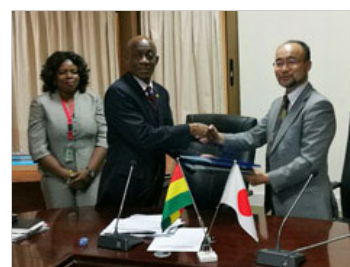


Signing of Japanese ODA Loan Agreement with Ghana: Improving the transportation network with Japanese construction technologies and weathering steel

On December 5, the Japan International Cooperation Agency (JICA) signed a loan agreement with the Government of the Republic of Ghana in Accra, the capital city, to provide a Japanese ODA loan of up to 11,239 billion yen for the Construction of a New Bridge across the Volta River on the Eastern Corridor Project. It is the first time in 17 years that a Japanese ODA loan agreement has been signed with Ghana.

This project will construct a new cable-stayed bridge, which will be, at approximately 520 meters in length, one of the longest cable-stayed bridges in West Africa. It will be constructed over the Volta River on the East Corridor which connects the Port of Tema, the largest commercial port in Ghana, and the Burkina Faso border. The new bridge will strengthen the transportation capacity of the target region, thereby stimulating economic activity both domestically and with Burkina Faso and other neighboring countries, and correcting economic disparities in the area. The loan funds will be allocated to public works and the procurement of equipment for the cable-stayed bridge, approach roads and other related facilities, and to consulting services (including bidding assistance, overall project management and construction supervision).



signing ceremony

The Special Terms for Economic Partnership* apply to the ODA loan. Advanced Japanese technologies such as advanced structural analysis for cable tension control, bridge building, and wind-resistance design are expected to be utilized to enhance the construction precision of the cable-stayed bridge to be built in this project. In addition, weathering steel that is resistant to deformation and degradation is expected to be used.

With such major international ports as the Port of Tema and the Port of Takoradi, Ghana processes a large volume of transit freight bound for domestic destinations and neighboring countries, and the country's logistics network not only plays a vital socioeconomic role for Ghana but is also a lifeline for the landlocked countries of West Africa. The majority of freight transportation in Ghana relies on roads. Nevertheless, of the entire national road network, only about half of the trunk roads are paved, and improving the road network to respond to the rising volume of goods that has accompanied the economic growth of recent years is a priority. The Government of Ghana has prioritized development of three major corridors running from north to south in the country: the Eastern Corridor (Tema–Kulungugu border: 695 kilometers), the Western Corridor (Elubo–Hamile border: 778 kilometers) and the Central Corridor (Accra–Kumasi–Tamale–Paga border: 829 kilometers). Of those three corridors, the Eastern Corridor is the shortest route from the Port of Tema to the Burkina Faso border that does not pass through the urban area of Kumasi, the second largest city in Ghana where traffic congestion is severe. As the Eastern Corridor has the potential for significantly reducing the freight transportation time from the Port of Tema to landlocked countries, it is an alternative to the chronically congested Central Corridor. However, the current Adomi Bridge, which crosses the Volta River on the Eastern Corridor, was completed more than 50 years ago in 1956 and has become a hindrance to the flow of goods due to deterioration. By constructing a new cable-stayed bridge and providing an alternative route that bypasses the Adomi Bridge, it is expected that this project will strengthen the transportation capacity of the existing Eastern Corridor and stimulate the intra-regional economy. Co-financing is planned with the African Development Bank (AfDB), which will provide assistance for new road construction connecting the north and south (28.3 kilometers between the Asutsuare Junction and Volivo and 38.4 kilometers between Dufor-Adidome and the Asikuma Junction, a total of 66.7 kilometers).

* STEP is special assistance terms for promoting the visibility of Japanese aid through a transfer of outstanding Japanese technology and expertise to developing nations. The main agreement is Japan tied and subcontracting is general untied. Although the main agreement allows a joint venture with the borrowing country, a Japanese company must be the leading partner in such an arrangement.

(Reference)

1. Terms and Amount of Loan

	Amount (million yen)	Annual interest rate (%)		Repayment period (years)	Grace period (years)	Procurement
		Project	Consulting services			
Construction of a New Bridge across the Volta River on the Eastern Corridor Project	11,239	0.10%	0.01%	40	10	Japan tied

2. Executing Agency

Ghana Highway Authority
Address: P.O. Box GP 1641, Accra, Ghana
Phone/fax: +233-(0)302-663922

3. Planned Implementation Schedule

(1) Completion of project: April 2023 – when the facilities are placed in service
(2) Issuing of letters of invitation for consulting services (including construction supervision): January 2017
(3) Tender announcement of initial procurement package for international competitive bidding on project construction:
Procurement package title: Works
Planned release date: February 2018

4. JICA Contact Information

For further information about the procurement schedule, please contact the party listed below.
Contact Point for Ghana, JICA Africa Department
Address: Nibancho Center Building, 2-5-25, Chiyoda-ku, Tokyo
Phone: 03-5226-8274, fax: 03-5226-6363