

**IN THE FIRST SESSION OF THE SIXTH
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
AND CONSTRUTORA QUEIROZ GALVÃO S.A. OF
BRAZIL FOR THE DESIGN AND CONSTRUCTION
OF THE TAMALE INTERNATIONAL AIRPORT
AIRFIELD AND PAVEMENT**

14th November, 2013

**REPORT OF THE COMMITTEE ON ROADS AND TRANSPORT ON THE APPROVAL
OF CONTRACT AGREEMENT BETWEEN THE GOVERNMENT OF THE REPUBLIC OF
GHANA AND CONSTRUTORA QUEIROZ GALVÃO S.A. OF BRAZIL FOR THE DESIGN
AND CONSTRUCTION OF THE TAMALE INTERNATIONAL AIRPORT
AIRFIELD AND PAVEMENT**

1.0 INTRODUCTION

- 1.1 The Commercial Agreement for the design and construction of Tamale International Airport Airfield and Pavement between the Government of the Republic of Ghana (represented by the Ghana Airports Company Limited) and Construtora Queiroz Galvão of Brazil (acting through its Branch Construtora Queiroz Galvão S.A. – Sucursal Gana) was laid in the House on Tuesday, 12th November, 2013 and 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 Parliament.
- 1.2 The Committee met with the Hon. Minister for Transport Mrs. Dzifa Ativor, the Deputy Minister, Mrs. Joyce Bawa Mogtari and officials from the Ministry and considered the Agreement. The Committee presents its Report to the House in accordance with Order 161 of the Standing Orders of the House.

2.0 BACKGROUND

- 2.1 The Ministry of Transport, acting through the Ghana Airports Company Limited planned to upgrade the Tamale Airport to handle International air operations as an alternative to Kotoka International Airport. The upgrade of the airport would support programmes of the Savannah Accelerated Development Authority (SADA) and consequently serve the domestic and Sahalien Regions, and other West African regional markets as well as being base for the seasonal Hajj (Pilgrimage) flights to Mecca in Saudi-Arabia.
- 2.2 Consequently, Cabinet on 10th December 2012 and Parliament on 21st December, 2012 approved a Credit Agreement between the Government of the Republic of Ghana, and Deutsche Bank AG (Brazilian Official Equalization Programme) for an amount of US\$100,000,000 (One Hundred Million United States Dollars) for the design and construction of Tamale International Airport Airfield and Pavement project.
- 2.3 Ghana Airports Company Limited has signed a Memorandum of Understanding with Construtora Queiroz Galvão of Brazil to prepare a Master Plan for the construction of the Tamale International Airport. The upgrading of the runway and apron pavements to meet the requirements of international flights has been prioritized as phase 1 of the project.

3.0 PURPOSE OF THE PROJECT

- 3.1 The objective of the Phase 1 of the project is to rehabilitate and extend the existing runway from 2438m to 4000m which comprise a detailed design, extension and strengthening of the existing runway pavement, rehabilitation of the existing taxiway and taxi-links and apron expansion
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4.0 JUSTIFICATION FOR PROJECT

4.1 The development of an international Airport in Tamale is key in the attainment of Government Policy objective of decentralization policy for effective economic growth in support of:

- (i) Domestic air travel to open up the enormous potential growth of air traffic in domestic and regional routes,
- (ii) Eco-tourism and cultural tourism in the savannah regions,
- (iii) Agricultural Sector, by leveraging the export of fresh produce and agro-based industries,
- (iv) International travel for Hajj pilgrimage in the Northern and Sahalien countries,
- (v) Improvement of airport revenue which is expected to grow with future growth in air traffic; and
- (vi) Rectification of deficiencies in aviation infrastructure..

5.0 PROJECT SCOPE

5.1 The following are the works for the Phase 1 of the project:

- (i) Strengthening and extension of the existing runway pavement to the 4,000m length,
- (ii) Widening and strengthening of main taxi-link to the apron,
- (iii) Expansion of the existing apron to accommodate 3 wide-bodied medium-sized aircrafts,

- (iv) Rehabilitation of the existing taxiway,
- (v) Construction of an inner perimeter fence of height 2.4m above exiting ground level; and
- (vi) Construction of access roads on both sides of the inner
Perimeter fence.

5.2 The project is scheduled to be executed by Construtora Queiroz Galvão over a period of eighteen (18) months period after design approval.

6.0 OBSERVATION AND RECOMMENDATION

6.1 Mr Speaker, the Committee observed that the project is a design and construct which requires the Ghana Airport Company Limited (GACL) to review and approve of the designs by the contractor before commencement of work. Secondly, the appointment of an independent Engineer for the project was part of the Conditions of Contract for the project. The Committee demanded an experienced and competent Engineer to ensure that all works are constructed to specification requirements.

6.2 The Committee, upon request of the detailed prototype design that informed the cost of the project to the tune of US\$100,000,000 (One Hundred Million United States Dollars), was furnished by the technical team with detailed breakdown of projected cost to the satisfaction of the Committee. This has been attached to this report as Appendix "A".

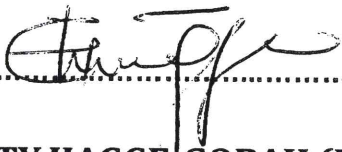
- 6.3 The Committee observed that, the perimeter roads of the Airport was designed as gravel roads. This design in the view of the Committee falls short of the standard required of a modern international airport. The Committee therefore proposed a redesigning of the perimeter to a bituminous surfaced dressed road as seen in international airports.
- 6.4 Rt. Hon Speaker, the Committee upon insisting that value for money is ensured for the project, was assured ^{by} the GACL and Ministry of Transport that this would be carried out to the letter when the Contractor presents its priced bill of quantities for negotiation and ensure that throughout the construction stage, works meet specification requirements.
- 6.5 Members of the Committee expressed concern about the quality of the runway to be constructed. The Minister assured the Committee that the critical guiding aircraft to be used as standard for the designing the runway would be the Boeing 747/8. This is to ensure that the pavement of the runway is strong enough to accommodate all types of aircrafts.

7.0 CONCLUSION

The Committee having carefully examined the request, is of the view that the project would help attain the over-all national objective of promoting international and domestic travel and further open up the northern sector of the country.

The Committee therefore respectfully recommends to the House to adopt its report and approve the Contract Agreement between the Government of the Republic of Ghana and Construtora Queiroz Galvão S.A of Brazil for the Design and Construction of the Tamale International Airport, Airfield and Pavement in accordance with Article 181(5) of the 1992 Constitution and order 189 of the Standing Orders of the House.

Respectfully submitted.



**GIFTY JIAGGE GOBAH (MRS.)
ASSISTANT CLERK,
COMMITTEE ON ROADS AND
TRANSPORT**



**HON. MICHAEL COFFIE BOAMPONG
CHAIRMAN,
COMMITTEE ON ROADS AND
TRANSPORT**

14th November, 2013

PRELIMINARY COST ESTIMATES

| Description | Quantity(m ³) | Rate (USD/\$) | Amount (USD/\$) |
|---|---------------------------|---------------|-----------------------|
| Earthworks | 2,500,000 | 10.00 | 25,000,000.00 |
| Crushed aggregate sub-base | 40,000 | 120.00 | 4,800,000.00 |
| Dense Bituminous Macadam Base Course | 80,000 | 350.00 | 28,000,000.00 |
| Marshal Asphalt Binder Course | 20,000 | 400.00 | 8,000,000.00 |
| Marshal Asphalt Wearing Course | 25,000 | 410.00 | 10,250,000.00 |
| Construction of Fuel Mains and water hydrants for Aircraft | sum | 4,000,000.00 | 4,000,000.00 |
| Aeronautic Ground Lighting (AGL) and Air Navigational facilities | sum | 6,000,000.00 | 6,000,000.00 |
| Sub-total (A) | | | 86,050,000.00 |
| Allow for land acquisition, cost of compensation and other social and environmental mitigation measures(1% of sub-total A) | | | 860,500.00 |
| Allow for Detailed Design. by Contractor (3% of Sub-total A) | | | 2,581,500.00 |
| Allow for Consultancy Cost for Supervision (4% of Sub-total A) | | | 3,442,000.00 |
| Sub-total (B) | | | 92,934,000.00 |
| Allow for Contingency (C) | | | 7,066,000.00 |
| Grand-total (B+C) | | | 100,000,000.00 |

