informs every Medium-Term Development Framework, every public investment programme, and every spatial development plan across our regions and districts. Implementation must be underpinned by transparency, monitoring, and accountability, ensuring that the Plan remains a living instrument that adapts and endures.

As we begin today's proceedings, may this launch symbolise the beginning of a renewed era of vision, continuity, and courage in national development. On behalf of the National Development Planning Commission, I once again welcome you all to this defining moment.

Thank you, and welcome.



Solidarity Statement:

**HON. THOMAS
NYARKO AMPEM**

(MP), Deputy Minister for Finance

I bring you warm greetings from my boss, the Honourable Minister for Finance, Dr. Cassiel Ato Forson, on whose behalf I stand here today.

As a Ministry, we feel honoured to stand in solidarity with the National Development Planning Commission (NDPC) for the launch of the Ghana Infrastructure Plan (GIP) — a milestone that marks a decisive step toward transforming our nation's infrastructure landscape and accelerating Ghana's journey toward sustainable, inclusive growth.

We congratulate the NDPC for delivering this critical framework — one that will guide our efforts to reset and build Ghana's infrastructure for generations.

Focusing on Infrastructure

On 20th May 2025, when His Excellency President John Dramani Mahama

inaugurated the members of the 8th National Development Planning Commission (NDPC) he underscored the importance of a unified, long-term plan that transcends political cycles.

Today's occasion gives concrete meaning to that clarion call. The long-term Ghana Infrastructure Plan being launched is a direct manifestation of the President's transformative agenda — an agenda that views infrastructure as connectivity, opportunity, and dignity for our people. With this Plan, the future of Ghana's infrastructure is hopeful and brighter. Improving macroeconomic situation provides a platform from which to foster

and fund a big push for infrastructure, instead of the usual incremental efforts.

The Economics of Infrastructure

From the perspective of the Ministry of Finance, the link between quality infrastructure and national prosperity is indisputable. Infrastructure investment stimulates short-term growth and lays the foundation for long-term development. According to the World Bank's Global Infrastructure Hub, every cedi invested in infrastructure can generate a fiscal multiplier of 0.8 within a year and 1.5 over two to five years. Yet, historically, Ghana has underinvested in this vital sector, leading to critical deficits that constrain economic potential.

Our resource envelope has been squeezed by the impact of macroeconomic instability, and reduced access to external capital markets. Meanwhile, demographic changes — including rapid urbanisation and a growing youth population — have intensified demand for modern infrastructure.

By 2050, Ghana's population is projected to reach 50.2 million, up from 19.6 million in 2000. Over 10 million young people will enter the labour market between now and 2040. These trends demand bold, strategic, and sustained investment in transport, energy, digitalisation, and agricultural infrastructure.

To meet our most pressing infrastructure needs and catch up with our peers in the world, we need to increase our infrastructure assets in key areas.

Planning: Balancing Needs and Resources
Expanding our infrastructure and addressing the infrastructure deficit requires a deliberate, integrated, and long-term approach that

aligns national priorities with constrained resources.

This Ghana Infrastructure Plan does just that — providing clear answers to fundamental questions:

1. What type of infrastructure do we need?
2. Where are these investments most required?
3. How can we integrate infrastructure systems to maximise efficiency?
4. How much will they cost, and how can we sustainably finance them?

Critical Imperatives

The Ministry of Finance warmly welcomes the Ghana Infrastructure Plan. Our next focus must be on fulfilling three (3) critical imperatives: (i) collaborative financing, (ii) effective coordination, and (iii) strategic communication. I can confirm that the Ministry of Finance stands ready to co-lead in all fronts.

Infrastructure financing is a foremost priority of President Mahama's government. We are therefore focused on fostering a balanced mix of financing from both public and private sectors.

From the public sector space, this year, under the Big Push Initiative, we have allocated GH¢13.9 billion — part of a US\$10 billion medium-term programmed financing sourced through reallocated petroleum revenues (ABFA) and mineral royalties. We are also strengthening the Ghana Infrastructure Investment Fund (GIIF) to serve as a key vehicle for blended financing, viability gap funding as well as to leverage equity and attract Development Finance Institutions and private investors.

Given the fiscal constraints, Public-Private

Partnerships (PPPs) are indispensable. We are therefore seeking to roll out a reformed PPP framework that ensures infrastructure projects are bankable, transparent, and fiscally sustainable.

Private sector participation will certainly reposition us to address the significant but 'hidden' or unplanned cost of operating and maintaining infrastructure in the post-construction phase.

This Ghana Infrastructure Plan equally affirms our recent Public Financial Management Reforms. Our resolve is further strengthened in the knowledge that achieving expenditure efficiency and value for money, especially in energy and roads sectors, will create fiscal space to implement this Plan.

Enhancing Coordination and Accountability

The Ghana Infrastructure Plan also enhances coordination — a challenge that has too often plagued infrastructure delivery. Through this Plan, we can avoid the inefficiencies of disjointed investments — for example, infrastructure built outside budget systems or without integration and linkages, leading to costly delays. Such inefficiency is no longer excusable. Ladies and Gentlemen, far too often, Ghanaians have denounced abandoned infrastructure following changes in Government. This long-term Plan has a strong potential to respond to this cry and address this systemic inefficiency. We are in better position to ensure continuity even in change with this plan. Thank you, Mr. President and NDPC for boldly responding to this call. That is why, the Ministry of Finance intends to also work closely with NDPC and Parliament to institutionalise a mechanism for ensuring that all publicly funded or PPP-supported projects align

fully and completely with this Plan and ensure continuity of project, even when there is change in Government.

Strategic Communication

This plan is an articulation of the grand vision which needs to be effectively communicated to its intended beneficiaries. Beyond today, the Ministry of Finance commits to work with NDPC and related agencies to undertake targeted strategic engagements with key stakeholders. This will secure not only popular, political or policy acceptance across broad stakeholders, but it will underpin our collective efforts to entice private sector partnerships for the implementation of the Plan.

Conclusion

Ladies and Gentlemen, under the leadership of President Mahama, we are witnessing a renewed national focus on sustainable, people-centred infrastructure — the kind that expands opportunity, enhances productivity, and bridges inequality.

With macroeconomic stability in sight, thanks to bold reforms and initiatives implemented this year, the Ministry of Finance is eager to work with the NDPC and others to sustain our focus on long term infrastructure development.

The Ghana Infrastructure Plan responds to the timeless wisdom: “by failing to plan, you are planning to fail.” Today, by launching this the Plan, we have escaped that first trap.

But we must be reminded that, “a brilliant plan will not succeed unless it is executed effectively.” That is now our collective responsibility.

The Ministry of Finance stands ready to

co-lead the execution. Together, let us join hands to:

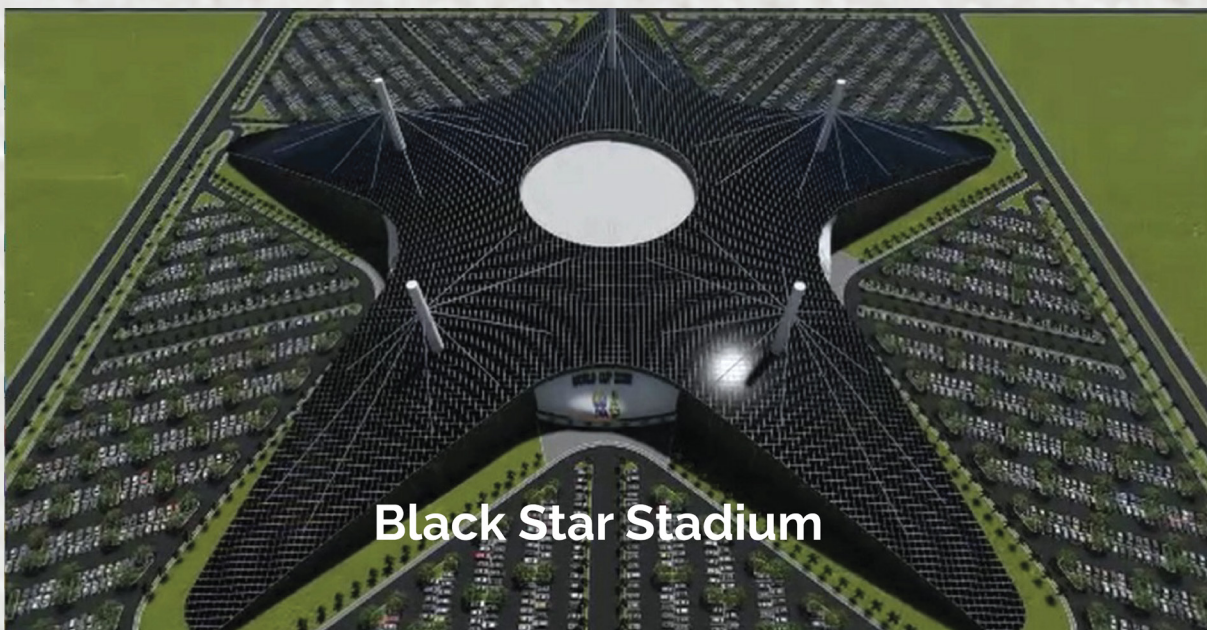
- Building a modern infrastructure that enhances connectivity and trade;
- Improving quality of life through access to essential services; and
- Positioning Ghana as a hub for sustainable investment in Africa through infrastructure development.

These are the pillars of Ghana's economic transformation. We commend the NDPC for its leadership and vision.

We thank His Excellency President Mahama for his foresight and enduring commitment to building our nation.

God bless you all.

God bless our homeland Ghana. Thank you.





**Infrastructure, Economic Growth,
and National Development: The
Ghanaian Experience and the Way
Forward**

**DR. NII MOI
THOMPSON**

Chairman, NDPC

*Your Excellency, President John Dramani Mahama
Honourable ministers of state
The Leadership of Parliament
Honourable members of parliament
The Leadership and members of the Parliamentary Committee
on the Economy and Development
Heads of various state agencies
Representatives of the diplomatic and international development
communities
Representatives of the private and civic sectors
Chieftains of academic institutions and think tanks
Ladies and gentlemen,*

On behalf of the Commissioners and staff of the National Development Planning Commission, I wish to thank you for taking time off your busy schedules to join us and the president on this historic occasion.

Since “development is history,” I wish to start from history. In 1965, the government

of Osagyefo Dr. Kwame Nkrumah launched what was the first-ever **infrastructure, physical and industrial development** plan for Ghana. It was also the first in Africa.

Among other things, the plan aimed to extend the Tema Motorway to Paga in the north through Kumasi. It also sought

to modernise our cities and towns and ensure that industrial activities were spread equitably across the country. This, he envisioned, would be the foundation for Ghana's economic transformation, which began with the establishment of the Industrial Development Corporation 10 years earlier, in 1955, during limited self-rule under Dr. Nkrumah.

Unfortunately, the infrastructure plan was abandoned after the 1966 coup, along with the famous Seven-Year Development Plan that it was to support. And thus began a decades-long decline in infrastructure development, physical planning, and indeed the Ghanaian economy itself. In 1962, for instance, Ghana's per capita income was 73% higher than that of South Korea. Today it is 95% lower. In fact, South Korea now gives Ghana foreign aid. And not surprisingly, we are in our 17th IMF programme since 1966. To paraphrase the American rapper J. Cole, we've come a long way, but we went the wrong way.

In 2015, under your leadership, Mr. President, the Commission began putting together the Ghana Infrastructure Plan (GIP) as part of the preparation of Ghana's long-term national development plan, which is popularly known as the 40-Year Development Plan. Both were meant to guide development policies of successive governments, through medium-term and annual action plans, creating jobs and building the kind of prosperous and equitable society that Dr. Nkrumah envisioned for us. For a myriad of reasons, neither plan was implemented in any meaningful way. And here we are 10 years later, seeking to pick up the pieces.

When you inaugurated the current commission earlier this year, you re-echoed public demands for a long-term national development plan, including all plans by

the previous government, that would be flexible enough to guide the preparation of political parties' manifestos but also strategic enough to keep our eyes on the higher objectives of development, such as the eradication of poverty and the fostering of a just society. It is significant that you have been summoned by fate and history to join us today to finish the work that you started a decade ago. I congratulate you.

The launching of the infrastructure plan today is the first step of the process towards preparing a composite long-term plan that will include a systematic review and incorporation of not just the 40-Year Development Plan, which was prepared by the NDC government, but also Ghana Beyond Aid, Ghana@100, and the Long-term National Development Perspective Framework, all of which were prepared by the NPP government.

By the end of 2026, we expect to have a composite long-term plan to be known as **Ghana Vision 2057: A Roadmap to Economic Transformation and Shared Prosperity**. I know some of you are already wondering why we need a long-term development plan when we have failed in our most recent attempts to have one that is acceptable to all. Well, we need it, because without that we are not going anywhere. We may make some progress here and there, but it would be likely to fall below what we really need, and our development challenges would accumulate over time until they become a crisis and a threat to social stability and national security.

Long-term planning provides a strategic path to growth and prosperity, and it stimulates resource mobilisation on a scale that is otherwise not possible.

The 24-hour economy, for example, was originally proposed in the 40-Year Development Plan, even though it's being implemented 8 years late. In its original formulation, it included four, not three, shifts, with a singular focus on boosting efficiency and productivity in both the private and public sectors as the only viable path to economic transformation and development. Imagine the number of well-paying jobs it would have created by now. But as the saying goes, better late than never. The Commission stands ready to support its successful implementation.

Every serious country has a long-term plan, even if we haven't heard of it. The United States, for example, has one of the most dynamic labour markets and one of the lowest unemployment rates among its peers. This didn't happen by accident. It has a 100-year strategy for creating jobs, 1950 to 2050, backed by an Employment Act, research by the Council of Economic Advisors (NDPC's rough equivalent), and the designation of "maximum employment" as the primary objective of monetary policy, followed by price stability and moderate long-term interest rates.

We failed because of misunderstanding that a long-term plan has nothing to do with the present, that we should worry about today and let the future take care of itself. In fact, whatever we do today must be reflection of the future that we want, with all the opportunities it offers, and it prepares us to face that future.

I've mentioned the 24-hour economy. But there is more. Under the 40-Year Development Plan, for example, we projected that Ghana would need 20.2 million rooms between 2018 and 2057 to be able to provide adequate and decent

housing for the population over the period. To do this, we estimated that we would need at least the following:

- 526 million tonnes of cement
- 64 million tonnes of iron rods
- 212 million square metres of wood
- One billions square metres of sand

This was a signal for the government and private sector to begin working together immediately, starting in 2018, to build the factories that would produce these construction inputs. We would have created hundreds of thousands of well-paying private sector jobs by now. There was more, including:

1. SADA Master Plan, which included a SADA development bank, with a great potential to create employment opportunities for all Ghanaians, not just those in the northern part of the country.
2. West Africa Growth Ring Corridor (WAGRIC) (linking Abidjan, Accra, Lome (coastal stretch) and Ouagadougou), with technical assistance from the Japanese government (based on their own corridor approach to development).
3. Light rail systems for Accra, Kumasi, Secondi-Takoradi, and Tamale
4. Buie City Structure Plan
5. National Spatial Development Framework (for human settlements planning) - LUSPA
6. Greater Kumasi Master Plan
7. Tamale City Structure Plan
8. Employment Act –
9. Future of Work Strategy
10. Competition Law – to support industrial policy

11. Consumer Protection Law
12. Productivity Development Strategy
13. Strategy for the Transformation of the Informal Sector
14. Ghana Stock Exchange Rapid Growth Strategy (to give Ghanaians a greater stake in their economy)
15. Ghana Industrialisation Strategy
16. A Manufacturing Advisory Council (made up of Ghanaian industrialists at home and abroad)
17. Exports Advisory Council
18. Agriculture Advisory Council
19. Good Society Campaign – to foster civic values for national development.
20. Human Resource Development Strategy

The deadline for at least initiating all these catalytic initiatives were 2018, 2021, or 2025, within our lifetimes, and not 40 years away! You will hear even more when the presentation on financing the infrastructure plan is made.

Given the centrality of the Commission in our development, I would like to shed some light on its structure and functions, briefly, and then we will touch on the main issues of the day – the relationship between infrastructure, economic growth, and development.

The Commission's mandate includes advising the President on "development planning policy and strategy," At the request of the President, Parliament, or on its own initiative, it may also undertake analyses of **macro-economic and structural** issues; prepare multi-year rolling plans, make proposals for the even development of the country, and monitor, evaluate and

coordinating development programmes and projects by the government of the day. It does not – I repeat, it does not – implement development policy. That is the responsibility of the government (through the civil service) based on the government's electoral mandate.

For commissioners, the president appoints people he believes share in his vision based on this electoral mandate. There is also institutional representation from bodies like the Association of Ghana Industries, Ghana Employers Association, organised labour, and the Ghana Institution of Planning. Those who may not share his vision but nonetheless have something to say about national development may do so through what is known as cross-sectoral planning groups, which are open to all Ghanaians, irrespective of their background or political affiliation, whether they live here or abroad. They may also make direct presentations to the Commission for consideration. In short, the commission's work is far more inclusive than it may appear. At the base of it all are the technical and administrative staff who, as public servants, are non-partisan, and are required to serve all government's with the same level of professionalism and dedication.

The Commission is not a board or an advisory council that typically meets quarterly. It is a functioning commission with a full-time chairman and full-time thematic committees that work on various development issues. It meets every other month, and the sub-committees meet as and where they are needed. They have been instrumental in the preparation of the President's Coordinated Programme for Economic and Social Development Policies. They focus on the following:

1. Economic Policy (fiscal, monetary, balance of payments)
2. Social Development (education, health, etc.)
3. Energy and Private Sector Development
4. Transport and Logistics – 18MPH
5. Agriculture and Natural Resources
6. Employment, Productivity and Earnings
7. Governance and Public Sector Reforms
8. Environment, Infrastructure and Spatial Development
9. International Relations and Trade

I now turn to the relationship between infrastructure and economic growth and the ultimate path to development. As a rule, growth in physical infrastructure (as measured by government spending or built physical assets) is supposed to lead to higher economic growth; the relationship is supposed to be a positive one. But that is not always the case, especially in countries with weak institutions. In such countries, a positive relationship is often observed only in the short-term, which the physical infrastructure is actually in use; in the medium- to long-term, that relationship becomes weak, as the physical infrastructure is either misused or under-used. Such weak or negative relationships are often due to weak institutions that fail to prevent waste, such as corruption, inflated contracts, and the inefficient use of the infrastructure once they've been built, such as power plants that produce little or no electricity and roads riddled with so many potholes that they prolong travel times, which then imposes massive costs on the economy running into billions of cedis annually. Only long-term planning with strict medium and short-term implementation plans, with adequate infrastructure governance, can

prevent such a negative relationship.

In the case of Ghana, the situation has been aggravated by distortions in fiscal policy stretching over decades. For example, for more than 20 years, until recently, the government's wage bill consistently exceeded budget by an annual average of about 10%, but infrastructure spending suffered budgetary shortfalls averaging 4.0% per year over the same period, with the economy performing below its potential and tax revenue falling short of budget by about 4.0% per year also. This is one of the hidden causes of our recurrent fiscal crises that keep taking us back to the IMF.

The infrastructure plan we are about to launch will be guided by principles, such as transparency, efficiency, sustainability, and resilience, to ensure that physical infrastructure in Ghana serves the economy in the short, medium and long terms.

We have decided to launch it as a prelude to the completion of Ghana Vision 2057 for two major reasons. One, Ghanaians would know what we did in their name and with their money, and two, it will inform policy discussions and stimulate the public's imagination over what is possible and what must be done if Ghana is to become a high-income country by the time it turns 100, with all the visual manifestations of world-class infrastructure that befits a developed country.

For obvious reasons, there will be questions over how the plan will be financed. One of the 9 pillars of the plan is dedicated to answering that question, and highlights of that will be presented later in the programme. As with the main document, it too will be a living document, subject to revisions and modifications over time. Closely aligned with the financing strategy

is a results framework that will guide both the central government and district assemblies.

One of the most critical components of the plan is the institutional development of the construction sector, including the strengthening of TVET education and the adoption of professional standards across the sector. Without that everything will be, at best, wishful thinking. And in that regard, I am glad to say that only last week, I met with the leadership of the Ghana Chamber of Construction Industry at the directive of the President, whose Big Push initiative is already altering the country's infrastructure landscape for the better. Ours as a Commission is to ensure that the ultimate impact of infrastructure on our development will be measured not just by the rate of economic growth but by improvements in the quality of life of our people. That's growth with development.

The following are highlights of what we are doing to fulfil that role

Strategic Alliances

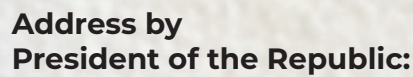
1. Strategic alliances with various public and private sector agencies
 - a. KPMG – numerous areas of collaboration, including capacity building in analysing financial conditions and performance of key businesses and sectors in the country.
 - b. Ghana Stock Exchange – collaboration, including our Finance, Insurance, and Real Estate (FIRE) research programme
 - c. Bank of Ghana – collaboration in prioritising employment creation in monetary policy as well as support for promoting local economic development (LED).
 - d. Ghana Statistical Service – a common

statistical platform to provide deeper insights into existing or future statistics.

- e. Ministry of Finance – already a natural ally, but we're strengthening our working relationships in more ways than one.
- f. GNPC – support in measuring employment
- g. MDPI – tracking productivity and competitiveness jointly
- h. SIGA – SOEs added to MDAs and MMDAs – alignment with national development priorities

Innovations in Development thinking and practice include:

2. Redefining economic growth through 3D+.
 - a. Highlighting expenditure-based GDP
 - b. Employment creation – Absorption rate to complement the unemployment rate, while building the capacity of various state agencies to appreciate the importance of jobs in development policies. (A training programme is already underway).
 - c. **Wage growth** - the only meaningful measure of development for the average Ghanaian. Everything else is secondary.
 - d. **Productivity** – The key to growth and transformation, through the efficient use of all resources of production, at the firm level and economy-wide.
 - e. Strengthen **economic modelling** – forecasting, planning, policy analysis
3. **Local Economic Development (LED) – foundation of national economic development.**
 - a. District Business Climate Survey – to gauge the pulse of local economies as the basis of the health of the national economy



Today, we gather not just for a launch but to rekindle a vision, a journey that started over a decade ago when I had the honour as President to initiate the development of a long-term infrastructure plan for our beloved country.

This sobering statistics reflects a painful truth that despite our ambition, our

infrastructure delivery has often been fragmented, politicised, and inefficient. We inherited Nkrumah's dream, but we have yet to fulfil its promise.

The Ghana Infrastructure Plan makes a strategic reset. This new approach aligns our infrastructure development with our government's Big Push agenda, the African Union's Agenda 2063, and the United Nations Sustainable Development Goals.

The Ghana Infrastructure Plan introduces:

1. Spatial planning models that promotes balanced regional development and equitable access to opportunities
2. Multi-sectoral linkages to ensure infrastructure supports agriculture, industry, education, and health.
3. Legal and institutional reforms that enhance continuity across governments, ending the cycle of project abandonment.

Our goal is straightforward yet transformative- to move from scattered, politically motivated projects to unified, long-term investments that generate jobs, unlock value, and foster prosperity.

This government's Big Push initiative is the first instalment of this programme. It operationalises the GIP through deliberate high impact investments that will:

1. Complete abandoned and delayed projects in accordance with Article 35 (7) of the 1992 Constitution which mandates every government to continue and execute projects and programmes that were commenced by previous Governments.
2. Revitalise the Ghana Infrastructure Investment Fund (GIIF) to finance projects that are self-sustaining and commercially viable.

3. Generate thousands of quality jobs for young people through public works and local contracting.
4. Strengthen institutional capacity for project preparation, monitoring, and evaluation.

The Big Push is not about spending more. It is about spending wisely. Every cedi must be guided by the GIP's priority programme, ensuring value for money, regional balance, and long-term impact. To build better, we must govern better. Infrastructure Governance, the systems, laws, and institutions that determine how projects are conceived, financed, and executed must be strengthened. Good Governance guarantees that projects are selected on merit, carried out transparently, and are maintained across political transitions. When infrastructure governance is weak, countries lose billions, when it is robust, every project acts as a driver for growth. We must therefore depoliticise infrastructure so that roads, bridges and hospitals will serve as symbols of national progress and not partisan rivalry. Allow me to highlight these three strategic initiatives that exemplify this new approach.

1. The Green Digital City is a 20-year transformation hub spanning Greater Accra, Volta, and Eastern regions. It will combine sustainable urban design, renewable energy, and digital innovation to attract global investors and talents.
2. The expansion of water systems in Ho, Tamale, Sogakope, and Hohoe to ensure clean and fair access to water.
3. The strategic road and transport corridors to enhance national connectivity, boost trade and ease urban congestion.

These projects are not isolated interventions. They are interconnected investments within a unified national framework. Each of them helps to achieve spatial equity, support industrial growth and encourage climate smart development.

Distinguished ladies and gentlemen, the Ghana Infrastructure Plan is more than a policy document, it is a national covenant. It requires all of us across political divide, public institution's, civil society organisations and generations to dedicate ourselves to a shared vision of progress.

I therefore call on:

1. Parliament to enact the enabling laws, enforce fiscal discipline and oversee to safeguard this vision.
2. Ministries, Departments and Agencies to align their sector plans with the Ghana Infrastructure Plan to ensure continuity in project delivery.
3. Private sector to invest boldly and build partnerships in infrastructure, logistics and digital transformation
4. Civil society, academia, and the media to fulfil your role in promoting transparency, accountability and citizen participation.
5. Development partners to collaborate in blended finance, capacity building and technology transfer.
6. Citizens to hold us accountable, share ideas, and support this collective vision with patience and patriotism.

Official Launch of the Ghana Infrastructure
I am pleased to announce a national competition in collaboration with the NDPC for the best artistic interpretation of the cover design for the Ghana Vision 2057. The Ghana Vision 2057 is a roadmap for economic transformation and shared

prosperity. This competition encourages our youth to envision the Ghana of the future, a nation of innovation, dignity and shared prosperity. This competition will be advertised and I encourage all our young people to join in the competition. The prizes are attractive. The first prize will attract a reward of GH¢100,000, followed by GH¢75,000 for second prize, and GH¢50,000 for the third prize.

Let us make this more than just a competition or a contest. Let it be an act of civic imagination.

The Ghana Infrastructure Plan was initially completed in 2016 and was revised in 2019, but it was shelved and left to gather dust for years. Today we reaffirm its position as an essential framework for national transformation. It is therefore with great pride that I officially launch the Ghana Infrastructure Plan not as a new idea but as a renewed commitment to the promise of a sustainable and inclusive infrastructure development for all Ghanaians.

Fellow Ghanaians. Dr. Nkrumah gave us the blueprint, the Ghana Infrastructure Plan provides us with the tools, and the Big Push will deliver the results. Let us not just build roads and bridges but a Ghana that works for everyone, a Ghana where vision meets discipline and where continuity, transparency and innovation illuminates the path to our shared future. On this note, it is my privilege and honour to declare the Ghana Infrastructure Plan duly launched. May this plan guide our footsteps and may God bless our homeland Ghana.



NATIONAL DEVELOPMENT PLANNING COMMISSION

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