

LMI Holdings Leads Strategic Joint Site Visit to Proposed Asikuma Port, Advancing the TransVolta Logistics Network



Asikuma, Asuogyaman District – Thursday, 27th November 2025



Reps from IFC, China Harbour Engineering, Anum Traditional Area, Akwamu traditional area, Asuogyaman District Assembly, 24HR Secretariat, Ecobank, VRA, LMI Holdings/TransVolta

LMI Holdings, through its flagship TransVolta Logistics Network Project, successfully hosted a high-level Joint Site Visit to the proposed Asikuma Port on Thursday, 27th November 2025, marking a significant milestone in Ghana's journey towards a modern, integrated multi-modal logistics ecosystem and enhanced regional trade competitiveness.

The visit convened key national and international stakeholders, including representatives from the International Finance Corporation (IFC), Volta River Authority (VRA), Ecobank, China Harbour Engineering Ghana Ltd, and Traditional Authorities from the Anum and Akwamu Traditional Areas, as well as the District Chief Executive of the Asuogyaman District Assembly. The engagement demonstrated strong institutional alignment and growing momentum behind the TransVolta project.

Reimagining Ghana's Trade and Transport Backbone

The TransVolta Logistics Network is a transformative 762-kilometre multi-modal corridor designed to seamlessly integrate rail, inland waterway and road transport, linking Tema Port to Ghana's northern border and the wider Sahel region. At the heart of this system lies the Asikuma Port, envisioned as a critical intermodal hub connecting rail infrastructure with Lake Volta transport operations.

Once developed, the Asikuma Port will serve as the primary Roll-on/Roll-off (RoRo) and container transshipment point, facilitating the efficient movement of goods from Tema through Lake Volta to northern Ghana and onward to Burkina Faso and other landlocked countries. The project is expected to significantly reduce pressure on Ghana's road network, lower logistics costs and improve delivery timelines for manufacturers, exporters and transit traders.

Construction for Phase 1 of the Asikuma Port is expected to be completed by the end of Q4 2026, with operations scheduled to commence in Q1 2027. Initial operations will connect key towns across Northern Ghana through Volta Lake Transport Company (VLTC)-owned landing sites in Yeji, Makango, Kete-Krachi, Dambai, Kpando, Oti-Damanko and Ekye-Amanfrom, unlocking faster domestic trade routes and improved access to the Sahel.

Purpose of the Joint Site Visit

The Joint Site Visit provided stakeholders with a physical orientation of the proposed port location, its boundaries and surrounding infrastructure, alongside technical insights into the project's design, phased development approach and future operational capabilities. It also served as a platform to reaffirm collaboration, clarify implementation timelines and align expectations among project partners.

The programme featured welcome remarks and a project overview by the Managing Director of LMI Logistics, who emphasised that the project, under the direction of the CEO of LMI Holdings, is being developed to address longstanding challenges including road congestion, inefficiencies in freight movement and vulnerabilities within Ghana's food supply chain. He underscored the strategic role of the TransVolta project in strengthening food security and creating a more resilient national logistics framework.

Voices from Key Stakeholders

Representatives of the Anum and Akwamu Traditional Authorities expressed their collective support for the project, affirming their commitment to ensuring peaceful collaboration and community cooperation to facilitate the successful development and long-term sustainability of the Asikuma Port.

The Country Director of the International Finance Corporation (IFC) reflected on

the historical vision behind the Volta Lake, noting that Ghana's founding leaders envisaged three core objectives: flood control, power generation and the development of an economic corridor. While the first two objectives were realised, economic and political challenges in the 1960s prevented the full implementation of the third. He described the TransVolta project and the Asikuma Port development as a historic moment, representing a decisive step towards fulfilling this long-standing vision of transforming Lake Volta into a vibrant economic corridor.

Economic and Social Impact

The Asikuma Port and the wider TransVolta corridor are projected to generate far-reaching national and regional benefits, including enhanced efficiency of transit trade and reduced congestion on major highways, preservation of national road infrastructure and improved transport safety, job creation across logistics, construction and allied sectors, strengthened food security through efficient movement of agricultural produce, reduced carbon emissions through lower reliance on heavy-duty road transport, and accelerated socio-economic development of host communities in the Asuogyaman area and beyond.

By integrating lake transport with rail and road systems, the TransVolta project positions Ghana as a strategic regional logistics gateway under the African Continental Free Trade Area (AfCFTA) and ECOWAS trade frameworks, while reflecting LMI Holdings' commitment to sustainable, climate-smart infrastructure that supports long-term economic resilience and reinforces Ghana's leadership in West African logistics and trade facilitation.



Kyle Kelhofer, IFC Senior Country Manager

About LMI Holdings

LMI Holdings is Ghana's leading developer of industrial parks and Special Economic Zones, with an extensive portfolio of catalytic infrastructure projects supporting industrial growth,



Kyle Kelhofer, (left) and Kojo Botsio Aduhene - CEO LMI Holdings

logistics efficiency and sustainable development. Key projects include the Tema Free Zone, Dawa Industrial City, and the TransVolta Logistics Network.



Emmanuel Apotae-Manu, Managing Director - LMI Logistics/TransVolta

About the TransVolta Logistics Network

The TransVolta Logistics Network is a large-scale, multi-modal transport system linking Tema Port to Ghana's northern corridor and the Sahel through a combination of rail, inland waterway and road infrastructure. The project is designed to modernise freight transport, reduce costs and strengthen Ghana's position as a regional trade hub.



3D Previsualization of the Asikuma Inland Port

