



MINORITY CAUCUS

PARLIAMENT OF GHANA

Parliament House – Accra (Ghana)

28th July, 2025.

PRESS STATEMENT

STATEMENT ON THE GOVERNMENT'S ROAD INFRASTRUCTURE PRIORITIES IN THE 2025 MID-YEAR BUDGET

The Minority Caucus has carefully reviewed the list of road projects presented in the 2025 Mid-Year Fiscal Policy Review under the so-called “Big Push Programme.” While any commitment to improving infrastructure is welcome, the list of road priorities raises serious concerns that require urgent national attention.

Unbalanced Distribution of Road Projects

The list is heavily skewed toward certain regions of the country while neglecting more populous and urbanized regions such as Greater Accra and Ashanti, which together account for over 35% of Ghana's population and serve as the economic heartbeat of the nation. These two regions host a majority of Ghana's urban population and carry the bulk of vehicular traffic and economic activity — yet are noticeably absent from the core focus of this so-called “push.”

Neglect of Critical Existing Projects

The list is silent on the Accra–Kumasi road rehabilitation, especially the damaged sections causing severe traffic congestion. This road is Ghana's most important and heavily-used trunk corridor, yet its ongoing upgrades — awarded under contract — are not mentioned. It was also silent on the President's recent announcement of a new six lane Accra Kumasi express way.

Over one-third of Ghanaians conduct business directly on the roads of Accra and Kumasi. To neglect these areas in national planning is to undermine economic efficiency and social mobility. Also absent are critical dualization bypass projects at Osino, Nsawam, Enyeresi, and Konongo, which are at various stages of implementation. These are designed to reduce travel time drastically and decongest key choke points on the Accra–Kumasi corridor. Other critical road projects such as Atebubu-Kwame Danso Road and Kobe's Anwia Nkwanta in Kumasi who's had commencement have been left out.

Repackaging of Old Projects

Many of the listed projects were conceived, initiated, or prepared under the previous administration and are being rebranded as new interventions. Examples include:

1. Wa–Han Road
2. Navrongo–Tumu Road
3. Sunyani Outer Ring Road
4. Tema–Aflao Road

This repackaging raises questions about transparency and the true extent of new investment. Government must acknowledge continuity in public investment, rather than resorting to political erasure.

False and Misleading Statements Regarding the Financing of Ofankor–Nsawam and Suame Interchange Projects

The claim by Finance Minister, Hon. Dr. Ato Forson, that the Akufo-Addo administration took loans for the Ofankor–Nsawam Road and Suame Interchange but used the funds on “other things” is false and misleading. The \$750 million Afreximbank Facility secured under President Akufo-Addo was a multi-purpose infrastructure financing package—transparently approved by Parliament and carefully structured to support several critical national road projects across the country. These include the Ofankor–Nsawam Road, Suame Interchange, Flowerpot Interchange, the dualization of the School Junction to Motorway stretch (Borteyman), and key bypasses along the Accra–Kumasi Road corridor such as Osino, Anyinam, Enyiresi, and Konongo.

The facility was programmatic in nature, designed to complement Government of Ghana counterpart funding, and disbursed in phases tied to specific project milestones. It is therefore disingenuous for the current government to distort these facts in an attempt to score political points, rather than focusing on completing these transformative projects in the national interest. Let’s speak facts. Let’s be truthful to Ghanaians.

Lack of Timelines, Prioritization, and Feasibility

The volume of projects listed appears overly ambitious, especially in light of Ghana’s current fiscal constraints. The absence of clear timelines, costings, and prioritization frameworks suggests that this is more a political wish list than a serious implementation plan.

Infrastructure development must be strategic, not scattershot — with prioritization based on: Traffic volumes, Economic impact, Agricultural and industrial connectivity considerations

Misleading Claims of “Abandonment”

The 13 so-called “abandoned” projects were in fact ongoing, with some already at advanced stages. The real reason for delays is the government’s deliberate withholding of payments to contractors, reportedly out of fear that releasing funds would increase pressure on the cedi. Such actions not only stall development but also undermine contractor confidence and inflate future costs (delayed payment claims) which is legitimate.

Conclusion

The 2025 Mid-Year Budget’s road infrastructure agenda, as presented, falls short of equitable development planning. It neglects key national corridors, rebrands old projects, and ignores strategic prioritization, while offering no clarity on timelines or financing.

We therefore call on the government to:

1. Rebalance regional allocations, especially toward high-density economic zones
2. Prioritize ongoing and strategic road projects, particularly especially on the Accra–Kumasi-Tamale-Paga.
3. Disclose timelines, funding sources, and project statuses clearly to ensure public trust and accountability.
4. Stop the politicization of road development, and embrace continuity for national progress

SIGNED.

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