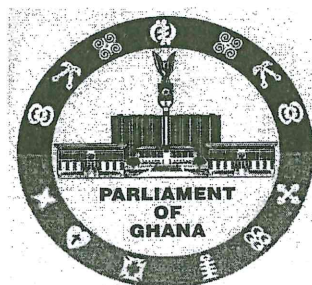


**IN THE SECOND SESSION OF THE SIXTH  
PARLIAMENT OF THE FOURTH  
REPUBLIC OF GHANA**



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**REPORT OF THE COMMITTEE ON ROADS AND  
TRANSPORT ON THE CONTRACT/BUILD  
AGREEMENT BETWEEN THE GOVERNMENT OF THE  
REPUBLIC OF GHANA AND CONSTRUTORA  
QUEIROZ GALVAO S.A. FOR ACCRA STREETS  
RESURFACING PROJECT**

*2<sup>ND</sup> OCTOBER, 2014*



**REPORT OF THE COMMITTEE ON ROADS AND TRANSPORT ON THE  
CONTRACT/BUILD AGREEMENT BETWEEN THE GOVERNMENT OF THE REPUBLIC  
OF GHANA AND CONSTRUTORA QUEIROZ GALVAO S.A FOR ACCRA STREETS  
RESURFACING PROJECT**

**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 Build Agreement for Streets in Accra was laid in the House on Wednesday, 1<sup>st</sup> 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 city of Accra has a road network size of about 2,296 km classified variously as 43% good, 6% fair and 51% poor. Per this classification, one could easily deduce that efforts need to be made to improve the existing poor roads to substantially meet

the growing population which is deemed to have doubled within the last sixteen (16) years.

- 2.2 Accra being the national capital also attracts lot of people from the other regions on short term business transactions on daily basis which add to the already gridlocked vehicular congestion ultimately affecting the cost of transacting business due to high man hours spent in traffic. Coupled with the inefficient road infrastructure, transacting business in the Metropolis becomes a disincentive which phenomenon needs to be urgently dealt with.
- 2.3 The Ministry of Roads and Highways has therefore identified major and arterial road networks within the Metropolis: Adabraka, Adenta, Abgogba, Chorkor, Dansoman, Haatso, Kanda (North and South), Korle-Gonno, Kpehe, La, Laterbiokoshie, New Town, Nungua, Madina, Mamprobi, Sukura, and Teshie to be rehabilitated with asphalt overlay to stem the flow of vehicular traffic within the Metropolis
- 2.4 Consequently, at its Twenty-Fourth Meeting held on Thursday, 11<sup>th</sup> September, 2014, Cabinet considered and approved the Commercial Contract for the construction of selected street resurfacing in Accra. The Commercial Contract for the Project is **Forty Million United States Dollars (USD 40,000,000.00)**. The detailed cost component and list of beneficiary communities of the project are attached as Annexures A and B.

### **PURPOSE OF PROJECT**

- 3.1 As earlier indicated, the ever growing vehicular traffic in the Metropolis of Accra makes it worrisome and expensive in transacting business among others. The Committee noted the overall objective of the project is to facilitate socio-economic



development of the country through improved road infrastructure. It is expected that this singular activity could assist in the reduction of maintenance cost of roads, vehicular emissions which are inimical to human health, travel time and cost and also vehicular operating cost.

#### **4.0 PROJECT SCOPE**

4.1 Selected major roads and minor arterial roads (about 76 km) will be rehabilitated with 6 cm of asphalt in Adabraka, Adenta, Abgogba, Chorkor, Dansoman, Haatso, Kanda (North and South), Korle-Gonno, Kpehe, La, Laterbiokoshie, New Town, Nungua, Madina, Mamprobi, Sukura, and Teshie. Essentially all the roads will have road markings and the required road signs or furniture.

#### **5.0 JUSTIFICATION FOR THE PROJECT**

5.1 The rehabilitation works on the selected roads will generally compliment on-going road works in Accra to enhance mobility and safety in the communities. While adding to the aesthetically modern appeal to the Accra Metropolis, the rehabilitation of the selected roads will improve congestion, high vehicle operating cost and reduction in travel time and ultimately, stimulating commerce and economic growth within the Metropolis.

#### **6.0 OBSERVATION AND RECOMMENDATION**

6.1 The Committee is agreeable to the Contract Agreement but sadly observed that no extensive drainage works were incorporated in the Contract. The Committee notes

that a major destructive element of roads in the country especially asphalt roads is surface run offs by rain or waste water from households. Most of the drainage systems in the beneficiary communities are known to be old shallow and choked or damaged by turbulent surface run offs. The Committee recommends to the Ministry of Roads and Highways to take a critical look at the state of affairs and immediately get underway a project to revamp the drainage systems so as to get value for money for the proposed project under review.

6.2 While commending the Ministry of Roads and Highways and in particular the Government for the model rehabilitation of selected roads in the Metropolis, the Committee recommends that same should be replicated for the other cities in the country: Kumasi, Sunyani, Bolgatanga, Wa, Sekond-Takoradi, Tema, Ho, Koforidua and Tamale.

6.3 The Committee recognises the huge investments being made on road infrastructure and caution beneficiary communities and the citizenry to desist from the wanton destruction asphaltic roads through careless spillage of fuel and other chemicals on the roads. Stealing of road furniture by few unscrupulous people is on the ascendency and it is high time this malfeasance is nipped in the bud. Similarly the practice of dumping refuse and other solid waste onto the drainage systems should be discounted.

**7.0 CONCLUSION**

The Committee having carefully examined the Contract Agreement recommends to the House to approve its report on 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 Build Agreement for Accra Streets Resurfacing Project.

Respectfully submitted.



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**MATTHEW ABREFA TAWIAH  
CLERK, COMMITTEE ON ROADS  
AND TRANSPORT**



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

**2<sup>ND</sup> OCTOBER, 2014**





ANNEXURE "A"

# PROJECT COST

PROJECT COMPONENT	ROAD LENGTH (Km)	COST (US\$M)
Asphalt Overlay and Minor Drainage Repairs	76	34.7
Road Signs		0.7
Road Line Markings		0.5
Supervision		1.1
Contingencies		3.0
<b>Total Cost</b>		<b>40.0</b>



ANNEXURE "B"

# Beneficiary Communities

City	Estimated length
Mamprobi Korle Gonno Latebioroshie Chorkor Dansoman	25km
Accra Central	5km
New Town / Kpehe	5km
Adabraka	5km
Adenta / Madina	12km
Kanda	5km
Haatso, Dome, Abgogba	14km
La	5km
<b>TOTAL</b>	<b>76km</b>