

**IN THE FIRST SESSION OF THE SEVENTH
PARLIAMENT OF THE FOURTH REPUBLIC OF
GHANA**

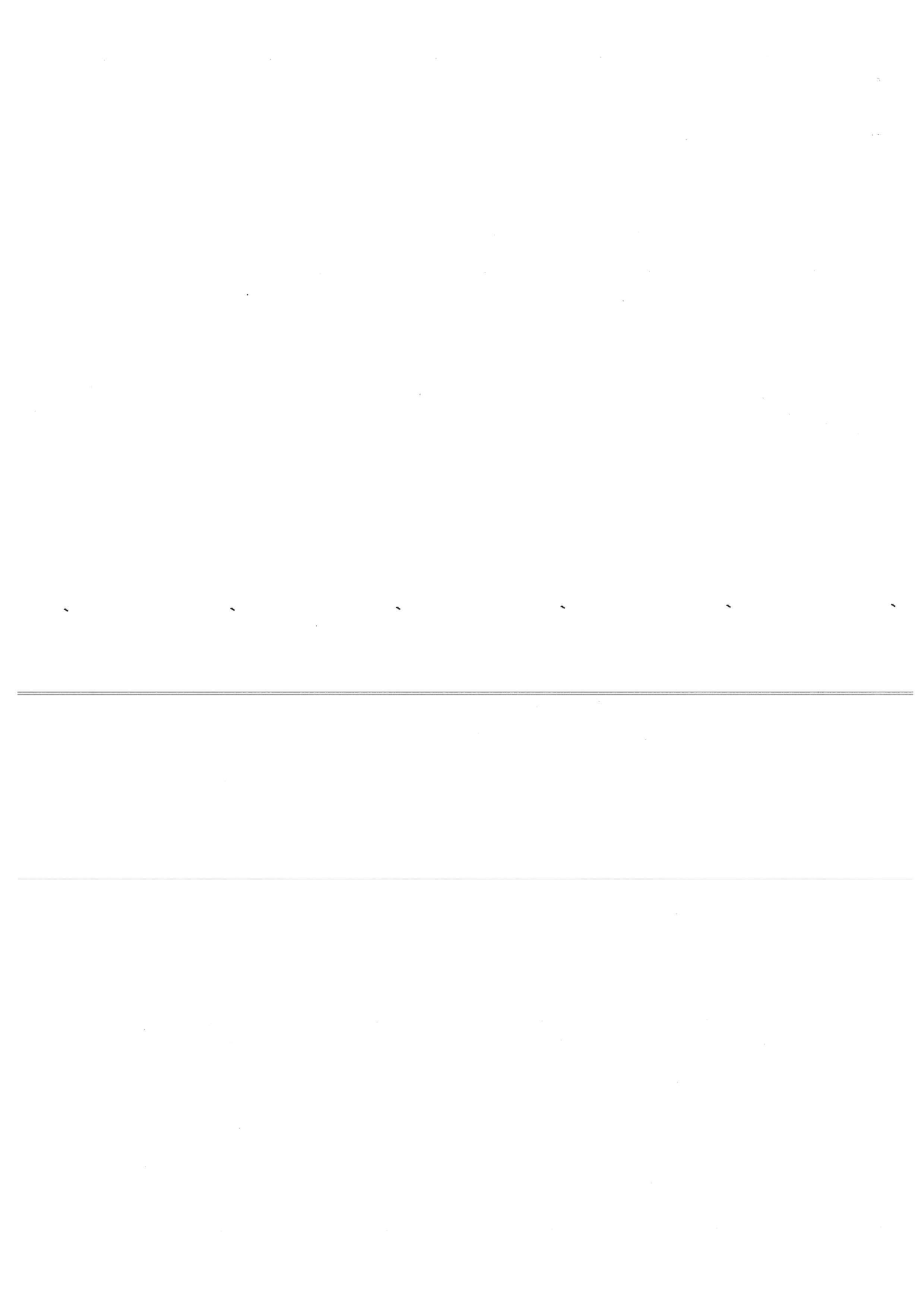
**REPORT OF THE COMMITTEE ON ROADS AND
TRANSPORT**

ON THE

**RATIFICATION OF THE TREATY ON THE
ESTABLISHMENT OF THE ABIDJAN - LAGOS
CORRIDOR AMONG THE GOVERNMENTS OF
THE REPUBLIC OF BENIN, THE REPUBLIC OF
COTE D'IVOIRE, THE REPUBLIC OF GHANA,
THE FEDERAL REPUBLIC OF NIGERIA AND
THE TOGOLESE REPUBLIC**

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30 JUNE, 2017



REPORT OF THE COMMITTEE ON ROADS AND TRANSPORT ON THE RATIFICATION OF THE TREATY ON THE ESTABLISHMENT OF THE ABIDJAN - LAGOS CORRIDOR AMONG THE GOVERNMENTS OF THE REPUBLIC OF BENIN, THE REPUBLIC OF COTE D'IVOIRE THE REPUBLIC OF GHANA, THE FEDERAL REPUBLIC OF NIGERIA AND THE TOGOLESE REPUBLIC

1. INTRODUCTION

On Tuesday, 27th June 2017, the Majority Leader and Minister for Parliamentary Affairs, Mr. Osei Kyei-Mensah-Bonsu on behalf of the Minister for Roads and Highways, laid before the House the Treaty on the Establishment of the Abidjan - Lagos Corridor among the Governments of the Republic of Benin, the Republic of Cote D'Ivoire, the Republic of Ghana, the Federal Republic of Nigeria and the Togolese Republic for ratification.

The 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.

2. REFERENCE DOCUMENTS

In considering the Treaty, the Committee referred to the following documents:

1. The 1992 Constitution
2. Standing Orders of the House
3. Cabinet Memorandum on the Treaty
4. The Treaty on the Establishment of the Abidjan - Lagos Corridor among the Governments of the Republic of Benin, the Republic of Cote D'Ivoire, the Republic of Ghana, the Federal Republic of Nigeria and Togolese Republic

3. DELIBERATIONS

The Committee is grateful to the Deputy Minister for Roads and Highways, Hon. Kwabena Owusu-Aduomi and Officials of the Ministry for their invaluable assistance to the Committee. The Committee met on Friday, 30th June 2017 to consider the referral. The Committee noted that participating countries are enjoined to ratify the treaty by 30th June 2017.

4. OBJECTIVES OF THE TREATY

The Treaty sets out to:

- i. Transform the Corridor into a development corridor that would offer a competitive transport and transit services that would secure regional trade, stimulate investment, encourage sustainable development and guarantee security along the corridor.
- ii. Facilitate the safe and efficient movement of persons and goods through an improved road infrastructure that ensures the simplification and harmonisation of the requirements and controls that govern movements of goods and persons by reducing the cost of transportation and transit times.

5. BACKGROUND INFORMATION

On 28th February 2013 in Yamoussoukro, Cote D'Ivoire at the 42nd Ordinary Session of the Authority of Heads of States and Government of ECOWAS, four Presidents of the Sub-region, the President of Ghana, Nigeria, Cote D'Ivoire and Togo and Minister of Foreign Affairs of Benin agreed to the construction of a homogenous highway from Lagos to Abidjan.

The total length of the Abidjan - Lagos corridor is 1,028 km and connects some of the largest and economically most dynamic cities in the sub-region, namely Abidjan, Accra, Lome, Cotonou and Lagos. The coverage area has a large proportion of the West African population and links important seaports and serves all the landlocked countries in the region, from Burkina Faso to through Mali and Niger.

The corridor facilitates more than 75% of the trade volume in the sub-region and several interventions have been undertaken over the year by development partners and ECOWAS countries through infrastructure improvements, restructuring of border posts and soft transport facilitation intervention all aimed to improve and ensure the free flow of goods, persons and transport.

In April 22nd 2013, a meeting of the Ministers of Infrastructure/ Works, Finance, Transport and Justice of the five concerned member states met in Abuja and worked out the modalities for the construction of a 3 - lane dual carriageway (6 lanes) highway on the corridor.

A follow-up consultative meeting was held in which the Presidents of the five countries were presented with the outcome of the Abuja meeting which they

considered the recommendations of the meeting and directed the ECOWAS Commission to work out details of the design studies, works and Supervision Contracts Procurement Plan, Legal Framework, Institutional Arrangements and Financing Options for the implementation of the Abidjan - Lagos Highway Development Projects.

To support the ECOWAS Commission to undertake the activities envisage under the Abidjan - Lagos Highway project, a Ministerial Committee comprising the Ministers of Infrastructure of the five countries was establish to bring the project to fruition. Ghana was represented by its Minister of Roads and Highways.

On 29th March 2014 in Yamoussoukro Cote D'Ivoire, the Heads of States and Governments of the five countries finally signed the Treaty on the establishment on the Abidjan - Lagos Corridor committing the five nations to the implementation of the project.

6. OBSERVATIONS

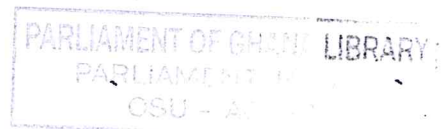
6.1 Project Justification by Government

The Committee noted that ECOWAS and West African Economic and Monetary Union (WAEMU) in 2003 adopted the Regional Road Transport and Transit Facilitation Programme (RRTTFP). The programme aims at promoting intra-regional trade and facilitation of trans-border movements. The programme gives priority to the "Trans-Coastal" Lagos (Nigeria)-Nouakchott (Mauritania) and the "Trans-Sahelian" Dakar (Senegal) - N'Djamena (Chad) corridors.

The Abidjan -Lagos coastal corridor was identified as one of the highest priority corridors for the economic and social development in the sub-region as a result of the economic significance of the regional bloc.

The Committee noted also that the 1028 km stretch of road from Abidjan - Lagos links some of the economically dynamic cities in Africa and serves a catchment area of over 35 million people. The corridor fulfils two main functions:

- i. It links the main cities of the five neighbouring countries (Abidjan - Accra-Lome - Cotonou -Lagos). The Committee recognizes that informal border trade is the main bane of traffic that is predominate within the corridor stretch, and at least two thirds of the total traffic have an origin/destination



route, to and from neighbouring countries based on the movement of passengers and goods.

- ii. Further, the corridor provides a global gateway to coastal and landlocked countries in West Africa. All the landlocked countries use at least one port along the Abidjan - Lagos Corridor.

6.2 Impact of the Corridor Project on Ghana Road Infrastructure

The Committee took note of Ghana's stretch of the Corridor which is 578km of the 1028km. The stretch spans from from Aflao - Elubo. The Ghana segment which is designated as National Road 1 (N1) has witnessed a number of projects along the stretch, some of which are still on-going. Notable development on this stretch has been:

- The Akatsi - Denu section which has been completed to a single carriageway with assistance from the African Development Bank
- The Denu - Aflao section is under construction with the final 600 meters to Aflao being constructed as a two (2) - lane dual carriageway.
- Discussions are on-going for the rehabilitation and expansion of the Accra - Tema motorway, using the Public Private Partnership (PPP) model
- The George Bush Highway has been completed to a 3 - lane and carriageway with support from the Millennium Challenge Corporation
- The Accra - Takoradi section (30km) is proposed for rehabilitation and expansion to a 2 - lane dual carriage also using the PPP model. (Pre-feasibility study is in progress)
- The Takoradi - Agona junction section (30km) has been completed to a single carriageway with support from the Danish Government.
- The rehabilitation works on the Agona junction - Elubo section has been completed, however the construction of the rest stop is on-going

The Committee noted that the development and management of the corridor is in accordance with the tenets of the Treaty and would have significant impact on Ghana's own development agenda. It also took cognizance of the fact that the George Bush Highway and about 1.5km of the Mallam -Kasoa section of the stretch have been constructed to a 3 - lane dual carriageway, aiding traffic flow along the corridor. Under the programme, the Committee noted that the motorway would also be expanded to a 3- lane dual carriageway.

6.3 On Article 5: Areas of Collaboration/Funding

The Committee noted that the infrastructure development entered into covers the introduction of modern tolling system and the provision of weighbridges. This would ensure to the maintenance of other sources, such as

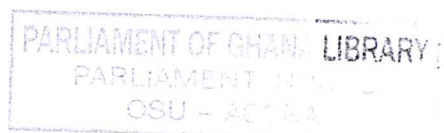
- a. Individual contracting parties in loans grants subventions.
- b. Donations from national and international donor partners and international institutions
- c. Donations from civil society professional organisations and private companies and
- d. Donations from beneficiaries of the corridor, in particular private companies active along the corridor

6.3 Financing of the Abidjan - Lagos Corridor Project

The Committee noted that a total of Twenty-Two Million, Seven Hundred and Twenty Thousand United State Dollars (US\$22,720,000.00) equivalent to Sixteen Million, Two Hundred and Eighty Thousand Units of Accounts (UA 16,280,000.00) has been secured for the feasibility study of the projects. Ghana has secured a loan of UA1Million from the African Development Fund (ADF) under this programme. However, she is yet to execute the loan agreement with the ADF for the study, ratification of the Treaty would advance the cause of securing the loan.

The Committee further noted that the country after ratifying the Treaty stood to secure grants and more add-ons from the African Development Bank and that current proposals for development of the other sections of the N1 are for a 2 - lane dual carriageway. Subsequent to the signing of the Treaty all current and future developments of the remaining sections of the N1 would require right of the way to accommodate the proposed 3 - lane dual carriageway.

On Article Frontier facilities and services, the Committee noted that the corridor states are to undertake to provide adequate facilities to enable the expenditure clearance of interstate and transit traffic at respect border crossing points and establish joint border posts at designated border points. These would ease movement of goods, border controls and aid giving meaning to the interpretation process.

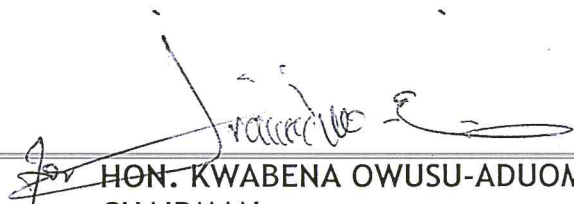


7.0 RECOMMENDATION AND CONCLUSION

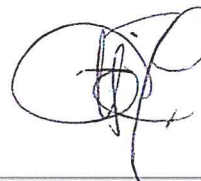
The Committee noted the immense benefit to be derived by the country in ratifying the Treaty. The implementation of the Treaty would help open up the Road Infrastructure along the coastal corridor of the country to facilitate trade and the movement of persons within the sub-region.

The Committee mindful of the benefits to be derived from the implementation of the Treaty and again mindful of dire need to integrate our economies and ensure ease of movement and transportation across borders, recommends to the House to approve its report and ratify the Treaty on the Establishment of the Abidjan - Lagos Corridor among the Governments of the Republic of Benin, the Republic of Cote D'Ivoire, the Republic of Ghana, the Federal Republic of Nigeria and the Togolese Republic.

Respectfully submitted.



HON. KWABENA OWUSU-ADUOMI
CHAIRMAN,
COMMITTEE ON ROADS & TRANSPORT



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

30 JUNE 2017