

PARLIAMENT OF GHANA LIBRARY

**IN THE THIRD SESSION OF THE
THIRD PARLIAMENT OF THE
FOURTH REPUBLIC OF GHANA**

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

ON THE

**INSPECTION OF SOME ROAD PROJECTS
IN THE NORTHERN SECTOR OF THE
COUNTRY**

JULY 2003

Acc No : 3099 G3

Class No : CR/IRPH/03

1.0 INTRODUCTION

1.1 As part of its programme of activities for this Meeting, the Committee on Roads and Transport embarked on an inspection tour of some road projects in the Northern sector of the country (Brong-Ahafo, Northern, Upper East and Upper West Regions) on Tuesday, 27th May to Saturday, 31st May 2003.

1.2 The road projects inspected were:

- a) Wenchi - Sampa road
- b) Wenchi - Bamboi road
- c) Tinga - Bole road
- d) Wa - Han road
- e) Chuchuliga - Sissili road
- f) Sirigu - Yua road
- g) Tamale - Yendi road
- h) Tamale town roads

2.0 STATEMENT OF PURPOSE

2.1 The purpose of the trip was to afford Members of the Committee, the opportunity to ascertain for themselves, the extent of work done on ongoing road projects (roads under construction, reconstruction and rehabilitation), how well funds budgeted for road projects were utilised and to acquaint themselves with problems faced by contractors in executing their projects.

3.0 INSPECTION OF ROAD PROJECTS -- OBSERVATIONS

3.1 Wenchi -- Sampa Road

The Wenchi -- Sampa road project is being undertaken by Messrs J. Adom Limited at a contract sum of 20.7 billion cedis wholly funded by the Government of Ghana (GOG). The project commenced in May 2000 and was expected to have been completed by the end of May 2003.

The Committee noted that the 30-kilometre road (starting from Nsoko) has about 92% of the sub-base laid with a portion of the U-drains completed. However, laying of base course and tarring had been stalled due to financial constraints.

The contractor informed the Committee that he had received only a part payment of the first certificate out of three (3) certificates he had presented since the commencement of the project. He, however, assured Committee Members of the completion of the project by the end of this year if adequate funds were made available to him.

On the whole, the Committee noted that 54% of the project had been satisfactorily completed.

3.2 Wenchi -- Bamboi Road

Work on the 51.7km Wenchi – Bamboi road being undertaken by Messrs P&W Ghanem was still at its preliminary stage. The project, estimated to cost 2.5 billion cedis is jointly funded by the Government of Germany (85%) and the Government of Ghana (15%). This was made known to the Committee by Mr. Lothar Schnell, the Consulting Engineer of KOCKS Consult of Cimbell, Germany. The work involves re-alignment of some portion of the road, repair works and construction of drainage structures. The project commenced in October 2002 and is due for completion in June 2004.

The Committee noted with concern that only 6% of the project had been completed. The Contractor explained that the slow progress of work was due to the difficulty in getting gravel for the works. He however, assured the Committee that the project would be completed on schedule.

3.3 Tinga – Bole Road

The Committee inspected the Tinga – Bole road on its way to Wa. It was observed that work had just taken off with the laying of surface dressing, whilst the Bamboi – Tinga stretch of the road that is being re-shaped was at an advanced stage.

3.4 Wa – Han Road

The Committee again inspected the upgrading of the 15km section of Wa – Han road. The project is estimated to cost 15.8 billion

cedis and is being undertaken by Messrs Ussuya Ghana Limited. It was, however, noted that work had not yet started at the time of the Committee's visit.

The regravelling of the 46km section of Wa – Han road which is jointly funded by GOG and IDA at a contract sum of 2.782 billion cedis was also inspected by the Committee. The Contractor, Messrs P & W Ghanem Ltd. commenced work on this project on 16th December 2002 and is expected to complete it by 15th September 2003.

The Committee observed that only about 7.5% of the project which comprises the scarifying and reshaping of existing road, placing and compaction of sub-base and excavation of side ditches had been completed. The Committee was not happy with the slow pace of work on the project taking into consideration the expected date of completion. The contractor explained that the slow pace of work was due to acute shortage of water in that area for the works. He, however, promised that the problem would be solved with the onset of the rain.

The Committee further inspected ten (10) culverts on the Wa – Han road which were being constructed by Abdulai Issahaque & Co. Ltd. at a contract sum of 488.650 million cedis.

The Committee noted that, the project, which commenced on 29th October 2002 and was scheduled to be completed by 28th April 2003 was yet to be completed. Nine (9) out of ten (10) culverts had been constructed whilst there was still a lot to be done on the back-filling of approaches. The contractor, however, explained that works on the project was behind schedule because the Upper West Region experienced a shortage of cement during the period of execution of the project.

3.5 Chuchuliga -- Sissili Road.

The Chuchuliga – Sissili road, linking the Upper West and Upper East Regions was also inspected by the Committee. The project comprises a 14.3km stretch of road which is being graded and an 18 km stretch of road which is being upgraded. The grading of the 14.3km road is being undertaken by Alhaji Awudu Ali Contract Works at a contract sum of 35.75 million cedis whilst the upgrading of the 18km road is being executed by two (2) Contractors - Alhaji Awudu Ali Contract Works undertaking 11.0km at a contract sum of 5.854 million cedis and Ghamini Enterprise Ltd. undertaking 7.0km at a sum of 2.864 million cedis.

Interacting with both contractors, the Committee was assured of an early completion of the projects.

The Committee again, took the opportunity to look at the work being done on the construction of the retaining wall of the Tono stretch of the Navrongo – Chuchuliga road which was being undertaken by Sumbeda limited at a cost of 633 million cedis.

3.6 Sirigu – Yua Road

The Sirigu – Yua road project which covers a stretch of 7.7km was awarded to Alhaji Tanimu Dapore Enterprise at a contract sum of 745.5 million cedis for rehabilitation (gravel). Work on this project was about 55% completed.

3.7 Tamale – Yendi Road

The Tamale – Yendi trunk road which covers a stretch of 83km long has 40km of the road already tarred. The remaining 43km was awarded to Messrs A&N Ghanem Ltd. and Taysec Construction Ltd. for rehabilitation works. Messrs A&N Ghanem Ltd. commenced work on its part of the project (20km stretch of road) on 15th April, 2003 at a contract sum of 19.699 billion cedis and is scheduled to be completed by 15th April, 2004.

It was observed that the project has new design features, which include, raising the road to about 0.9m (average) above the existing level, and widening it from the existing average width of 8.5m to 10.3m. As a result, new culverts would be constructed and some existing ones extended to accommodate the improved road width. New ditches and turnouts would also be cut to improve drainage.

Members were informed by the Regional Highway Engineer that, the new designs would increase the contract sum by about 1%. This increase, he said, would be catered for with monies allotted for contingencies.

Progress of work was slightly behind schedule as the contractor had completed about 9% of the project. However, work so far done was satisfactory.

Taysec Construction Ltd. on the other hand, was yet to commence work on its part of the project. The Contractor was however not available to explain why he had not commenced work on the Project.

3.8 Tamale town roads

In Tamale, Members of the Committee inspected some of the on-going Tamale town road projects and these were:

1. The rehabilitation of picorna road (1.50km) by Messrs A & N Ghanem Ltd. at an estimated cost of ₵1,343,723,134.
2. The rehabilitation of Gumani road (2.35km) by Taysec Construction Ltd. at a contract sum of ₵1,938,863.190.

Messrs A & N Ghanem Ltd. was also resurfacing Zogbele/Picorna road including pedestrian and non-motorised pavements at a cost of ₦734,107,828.

Work on these projects was on schedule.

4.0 GENERAL OBSERVATIONS

- 4.1 The Committee noted with concern that the major hindrance of contractors working on all the projects inspected was the unavailability of funds. Most of them had not received payment at all since they started working on the projects. Messrs J. Adom Ltd. for instance, was given a credit facility with an interest rate of 48% to purchase equipment. However, at the time of the Committee's visit, he had received only a part payment of the first certificate he had presented for payment.
- 4.2 It was also observed that the culverts that had been constructed on the Chuchuliga – Sissili road appeared better constructed than those constructed on the Wa – Han road.
- 4.3 The Committee further observed that the gravel road leading to Sampa from the Jaman District is in a very deplorable state.
- 4.4 Finally, the Committee noted that the bad nature of roads and the delay in completion of road contracts ultimately, result in

unreasonable increases in the total cost of projects due to re-evaluation etc.

5.0 RECOMMENDATIONS

The Committee recommends the following for consideration by the House.

- a. that the Ministry of Finance should be prevailed upon to expedite action on the release of funds for the early execution and completion of on-going projects.
- b. that where contracts are awarded at the regional or national levels, the MPs and District Assemblies in the areas where the projects are located should be informed to enable them exercise their surveillance role effectively.
- c. that all District Assemblies especially Metropolitan Assemblies, and beneficiaries of road projects should ensure that pavements and walkways for pedestrians and children are not used as market stalls.
- d. that the Ministry of Roads and Transport should ensure that roads in the Jaman District are improved to ease movement both within the District and the Brong-Ahafo region. The Committee especially recommends that, work on the Wenchi-

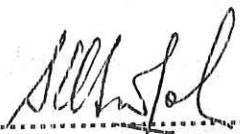
Sampa road be speeded up to ensure the free flow of persons and goods within the region and the rest of the country.

- e. that all departments and agencies with oversight supervisory responsibilities on road construction be held accountable for any shoddy work.

6.0 CONCLUSION

Good and motorable road network is a necessary means to development in every country. It is evident from the foregoing that, the ongoing projects in the Northern sector of the country is commendable. However, efforts should be made by the government to increase the allocations for road projects in subsequent budgets to ensure that roads in all regions are constructed.

Respectfully submitted.


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(CHAIRMAN, COMMITTEE
ON ROADS & TRANSPORT)


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ABIGAIL ABA ANSO (MS.)
(CLERK TO THE COMMITTEE)

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