

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

**REPORT OF THE JOINT COMMITTEE ON ROADS AND
TRANSPORT AND MINES AND ENERGY**

ON THE

**CONTRACT AGREEMENT BETWEEN THE GOVERNMENT OF
THE REPUBLIC OF GHANA (REPRESENTED BY THE MINISTRY
OF ROADS AND HIGHWAYS THROUGH GHANA HIGHWAYS
AUTHORITY) AND FLECK ELEKTROINSTALLATIONEN GMBH
OF AUSTRIA IN RESPECT OF THE ENHANCEMENT OF ROAD
SAFETY (PHASE II) – TURNKEY IMPLEMENTATION OF
PHOTOVOLTAIC – BASED STREET LIGHTING PROGRAMME IN
SELECTED COMMUNITIES**

PARLIAMENT OF GHANA LIBRARY

16th November, 2018

REPORT OF THE JOINT COMMITTEES ON ROADS AND TRANSPORT AND MINES AND ENERGY ON THE CONTRACT AGREEMENT BETWEEN THE GOVERNMENT OF THE REPUBLIC OF GHANA (REPRESENTED BY THE MINISTRY OF ROADS AND HIGHWAYS THROUGH GHANA HIGHWAY AUTHORITY) AND FLECK ELECTROINSTALLATIONEN GMBH OF AUSTRIA IN RESPECT OF THE ENHANCEMENT OF ROAD SAFETY (PHASE II) - TURNKEY IMPLEMENTATION OF PHOTOVOLTAIC - BASED STREET LIGHTING PROGRAMME IN SELECTED COMMUNITIES IN GHANA

1.0 INTRODUCTION

On Thursday, 21st December, 2017 the Hon. Deputy Minister for Roads and Highways, Mr. Kwabena Owusu-Aduomi on behalf of the Minister of Roads and Highways, Hon. Kwasi Amoako-Atta laid before the House, a Commercial Agreement (Contract Agreement) between the Ministry of Roads and Highways (re-presented by the Ghana Highways Authority) and Fleck Elektroinstallationen GMBH, Austria, for the implementation of Photovoltaic based street lighting programme at hazardous (black spot) locations in selected Communities in the country.

The Rt. Hon. Speaker subsequently referred the contract agreement to the Joint Committee on Roads and Transport and Mines and Energy in accordance with Article 181 (5) of the 1992 Constitution and Order 188 and 189 of the Standing Orders of Parliament of Ghana.

Mr. Speaker, your Committees met with the two Deputy Ministers of Roads and Highways, Hon. Kwabena Owusu-Aduomi and Hon. Anthony N-Yoh Puowele Karbo, the technical team from the sector Ministry and the Ghana Highways Authority.

The Joint Committee considered the referral and report as follows:

2.0 BACKGROUND

Road traffic crashes is increasingly becoming a developmental and public health issue due to the huge loss road traffic crashes entail and its resultant huge loss to national human resources associated with crashes

and its adverse impact on society. Traffic crashes have become a great concern to government and over the years Government through the National Road Safety Commission (NRSC) has pursued the implementation of a consistent and comprehensive National Road Safety Action Plan and Strategies to address the unacceptable high level of road traffic crashes in the country.

The NRSC, with key collaborators and stakeholders like the Driver and Vehicle Licensing Authority (DVLA), the Motor Traffic and Transport Department of the Police Service, the Ministry of Transport and the Ministry of Roads and Highways have been grappling with the issue of road safety and doing its best within the confines of its mandate to address road safety concerns.

It is inconceivable that while some road safety strategies have made significant impact, lot still remain undone. The cost of road crashes in Ghana is estimated at 1.67% of the Gross Domestic Product.

Generally, there are confronting challenges driving at night and these challenges are experienced on our roadways. It is estimated that about 30% of road traffic accidents occur during night time, results in more than 47% of all fatalities. It has also been statistically proven that 50% of all the night crashes occur between the hours 18:00 GMT and 21:00 GMT.

Our streets today do not have the necessary dotting streetlights, likewise most of our national roads that link our regional capitals to road sections in the urban areas. This situation has invariably contributed to a number of pedestrian fatalities:

By funding projects that involve road and safety improvement by the installation of solar lighting and traffic signs at Black spots, we target the road locations where crashes occur, reducing the risk of crashes at dangerous locations.

The hazardous (Black) spot program is part of the commitment of the Ghana Highway Authority to reduce crashes on our roads. The Roads and

Safety Improvement Project initiated in the contract agreement, would complement road improvements and safe engineering practices, safety audits in the design, construction and maintenance of roads that are undertaken annually.

The first phase of this programme was implemented between 2014 - 2016 and the Hazardous (Black) spot program Phase II is part of the commitment of the Ghana Highway Authority to reduce crashes on our roads.

3.0 PROJECT OBJECTIVE

The Photovoltaic based street lighting program or the black spot improvement program is directed at improving the physical condition and the management of hazardous locations with a history of traffic crashes that cause death or serious injury, thereby undertaking safety improvement measures at such locations by:

- Installation of street lights in Communities along trunk roads
- Installation of street lights at major junctions
- Installation of street lights at bridge approaches

4.0 PROJECT SCOPE

The locations earmarked for installation of the street lights under Phase II are as listed in Appendix I

PARLIAMENT OF GHANA

5.0 DURATION OF PROJECT

The project would take a period of twenty-four (24) months to complete from the commencement date of first quarter of 2019.

6.0 JUSTIFICATION FOR PROJECT

The implementation of the project in the selected communities has been designed to address national road safety issues of black spots. The project is aimed at implementing practical and cost-effective measures which would improve visibility and vehicle/pedestrians contact in the night on sections of roads where visibility is poor. The programme will not only limit road traffic accidents but accelerate that attainment of government's strategies objectives for road safety in the country.

7.0 OBSERVATIONS

7.1 **Financial Impact**

The Committee noted that the loan component being sought for the commercial agreement for the enhancement of the Road Safety Turnkey Implementation of the Photovoltaic - Based (Solar) street lighting programme (Phase II) which amounts to **Seven Million, Five Hundred Thousand Euros (€7,500,000.00)** has already been approved by the **House**. The amount is the total cost of the project and the terms and conditions of the concessional loan is well within the threshold of government commercial borrowing.

The highlights of the terms and loan conditions is as listed in **Appendix 2**.

7.2 **Inter-Ministerial /Agency Consultations**

The Committee was informed that stakeholders' consultations involving District Assemblies, opinion leaders within the scope area of the project would be continuously updated to ensure smooth implementation of the project. This level of consultation, the Committee noted would give the communities the sense of ownership of the project.

7.3 Taxes and Duties Exemption

The Committee noted that the terms and conditions of the Loan Agreement provided under the contract provides for taxes and duties waiver on goods and services to be procured with the loan facility. The Committee was informed that the exempt taxes and duties on the project procurement and services would be assessed by the Ghana Revenue Authority and subjected to Parliamentary approval. It is the Committee wish that due diligence would be applied to the exemptions by the Ghana Revenue Authority.

7.4 Project Implementation Arrangement

The Committee observed that the project would be managed by the Ministry of Roads and Highways through the environmental and road safety division of the Ghana Highway Authority, who are the implementing agency.

7.5 Legislation and Regulatory Plan

The Committee was told that the execution of the project would not require any enactment or the amendment of any existing legislation, forestalling any technical delay.

The Committee noted that the project is cost-effective and is an energy efficient street lighting system based on renewable energy.

The project will also promote and maintain safety for highway road users with special consideration for vulnerable user groups. The project benefits will contribute to enhance road safety within the project scope area and in line with Government's agenda to ensure road safety and reduce the road traffic crashes and fatalities.

7.6 Maintenance Culture

The Committee noted that most of the solar street lighting on our roads suffer from poor maintenance which results in most of the bulbs faulty and the batteries not functioning properly.

This poor maintenance culture of the solar street light is due to difficulty in apportioning which organization is responsible for maintenance.

The Committee was informed that the implementing agency, the Ghana Highway Authority is not responsible for the maintenance of the street lights, rather it falls on the communities in the District Assemblies.

7.7 Design of the Street Lighting system (Phase II) and Street Lighting Policy Dialogue

The Committee observed that about 40% of street lights from phase I of the projects were not working across the country. The Committee was informed that, the situation was as a result of inadequate maintenance and water table level rising to cover the chamber where the battery and connectors are kept as well as activities of rodents who feed on the insulated cables.

The Committee was informed that the design for street lighting system for the Phase II of the program has been improved to remedy these challenges encountered under the Phase I. The current design has the battery system incorporated in the Solar Electric Unit on top of the light pole while the controller and cables moved to elevated positions on the light pole rather than being place in a concrete compartment or chamber underneath the light pole.

The Committee recommends a policy dialogue between the Joint Committees of Roads and Transport, Mines and Energy and Local Government and Rural Development with their respective Ministries and relevant agencies to find a lasting solution to the maintenance of street lights in the country.

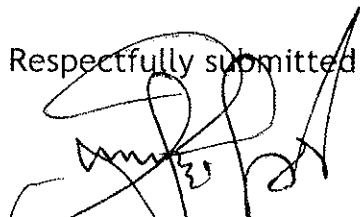
7.8 Stakeholders Meeting

The Committee noted that given the status quo, the street lighting project will prove unsustainable in the long term if the required regulation, implementation, maintenance and management framework are not put in place, the Committee therefore wish to appeal to the Speaker to commit the Committees of Roads and Transport, the Mines and Energy and Local Government to a stakeholders consultation to find a lasting solution as to which agency is in charge of maintenance, repair and the management of street lights in the country.


8.0 CONCLUSION

The Committee having examined the Contract Agreement, and considering that street lighting system is key to road safety, recommends to the House to approve its report on the Commercial Agreement between the Ministry of Roads and Highways (represented by the Ghana Highway Authority) and Fleck Elektroinstallationen GmbH, Austria for the implementation of the Photovoltaic based Street Lighting Programme at hazardous (black spot) locations in selected communities within the country.

Respectfully submitted.

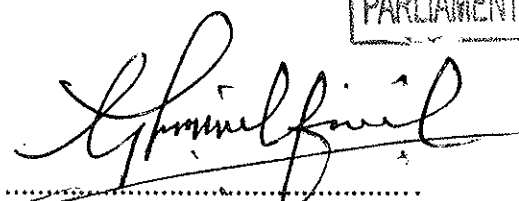


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HON. SAMUEL AYEAH-PAYE
CHAIRMAN, COMMITTEE ON ROADS
& TRANSPORT

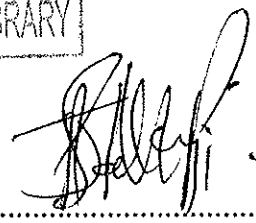


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MR. ASANTE AMOAKO-ATTA
CLERK, COMMITTEE ON ROADS
& TRANSPORT

PARLIAMENT OF GHANA LIBRARY



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HON. EMMANUEL AKWASI GYAMFI
CHAIRMAN, COMMITTEE ON MINES
& ENERGY



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MRS. JOANA ABENA SAKYI-ADJEI
CLERK, COMMITTEE ON MINES
& ENERGY

November, 2018

No	Location Name	KM	Section	Code	Length of Stretch/M	No. of Poles		
						Survey	Light Planning	Diff
02_01	Buduburam	5,7	Buduburam-Winneba Rd	BWR	810	27	27	0
			Buduburam-Acp Rd	BCR	60	2	2	0
			Buduburam-Ofenkor Rd	BOR	120	4	4	0
			KAAF University Jn -Winneba	KUW	120	4	4	0
			Rd KAAF Univ Jn-University Rd	KUU	60	2	2	0
02_02	Fete Kakraba	8,6	Fete Kakraba-Winneba Rd	FKW	240	8	8	0
02_03	Awutu Beraku	10,1	Awutu -Beraku-Winneba Rd	ABW	480	16	16	0
			Awutu-Beach Rd	ABB	120	4	4	0
			Awutu-Kanyaziri Rd	ABK	120	4	4	0
02_04	Akotsi Junction	12,8	Akotsi Junction-Winneba Rd	AJW	240	8	8	0
			Akotsi Junction-Senya Breku Rd	AJB	120	4	4	0
			Akotsi Junction-Akotsi Rd	AJA	120	4	4	0
02_05	Gomoa Buduatta Junction	15,9	Buduatta Jn -Winneba Rd	BJW	480	16	16	0
			Buduatta Junction Buduatta Rd	BJB	60	2	2	0
02_06	Potsin Jn	20,9	Potsin -Winneba Rd	PWR	240	8	8	0
			Potsin Jn -Potsin Rd	PPR	120	4	4	0
02_07	Adawukwa/Okereko Jn	26	Okereko-Winneba Rd	OJW	1020	34	34	0
			Okereko Jn -Okereko Rd	OJO	120	4	4	0
02_08	Winnena Round About	10,6	Winneba Rd>About-Swedru Rd	WRS	120	4	4	0
			Winneba Rd>About-Apam Jn Rd	WRA	120	4	4	0
			Winneba Rd>About-Kasoa Rd	WRW	120	4	4	0
02_09	Mankoadze College Jn	38,4	Mankoadze Jn-Cape Coast Rd	MJC	240	8	8	0
02_10	Ankamu/Apam Jn	44,9	Apam Jn-Cape Coast Rd	AJC	480	16	16	0
			Apam Jn-Apam Rd	AAR	120	4	4	0
			Apam Jn -Swedru Rd	ASR	60	2	2	0
02_11	Kyiren/Nkwanta Jn	53,7	Kyiren Nkwanta-Cape Coast Rd	KNC	240	8	8	0
			Kyiren Nkwanta Jn-Kyiren Rd	KNK	120	4	4	0
02_12	Otuan/Ajumako Jn	60,6	Otuam Jn-Otuam Rd	OOR	120	4	4	0
			Ajumako Jn-Otuam Jn Rd	OJC	300	10	10	0
			Ajumako Jn -Ajumako Rd	AJR	120	4	4	0
02_13	Enyisam Jn	67,8	Enyisam-Cape Coast Rd	ECC	300	10	10	0
			Enyisam Jn -Narkwa Rd	EJN	60	2	2	0
			Enyisam Jn -EnyanOnyadze Rd	EJO	60	2	2	0
02_14	Mankestim Round About	77,1	Mankestim-Ajumako Rd	MAA	120	4	4	0
			Mankestim-Cape coast Rd	MAC	120	4	4	0
02_15	Mfman's Jn	82,8	Mfman Girls-Saltpond Ceramics	MFS	600	20	20	0
			Saltpond Jn-Saltpond Rd	SAS	60	2	2	0
02_16	2nd Saltpond Jn	85,8	Saltpond Jn-Saltpond Rd	SJS	60	2	2	0
			Saltpond-Cape Coast Rd	SCC	240	8	8	0
02_17	Anomabu Hospital	94,3	Anomabu Hospital -Cape Coast	AHC	240	8	8	0
02_18	Yamoransa Jn	103,5	Yamoransa-Fosu Rd	YAF	150	5	5	0
			Yamoransa Jn -Cape Coast Rd	YAC	240	16	16	0
02_19	Sammie Sir High School	104,4	Sammie Sir High School	SSH	240	8	8	0
02_20	Moree Toll Booth	105,9	Moree Toll Booth	MTB	600	20	20	0
02_21	3rd Ridge Jn	111,4	3rd Ridge Junction-Cape Coast Rd Slip 1	PJC	150	5	5	0
				PJS	60	2	2	0
				PJL	60	2	2	0
02_22	Pedu Jn	113	Pedu Junction-Cape Coast Rd	PJC	180	12	12	0
02_23	Elmina Beach Resort Jn	122,1	Elmina Beach Resort Access	EBB	120	4	4	0
				EJA	60	2	2	0
02_24	Archbishop Porters Jn	122,7	Elmina -Archbishop Porter	EAB	90	2	2	0
			Elmina Town	ELT	120	4	4	0
			Elmina-Cape Coast	ELC	300	10	10	0
02_25	Elmina Jn	123,4	Elmina Jn-Takoradi Rd	EJT	150	5	5	0
02_26	Essaama Jn	128,8	Essaama Jn-Takoradi Rd	EST	350	12	12	0
			Assaama Jn-Elmina Rd	ESE	60	2	2	0
			Essaama Jn-Elmina Rd	ESR	60	2	2	0
02_27	Mempasem Axle Land Sta	129,6	Mempasem Axle Land Station	MAL	180	6	6	0

02_28	Enyensudu Township	134,5	Enyensudu Township	ENT	180	6	6	0
02_29	Komenda Junction	141,2	Komenda Jn- Takoradi Rd Komenda Jn-Komenda Rd Komenda Jn-Kissi Rd	KOT KOK KOI	300 60 60	10 2 2	10 2 2	0 0 0
02_30	Aburansa	145,5	Aburansa An- Taabradi Rd Aburansa An- Aboobiano Rd	ART ABA	120 60	4 2	4 2	0 0
02_31	Domenase	146,7	Domenase-Takoradi Rd	DOT	300	10	10	0
02_32	Komenda	149,4	Komenda Sefwi-Takoradi Rd	KST	120	4	4	0
02_33	Asemase	151,6	Asemase -Takoradi Rd	AST	240	8	8	0
02_34	Obinyin	152,2	Obinyin-Takoradi Rd	OBT	180	6	6	0
02_35	Anteasembua	152,8	Anteasembua-Takoradi Rd	ANT	120	4	4	0
02_36	Bedukrom	153,9	Bedukrom-Takoradi Rd	BAT	240	8	8	0
02_37	Beposo	155,3	Beposo Nkran-Takoradi Rd	BEN	240	8	8	0
02_38	Beposo Toll Booth	156,1	Beposo Toll Booth	BET	900	30	30	0
02_39	Beposo Dunkwa	157,6	Beposo Dunkwa-Takoradi Rd	BED	240	8	8	0
02_40	Daboase	161,7	Daboase-Takoradi Daboase Jn-Daboase	DAT DAD	240 60	8 2	8 2	0 0
02_41	Old Daboase	162,6	Old Daboase Jn-Takoradi	OLD	240	8	8	0
02_42	Azinto Aboso	164,1	Azinto Aboso-Takoradi	ANN	180	6	6	0
02_43	Ohiamaadwen	165,2	Ohiamaadwen-Takoradi	OHT	240	8	8	0
02_44	Kumasi Assamang	170,1	Kumasi Assamang	KUA	240	8	8	0
02_45	Shama Junction	171	Shama Jn-Shama Shama Jn-Takoradi	SHS SHT	60 240	8 2	8 2	0 0
02_46	Ichaaaban	174,1	Ichaaaban Town Ichaaaban-Aboadze	INT INA	300 120	10 4	10 4	0 0
					17,1	584	584	0

No	Location Name	KM	Section	Code	Length of Street/M	No. of Poles Survey	Light Planning	Diff
03_01	Aduman Junction	13	Aduman Jn-Offinso Aduman Jn-Aduman Rd	AOJ AAD	180 50	6 2	6 2	0
03_02	Ahenkron	19,2	Ahenkro-Tetrem Rd Ahenkro-Techiman Rd	AHT ARE	120 180	4 6	4 6	0
03_03	Old Offinso	23,6	Old Offinso-Techiman Rd Old Offinso-PKD Guest House	OLT OLP	240 80	8 2	8 2	0
03_04	Old Offinso Toll Booth	24,4	Old Offinso-Toll Booth	OLB	120	8	4	4
03_05	Namong	30,4	Namong Town Namong Jn-Kokoto	NAT NJK	240 60	8 2	8 2	0
03_06	Sekam	33,5	Sekam Town	SKT	240	8	8	0
03_07	Abofour Camp	47	Camp	CAM	240	8	8	0
03_08	Abofour Town	50,4	Abofour Town	ABT	180	6	6	0
03_09	Nkwankwaa	59,6	Nkwankwaa	NKW	120	4	4	0
03_10	Asuoso	68,9	Asoso Town Asuoso-Dema Rd	AUT AUD	120 50	4 2	4 2	0
03_11	Afrancho	93,9	Afrancho Curve Afrancho Town	AFC AFT	240 420	8 14	8 14	0
03_12	New Techiman	97,4	New Techiman Rd	NTR	420	14	14	0
03_13	Tanoso	101,3	Tanos Mini Market	TMM	240	8	8	0
03_14	Tadieso	105,9	Tadieso Town	TAT	360	12	12	0
03_15	Techiman Custom Barrier	107,3	Techiman Custom Barrier	TCB	240	8	8	0
03_16	Kuntunso Town	108,7	Kuntunso Town	KUT	300	10	10	0
03_17	Hansua Town	110,2	Hansua Town	HAT	360	12	12	0
03_18	Techiman	114	Techiman Sr High School Techiman Sr High School Frontage Tech High School Techiman Town	TES THS THT	240 60 600	8 2 20	8 2 20	0
03_19	Bunso Junction		Bunso Junction-Koforidua Rd Bunso Junction-Kumasi Bunso Junction-Accra	BJK BJU BJA	120 180 150	4 6 5	4 6 5	0
03_20	Kade Junction		Kade Jn Kade Rd Kade Jn-Anvinam Town	KAK KAA	60 210	2 7	2 7	0
03_21	Juaso Junction		Juaso Junction-Juaso Rd Juaso-Kumasi Rd	JAJ JAK	60 300	2 10	2 10	0
03_22	Kumasi Sunyani Rd	30,8	Mankranso Junction-Mankranso Mankranso Junction-Sunyani Rd	MJM MJS	60 210	2 7	2 7	0
03_23	Tepa Junction	68,4	Tepa Junction-Tepa Rd Tepa Junction-Bechem Rd	TET TEB	90 180		6 6	0
						7,32	251	247
								4

APPENDIX 2

Facility Amount	EUR 7,500,000
Repayment Period	14 years
Graced Period	7.5 years
Maturity	21.5 years
Interest Rate	0.9% (0%+ OeKB Guarantee margin 0.9%)
Commitment Fee	0.5%
Management Fee	0.5%
Upfront Fee	0.5%
GRANT ELEMENT	49.84%

