



INVESTMENT OPPORTUNITIES IN GHANA

HOUSING PROJECTS

EXECUTIVE SUMMARY

The Ghanaian coastal stretch experiences extensive beach erosion, mainly due to the impact of wave action. Currently, the Mensah Guinea, Ningo-Prampram, Cape Coast, Shama, Dixcove and Anomabu coastal stretches are experiencing extensive beach erosion posing major threats to life and livelihood; as well as buildings, salt pans, fish landing sites and other infrastructure sited in these areas.

Governments over the years have been making investments in coastal protection in order to manage shoreline recession. Projects have been implemented at Keta, Ada, Atorkor-Dzita, Sakumono, Dansoman, Elmina, Takoradi, Axim, Dixcove, Adjoa and Aboadze to manage shoreline.

The proposed, Mensah Guinea, Apam, Kokrobite, Bortianor, Maritime University, Nungua, Takoradi, Anyanui, Essipong, Ningo-Prampram and Anomabu Coastal Protection Projects are interventions meant to mitigate coastline recession and consequent losses.

Each of the five projects is estimated to cost about US\$150 million.

The successful implementation of these projects will serve to manage shoreline protection for the protection of lives, existing and future physical and social infrastructural development; reclamation of land; development of fish landing sites and beaches; promotion of tourism; and enhancement of sanitary conditions. Also, investors will be encouraged to invest in infrastructure as a result of the reclamation of land.

PROJECT BACKGROUND

Beach erosion is experienced along many sections of the Ghanaian coastal stretch of about 550km; and results from several factors. The causes of coastal erosion are both natural and man-made. The main cause is wave action.

Beach erosion along the Mensah Guinea, Apam, Kokrobite, Bortianor, Blekusu, Maritime University, Nungua, Takoradi, Anyanui, Essipong and Ningo-Prampram coastal stretches has become major threats life and livelihood; as well as buildings, salt pans, fish landing sites and other infrastructure sited in these areas.

Based on the foregoing, the Ministry of Works and Housing has conducted preliminary assessment on the ecological problems of the Cape Coast, Mensah Guinea, Apam, Kokrobite, Bortianor, Blekusu, Maritime University, Nungua, Takoradi, Anyanui, Essipong and Ningo-Prampram coastal stretches. It has been realized that technical feasible and economically viable coastal protection projects can be implemented at these sites. The anticipated projects are:

- Mensah Guinea Coastal Protection Project (Behind Independence Square)
- Apam Costal Protection Project
- Kokrobite Costal Protection Project
 - Bortianor Costal Protection Project
 - Blekusu Costal Protection Project (Phase II)
 - Maritime University Costal Protection Project
 - Nungua Costal Protection Project
 - Takoradi Costal Protection Project
 - Anyanui Costal Protection Project
 - Essipong Costal Protection Project
 - Ningo-Prampram Sea Defence Project (A)

The scope of the implementation of the works under the projects includes, but not limited to, the following activities:

- Provision of quarry products including the development of a quarry;
- Provision and supply of a dredger and construction equipment;
- Dredging of lagoon and management of spoil;
- Construction of breakwaters, revetments and groyne fields with beach nourishment;
- De-infestation of lagoon of water hyacinth;
- Development of measures to control pollution of lagoon;
- Project management, relocation and mobilization;
- Engineering and consultancy services including soil investigations, coastal modeling and specialist studies.

The critical length of coastal stretch to be protected for each project is about ten (10) kilometers; and the duration of each project is about 4 years.

In the execution of each project, consultancy services i.e. contract administration, management and supervision for the project would run concurrently with the construction phase.

1.0 PROJECT OBJECTIVES

1. Protect lives;
2. Protect existing and future physical and social infrastructural development;
3. Reclaim land;
4. Develop fish landing sites and beaches;
5. Enhance fishing and commercial activities;
6. Promote tourism;
7. Enhance sanitary conditions
8. Promote environmental health condition of lagoons

2.0 EXPECTED OUTCOME

The expected outcomes of the implementation of the projects are:

Fisheries

Fish is an important source of protein for the Ghanaian diet. Fisheries are the most important source of livelihood or income supplement for residents of the project area, and any reduction of fisheries' sources could adversely impact the local population. The ecological restoration of lagoons and the protection of coastal stretches would enhance greatly the development of the fishing communities.

Tourism

The project areas have huge potential for tourism. Prominent among them are the fine beaches and project environs that could be developed into hotels and holiday resorts. The implementation of the projects would add to these tourist attractions and provide tourists with the opportunity to engage in water sports on the lagoon and swimming activities on the beach.

Commercial Industries

The project areas have great potential as major commercial centres. Also, the project areas are located in regions that are homes to many agricultural produce. The restoration of lagoons and protection of coastal areas against beach erosion would enhance the establishment of industries including salt, food and fish processing plants.

Health Sector

The implementation of the ecological restoration and coastal protection projects would inevitably result in the improvement of the health of the communities. This would impact positively on the economic and social status of local inhabitants.

3.0 ESTIMATED COST

The preliminary estimated project cost of each project is about US\$150million. Actual cost of each project would be determined upon detailed design. Each project can be executed in phases.

4.0 REMARKS

For all the projects, feasibility studies are yet to be prepared

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RAILWAY PROJECTS

EXPECTED PROJECT OUTCOMES

- *Infrastructure development in the towns which will be traversed by the railway lines.*
- *Facilitate the efficient transportation of passengers and goods.*
- *Improvement in internal trade and trade with neighbouring countries.*
- *Reduction in road maintenance costs and fewer road accidents.*
- *Lower transport cost for both freight and passengers due to lower cost of transportation by rail.*
- *Minimum traffic risks with the use of railway line for international carriers.*
- *Creation of new settlements, industrial parks and economic zones.*
- *Improvement in tourist activities.*
- *Job and wealth creation.*

INTRODUCTION

The Ministry of Railways Development was established by the President of the Republic of Ghana, H.E. Nana Addo Dankwa Akufo-Addo in February 2017. The Ministry has been tasked with ensuring the rapid development of a modern rail network in Ghana.

Connecting the major cities of Accra, Kumasi, Sekondi-Takoradi and Tamale; the use of Ghana as the route for transporting goods from landlocked countries north of Ghana, such as Burkina Faso, to the ports of Tema and Takoradi and also from the ports to the landlocked countries; the presence of major mineral deposits of manganese, bauxite and iron ore along the route of the existing railways network; the potential to attract other bulk cargo such as cocoa, cement, mining equipment and petroleum products onto the rail network; the expansion of the ports of Tema and Takoradi; the proposed creation of inland rail terminals; the development of new industrial estates; the development of new settlements and the complete transformation of the economy, based on the backbone of a nationwide robust and modern railways network, all make a compelling case for the focus on the railways sector in Ghana.

The existing network consists of three lines: The Western Line, the Eastern Line and the Central Line (from Huni Valley to Kotuku). Built during the colonial period, what is still operational is barely 13% of the approximately 947 kilometres of rail that existed at independence in 1957. These lines are all narrow (Cape) gauge, single track lines. What is left of it, is used for both freight and passenger traffic. Over the years, the track and rolling stock have all deteriorated, due to lack of maintenance.

The Ghana Railway Master Plan, completed in 2013, is a guide for the fulfilment of the Ministry's mandate. The Master Plan proposes a new railway network of 4,007.6 km with an investment of approximately US\$21,507,920,000.00. All the new rail network will be standard gauge. The Ghana Railway Master Plan envisages that the total rail network of 4,007.6 km is to be done in six phases.

The Government of Ghana, through the Ministry of Railways Development, having reviewed the Ghana Railways Master Plan, has identified specific phases of the Master Plan as Priority Projects for the next few years. The proposed time frame for the execution of these Priority Projects is from July 2016 to June 2020. These Priority Projects are the Phase 2 of the Master Plan and some railway lines in Phase 3 and Phase 5 of the Master Plan.

This is as of 2013 and the figure has not been reviewed

Phase 2 covers approximately a total of 1234km. It involves the construction of the following:
Takoradi - Kumasi (Western) Line (339 km) (with branch line from Dunkwa to Awaso)

Accra - Kumasi (Eastern) Line (300 km)

The lines in Phase 3 that have been included in Priority Projects for the next four years are the following:

Kumasi - Nyinahin Line (58 km)

Tamale - Yendi Line. (102 km)

The total length of the rail network identified as Priority Projects is 1394 kilometres. Implementing these Priority Projects will create jobs and facilitate trade and industrial development. This will in turn stimulate economic growth. In the process, new towns and cities will be developed and older towns would be revitalized. The railway projects will take the burden off the road network and ensure longer lifespans of newly constructed roads. The development of the railways sector will completely transform the economy.

There are unlimited opportunities for the private sector in the development of the railway network, in the provision of related services and in the development of associated infrastructure. The Government of Ghana welcomes various forms of collaboration with the private sector in the development of the rail network, the provision of railway-related services and associated infrastructure in Ghana.

The railway lines to be completed in the period, 2016 to 2020 are set out below. All the lines will be for both passenger and freight.

THE WESTERN RAIL LINE

It runs from the Takoradi Port to Kumasi with a branch line from Dunkwa to Awaso. It is a total of 339 kilometres. Today it is arguably the line that lends itself most readily to a BOT or BOOT Model of financing. This is because of the existence of various off takers and potential off takers on the route.

Two mines are on this route. The Ghana Manganese Mine at Nsuta is 64 km from the port of Takoradi and relies on rail as well as road to transport manganese from Nsuta to the port of Takoradi. Its preferred mode of transportation is by rail and it is the inefficiency of the existing narrow gauge rail line, which compels it to use road, in addition to rail to transport manganese to the Takoradi Port. There is a bauxite mine at Awaso, 239 km from Takoradi. This mine has used the rail network in the past, but it currently transports all its bauxite by road to the port of Takoradi because the rail line between Awaso and Nsuta, near Tarkwa, cannot be used. Opon Manso, which is also along the Western Line, has iron ore reserves of 150 million tons. This is yet to be exploited.

Cocoa is also found along the corridor in commercial quantities and before the collapse of most of the Western Line, cocoa was transported in significant quantities by rail. The last time cocoa was transported by rail using the Western Line was 2006.

Transportation of other bulk cargo such as; cement, mining equipment and petroleum will also benefit from the construction of the rail line. Out of a total route length of 339 km, only 66 km from Takoradi to Nsuta is operational. The estimated investment required to construct a single standard gauge rail line along the Western Line is US\$1, 898,400,000. Front End Engineering Designs have been completed and Government is ready to appoint a Transaction Advisor to advice on the EPC Contractor and the Funding Model. Significant proposals have been received including proposals for BOT and BOOT. The Western Line also connects to the Central Spine which terminates on the border with Burkina Faso at Paga.

THE EASTERN LINE

covers a distance of 300 km from Accra to Kumasi with a branch line from Accra to Terna. Apart from the 20 km Accra-Terna Line and the 40 km Accra-Nsawam Line, which are all used for passenger services, the rest of the line is in disrepair and inoperative. The town of Kibi is between Accra and Kumasi. Here, significant bauxite deposits of approximately 180 million metric tons may be found.

Mt. Ejuanema also on the Eastern Line has 5 million metric tons of bauxite. Both deposits are yet to be exploited. The Eastern Line also connects to the Central Spine which terminates on the border with Burkina Faso at Paga. It has potential for significant passenger as well as freight traffic. A proposed inland rail terminal (Boankra Inland Port) also lies on the Eastern Rail Line. Pricewaterhouse Coopers (PwC) are the Transaction Advisors. They have reached the stage where we are requesting them to issue a Request for Proposal to procure investors for the development of the line. The estimated cost of this line is US\$1,680,000,000.

THE CENTRAL SPINE

595 km. When developed it would facilitate the transportation of passengers and freight cargo from the South to the North of Ghana and onward to Burkina Faso and the Sahelian Region. At the Kumasi Junction, the Central Line splits into two lines, the Eastern Line and the Western Line. This will lead to a major transformation of the economy.

The Ministry of Railways Development is going through a procurement process to engage consultants to undertake financial, economic, social, and environmental studies as well as surveying and mapping out the right-of-way. The estimated cost of this line is US\$3,332,000,000.

KUMASI - NYINAHIN

This line is 102 km. At Yendi (Sheni) lies 2.7 billion metric tons of unexploited iron ore. The line is a branch of the Central Spine Line. The approximate cost of the line is US\$571,200,000.

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AVIATION PROJECTS

PROJECT OBJECTIVE

The establishment of a reliable home-based national airline to provide regional, sub-regional and inter-continental air transport Service

DESCRIPTION

The Government of Ghana would appreciate an indication of interest from a Strategic Investor, with proven expertise and experience in the airline business, to participate in the process to partner Ghana to establish and run the new flag carrier. The project falls in line with the Government's plan of making Ghana an aviation hub within the West African sub-region. A transaction advisory team led by the Price Waterhouse Coopers (PWC) has been appointed by the Ministry of Transport to undertake a market analysis, prepare a business case and identify a strong private investor to partner Government in the establishment of a national airline.

Per the Terms of Reference, the Transaction Advisor is expected to:

- *Undertake market assessment of regional and international routes*
- *Undertake (technical, legal, financial, economic and environmental) due diligence to*
- *identify various options and shareholding structures*
- *Undertake pre-feasibility and feasibility studies*
- *Market the project to potential investors*
- *Develop a management and procurement plan*

NEW AIRPORT CITY IN PRAMPAM IN THE GREATER ACCRA REGION

The new airport will be modelled on the aerotropolis concept. This entails the broadening of airport activities to perform functions beyond the traditional transport terminal concept. Services like hospitality, entertainment, commercial, sports, industrial and other social and economic zones will be incorporated. Apart from serving as a hub for people and goods, it will also serve as a gateway to the country's industrial impetus and to overall economic development. The development of the new airport city will include the construction of convention centres and business hotels.

A land size of 60,000 acres located at Prampram, in the Greater Accra Region has been earmarked for the project. The site is off the Accra-Aflao TransWest African Highway.

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TAMALE AIRPORT CITY & INDUSTRIAL PARK (200Ha)

EXECUTIVE SUMMARY

The Tamale Airport and Industrial Park (TACIP) project is one of 8 catalytic projects in the Greater Tamale Metropolitan Area (GTMA) Master Plan and is an important driver for the economic transformation of northern Ghana.

The project takes advantage of, and builds upon, the ongoing expansion of the Tamale Airport into international status, to connect it globally as well as to a growing network of aviation centres nationally and across the sub-region. The rapid population growth and the planned modernization of Tamale provide opportunities for investments.

As an aviation hub, Tamale has many location advantages. It is on the flight path to North Africa, Europe and beyond and is one hour closer; it has closer proximity to most West African cities and has flexibility in terms of land availability for development than any other airport in Ghana.

To make the Tamale international airport viable, the agricultural opportunities in the north also need to be fully exploited to provide cargo opportunities. The TACIP plan outlines the ff projects: Logistics Parks, FTZ, integrated freight hub, warehousing and industrial park; ICT and an IT park; Office Park development; hotel, meetings and convention facilities among others. The planned area for the TAIP project is 200 ha and includes lands already owned by government through the Aviation Ministry, lands SADA has acquired or plan to acquire.

The aviation industry is a major booster of economic growth and development of any country. It is estimated to cost \$ 1.5 billion and the time frame is 8-10 years. A collaborative effort involving the Development Authority, the Aviation ministry and other relevant sector ministries, Local Government authorities and private sector bodies combined with the right incentive packages are necessary for the project to succeed. Roadshows are planned and

PROJECT COMPONENTS

The proposed Tamale Airport City and Industrial Park (TACIP) project is one of several outputs of both the zone-wide Concept Planning exercise and a specific Master Planning of the Greater Tamale Metropolitan Area (GTMA) and a Buipe Waterfront City and Inland Port. These plans are close to completion and await government review and approval.

The purpose of the overall planning exercise is to position the Northern Savannah Ecological Zone (NSEZ) for transformational development by providing guidance for public investments and project ideas for private investments or suitable for Public Private Partnerships.

The TACIP is one of 8 strategic catalytic projects identified in the Greater Tamale Metropolitan Area Plan (GTMAP) designed to catalyse investments to transform Tamale and positive spin-offs for growth across northern Ghana. The Tamale airport is already undergoing expansion. The longest runway in West Africa has already been completed. Passenger and cargo terminals are planned. The TAICP builds on these plans to provide a more comprehensive spatial plan and a more diversified project idea.

The project aims to develop service and logistics capabilities in the airport area, expand services and air travel, stimulate industries and provide first class residential accommodation, provide thousands of jobs to consolidate Tamale as the business and logistics hub and gateway to the Sahel.

Specific projects include warehousing and logistics facilities; Hotels, Convention Centre and Exhibitions; Supporting Service Industries; supporting commercial activities; transport and transit facilities; shopping malls; Banks and other business Offices and facilities.

The plan also identifies complementary public infrastructure projects such as road networks, utilities including water and electricity; parking spaces; green spaces; well-planned locations for green spaces among others.

PROJECT OBJECTIVES

- To capitalize on the development of the Tamale International Airport and develop a 200ha Airport City around it;
- To promote the growth of the aviation sector with more air links between Tamale and other destinations in West Africa in both cargo and passenger traffic.
- Complement airport city with logistic, aviation support services and industrial sector development

PROJECT COMPONENTS

1. A vibrant economy in and around the airport
2. One of the most modern and best organized airport city infrastructures in west Africa
3. Logistics infrastructure that will turn Tamale into the logistics hub of West Africa
4. A get-away place for residents of congested. Grid-locked cities in Ghana don West Africa
5. Over 10,000 jobs within 10 years
6. Catalyse the commercial agriculture such as horticultural products for export.

ESTIMATED COST AND REVENUE

- \$1.5 Billion over an 8-10-year period.
- Feasibility studies and detailed designs for specific sub-projects have yet to be undertaken. These could commence in 2018. A Special Purpose Vehicle (SPV) to raise capital and oversee project implementation is envisaged. Infrastructure engineering designs and building designs for the start-up phase could commence in 2018/2019 and for these to be marketed for construction work to commence by early 2020. Additional land acquisition is also required.

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BUIPE WATERFRONT CITY

EXECUTIVE SUMMARY

Buipe is strategically located on the north south growth corridor linking the south of Ghana to the landlocked neighbours to the north and at the end of a 520 km water route linking the Volta. The national railway plan envisages connecting Buipe, making the location potentially a unique hub of road, water and rail transport.

Buipe already provides low-grade port services for ferries bringing cement, petroleum products and other goods to the north from the Tema port. The “Buipe Port, Special Economic Zone and Waterfront City” Project seeks to expand these port services and harness these locational advantages to catalyse a modern city, industrial development and logistics services.

These sub-projects are identified in a detailed and comprehensive Master Plan covering 250sq km and a detailed urban design covering 1870ha developed by SADA in collaboration with the central Gonja Assembly. The aim of the Master Plan is to make Buipe a “thriving green port city of Northern Ghana”: This plan is awaiting review and approval by government.

The Master Plan envisions the population of Buipe growing from the current 20,000 to over 230,000 in 25 years and identifies commercial opportunities associated with this growth including housing, recreation, education, industrial development, infrastructure, all contributing to the creation of employment.

The key drivers of economic transformation are: 3 industrial parks (Port & Logistics Zone, Heavy Industry Zone and Light Industry zone); a hierarchy of commercial centres and a mixed use waterfront development, entailing a new waterfront commercial centre, waterfront housing, waterfront civic and cultural centre, waterfront recreation, park & promenade, supported by a multimodal transport network connecting rail, road and water. Project involves the development of a 1000 ha multi-purpose port and Special Economic Zone (SEZ) in Buipe with the following components

- Warehouses and logistic complex
- Building material and metal based industrial clusters
- Agro-processing industries.
- Truck terminal
- 70 MW solar power farm to serve the city and the port
- Oil storage extension and probably gas storage (new).
- Sites for transport facilities (Truck & container parking area)
- Multipurpose port for dry bulk and miscellaneous items (existing)
- Small Container port and a waterfront City with distinct identity

The port will be strategic for Ghana’s transit trade with its landlocked neighbours, bringing their containers to within 200km of the Burkina and Togo borders and for that matter to Niger and Mali.

The Port would also catalyse logistics trade and make it feasible to mine large deposits of lime and iron ore nearby. The Waterfront city, designed by the Master Plan takes and depots and

The proposed Buipe Port and Special Economic Zone project is in the Central Gonja District with estimated cost of \$600million.

PROJECT BACKGROUND:

Transporting goods over water is the cheapest means of bulk transport, far cheaper than rail. Ghana is one of a few countries in Africa blessed with potentially navigable water body from the sea inland exceeding 500km. Developing the Volta for navigation will boost Ghana's transit trade competitiveness given that Ghana's neighbours (Ivory Coast and Benin) have made greater strides to develop their railway from the port far into the hinterland, connecting seeking to connect the francophone countries into a single line, making their port potentially more competitive than those of Ghana.

Developing Buipe's port capacity is a priority project of government. To catalyse this, SADA contracted Singaporean Government expertise to pan a 250sqkm area around the port area to provide complementary services to the planned port development and to take advantage of the port and the locational advantages, including the natural landscape, to stimulate real estate investments and industrial development. The Master Plan also ensures that the city's growth will be properly managed.

PROJECT OBJECTIVES

- To stimulate economic growth and industrial development by harnessing the advantages of the port
- To provide competitive transit trade facilities to the land-locked countries to the north
- To create employment

PROJECT OUTCOMES

- Up to 130,000 jobs within a decade
- Bring about a unique and beautiful waterfront city to catalyse tourism.
- Catalyse industrial development and logistics services.
- Secure Ghana's share of transit trade to Sahelian neighbors.

ESTIMATED COST

- \$1 billion over 10-15 years

REMARKS

Apart from land cost, estimated infrastructure development cost is 80 USD x 400 x 10,000 or around 320 million USD. Start-up phase of 50 ha is recommended at around 40 million USD.

BOLGATANGA DRY PORT, LOGISTICS & FREE TRADE ZONE

PROJECT DESCRIPTION

Bolgatanga Free Trade Zone is proposed in anticipation of the growth in border trading and logistics between Ghana and Burkina Faso.

PROJECT COMPONENTS

1. Development of 400 ha FTZ with the following components:
2. Warehouse and logistics
3. Hotels
4. Supporting industries (car workshops, reassembling & repackaging industries)
5. Supporting commercial (offices, wholesale centres, import/export & trading offices)
6. Transport/Transit facilities 6. Custom and administrative office.
7. Other complementary facilities.

PROJECT MANAGEMENT AND FINANCING

It is proposed to set-up an Authority to promote and manage the FTZ and to act as “One Stop Centre” for the investment in this FTZ. In the area of infrastructure development, the government may form partnership or JV with one or more private sector developers to do infrastructure investment and to manage the land lease/sale within the FTZ.

MILESTONE (IMPLEMENTATION SCHEDULE)

- 2017/2018: Site selection and land Consolidation.
- 2017/2018: Feasibility Study & Project Phasing
- 2018. Finalization of the FTZ policy for Bolgatanga
- 2018: Setting up of FTZ authority.
- 2019: Infrastructure Engineering design and building design for the start-up phase.
- 2020: Expected construction of the start-up phase

GOVERNMENT OBLIGATION

The land of the FTZ has to be identified and secured along the border.

The government needs to design the appropriate FTZ policies for Bolgatanga FTZ.

The government will also ensure that the necessary FTZ infrastructure, such as custom office and other facilities are set-up for the functioning of the FTZ.

ESTIMATED COST AND REVENUE

Apart from land cost, estimated infrastructure development cost is 80 USD x 400 x 10,000 or around 320 million USD. Start-up phase of 50 ha is recommended at around 40 million USD.

BENEFITS

Apart from land cost, estimated infrastructure development cost is 80 USD x 400 x 10,000 or around 320 million USD. Start-up phase of 50 ha is recommended at around 40 million USD.

- *Draft bidding documents and assist in the selection of winning bidder*
- *Assist in negotiation and signing of the contract*
- *Facilitate the financial closure process*

INVESTMENT OPPORTUNITIES IN THE AGRICULTURAL SECTOR

Introduction

The vision for Ghana's agriculture sector is modernised agriculture culminating in a structurally transformed economy and evident in food security, employment opportunities and reduced poverty.

Ghana's potential with respect to commercial agriculture and agro-processing are largely untapped. The Government of Ghana is, therefore, willing to partner with investors who are willing and ready to transform the agriculture sector, to yield significant returns on any investment spent on developing, in the medium to long term.

PRODUCTION OF FRESH PINEAPPLES FOR DOMESTIC AND INTERNATIONAL MARKETS

PROJECT DESCRIPTION

Pineapple as a crop thrives in almost all the agro ecological zones of Ghana with the major commercial production areas located in the Southern sectors of the country where close-ness to the ports enhances export trade. In the coastal areas, commercial production of pineapple are concentrated in the Accra Plains, Aburi-Nsawam axis and Awutu areas.

The most common varieties are the Smooth Cayenne, the Sugar Loaf, Queen and MD2. The MD2 variety which is a recent introduction has gained popularity and is becoming widely cultivated due to its high demand in the EU market. However, production of pineapple is still very minimal in these production areas.

Investment opportunities therefore exist for the large-scale cultivation of fresh pineapples for domestic and international markets.

PROJECT SCOPE

Strategic options include the commercial scale production of fresh pineapples for export and domestic markets.

INITIAL CAPITAL OUTLAY REQUIRED

The capital outlay required is US\$ 0.5 -2 million

PROJECT LOCATION

New pineapple farms can be established on the 50,000 hectares of land earmarked by the Bui Power Authority for agriculture and in the Accra Plains, Aburi-Nsawam axis and Awutu areas.

PROCESSING OF FRESH PINEAPPLES INTO JUICE CONCENTRATE FOR EXPORT AND LOCAL MARKETS

PROJECT DESCRIPTION

As a result of low production of fresh pineapples, existing juice companies import pineapple juice concentrate for further processing for the local market and the West African sub-region. Investment opportunities therefore exist for the processing of the fresh pineapples into juice concentrate for export and local markets.

Establishment of processing facilities within 50,000 hectares of available lands in the Bui area have also been identified and confirmed to be very viable. Pineapple juice processing plants can also be sited in the Accra Plains, Aburi-Nsawam axis and the Awutu areas where there are existing commercial pineapple farms. Additionally, the pineapple bran obtained from processing can be used for the feeding of livestock.

PROJECT SCOPE

Setting up new processing factories or upgrading operations of existing small-scale factories to process the fresh pineapples into juice concentrates.

The fresh pineapple export sub-sector is the most developed of all the non-traditional horticultural export crops in Ghana. It accounts for 20% of revenues from this sub-sector. The smooth cayenne is the main export variety but there is gradual introduction of MD2. The sugar loaf pineapple does not feature much in export due to poor post-harvest outcome on quality.

Ghana exported 41.21mt of pineapple in 2012 and 40.09mt in 2013.

INITIAL CAPITAL OUTLAY REQUIRED

The capital outlay required is US\$ 1 -5 million

PROJECT LOCATION

The pineapple juice processing facilities can be sited in the Accra Plains, Aburi-Nsawam axis, Awutu areas and on the 50,000 hectares of available lands in the Bui area.

GHANA COTTON AND TEXTILES PROJECT

EXECUTIVE SUMMARY

SADA signed two MoUs with (1) the China National Textiles and Apparel Council (CNTAC), (2) CAMC Engineering and Elmwood Finance Ltd to produce Cotton and Textiles in the Northern Savannah Ecological Zone (NSEZ). The MOU with CNTAC was witnessed by the Ministry of Trade and Industry (MOTI). The purpose is to produce cotton in commercial quantities directly by CAMC and through out-grower arrangements with local farmers; process the cotton across the entire value chain and establish a Textiles Training Institute. This project will revitalize the cotton industry in Ghana, put the idle cotton ginneries to work and inject a cash crop into northern Ghana which desperately needs a sustained source of income.

The proposed Ghana Cotton and Textile Project will bring high-tech equipment, high manufacturing standards, expertise and training required for the local workforce in order to transform Ghana into global textile hub in the sub-region. The project proposes an initial fund of \$1bn dollars. An initial amount of \$300 million has been pledged in the MOU by CNTAC. The benefits are immense: export revenues from the cotton value chain could exceed \$600mn in 4 yrs; 50,000 ha of cotton under cultivation rising to 500,000 in 8-10 years; a Training Institute to develop skills across the value chain; incomes for thousands of small farmers and their families; over 30,000 jobs for young people (both manual and professional) within 5 years; reduction of distressed migration of labour to the south in such for work, among others.

PROJECT BACKGROUND:

The NSEZ is the most suitable location for cotton cultivation. Land suitability studies conducted by SADA suggest that over 4 million ha are suitable for cotton cultivation in the area, most of it unutilized. In the not too distant past, the cultivation of cotton was a major source of livelihoods for thousands of small farmers across northern Ghana.

The relative success led to significant public investments in the construction of ginneries. Unfortunately, the cotton sector collapsed in the 80s and efforts to revive it has so far been unsuccessful. Although the ginneries have been privatized, they are mostly idle. The collapse of the cotton sector may also have affected raw material supplies to the textiles sector in the South.

To revive the sector, a Cotton Development Authority (CDA) has been established but is poorly resourced and with limited powers. Support for the cotton research sector is also poor. The CDA is currently dependent on SADA's support for its operations.

The proposed Cotton and Textiles Project (CTP) would provide a major injection for the revival of the cotton and textiles sector in Ghana. The proposition is different from past efforts in that it involves the entire value chain: an anchor farmer investing directly to produce a certain minimum quantity to feed ginneries and factories, whilst supporting small farmers to grow cotton. By not depending on the exports of raw cotton, prices to farmers and demand for the crop would be more stable. The focus on entire value chain also enhances opportunities for backwards and forward linkages in the economy and therefore potential to stimulate businesses more widely.

PROJECT OBJECTIVES

- Create 30,000 job in cotton production and processing by 2019;
- To develop the cotton value chain in the NSEZ with the setting up of a Cotton and Textiles Training Institute;
- Increase Ghana's export value of cotton products to over \$150million/year from 2019

PROJECT OUTCOMES

To create employment in Ghana and facilitate knowledge and technology transfer to Ghanaians in the textiles value chain. Huge investment in the Country's textile and related industries, creation of value addition, attraction of FDI and reduction of dependency on traditional export commodities.

ESTIMATED COST

\$1billion; with \$300million already committed by CNTAC

REMARKS

As per the agreement, SADA (government of Ghana) obligation are: to lease 50,000 ha of land for the cotton farming and additional land for the siting of the factories and training institute; Finance and facilitate the feasibility Studies and contribute to the establishment of a Ghana Cotton and Textiles Fund jointly with the Chinese partners to finance the project.

WA AGRO & FOOD PROCESSING PARK

PROJECT DESCRIPTION

Wa Industrial park is proposed in anticipation of the economic growth in North-West province driven by agriculture and mining sectors. The growth in agriculture and mining sectors will need supporting industries, such as services industries as well as agro-processing industries. The setting up of the industrial park is to ensure environmental control for the industries and to forge synergies among the industries. The land area for the industrial park is estimated to be around 100-150 ha

PROJECT COMPONENTS

- Development of 150 ha Industrial Park with the following components:
- Agro-processing industrial cluster
- Services industrial cluster
- Warehousing facilities
- Supporting facilities and infrastructure.

PROJECT MANAGEMENT AND FINANCING

Considering its strategic role in the development of NSEZ, it is proposed to set-up a Special Authority to develop and manage the industrial park in Wa. The authority is responsible to strategize, plan/design, market, develop and manage the complex including the infrastructure development within the site. Although there is some commercial components (and revenue) in this project, it is still largely government project to attract investment in manufacturing & logistic to boost to the economic development of the NSEZ.

MILESTONE (IMPLEMENTATION SCHEDULE)

- 2017/2018: Planning and land Consolidation.
- 2017/2018: Feasibility Study & Project Phasing
- 2018: Setting up of the Authority for the development.
- 2019: Infrastructure Engineering design and building design for the start-up phase.
- 2019: Marketing.
- 2020: Expected construction of the start-up phase

GOVERNMENT OBLIGATION

1. Identify and secure land for the industries, which is assessable from the main road. 2. Build infrastructure for the industrial park
be around 100-150 ha

ESTIMATED COST AND REVENUE

The construction cost for the infrastructure should be kept to the minimum, estimated at 40 USD/m². For 150 ha, the infrastructure cost is estimated at 60 million USD. A start-up phase of 30 ha at 12 million USD is recommended.

PRODUCTION OF DRIED PINEAPPLES FOR EXPORTS

PROJECT DESCRIPTION

Drying facilities are required to produce dried pineapples for export to the European Union and the United States of America.

PROJECT SCOPE

Strategic options include setting up new factories or upgrading operations of existing small scale processors through the introduction of forced drying techniques and packaging equipment for the export market.

INITIAL CAPITAL OUTLAY REQUIRED

The initial capital requirement for a factory to produce dried fruits for export is estimated at US\$ 0.5-2 million.

PROJECT LOCATION

The drying facilities or equipment can be installed in the Accra Plains, Aburi-Nsawam axis, Awutu areas and on the 50,000 hectares of available lands in the Bui area.

ESTABLISHMENT OF COMMERCIAL PACKHOUSES FOR HANDLING OF FRUITS AND VEGETABLES

PROJECT DESCRIPTION

Pack houses are crucial in the horticulture export value chain. Fruits and vegetables harvested need to be pre-cooled in pack houses to remove the field heat, cleaned and packaged to reduce perishability. This would minimise postharvest losses which is in the region of 30% to 60 % depending on the produce.

PROJECT SCOPE

Privately operated commercial packhouses are needed in farming areas as well as in marketing centers across the country. The scope for a packhouse should include both fruits and vegetables.

INITIAL CAPITAL OUTLAY REQUIRED

The estimated capital outlay for the packhouses range from US\$ 1-5million depending on the scale and sophistication of the facility.

INITIAL CAPITAL OUTLAY REQUIRED

The pack house can be located in the Accra Plains, SADA Zone, the Aburi-Nsawam axis and the Awutu areas which are noted for fruits and vegetable production.

PRODUCTION AND PROCESSING OF SOYA BEAN ON COMMERCIAL SCALE UNDER IRRIGATION

PROJECT DESCRIPTION

Demand for soyabean and its derivatives (soyabean oil and soyabean cake) are very high. Soyabean is imported for extraction of oil for local and export markets. The resulting soyabean cake is processed into poultry and fish feeds.

The quantity of soybean grown locally is very low (1mt/ha). Improved technology of production is needed. Mechanised production of soyabean on commercial scale under irrigation, will improve yields to about 6 mt/ha thereby increasing yield, productivity and profitability.

PROJECT SCOPE

Strategic options include the large-scale cultivation and processing of soya into soya milk, soya oil and poultry and fish feeds.t.

INITIAL CAPITAL OUTLAY

The capital outlay is estimated ranging from US\$ 1- 3 million depending on the production scale.

PROJECT LOCATION

Proposed projects can be located in the Brong Ahafo or Northern part of Ghana where soybean thrives.

PRODUCTION OF MAIZE FOR DOMESTIC MARKET

PROJECT DESCRIPTION

Maize is one of the most popular food crops on the domestic market and it is grown in all the ecological zones of the country. It is the basis of several local food preparations and the main feedstuff for poultry and other livestock.

However, yields under rain fed cultivation are low. Irrigating maize will result in higher yield, increased productivity and lower prices of maize. Therefore, investment opportunity exists in the large scale production of maize for the domestic markets.

PROJECT SCOPE

Strategic options include construction of new irrigation systems for maize production as well as cultivation of maize on existing irrigation schemes for human and animal consumption.

INITIAL CAPITAL OUTLAY REQUIRED

The capital outlay is estimated ranging from US\$ 0.25- 2million depending on the production scale.

PROJECT LOCATION

Proposed projects can be located in all the ecological zones of the country.

ESTABLISHMENT OF HATCHERIES AND POULTRY FARMS

PROJECT DESCRIPTION

Eggs and poultry meat are important components of the Ghanaian diet as a source of animal protein. The poultry industry also provides employment for a significant number of people. Even though a lot of poultry farms exist in the country, the broiler industry is in decline. Small, medium and large-scale producers constitute about 60%, 30% and 10% respectively of poultry farmers in the country. Whilst the large-scale producers employ higher technologies in the form of hatcheries, veterinary services and better marketing arrangements, the small-scale farmers employ little or no technologies.

PROJECT SCOPE

Investment opportunities therefore exist in the establishment of modern hatcheries and poultry farms in order to increase the scale of production of poultry products and reduce the import of chicken parts from Europe, Brazil and the United States.

Poultry farms can be found in almost every part of the country with meat production estimated at 46,308 metric tonnes in 2012 and 50,985 metric tonnes in 2013. Small, medium and large-scale producers constitute about 60%, 30% and 10% respectively. Rural poultry constitutes about 80% of Ghana's poultry population.

INITIAL CAPITAL OUTLAY

The estimated capital outlay for the establishment of hatcheries and poultry farms range from US\$ 0.5-1.5 million depending on the scale and sophistication of the facility.

PROJECT SCOPE

Strategic options include construction of new irrigation systems for maize production as well as cultivation of maize on existing irrigation schemes for human and animal consumption.

INITIAL CAPITAL OUTLAY REQUIRED

The capital outlay is estimated ranging from US\$ 0.25- 2million depending on the production scale.

PROJECT LOCATION

Proposed projects can be located in all the ecological zones of the country.

ESTABLISHMENT OF PROCESSING FACILITIES FOR PROCESSING POULTRY FOR THE LOCAL AND EXPORT MARKETS FARMS

PROJECT DESCRIPTION

The poultry industry in Ghana is characterised largely by imports of poultry meat. In 2013, imports of poultry products amounted to US\$169.2 million. Local processing of chicken is minimal. All the chicken parts are imported into the country in high volumes. There is also the demand for chicken and its' parts in the West-African sub-region.

PROJECT SCOPE

A strategic approach includes the processing of poultry products for domestic and export markets. Also, importers and wholesalers of chicken and chicken parts could be brought on board to utilise their distribution networks.

INITIAL CAPITAL OUTLAY

The capital outlay estimated for this investment ranges from US\$ 0.5- 3 million.

PROJECT LOCATION

The production and processing facilities for poultry and its related products can be in Eastern, Volta, Western, Brong Ahafo, Central, Ashanti and Greater Accra Regions.

COCOA PRODUCTION AND PROCESSING

PROJECT DESCRIPTION

Cocoa plays an important role in the economy of Ghana. Cocoa employs approximately 800,000 farm families spread over six of the ten regions of Ghana. The crop generates about \$2 billion in foreign exchange annually and is a major contributor to Government revenue and GDP. Cocoa can be produced in all the forest areas of the country, particularly Eastern, Ashanti, Brong Ahafo, Volta, Central and Western Regions. Cocoa pods mature and ripe throughout the year.

Cocoa is harvested by cutting the ripe pods from the trees, breaking them open and extracting the beans. The beans are fermented for 6 days with three turnings before drying for another 7 days in the sun. The beans are then bagged, graded and sealed for local processors and export.

PROJECT SCOPE

Investment opportunities exist in the production and processing into products like chocolate, pebbles and cocoa powder. The Cocoa Research Institute of Ghana (CRIG) has also come out with other products that can be produced from the cocoa beans and the cocoa pod. These products include cocoa brandy, cocoa wine, cocoa jam, cocoa gin, cocoa butter soup, cocoa butter moisturizing soap, vinegar and cocoa biscuit. Ghana exports about 800,000 tonnes of cocoa annually. The major national goal is to achieve a 50% processed cocoa as a proportion of the exported.

INITIAL CAPITAL OUTLAY

Estimated capital outlay for the establishment of modern cocoa farms and processing plants range from US\$ 0.5 -3 million depending on the choice of the scale of investment of the investor.

PROJECT LOCATION

The production and processing facilities for poultry and its related products can be located in Eastern, Volta, Western, Brong Ahafo, Central, Ashanti and Greater Accra Regions.

EXTENSION OF BANANA PLANTATION FOR MOONLIGHT FRESCO LIMITED PROJECT (PHASE 1) (PRIVATE SECTOR)

PROJECT DESCRIPTION

Moonlight Fresco Ltd will produce premium quality bananas. ACP bananas from Ghana-West Africa have a great advantage in establishing and setting up key EU and UK Markets and establish solid presence in the whole region. Project is going to generate direct employment for over 3000 people and indirect employment for over 7500 people.

PROJECT SCOPE

Developing more than 2million 18 kg palletised boxes of bananas by close of year 2022 of African ACP premium quality bananas logistically accessible for EU, UK and Mediterranean markets with initial production starting in CY2020. Revenue generated up to US\$36 million per year at full project scale of Phase 1

INITIAL CAPITAL OUTLAY

The capital outlay estimated for this investment is US\$ 2 million.

PROJECT LOCATION

Moonlight Fresco Ltd banana farm is located in the South Tongu, Ada East and Ada West Districts between the Tojeh and Kpotame villages on the 120km peg on the Accra – Aflao highway in the Greater Accra Region

INVESTMENT OPPORTUNITIES IN MINING

Mining Projects

- *A refinery near bauxite mine (for refining bauxite into alumina (US\$1.5bn)*
- *A new smelter or investing in a partnership with VALCO (for smelting alumina into aluminium for export and local consumption (US\$1.5bn)*
- *A processing plant in the Western Region to provide electricity for the proposed bauxite mine, refinery and smelter*
- *An aluminium products Fabrication Plant (US\$350m)*
- *A rail system from the bauxite mine through the existing rail system in the Eastern and Western Corridors to the proposed refinery and smelter sites.*
- *The Government of Ghana developed an industrialization plan with the objective of transforming the Ghanaian economy into one with a diverse range of economic activities.*
- *The industrial road map seeks to support Ghana's industrial development to increase the country's electricity generation capacity to 5,000MW within the medium term, and to target the following planned investment opportunities:*
- *Petrochemical industry including methanol, ammonia and urea for fertilizers;*
- *Exploitation of natural resources such as sea salt, iron ore, bauxite, limestone for cement, silica sand; and manufacturing including production of glass bottles, steel mills operations, aluminium smelting and rolling mill operations*

AN INTEGRATED ALUMINIUM INDUSTRY

Ghana has the potential to build a vertically integrated aluminum industry which would take advantage of the full value chain of bauxite development; mining bauxite, refining bauxite into alumina and smelting alumina into aluminium for export and local consumption, fabrication of aluminium products among others.

BAUXITE MINING

Ghana's demonstrated Nsuta bauxite resources are between 526 million and 554 million tonnes with about 160 million tonnes of contained aluminium. The major locations of bauxite are:

- *Affo-Sefwi Bekwai deposits (Awaso deposit) in the Western Region;*
- *The Aya-Nyinahin deposits in the Ashanti Region;*
- *The Atewa Range deposits near Kibi, (the Kibi deposits); and*
- *The Mt. Ejuanema deposits in the Eastern Region.*

AFFO-SEFWI BEKWAI DEPOSITS (AWASO DEPOSIT) IN THE WESTERN REGION

The Affo-Sefwi Bekwai (Awaso) District deposit has been in production since 1940. This deposit is held under concession by Ghana Bauxite Company Limited (GBCL), which is jointly owned by Bosai Minerals Groups and the Government of Ghana.

- *Location - Awaso*
- *Equipment - Various*
- *Manpower (Technical): Engineers - mining, electrical, civil, geomatic*

AYA NYINAHIN DEPOSITS IN THE ASHANTI REGION

Some feasibility studies carried out on two of these deposits located at Nyinahin and Kibi in the Ashanti and Eastern regions respectively indicate that the ore can be viably converted to alumina.

THE ATEWA RANGE DEPOSIT (THE KIBI DEPOSITS) IN THE EASTERN REGION

Feasibility studies have indicated that it is economically possible to process Kibi bauxite into alumina using a low-pressure digestion process. Four capacity variants, 200,000; 400,000; 600,000 and 800,000 tonnes per year, two plant locations, at Kibi or Tema, and two financing variants; 80 and 75 percent credit, were evaluated. The option involving 80 percent credit financing of an 800,000 tpy capacity plant located at Kibi was considered to be the most favourable. The 800,000 and 600,000 tpy capacities with locations at Kibi were considered profitable at the time, whereas the 200,000 and 400,000 tpy capacities at the same location were uneconomic.

THE MOUNT EJUANEMA DEPOSIT

This deposit lies on the summit of Mt. Ejuanema, a remnant at the edge of the faulted and highly dissected Kwahu escarpment, about 3 km north of Nkawkaw. The deposit is at an altitude of between 700 and 755 metres.

BAUXITE TRANSPORTATION

The poor rail infrastructure is a major constraint which could potentially impact the long-term viability and sustainability of the Ghana Bauxite Company Limited which led to the company's decision to haul its ore by road instead of the more cost effective and appropriate rail transport in 2012. As a result, bauxite exports increased significantly by 88 per cent from 400,069 tonnes in 2011 to 752,771 tonnes in 2012, which contributed to a significant increase in the corresponding mineral revenue by about 113 percent from \$13,406,433 the year earlier to \$28,495,592 in 2012.

Prospective companies can also partner Government in revamping the rail network on Public Private Partnerships basis.

ELECTRICITY GENERATION FOR ALUMINIUM INDUSTRY

The business of the bauxite - aluminum sector is intertwined with developments in the oil and power sectors. The key success factor in the aluminum industry is low cost production which requires access to affordable electric power. Ghana has hydroelectric facilities at Akosombo and Kpong on the Volta River, the Bui hydro electric dam and a number of Thermal Generating Plants in Kpone and Takoradi.

However, generating electrical energy from thermal plants is quite challenging because of the inadequate supply of gas from the West Africa Gas Pipeline from Nigeria. Fortunately, Ghana has begun producing gas from her oil fields which will complement the gas from Nigeria. The current challenge with Ghana's energy sector is the inadequate rainfall which has led to persistent low water levels in the Volta Dam, hence affecting generating levels.

ALUMINIUM FABRICATION

A promising aluminum fabricating industry spearheaded by an intermediary, Aluworks with a 20,000 ton per year (tpy) capacity represents another huge potential for the Ghanaian economy.

The increased off-take of aluminum from the smelter will facilitate the possibility of Ghana undertaking fabrication that will include casting, rolling, forging, drawing, or extruding—some of the ways in which aluminum can be used to make thousands of different finished products, from beverage cans to car engines and other automotive parts to jet aircraft. It will enable Aluworks to expand its product line and sales to markets in West Africa and the rest of the world. By expanding Aluworks' capacity, more jobs will be created in the formal and informal sectors in wayside or cottage enterprises and further downstream in the distributive trade.

Such expansion will also facilitate the local human resource development of required skills and specialised knowledge and metallurgical research work in the country's educational system.

POTENTIAL OF ALUMINIUM & MANGANESE ALLOYS

Ghana envisages a local aluminum industry that will be linked with Ghana's manganese industry. Although ranking far behind steel, the second most important metal in which manganese plays an important alloying role is aluminum. Aluminum-manganese alloys and aluminum-manganese-magnesium alloys, which have been sold under different trade names, have found applications in such diversified areas as kitchenware, roofing, car radiators and transportation. By far the most important use of aluminum-manganese alloys is for beverage cans, of which some 100 billion units are produced each year.

FEASIBILITY STUDIES BRIEF

The expected worldwide growth of primary aluminium demand for the years to come (estimated at around 4.0% on average per year for the next 10 years) will require significant additions to smelter grade alumina production capacities. Smelter grade alumina is derived from bauxite. Bauxite deposits in Nyinahin and Kibi areas, which have been explored in the past, contain sufficient reserves (at least 700 million MT) of good quality. This has the capacity to provide the refinery feedstock for at least 100 years. The average grade of these deposits is about 44% alumina, which compares favourably with deposits found in Brazil and Guinea. At 25 USD/ton, the total bauxite sales revenue is USD 17.5 billion and USD1, 050 billion when fully converted to fabricated products.

ALCAN, VALE, ALCOA and VALCO undertook various feasibility studies to establish the economic viability of the potential bauxite resources. The studies also investigated the logistics requirements and the potential sites of the refinery area as well as a preliminary estimate of costs and an analysis of social and environmental issues. These studies confirm that the bauxite resources could be developed with satisfactory rates of return, with alumina delivered to the smelter in Tema and the balance for export.

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INVESTMENT OPPORTUNITIES IN THE TOURISM ARTS AND CULTURE SECTOR

Introduction

Opportunities for investment in the tourism, arts and culture are immense, ranging from construction and management of hotels, leisure parks, golf courses, conference tourism, air/ground transport, wildlife, tour operation, to ecotourism facilities, cultural and historical sites. The specific investment opportunities are outlined:

MARINE DRIVE TOURISM INVESTMENT PROJECT

This is a project intended to plan and develop the 241 acres of land, stretching from the Osu Klottey Lagoon (behind the Christiansburg Castle) to the Accra Community Centre. Investors are invited to invest hotels, restaurants, casinos, amphitheatres, shopping malls, conference facilities, water sport, marine transport, fishing wharf etc.

NATIONAL HOTEL, CATERING AND TOURISM TRAINING INSTITUTE

This is a public-private partnership project to construct and manage a state-of-the arts professional hotel and tourism training institute in all the ten regions. Feasibility study had been conducted to demonstrate the financial and economic viability of this project.

HIGHWAY RESTSTOPS

As part of encouraging travellers on the highways to stop at tourist sites and rest, the Ministry is encouraging investment in Highway Rest Stops across the country. Currently, such facilities are limited, hence there is a growing demand for investment in one-stop facilities which provides shops, eating places, toilet facilities, parking areas, fuel filling stations and limited accommodation and scenic overlooks. Land is available for any investor willing to invest in Highway Rest stops.

MEETING FACILITIES

Although Ghana has become a major conference destination, there is a deficit of facilities to offer a variety of services to participants. Ghana has become the gateway to the West African Sub-region economic activity with over 350 million people. Private Sector is required in multi-purpose convention, conference and exhibition centres, not only in the capital city Accra but also in other parts of the country.

CATERING ESTABLISHMENTS

As a conscious strategy to offer a wide range of cuisines to business and leisure tourists, we are encouraging investment in large, medium and small-scale restaurants with specialties in traditional, oriental and continental cuisines.

RECEPTIVE FACILITIES

The Ministry of Tourism, Arts and Culture has constructed Tourist Receptive Facilities at tourism sites across the country, as a policy and development strategy to further public and private sectors investment. We are seeking partnerships with the private sector to expand and manage these facilities at the tourist sites across the country

REGIONAL THEATRES

The Government is dedicated to completing all the Regional Theatres which are at various stages of completion. To achieve this objective, we are inviting investors to partner the National Commission on Culture, the Ghana Tourist Development Company and the Ghana Tourism Authority to establish state-of-the-art regional theatres, as part of our policy to harness the full potentials of the country's arts and culture.

DUTY FREE SHOPS

The Government is expanding facilities at the international and domestic airports which require investment in duty free shops. The Ghana Tourist Development Company limited is the investment agency of the Ministry and is involved in duty free operations. The policy direction is focusing on the company's partnership with the private sector to invest and manage duty free shops at the airports in Tamale, Kumasi, Sunyani and Takoradi.

TOURIST COACHES AND AIRLINES

Considering our aggressive promotion of international and domestic tourism, there is short fall in tourist coaches and domestic airlines. We are, therefore, inviting investor into the transport sector, preferably into luxury coaches, international and domestic flights.

ACCOMMODATION FACILITIES

There is a high demand for all types of accommodation facilities across the country to meet the need of business, conference and holiday tourists. We are encouraging investment in the following types of accommodation:

- *Five- and four-star Hotels*
- *Coastal and inland lake resorts with sporting and recreational facilities.*

- *Mountain resorts.*
- *Motels*
- *Business, leisure and conference hotels.*
- *Eco-lodges*
- *Hostels*
- *Camping sites for adventure tourists*
- *Wellness and Spas Facilities*

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