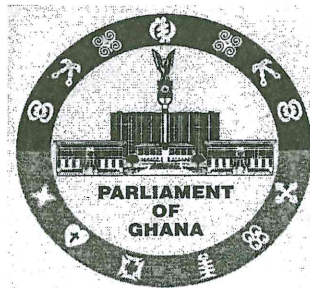




**IN THE SECOND SESSION OF THE SIXTH
PARLIAMENT OF THE FOURTH
REPUBLIC OF GHANA**



**REPORT OF THE COMMITTEE ON ROADS AND
TRANSPORT ON THE CONTRACT/DESIGN BUILD
AGREEMENT BETWEEN THE GOVERNMENT OF THE
REPUBLIC OF GHANA AND CONSTRUTORA
QUEIROZ GALVAO S.A FOR THE DESIGN AND
CONSTRUCTION OF KASOA INTERCHANGE AND
ANCILLIARY WORKS**

2ND OCTOBER, 2014

**REPORT OF THE COMMITTEE ON ROADS AND TRANSPORT ON THE
CONTRACT/DESIGN BUILD AGREEMENT BETWEEN THE GOVERNMENT OF THE
REPUBLIC OF GHANA AND CONSTRUTORA QUEIROZ GALVAO S.A FOR THE
DESIGN AND CONSTRUCTION OF KASOA INTERCHANGE AND ANCILLIARY WORKS**

1.0 INTRODUCTION

- 1.1 The Contract Agreement between the GOVERNMENT OF THE REPUBLIC OF GHANA (represented by the Ministry of Roads and Highways) and CONSTRUTORA QUEIROZ GALVAO S. A (acting through its Branch Construtora Queiroz Galvão S.A Sucursal Gana) for the design and construction of Kasoa Interchange and ancillary works was laid in the House on Wednesday, 1st October, 2014 and referred by the Rt. Hon. Speaker 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. Deputy Minister for Roads and Highways, Hon. Isaac Adjei Mensah, officials of the Ghana Highways Authority and the Department of Urban Roads 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 increasing population growth of the Metropolis of Accra continues to impact on the size and growth of outlying towns and settlements with Kasoa in the Awutu-Senya East Municipality in the Central Region being one of the heavily affected.

Population data indicated that Kasoa which had a population of 863 in 1970 had increased to 69,384 in 2010. While the growth in population had stimulated commerce and general economic growth of Kasoa, the activities thereof appear to confound the orderly and efficient flow of traffic on the road infrastructure particularly, the N1 Corridor. Indeed, the vehicular-pedestrian conflict at the intersection of the N1 Corridor, the high incidence of accidents and long delays and safety concerns for motorist and road users are issues that need to be promptly addressed.

- 2.2 To forestall the deteriorating challenges on the afore-mentioned road infrastructure, the Ministry of Roads and Highways intended response is to among other interventions; improve the existing road infrastructure with an effective combination of traffic management measures and improvements through the design and construction of an Interchange at Kasoa Intersection.
- 2.3 Consequently, at its Twenty-Fourth Meeting held on Thursday, 11th September, 2014, Cabinet considered and approved the Commercial and Financing Agreements for the project. The Commercial Contract for the Project is **One Hundred and Sixty Million United States Dollars (USD160,000,000.00)** for the works. The detailed cost components for the project is attached as Annexure A.

3.0 SCOPE OF PROJECT

- 3.1 The Committee noted that works to be undertaken as part of the Project comprise:
 - (a) Design Phase

The Design Phase shall address the following:

- Preliminary Design of the approved option
- Detailed Engineering Design

- An Interchange at the Kasoa Intersection (270m) which would include but not limited to the following:
 - A new Corridor Accra-South-East Sector,
 - A One-Way Branch Flyover for the Accra South-East Sector,
 - Improvement of the intersection with a complete remodelling,
 - Road and drainage improvement works,
 - Improvement of the Pedestrian, Cyclist and public transport facilities based on well-developed pedestrian, cyclist and public transport management plans,
 - Provision of street lights for night time safety,
 - Improved streetscape and landscape of the project area.
 - Transport Transit points; and
 - Social Facilities.

(b) Construction Phase

The Construction phase is the construction of the Kasoa Interchange. The project scheduled to be executed by Construtora Queiroz Galvão S.A Sucursal Gana within twenty-four (24) months with Defects Notification Period of one year.

4.0 JUSTIFICATION FOR THE PROJECT

- 4.1 The N1 forms part of the Trans-Coastal Corridor for the ECOWAS Sub region and also an important road infrastructure linking Accra and major agricultural, educational, industrial, and not the least major tourist hubs in the country. The volume of traffic on the said road is quite high. Information on the traffic volume given to the Committee by the Department of Urban Roads indicated that on the average, about 26,000 vehicles ply the Kasoa to Winneba stretch, 18,454 on the Nyanyanor stretch, 18,000 on the Kasoa-Bawjiase section and about 42,900 is recorded for the Kasoa-Accra stretch. On festive days and weekends, the Kasoa-Accra portion could record about 90,000 vehicles. This therefore informs the importance of the road infrastructure and the critical need to have the perennial severe traffic congestion which impacts negatively on vehicular running cost, ensuring motorist-pedestrian conflicts and accidents and above all, increase high pollution from auto mobile fumes which adversely affect the health of motorists and residents dealt with promptly.
- 4.2 The implementation of the Project which include transport terminals and some social facilities as per the works spelt out in the Scope of the Project will not only improve the traffic flow on the Accra-Cape-Coast Highway but some road infrastructure within Kasoa and its environs ultimately reducing vehicular running cost. Indeed the implementation of the project will also improve the waiting times for public transport, generally impacting positively on the social and economic wellbeing of the inhabitants of the project catchment area and even beyond.

5.0 OBSERVATIONS AND RECOMMENDATIONS

- 5.1 The Committee is agreeable to the structure and terms of the Contract Agreement but recommends:
- i. the re-phrasing of point 8 of the Contract Agreement in page 4 since advance payments are made when projects are in full force. The commencement date specified in the Agreement should be unambiguous.
 - ii. Section 2: Letter of Acceptance, page 7, line 19. The Committee recommends for the substitution of "Director of Urban Roads" for "Chief Engineer" as the former is deemed more senior and more appropriate to be dealt with for instructions regarding the Department of Urban Roads.
 - iii. Section 2: Letter of Acceptance, page 7, line 24, substitute "shall" for "may" to be in conformity with the conditions under point 4.2 of particular condition of Contract Performance Security in page 15.
 - iv. Section 4: Particular Conditions of Contract:- ANNEX A :PERFORMANCE BANK GUARANTEE page 32. The Committee recommends that there should be a period of validity for the Guarantee.
- 5.2 Preparation of Property Impact Assessment Report which addresses the inventory of affected properties and payment of compensation to affected property owners are known to unnecessarily drag the commencement and completion of physical works nation-wide. Although the Committee has been assured that these activities will not impact negatively on the commencement and completion of the project, the Committee hopes that the Ministry will effectively collaborate with the Land Valuation Board and other agencies of State to respond to issues that may emerge from the

assessment, preparation and payment of due compensation to hasten work for the project.

- 5.3 The road and related infrastructures have a design life span of 20 years, the bridges have a design life of one hundred years (100 years) while the primary and secondary drains have fifty (50) and fifteen (15) year return period respectively. Indeed, the life spans of the stated facilities are quite high which at a cursory glance give good indication of durability and value for money. But the Committee cautions that these would only be paper specifications if on-site supervision is not enforced to ensure that the works are done in accordance with specification requirements. Indeed, it is trite knowledge that most of our road infrastructure fail due partly to lack of on-site supervision and the use of inferior materials. Also tied or related to failure of most projects including road infrastructure is poor maintenance culture sometimes blamed on lack of funds for maintenance. The Committee posits that it is high time attitudinal change prides this national canker. The Committee urges the Ministry of Roads and Highways to strongly monitor on-site works including laboratory and engineering testing of materials that are to be used for the infrastructural works. Site engineers are to ensure that specified materials are also used for the project to ensure longevity and value for money. Conscious efforts made at the post construction period for the requisite maintenance of the infrastructure.
- 5.4 In view of the dense population of the constructional site, the Committee underscored the need for the Contractor to take reasonable measures at the constructional site to prevent chemical spillage, silting, flooding and other activities likely to cause pollution. The Ministry should endeavour at all times to monitor the on-site activities to ensure that Clause 1.31.7.s of the Protection of the Environmentally Sensitive Area under the Contract Agreement is enforced.

6.0 CONCLUSION

- 6.1 The Committee having carefully examined the Contract Agreement, is of the view that the outcomes would attain the over-all national objective of creating a visibility for Government commitment to provide the needed road infrastructure for ease of accessibility nation-wide.
- 6.2 The Committee therefore recommend to the House to adopt its report and approve the Contract/Design Build Agreement between the Government of the Republic of Ghana (represented by the Ministry of Roads and Highways) and CONSTRUTORA QUEIROZ GALVAO S. A (acting through its Branch Construtora Queiroz Galvão S.A Sucursal Gana) for the design and construction of Kasoa Interchange and Ancillary Works

Respectfully submitted.



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CLERK, COMMITTEE ON ROADS
AND TRANSPORT**



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

2ND OCTOBER, 2014

PROJECT COST

Item	Project Component	Road Type	Length (Km)	Cost (USD Million)
1	Interchange Bridges and Ramps		0.28	13.6
2	Bawjase Section	Dual Carriageway	0.5	1.4
3	Nyanyanor Section	Dual Carriageway	0.5	1.4
4	Reconstruction of Main Road	Dual Carriageway	6.0	8.4
5	Construction of Service Roads	2 Lanes	12	30.0
6	Reconstruction of Local roads	Single Carriageway	20	20

Item	Project Component	Road Type	Length (Km)	Cost (USD Million)
7	Road Safety Measures-Street Lighting, Bridge Lighting, Road Line Markings, Road Signs, Jersey Barriers			6
8	Reconstruction of Kasoa-Amasaman Road (including the construction of 20m span bridge over River Densu	Single Carriageway	33	40.26
9	Utility Relocation			4.0
10	Kasoa Terminals Construction of Basic Schools and Toilet Facilities Boreholes Kasoa Polyclinic			7.0 2.1 0.1 1.5
11	Design and Supervision			5.6
12	Contingencies			16.64
	Total			160.0