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FEATURE
INFRASTRUCTURE

ROAD TO DEVELOPMENT

After Construction: National Trunk Road No. 8
Introduction

Ghana’s primary export products of timber, cocoa, gold, manganese and bauxite are mainly produced and collected in the southwards of the economic zone based around the country’s second largest city of Kumasi. From there, products are transported along the National Trunk Road N8 and exported from the Port of Takoradi. In addition, imported commodities are transported from the Port of Tema to Kumasi to be delivered throughout the country. Since these transportation routes connect three major economic blocks of Accra/Tema, Kumasi and Secondi/Takoradi, these connections are referred to as “the Golden Triangle” of the Ghanaian Economy.

Japan has been supporting for decades to upgrade these core transport corridors, one of which is the on-going Grant aid project for the “Rehabilitation of National Trunk Road No.8.”

The project is rehabilitating 60km of existing road between Assin Praso and Bekwai including the reconstruction of Assin Praso Bridge and is planned to be completed in December 2013. When it is completed, the passage will help reduce the amount of time spent travelling on the road.
“Safety, Quality and Punctuality”

Mr. Hirose, chief project supervising consultant from Ingerosec Corporation, said, “Safety, quality and punctuality are the most important during the project. And the Project is expected to bring significant benefits to Ghana and to contribute widely to the convenience for the road travellers.”

One of the challenges is the flow of traffic while construction is ongoing. A lot of signboards, barricades, LED lamps and the flagmen at the construction sites were installed to secure the safety. Mr. Suzuki, the project manager of Tokura Corporation, the Japanese contractor of the project, said “We are holding monthly meetings at our base camp to educate the workers on the safety measures and practices”. Under these safety measures, the rehabilitation and construction works are being operated in due course.

Collaboration with the Local Capacity

Mr. Ebenezer Ntim Frempong, an engineer of Tokura Corporation and an alumnus of the Kwame Nkrumah University of Science and Technology highlighted his role in the project; “As a civil engineer for the project, my primary duty is with the production of asphalt and its entire relating works on site. I am happy to serve my country and to gain more experience in the field of road construction as a civil engineer. Working with Japanese professionals has given me opportunities to learn more about their approach to work. My skills are getting enhanced.” Talking about the benefits of the project, he said; “The productivity of the people along this road is improved and people travel safely. For example, farm produce gained access to the market or its designated location earlier than before, and it helped them reduce the quantity of the farm produce that may decay. This enhances the livelihood of the farmers as they are able to save more money to take care of their families.’

Around three hundred workers coming from the surrounding areas are involved in the project and there are four engineers who graduated Kumasi Polytechnic.
Study on Comprehensive Urban Development Plan for Greater Kumasi

Introduction

In recent years, the city environment Kumasi has deteriorated as a result of extensive urban sprawl, lack of public services and extreme congestion in the city center. These problems have arisen due to rapid increase of population in Kumasi City and in the suburban areas (approx. 2.0mil).

The mid-term and long-term comprehensive and strategic development plans are thus required for the Greater Kumasi Sub-region, for sustainable development of a key center of the economy, transport and logistics not only for Ashanti Region, but also for the nation.

Based on this background, JICA is now collaborating with the Town and Country Planning Department (TCPD) under the Ministry of Environment, Science and Technology (MEST) to formulate a “Comprehensive Urban Development Plan for Greater Kumasi” in accordance with the New Spatial Planning System of Ghana and to provide the capacity development cooperation on spatial planning skills to TCPD staff.

The expected output of the Study will be: 1) Spatial Development Framework for Greater Kumasi Sub-Region, 2) Structure plan for the Kumasi Conurbation, 3) Capacity development for spatial planning.
ANIGYE NEWSLETTER

“After we leave...”

Ms. Nakashima, urban planning expert and deputy team leader, supports stakeholder consultations and social surveys. “Our counterparts’ abilities are much higher than I expected before I came to Ghana. Since the beginning, they have learned a lot and now they even do presentations and lead discussions at the stakeholder meetings.”

For urban planning, it should be started with collecting basic data and necessary information to analyze. “They had not experienced making plans based on gathered data and we have been working together on practical uses of data for urban planning. We together sorted out and arranged quite a large volume of data to analyze. Counterparts consented with the methodology of estimation for urban development, and they are eager to develop their analytic skills.”

“I think that the stakeholder consultation is extremely important for this project. Until the end of the study, we will hold six series of stakeholder consultation meetings, and each meeting should have efficient inputs from stakeholders through interactions among them”, she said.

“Revitalizing industry is really important for the future of Greater Kumasi and for example, construction of an Outer Ring Road is highly recommended as an inevitable infrastructure. Ejisu would have a greater chance to develop as the economic sub-center if the Outer Ring Road is constructed. I would like to hear as many ideas as possible from a various stakeholders and officers in the field of urban development and various sectors on the future economic development of Greater Kumasi.”

The project also provides TCPD staff in Kumasi with very important opportunities to work with foreign experts and other sector agencies. “I am impressed with their earnestness and I am glad that they always highly motivated and welcome me nicely”, he said.

Ms. Evelyn Kusi and Mr. Salia Nuhu, TCPD said “Currently we do not have urban development system like Japan. It is a new thing for us to prepare data at first for urban planning. The basic data is important to create implementation plans. We are using economical active population data for socio economic framework. The master plan should be reviewed every five years. We will do it ourselves after experts go back to Japan so that we have to learn through the process”.

“I think that the stakeholder consultation is quite important to involve the people. We have had stakeholder consultation meetings and we involved district people. To implement the master plan, traditional leaders are key persons for the land issue in Ashanti Region. They are also participating actively the consultation meetings. Our team of TCPD and JICA is doing a great job.”
JICA’S Ongoing Projects In The Infrastructure Sector In Ghana

Project for the study on Comprehensive Urban Development Plan for Greater Kumasi
December 2011–June 2013

Project for Rehabilitation of National Trunk Road N8
July 2009–December 2014

Study for Safety Operation and Management of Railway in Ghana
February 2012–December 2013
JICA's Ongoing Projects in the Infrastructure Sector in Ghana

- Project for the study on Comprehensive Urban Development Plan for Greater Kumasi
  - Road: March 2010-

- Eastern Corridor Development Project in the Republic of Ghana
  - Road: July 2009-December 2014

- Project for Rehabilitation of National Trunk Road N8
  - Road: February 2012-December 2013

- Study for Safety Operation and Management of Railway in Ghana
  - Road: December 2011-June 2013

- Project for Improvement of Power Distribution System in Ghana
  - Preparatory Survey: November 2010-September 2015

- Project on Electrical Engineers Training for African Countries
  - November 2010-September 2015

- Project for Introduction of Clean Energy by Solar Electricity Generation System
  - March 2010-
To Tackle the Transportation Demand,

Mr. Ono, Road and Transport expert in the team covers transportation infrastructure planning, transportation management, and transportation demand management. He said “Transport measures are exemplified by utilization of bus rapid transit, traffic lights, and improving traffic congestions. When we create future plans, it is really important for us to know the problems and challenges people have. I am frequently doing site visits with counterparts and hear voices from the local people and stakeholders.

Topics: International Seminar on Urban Development in Asia and Africa

JICA held the international seminar organized in October 2012 in Kumasi in collaboration with TCPD. This is the third seminar initiated by JICA to promote the Asia-Africa cooperation on urban development. Vietnam has one of the best practices in urban planning of Hanoi City under the JICA’s support. The delegation of Vietnam shared their experiences in urban development planning with the attendees of Ghana, Senegal and Côte d’Ivoire. Ghana also showcased their ongoing experience on the Greater Kumasi Master Plan Study.

Study for Safety Operation and Management

Introduction

Ghana Railway sector has reduced its transport volume significantly since 2000 because of the constraints of the maintenance, finance and management which cause increasing occurrence of the accidents. Among the 947km of the whole line in Ghana, currently passenger trains are only operated on the Easter Line connecting Tema, Nsawam and Accra and the short segment of Western Line between Takoradi and Sekondi for a few times in a day. Freight trains are operated on 61km of the section between Takoradi and Nsuta intermittently to haul mainly manganese only a few times in a week. The freight traffic volume was decreased rapidly from a peak of 1.8 million tons in 2003 only 154 thousand tons in 2009. Also, the transport of cacao, cement, timber and bauxite are not operated.

The Government of Ghana put one of the highest priorities to develop the Ghana Western Corridor along with the reconstruction of the Western Line of railway. In response to the GoG’s request to Japan, JICA is now conducting the technical cooperation on the Study for Safety Operation and Management of Railway in Ghana.
The project team analyzed the detailed situation of the Western Line and now they are working to set up the improvement goals for maintenance of track and rolling stock and update the operation and management plan. The project also intends to support the practical implementation of O&M plan and contribute to revitalization of Ghana railway by securing and restoring the haulage of Manganese from Nsuta to Takoradi as a first step of the plan.

**Interview**

Mr. Kikuiri, the project sub-leader said; “Due to damaged railway, there have been so many accidents. Without maintenance, once it rains, the railway becomes flooded and shed gravel. It is a high risk for landslides.”

Mr. Okawa, a Japanese engineer, said; “I think the potential is high because train can carry heavy materials such as minerals in large amounts. If Manganese Companies use motor trucks, it would cost around double as compared to railways.” He surveyed the railway situation with Mr. John, the CAD operator of the Ghana Railways Company Limited (GRCL). They checked bridges, drainages, soil under the rail such as the length, form, and period. Check points for the prevention of future accident were analyzed and suggested by Mr. Okawa after discussing together with Mr. John. Mr. John said; “This is first time for me to create this kind of data electronically. Mr. Okawa taught me all about it.” Mr. Okawa concluded; “It needs time and experience. I hope through our assistance, they can learn to work independently to prevent today’s railway situation caused by the lack of maintenance.”

Mr. Miyamoto, a track engineer, said; “We are monitoring the condition on the railway track and checking the distortion of the railway. If the railway has too many distortions, the train can suffer from accident. Once slope becomes bad, we have to stop the train for its safety.”

Mr. Bentil, a staff at Ghana Railway Company Limited (GRCL), said “I have been working on railways for long and now I am focusing on and monitoring the bridges to ensure its safety.”

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**Interview with Ghana Railway Development Authority (GRDA)**

Mr. A.A. Sadique, acting chief executive, Ghana Railway Development Authority and Project Director and Mr. L.L. Quansah, Acting Director of Regulations and Assurance said, “Currently, the main challenge is that the number of trains has reduced and now, only a few of them are working. We need to do some work on the tracks to enable JICA’s experts to provide practical training. We are also discussing an Action Plan submitted by Ghana Railway Company to upgrade the railway infrastructure.”
We want technical know-how, good operation for safety as current manual was created in 1956 and it is too old. We need certain standard for safety that we can apply for any railway. We also need a safety manual that is internationally accepted and useful for the future operation.

We made short-medium-term and long-term plans. The target of short-medium-term plan is to maintain existing Lines. Long-term plan is to extend the line to Burkina Faso and to be connected with Cote d’ivoir and Togo.

Eastern Corridor Development Project

Introduction
The Eastern Corridor which lies to the east of the country, and approximately 695 km in total length connects Tema to Kulungugu in the northernmost part of the country. This corridor is about 200km shorter than the Central Corridor to connect north-south of Ghana. As the Central Corridor is currently the only north-south corridor of international standard, the problems such as chronic congestion and deteriorating roads due to the overloaded traffic are critical.

The Eastern Corridor is the possible alternative for the second north-south connecting corridor for Ghana. Thus the Government of Ghana is intensively initiating the funding allocation and implementation for all the segments of the Eastern Corridor. The development of the Eastern Corridor is expected to contribute to the economic revitalization and the reduction of poverty in the area along the corridor and stimulate the high potential of agriculture in Volta region and northern regions. The corridor will also contribute to neighboring landlocked countries by reducing traffic time for transit cargos and facilitating regional trade.

Based on a request to Japanese Government by the GoG for support to the section from Asutuare Jct. to Asikuma Jct. including the construction of the new Volta River bridge, JICA has been conducting a feasibility study since 2012.

The study has been successfully carried out with a close collaboration among the Ministry of Roads and Highways (MoRH), the Ghana Highway Authority (GHA) and JICA study team. The study has selected the optimum route, with a recommended design of the new bridge over the Volta River. Economic feasibility has also been justified as the large volume of traffic diversion from the Central Corridor is expected.

Road for Agriculture Development

He also said “We have listened to people’s voices in the survey. We found through listening that there is a wide sedimentation of Black Cotton Soil which is very fertile for farming but at the same time creates big challenges for road construction because its soil quality is not suitable to road construction. We need to design carefully for the route with Black Cotton Soil.” JICA also completed a pre-feasibility study to develop the Accra Plains Gravity Irrigation Project in 2011. Both of the studies are expected to realize the synergy for the area to boost the agriculture development.

Mr. Ando, the sub leader of JICA study team said “There is a banana plantation near the site and they use this road mainly to transport bananas.”
To enhance the development of Micro, Small and Medium Enterprises (MSMEs) in Ghana, a project to formulate “Strategic Model” in the whole country of Ghana is initiated by National Board for Small Scale Industries (NBSSI) under the auspices of Ministry of Trade and Industry (MOTI) with the support by JICA. The project will last from April 2012 to March 2015. This “NBSSI/JICA BDS Project” aims to create a Strategic Model for improvement of quality and productivity of micro and small enterprises (MSMEs) which account for vast majority of private enterprises in Ghana. The area covered in this project is Ashanti region, with consideration of the fact that Ashanti is the center of the largest number of MSEs. The Strategic Model to be developed in this project will hopefully be extended to other regions afterwards. The organization to play a core role in the project is NBSSI and its Business Advisory Centers (BACs) in all districts to provide Business Development Service (BDS) to MSEs. The project will provide class-room training and On-The-Job (OJT) training to officers in the BACs. In the OJT, BAC Heads in selected districts will give a series of diagnosis and instruction to improve quality and productivity to sample MSMEs with support of Japanese experts. The skills and knowledge to be transferred to the officers will include KAIZEN, a set of management philosophy and techniques for improvement of quality and productivity in Japanese companies.

Case: Ernies Classic Jewelry Ent.

The company was established in 2006 and moved to Kumasi in 2007. Currently, 7 workers are working in the company.

The first cycle of the OJT was conducted from September to November 2012. As one of the examples of the OJT in the company, Mr. Michael Odartei Golighty, Head of BAC in Kumasi conducted corporate diagnosis and guidance to a manufacturer of accessories, Ernies Classic Jewelry Enterprise, with help and instruction from Mr. Takaharu Seki, Japanese Expert. Mr. Golighty and Mr. Seki visited the company many times and helped the company to implement some improvement activities.
One of the activities was 5S activities, basis of KAIZEN to keep the workshop tidy and organized, in the workshop of the company. According to the manager company, the activities made the production more efficient and productive than before. Mr. Golighty, BAC Head says that he has learned much from Mr. Seki through the OJT.