

IN THE SECOND SESSION OF THE SEVENTH PARLIAMENT OF
THE FOURTH REPUBLIC OF GHANA

REPORT OF THE COMMITTEE ON ROADS AND TRANSPORT

ON THE

CONTRACT AGREEMENT BETWEEN THE GOVERNMENT OF THE
REPUBLIC OF GHANA, REPRESENTED BY THE MINISTRY OF
ROADS AND HIGHWAYS ACTING THROUGH THE GHANA
HIGHWAY AUTHORITY, THE DEPARTMENT OF URBAN ROADS
AND THE DEPARTMENT OF FEEDER ROADS (THE
IMPLEMENTING AGENCIES) AND KNIGHTS A.S. IN
ASSOCIATION WITH MCE SLANY S.r.o OF THE CZECH REPUBLIC
(THE CONTRACTOR) FOR AN AMOUNT OF FORTY-SEVEN
MILLION, FIVE HUNDRED THOUSAND EUROS (€47,500,000.00)
FOR THE DESIGN, FABRICATION, SUPPLY AND INSTALLATION
OF 50 COMPOSITE BRIDGES AND RELATED CIVIL WORKS

DECEMBER, 2018

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REPORT OF THE COMMITTEE ON ROADS AND TRANSPORT ON THE CONTRACT AGREEMENT BETWEEN THE GOVERNMENT OF THE REPUBLIC OF GHANA, REPRESENTED BY THE MINISTRY OF ROADS AND HIGHWAYS ACTING THROUGH THE GHANA HIGHWAY AUTHORITY, THE DEPARTMENT OF URBAN ROADS AND THE DEPARTMENT OF FEEDER ROADS (THE IMPLEMENTING AGENCIES) AND KNIGHTS A.S. IN ASSOCIATION WITH MCE SLANY S.r.o OF THE CZECH REPUBLIC (THE CONTRACTOR) FOR AN AMOUNT OF FORTY-SEVEN MILLION, FIVE HUNDRED THOUSAND EUROS (€47,500,000.00) FOR THE DESIGN, FABRICATION, SUPPLY AND INSTALLATION OF 50 COMPOSITE BRIDGES AND RELATED CIVIL WORKS

1.0 INTRODUCTION

The Minister of Roads and Highways Hon. Kwasi Amoako-Atta on Tuesday, 18th December, 2018 laid before the House the Contract Agreement between the Government of the Republic of Ghana, represented by the Ministry of Roads and Highways acting through the Ghana Highway Authority, Five Hundred Thousand Euros (€47,500,000.00) for the Design, Fabrication, Supply and Installation of 50 Composite Bridges and Related Civil Works.

The Rt. Hon. Speaker, in accordance to Standing Order 189 and Article 75 (2) (b) of the 1992 Constitution, subsequently referred to the Committee on Roads and Transport for consideration and report in accordance with Article 181 (5) of the 1992 Constitution and Order 189 of the Standing Orders of the Parliament of Ghana.

The Committee on Thursday, 20th December, 2018 met with the Deputy Minister of Roads and Highways, Mr. Anthony N-Yoh Puowele Karbo and Officials of the Ministry and its Agencies; the Ghana Highway Authority (GHA), Department of Urban Roads (DUR) and Department of Feeder Roads (DFR) and considered the Contract Agreement. The Committee presents its Report to the House in accordance with Order 161 of the Standing Orders of the House.

2.0 BACKGROUND

The Ministry of Roads and Highways is currently implementing a rigorous programme to improve the condition of the country's road network and related facilities throughout Ghana. Under this programme, the road agencies, particularly, the Department of Feeder Roads will rehabilitate and upgrade weak or broken log bridges with short and medium span steel, composite bridges and construct major box culverts and bridges over water crossings. The project among others will reduce the bottlenecks on the feeder road network.

It is worth noting that during the raining season, structures on sections of roads on which there are old wooden and steel bridges, are damaged by the rains making many of the roads impassable. This largely constrain socio-economic development. Governments over the years have implemented and continue to implement a number of road infrastructure projects connecting districts to municipalities and municipalities to metropolitan areas.

Out of the Feeder road network of about 42,045km, about 25,931km is engineered with good alignment and adequate drainage. The remaining network is unengineered earth roads with water crossings, which are not bridged. Besides, there are about 10,000km tracks which cannot be improved without the installation of critical bridges or culverts. The Department of Feeder Roads has identified about 5,000 water crossings points which hamper the provision of basic access for rural dwellers in Ghana. Out of this number, 1200 locations have been prioritised for construction with the aim of improving the transportation of agricultural inputs and products to increase food and cash crop production. The project construction will provide continuity of routes with better level of service and provide access to social services for the rural population.

A number of interventions have been taken over the years to arrest the poor state of bridges along the feeder roads network under the Ghana-Dutch Bridges Project, the Ghana-Acrow Bridges Project, the Belgium Bridges Project and the Spanish Bridges. The objective, is to improve rural

access and overall development of the rural areas in the country, however much remains undone.

The current data on the Ghana Highway Authority's National Bridge inventory indicate that there are a total of 350 bridges. This consist of 100 steel bridges and 250 bridges of the concrete and composite structure. Seventy-six (76%) percent of these bridges are in fair to poor condition. During the implementation of the "Road Sub-Sector Development Programme (RSDP)" from 2001 to June 2008, six (6) major bridges were constructed with support from the Arab Bank for the Economic Development of Africa (BADEA).

The bridges are:

- i. Aframso Bridge (ASR)
- ii. Jomoro Bridge (WR)
- iii. Ofoase Bridge (ER)
- iv. Hiawa Bridge (ER)
- v. Bridge on Suskuliga River at Nayoko (NR)
- vi. Bridge on Tintaraga River at Ngane (NR)

Over the last few years, defects such as cracking, depression, and spilling and fatigue, failure of the deck and corrosion of steel members, due to water leakages through the deck slab joint have been observed from inspections carried out on the bridges. The situation is getting very serious as deterioration progresses quickly with imminent risk of the bridges becoming impassable.

The House may be recalled that in September 2007, heavy rains hit Northern Ghana causing significant damage to a number of bridges and culverts. As a result, the routes to most farming communities were cut off, severely limiting travel to and from these areas. As a temporary emergency measure, DANIDA and the Government of Ghana undertook emergency repairs by installing Bailey bridges and undertaking other temporary measures until such time as permanent bridges could be constructed.

The Government of Ghana (GoG) acting through the Ministry of Roads and Highways and the Ghana Highway Authority are in discussion with the Danish International Development Agency (DANIDA) for financial support in the form of a Mixed Credit facility to construct permanent bridge structures at various sites of critical importance for the development of the Upper East and Upper West regions of Ghana. The bridges identified for financing under the DANIDA support programme are:

- i. Kulungugu Bridge on Bawku-Kulungugu-Burkina Faso Road
- ii. Garu Bridge on Bawku-Missiga-Garu Road
- iii. Doninga and Sissili Bridges on Sandema-Doninga Road
- iv. Ambalara Bridge on Bulenga-Yaala-Kundugu Road
- v. Kulun Bridge on Bulenga-Yaala-Kundugu Road

The construction of the bridges to be financed under this Facility in addition to the above may be financed by DANIDA and will considerably open up and improve accessibility countrywide. The areas tagged as “overseas areas” in some regions with its and long detours for travelling from the region to the other, would be addressed if these projects are undertaken to compliment other initiatives.

The situation in the urban areas is also under consideration. Cities are progressively expanding both in size and activities and is experiencing an accelerated population growth and urbanization. The estimated growth of traffic has been recorded as 7% to 10% per annum during the last few years resulting in severe congestion on the road network with consequential challenges.

Over the years, resources have been committed including Donor assistance toward the amelioration of vehicular congestion and also perennial flooding within the Metropolitan and Municipal areas. For instance, Agence Francaise de Development (Afd) through a concessional credit facility is supporting Government with the implementation of the Kumasi Roads and Drainage Extension Project. The project covers the extension of the Lake

Road and the extension of the Aboabo storm drain including the reconstruction of the Lake Road Bridge across the Aboabo Drain.

However, population expansion, rural-urban migration and increased economic activities continue to put a lot of pressure on existing roads and related facilities, worsening further the situation.

Notwithstanding the implementation of these bridge projects, a lot more needs to be done countrywide, however, one major constraint hampering the improvement of these facilities has been the lack of adequate funding to replace broken or weak bridges with small and medium span bridges. The transport bottleneck at bridge locations do not only hamper potentially vibrant economic activities but also affect access to schools, hospitals market centres and the like, resulting in low educational standard and greater influence of poverty in the rural areas.

It is the desire of Government to enhance the standard of living of the rural and urban poor and to properly support the socio-economic development of rural areas by removing these transport bottlenecks. It is in response to this need that the CZESKOSLOVENSKA OBCHODNI BANKA has agreed to provide an Export Credit Facility to finance a part of the Ministry's bridges programme in four phases.

3.0 SCOPE OF THE PROJECT

The project scope covers the building of the new bridges and the replacement of some existing bridges. The DFR will construct 20 bridges, the GHA 20 bridges and the DUR 10 bridges. The bridges to be built are spread across the country and it is shown in Appendix I

4.0 PROJECT DESCRIPTION

The project involves the design, supply and installation of components for the construction of bridges on rivers and pedestrian bridges including the execution of all sub-structure works and approach road works.

5.0 PROJECT OBJECTIVES

The core objectives of the Project includes the following:

- i. To satisfy the basic human needs by increasing accessibility to hospitals, schools and other social/cultural facilities which are greatly hampered due to lack of bridges at river crossing points.
- ii. To remove traffic bottleneck at river crossing and improve the movement of goods and people within the areas of influence.
- iii. To contribute to economic development and the alleviation of poverty.

6.0 JUSTIFICATION FOR GOVERNMENT'S INTERVENTION/BENEFITS OF THE PROJECT/IMPACT

6.1 The socio-economic implications of not addressing the problem include:

- i. Loss of valuable productive work due to the long travel time that would be involved in using alternate routes.
- ii. Increased cost for time - sensitive, perishable deliveries (e.g. farm produce) that are transported across the bridges.
- iii. Disruption of international vehicular traffic to landlocked countries.
- iv. High cost and frequency of rehabilitation works to make the bridges safe for vehicles and pedestrians.
- v. Fatigue, stress and frustration of the travelling public for the long travel times through alternate routes (close to 3 hours).
- vi. Increased Transport cost for households and businesses that have to make the long detours through alternate routes.

7.0 PROJECT BENEFITS

The benefits to be derived from implementing this project include the following:

- i. Transport services will be provided with the construction of bridges over river crossing points, thus goods and passengers can be transported much easier. All year-round access to schools, hospitals and markets will be provided thus eliminating interruptions in the transporting people, farm produce and other items during the rainy seasons.
- ii. Long detours will be reduced. Construction of bridges eliminates long detours resulting in reduced transport cost and travel time.
- iii. More markets will be accessed. Accessing more markets with the elimination of traffic bottleneck is expected to result in significant increase in the incomes of the people living along and within the project areas.
- iv. The projects undoubtedly will have positive socio-economic impacts and improve the living conditions of the people living in the zone of influence. The projects will also improve the wellbeing of the local population through improved access to socio-economic facilities and markets. Furthermore, the improved condition of the road network and associated facilities will result in substantial improvement in the transportation of goods and people in and outside those areas.

8.0 OBSERVATIONS

- Project Duration

The Committee was informed that the project would be completed within a period of 24 months starting from the commencement date. The Project commencement date shall be twenty- eight (28) days after coming into force of the Contact Agreement. (Effective date).

- **Project Financing Details**

The Committee noted that the project will be financed with an export credit facility. The terms of which satisfy Government's conditions for non-concessionary financing.

Highlights of the terms and conditions of the Credit Facility are as follows:

i.	Tranche A Loan Amount (15%of project Cost)	-	EUR 7,125,000.00
ii.	Tranche B Loan Amount (85% of Project Cost)	-	EUR 40,375,000.00
iii.	Availability Period	Tranche A	- Up to 3 months Commencing on date of signing
		Tranche B	- Up to 2 years from date of fulfilment of conditions precedent
iv.	Repayment Period	Tranche A	- 5 years
		Tranche B	- 10 years
v.	Repayment of Facility	-	Semi-annual consecutive instalments six months after first drawing for Tranche A & six months after end of availability period for Tranche B.
vi.	Interest Rate Tranche A & B	-	6 months Libor+ 1.8% p.a
vii.	Commitment Fee	-	0.5% p.a from unused amount
viii.	Management Fee	-	0.6% flat of Facility Amount
ix.	Insurance	-	from the insurer acceptable to the lender

- x. Taxes and Deductions - All payments to be free of Taxes, duties and levies

- **Project Cost**

The Committee was noted that the total cost of the project is estimated at **Forty-Seven Million, Five Hundred Thousand (47,500,000.00) Euros.**

- **Training and Local Content**

The Committee noted that under this Agreement, there is provision for the training of some selected staff of the agencies with the Ministry of Roads and Highways on some aspects of installation and maintenance of the bridges.

The project also makes room for the participation/involvement of Local Content

- **Project Management**

The Committee noted that implementation responsibility of the project lie with respective road executing agencies, the Ghana Highway authority (GHA), the Department of Urban Roads (DUR) and the Department of Feeder Roads (DFR) who boast of adequate professional staff and who have been implementing several similar projects funded by our Development Partners and have the required capacity and experience to supervise the implementation of the projects.

9.0 CONCLUSION

The Committee carefully scrutinised the referral and views the project as one of national importance that will enhance the standard of living of the rural and urban poor to properly support the socio-economic development of rural areas by removing transport bottlenecks.

The Committee unanimously recommends to the House to adopt its report and approve the Contract Agreement between the Government of the Republic of Ghana, represented by the Ministry of Roads and Highways acting through the Ghana Highway Authority, the Department of Urban Roads and the Department of Feeder Roads (the implementing Agencies) and Knights A.S. in association with MCE Slany S.r.o of the Czech Republic (the Contractor) for an amount of **Forty-Seven Million, Five Hundred Thousand Euros (€47,500,000.00)** for the Design, Fabrication, Supply and Installation of 50 Composite Bridges and Related Civil Works.

Respectfully submitted.



MR. SAMUEL AYEH-PAYE
CHAIRMAN, COMMITTEE ON
ROADS & TRANSPORT



MR. ASANTE AMOAKO-ATTA
CLERK, COMMITTEE ON ROADS
& TRANSPORT

APPENDIX I

ITEM	REGION	BRIDGE NAME	LENGTH (M)	TYPE
1.	BAR	ATRONIE BRIDGE	40	RC
2.	ASH	BRIDE AT AMOAKO BOMAH	20	RC
3.	CR	BRIDGE AT NYARKROM	18.4	RC
4.	BAR	TAFIANO BRIDGE	25	BAILEY
5.	ER	OTERKOLU	50	RC
6.	ER	OKWENYA	20	RC
7.	BAR	ACHERENSUA-NTROTOSO (TANO BRIDGE)	40	RC
8.	WR	ESIAMA - NKROFUL	18	BAILEY
9.	ASH	AFRAMSO - KYEKYEBON	35	BAILEY
10.	WR	DABOASE - ATIEKU (R. PRA)	25	BAILEY
11.	WR	PRINCESS JN. - PRINCESS (R. NYANOR)	28	BAILEY
12.	WR	AKATIESO - NEW DEBISO (R. SUKUSUKU)	40	BAILEY
13.	WR	ELUBO-MILE 4 (ENCHI) R. BOINSO	33	BAILEY
14.	WR	ABOI JN. AMOAKU JN. (R. BISAA)	44	STEEL
15.	WR	ABOI JN. AMOAKU JN. (R. SAMRE)	34	STEEL
16.	WR	INSU JN. OPPONG VALLEY (R. OPPONG)	20	BAILEY
17.	WR	INSU JN. OPPONG VALLEY (R. OPPONG)	25	CONCRETE
18.	ER	AKIM ODA BRIDGE (APEDESU RIVER)	15	COMPOSITE
19.	ER	SWEDRU BY - PASS BRIDGE	40	BAILEY
20.	AR	KUMAWU - KWAAMAN	50	RC
		TOTAL LENGTH OF BRIDGE	620.4	

DEPARTMENT OF FEEDER ROADS

NO.	REGION	DISTRICT	ROAD NAME	RIVER NAME	PROPOSED BRIDGE SPAN (M)
1.	Eastern	Atiwa	Nkurakan-Mampong	Sea	20
2.	Eastern	Atiwa	Kwateso-Enyiresi	Kwateso	20
3.	Eastern	Atiwa	Jejeti-Krobom	Sea	20
4.	Eastern	West Akim	Anomakwadjo-Nkurakan	Sopun	20
5.	Ashanti	Ejisu Juaben	Abenase-Asousuaso-Boamadumase	Banko	20
6.	Brong Ahafo	Dormaa	Duasiadan-Yawboafo-Gonokrom	Ifo	20
7.	Central	Hemang Lower Denkyira	Kayefi-Awisikrom	Ansti	20
8.	Eastern	Atiwa	Akim Mampong-Adasawase	Birim	25
9.	Central	Awutu Senya	Ayensuako-Doutu	Ayensu	25
10.	Eastern	Birim North	Akoase-Kyenkyenku	Nwim	25
11.	Northern	Sawla/Tuna/Kalba	Senyeri-Gbinyire	Gbongbong	25
12.	Upper East	Kassena Nankane West	Najagnia Jn - Najagnia	Kasula	25
13.	Ashanti	Ejisu Juaben	Essieninpong-Timeabu	Banko	30
14.	Upper West	Jirapa	Sentu-Kpare	Kulkpon	30
15.	Eastern	Birim South	Apoli - Zevor	Birim	45
16.	Brong Ahafo	Asutifi	Kwakunyuma-Nobekaw	Tano	45
17.	Northern	Mion	Lanja - Bofoyili	Daka	45
18.	Greater Accra	Ga South	Ayigbe Town-Weiija	Densu	45
19.	Upper East	Bolgatanga	Balungo-Naga	Atanore	50
20.	Volta	North Dayi	Vakpo Fu-Vakpo Todzi	Dayi	50
					605

DEPARTMENT OF URBAN ROADS

NO.	PROJECT NAME	LENGTH (M)	WIDTH (M)	CITY	DIST./MUN.
1.	Construction of bridge at Community 20	30	12	Tema	TMA
2.	Construction of Community 12 bridge	40	12	Tema	TMA
3.	Construction of Ahinsan Estate-Asokwa by pass bridge	50	12	Kumasi	KMA
4.	Construction of Daban bridge	20	12	Kumasi	KMA
5.	Construction of Kokompe-Adakope bridge	40	12	Takoradi	STMA
6.	Construction of Whindo bridge	40	12	Takoradi	STMA
7.	Construction of bridge Kyebi Water Works	20	12	Kyebi	East Akim Mun.
8.	Construction of Asokore-Kuma bridge	30	12	Koforua	New Juaben Mun.
9.	Construction of bridge at Mangu	30	12	Wa	WMA
10.	Reconstruction of Donorkodze bridge	30	12	Ho	HMA

