

**THIRD SESSION OF THE FOURTH PARLIAMENT OF THE SECOND  
REPUBLIC OF SIERRA LEONE  
SECOND REPORT OF THE COMMITTEE ON WORKS, HOUSING AND  
INFRASTRUCTURE  
SIERRA LEONE HOUSE OF PARLIAMENT**



# **REPORT**

## **Oversight Visit to Road Construction Sites Nationwide**



**Presented By: Hon. Kombor Kamara  
Chairman, Works, Housing & Infrastructure Committee**

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**May, 2015**

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**HON. KOMBOR KAMARA, Chairman –  
Parliamentary Committee on Works,  
Housing and Infrastructure**

## CHAIRMAN'S FOREWORD

Mr. Speaker, Honourable Members, the growth of a country greatly depends on the development of its infrastructure, including its Road Networks. As a Post-Conflict nation, linking villages/towns and cities by road is crucial and very important to the attainment of sustainable development in Sierra Leone.

The Parliamentary Committee on Works, Housing and Infrastructure has been very instrumental in enhancing effectiveness of the execution of road works projects nationwide. To this effect, this report is presented to this august House in accordance with Section 73(3) of the Standing Orders of the Sierra Leone Parliament in order to inform policy decisions.

...onomy of any nation due to its impact on the welfare of its citizens and the investment involved. Good quality of road works is important for both safety and economic development reasons in any society. This importance is propounded by the fact that the transport sector has a major role to play in the socio-economic development of a country as it provides access to markets, production, jobs, health, education and other social services. .

Previous governments paid little or no attention to the Road Sector development of Sierra Leone. Very few roads were constructed and maintained which led to massive decline in the development of the road sector of the country.

Roads that were constructed were never maintained. Feeder Roads that are needed to link poor communities with major towns were dug out, using less expensive and very difficult human labour.

In spite of the massive investments in infrastructure by the current government, there have been public outcries on the poor state of roads. Road users on countless occasions have expressed their displeasure on the state of some roads in the country through the media. Recognising this and for the purposes of establishing the economy, efficiency and effectiveness of any expenditure or use of resources by the Sierra Leone Roads Authority (the

Implementing Agency), the Parliamentary committee on Works, Housing and Infrastructure decided to conduct regular Oversight on roadworks across the country.

This report gives an overview of road projects implemented by Government of Sierra Leone (GoSL) through the supervising authority of the Sierra Leone Roads Authority (SLRA) nationwide, findings on status of road works, challenges and the Committee's recommendations. It is hoped that the GoSL, SLRA and Road projects contractors will use the recommendations therein to ensure enhanced effectiveness of implementation with a view to attaining value for money for public expenditure.

Mr. Speaker, Hon. Members, on behalf of the Committee, I now wish to table the report and to urge the House to adopt the recommendations contained therein.

**SIGN:**



**MAY, 2015**

### **ACKNOWLEDGEMENT**

The Committee expresses appreciation to the media for widely publicizing its actions during the monitoring exercise and also wishes to recognize the work undertaken by the Committee Clerk, whose tireless efforts ensured that this report was submitted on time.

I would like to specifically acknowledge the support provided by the Road Maintenance Fund Administration (RMFA) which enabled the Committee to perform its Oversight function and also the SLRA engineers and contractors, whose contributions and devotion have formed the basis of the Committee's deliberations and findings for the duration of the exercise.

Mr. Speaker, Hon. Members, may I also sincerely thank each Committee Member for the non-partisan spirit and focus on the scope of the Committee's mandate. Also, I wish to specifically thank those who have been working throughout the exercise, including weekends, in order to accomplish the objective of the oversight.

## Table of Content

### **1. EXECUTIVE SUMMARY**

#### **1.1 BACKGROUND**

#### **1.2 TERMS OF REFERENCE/MANDATE**

#### **1.3 COMPOSITION OF THE COMMITTEE**

#### **1.4 COMMITTEE'S PROCEDURE / METHODOLOGY**

### **2. COMMITTEE'S FINDINGS AND RECOMMENDATIONS**

#### **2.1 GENERAL FINDINGS & RECOMMENDATIONS**

#### **2.2 CONCLUSION**

#### **2.3 WESTERN AREA ROAD WORKS**

#### **2.4 PROVINCIAL ROAD WORKS**

## 1. EXECUTIVE SUMMARY

### 1.1. BACKGROUND

The Parliamentary Committee on Works, Housing and Infrastructure stepped up its oversight efforts geared towards enhanced effectiveness of public expenditures and service delivery. The focus is on infrastructure which is in the process of extensive rehabilitation and reconstruction after eleven years of conflict. The Government of Sierra Leone and donor communities have undertaken road projects as part of a rapid development process, to fast track the rehabilitation of the country's road network.

Most of the targeted roads are priority roads carefully chosen to reverse the country's declining trend in food production, crop production (particularly rice) and to contribute to the achievement of food self-sufficiency, and hence security on a sustainable basis. The projects highlighted in this report were considered by the Committee as of very high priority as they either lead to highly agricultural areas or business areas and district headquarter township roads.

According to reports from SLRA, the Sierra Leone national road network is 8,194km. Over decades of internal struggle, there was no adequate investment in road activities, leaving a backlog of maintenance for over two decades. This has greatly affected the quality of transport service and socio-economic development of the country.

The economic and social delivery of this country is largely hinged on the state of our roads. The Government of Sierra Leone has declared reconstruction and rehabilitation of the road system as the country's top priority and is committed to work towards this national integration. The recent demonstrated commitment of the GoSL to the needs of the transport sector, vis-à-vis the funding of both feasibility studies (widening of Wilkinson road, ring roads and upcountry township roads) and road rehabilitations clearly depict its profound interest especially in our road network.

Over the years, this country has experienced extensive road damage especially during the rainy seasons. Sierra Leoneans have been expressing great concern over the safety of the roads, the disruption of traffic, and excessive wear and tear on both private and commercial vehicles.

This report covers findings and recommendations by the Committee on its oversight visit to on-going road works nationwide.

The outreach on monitoring of government infrastructure projects will provide a continuous assessment of project implementation in relation to agreed schedules, and of the use of inputs, infrastructure, and services by project beneficiaries. It is an integral part of good management by project implementing agencies. The monitoring exercise is an effective way to:

- ✓ Provide feedback on the extent to which the projects are achieving their goals;
- ✓ Identify potential problems at an early stage and propose possible solutions;

- ✓ Monitor the accessibility of the projects to all sectors of the target population;
- ✓ Monitor the efficiency with which the different components of the projects are being implemented and suggest improvements;
- ✓ Evaluate the extent to which the projects are able to achieve their general objectives; and
- ✓ Provide guidelines for the planning of future projects.

### The Ministry of Works, Housing and Infrastructure

The Ministry of Works, Housing and Infrastructure is responsible for the construction and maintenance of all Government Buildings including the Airport. Its key functions, among others include: Providing oversight responsibilities for the Sierra Leone Housing Corporation (SALHOC) and the Sierra Leone Roads Authority (SLRA); Developing regulations for buildings and civil engineering standards; Identifying Quarrying sites; Registration of all civil works Contractors; Approving Building Plans and issuing Building permits; Ensuring compliance with building regulations; Collaborating with other MDAs/Institutions to develop a National Infrastructural Policy; Providing professional advice to all MDAs/Institutions/Non-state involved in infrastructural development (These include for example electricity, water, sewage and sanitation); etc.

### The Sierra Leone Roads Authority (SLRA)

The Sierra Leone Roads Authority was created by an Act of Parliament in 2002 with the primary responsibility for road design, construction and maintenance across the country.

### The Road Maintenance Fund Administration (RMFA)

The (Sierra Leone) Road Maintenance Fund Administration (RMFA) was established by an Act of Parliament and signed into law by His Excellency the President Dr. Ernest Bai Koroma, on the 9th April 2010.

The RMFA manages the funds dedicated for the effective maintenance of the national road network within Sierra Leone.

The principal implementing partners of RMFA are the Sierra Leone Roads Authority (SLRA) responsible for the timely routing and periodic maintenance of all primary and secondary roads; and the Local Councils responsible for the maintenance of feeder (Class F) roads. Other bodies may apply to the RMFA for funding of any road related activity.

## **1.2. ESTABLISHMENT, MANDATE AND POWERS OF THE COMMITTEE**

Mr. Speaker, Hon. Members, the Works, Housing and Infrastructure Committee is one of the Sessional Select committees established under Section 93(2) of the Constitution of Sierra Leone [ACT No.6 of 1991].

### **Establishment**

**Section 93(2)** states: “In addition to the Committees referred to in Subsection (1), Parliament shall appoint other Committees which shall perform the functions specified in Subsection (3)”;

### **Mandate**

**Section 93(3)** says: “It shall be the duty of any such Committee as is referred to in Subsection (2) to investigate or inquire into the activities or administration of such ministries or departments as may assigned to it, and such investigation or inquiry may extend to proposals for legislations”;

### **Powers**

**Section 93(6)** states “For the purposes of effectively performing its functions, each of the Committees shall have all such powers, rights and privileges as are vested in the High Court at a trial in respect of:

- (a) enforcing the attendance of witnesses and examining them on oath, affirmation or otherwise;
- (b) compelling the production of documents; and
- (c) the issue of a commission or request to examine witnesses abroad”.

**Section 95** states “Any act or omission which obstructs or impedes Parliament in the performance of its functions, or which obstructs or impedes any Member or officer thereof in the discharge of his duties or affronts the dignity of Parliament, or which tends either directly or indirectly to produce such a result shall be a contempt of Parliament”.

It is within the confines of the above cited constitutional provisions and the Sierra Leone Parliament Standing Orders that the Parliamentary Committee on Works, Housing and Infrastructure operates.

### **1.3. COMPOSITION OF THE COMMITTEE**

The following Members constitute the Committee:

1. Hon. Kombor Kamara - **Committee Chairman**
2. Hon. Tamba Entochema Ebba - **Deputy Chairman**
3. Hon. Rosaline J. Smith
4. Hon. David Johnson
5. Hon. Albert Deen Kamara
6. Hon. Abdul Salaam Kanu
7. Hon. Sheku Sannoh
8. Hon. Sahr Tengbeh
9. Hon. Ibrahim Martin Bangura
10. Hon. Jusufu Barry Mansaray



11. Hon. Bashiru Silikie
12. Hon. Dickson Rogers
13. Hon. Sualiho Monyaba Koroma
14. Hon. Alusine Kanneh
15. Hon. Moiwai Momoh
16. Hon. PC Bai Kurr Kanagbaro Sanka III

Mr. Augustine Sesay – **Committee Clerk**

#### **1.4 COMMITTEE'S PROCEDURE / METHODOLOGY**

Mr. Speaker, Honourable Members, the Committee, through the Ministry of Works, Housing and Infrastructure, requested from SLRA status report on roadworks and contracts agreements prior to the start of the review to discuss the background and parameters of the Oversight. A questionnaire was prepared by the Clerk with the help of Committee Members with engineering background to be answered by contractors and for this purpose it was prepared and disseminated to all. The questionnaire provided questions about details of the contract, scope of works, targets, proposed and achieved chainages and challenges faced by the contractor.

The oversight commenced on Monday 4<sup>th</sup> May 2015 and ended on Monday 18<sup>th</sup> May, 2015. The Committee with the aid of SLRA Engineers/Project Managers and Contractors conducted on-the-spot visits to selected roads in the western area and on-going provincial road works, including District headquarter township roads.

In carrying out the exercise, the Committee adopted the following procedure and method during the inspection:

- Assessed status reports submitted to the Committee by SLRA, contractors and the Ministry of Works, Housing and Infrastructure as a means of verifying compliance by all parties;
- Paid courtesy calls on the Police, Paramount Chiefs and Local Council Authorities;
- Visited works yards, offices and quarry sites of contractors and inspected equipment, machinery and staffing;
- Asked a series of questions under oath to SLRA District engineers, SLRA Project managers, consultants and contractors which forms a basis for the inspection exercise; and
- Gathered information through snap shots, minutes taking, video recordings and voice recordings.

## 2. COMMITTEE FINDINGS AND RECOMMENDATIONS

### 2.1 GENERAL FINDINGS AND RECOMMENDATIONS

The Committee during the Oversight visit observed as follows:

➤ **Variation Orders**

The Committee noted with grave concern that the issue of variation still exists with most of the projects, which suggests that there were changes to either the original terms of the contract or the scope or character of the works. The client had to spend more than what was initially estimated in most cases. Sometimes, disputes and unnecessary delays occur due to variations. The Committee is of the opinion that variation works greatly affected the completion dates of contracts and therefore, impact on delay claims by the client.

*Based on the Committee findings it is possible to conclude that all parties to the contract should pay attention to several factors to minimize the occurrence of variation orders. The Committee therefore recommends that the study must be carried out by qualified professional staff at the initial stage (in the pretender period) and adequate planning in advance is required by all involved parties before work starts at the site. The estimates have to be prepared properly by experienced professionals and clients should provide a clear brief of the scope of work. Further, consultants should ensure that the design/specifications fall within the approved budget and the budget team should be appointed early and they should participate in the designing process. Further, all parties should forecast unforeseen situations. Closer consultant coordination is required at the design stage, and utilization of experienced consultants to produce a concluding design, working drawings, and contract drawings should be done at the tender stage. Further, maintaining proper communication channels and documentation is very important in terms of variation order management. SLRA should specify the responsibilities for the consultants they engage. If for instance a consultancy firm is engaged for design work, it's advisable to clarify in the contract that the firm is financially responsible for malpractice and the liability that arises from defective design work.*

➤ **That there were still delays in payments to contractors and consultants due to inadequate funding for the implementation of projects**

The Committee, during the visit noted with concern that there were delays on the side of the government to pay contractors on time which led to the stalling of construction works for almost all the projects inspected. Unlike donor funded projects, the Committee noted that all other projects faced the problem of delays in payment as a result of inadequate funding by the GoSL to implement road projects. These delays can give rise to disruption of work and loss of productivity, late completion of projects, increased time related costs, claims and abandonment or termination of contract.

*The Committee recommends that the GoSL should encourage continuous donor investment in road projects and also ensure that its obligations are fulfilled in good time.*

➤ **Massive encroachment on the SLRA Right-of- Way**

The Committee, during the inspection exercise observed with great dismay that SLRA Right-of-Way (of roads) nationwide had illegally erected structures and encroachments with impunity, contrary to the SLRA Act, 1992 and the laws of Sierra Leone: CAP 66, CAP 81, CAP 129 etc. All Rights-of-Way for Road purposes are vested in the Sierra Leone Roads Authority.

*The Committee recommends that the Ministry of Works, Housing and Infrastructure together with SLRA should without any further delay, speedily put measures in place in order to reclaim and preserve SLRA right of way.*

➤ **Desilting of Drains**

During the war, many Sierra Leoneans from the then volatile provincial regions sought refuge in Freetown. Unfortunately, the city was unprepared for the mass migration. The result has been a population explosion in the capital. This over-population has contributed to the escalation of a longstanding plethora of social and civic problems, including unhealthy sanitation conditions. The construction of squatter camps including shanty houses made from corrugated iron (CI) sheets, non-existent town planning and poor urban design have all contributed to the exacerbation of what was already a dilapidated municipality. The most common evidence of this urban disarray can be seen in the abundance of overflowing garbage dumps indiscriminately scattered around the city.

Many would argue that some of the causes of the recent floods have got to do with irresponsible behaviors on the part of some citizens who throw garbage into the drains. Whilst we admit these things go on, we wish to put the blame squarely at the doorstep of the authorities in charge. It could also be attributed to less drainage capacity, congestion in our markets, inability to collect and dispose garbage effectively, congested roads, poor supply of utility and poor housing.

*The Committee recommends that RMFA and SLRA should work with the Freetown City Council and MASADA to ensure seamless collection of waste during desilting of drainages. The Ministry of Works, Housing and Infrastructure should work with the relevant authorities to coordinate the clearing and expansion of our waterways and the desilting of drains. Also, drastic steps should be taken by intensifying efforts to expand and modernize our drainage system.*

➤ **Indiscriminate excavation of road pavement by utility companies**

During the exercise, the Committee noted with disappointment that from time to time utility companies such as National Power Authority, SALWACO and Sierratel, need to dig up roads and pavements and the inconvenience caused greatly affected the road construction works,

especially in the western area. In trying to relocate these utilities, haphazard excavation of road pavements has been going on without any clear terms of reconstruction.

*The Committee thus emphasises the need to ensure that the disruptions these essential works can cause are kept to a minimum and that the appropriate measures are taken to improve the impact of road works. In the process of relocating utilities, clear terms on excavation and reinstatement of road pavements should be set by SLRA in order to prevent delays on road works. Also, these arrangements for relocation must be done prior to contractors' mobilization at site to avoid construction delays.*

➤ **Capacity of local contractors in the road construction industry**

The Committee noted with grave concern that there existed only one works training centre in the entire country, situated at Tonkolili District but now defunct.

*The Committee recommends that in order to build up the capacity of local contractors, formal training on road and bridge works including classroom sessions for management and field staff, practical training on demonstration sites and award of trial contracts, together with the revitalisation of the Contractors Association as a future pressure group and promoter. Also, the universities should establish robust engineering consultancy units and works training centres be restored in all districts.*

➤ **Misuse of the road structure by commuters and damage to road pavements due to excess axle load on completed roads**

The Committee noted with grave concern that damage of road pavements on completed roads is multi-dimensional which consists of many factors from design to construction and usage, but that the main factor for the rapid deterioration of road pavements is overloading.

*The Committee therefore recommends that there should be a maximum gross weight of transport vehicles authorized on national roads so as to prolong the life of the roads. Therefore, to keep our road assets much longer, SLRA should be engaging the public on the appropriate use of roads and seek police assistance in bringing defaulters to book.*

➤ **Irregular site visits by projects management and monitoring teams**

It was observed by the Committee that the technical teams responsible to visit construction sites have not been doing it on a regular basis. However, consultants and SLRA project managers informed the Committee that they have not been provided with adequate logistics to carryout regular site visits.

*Therefore, it was recommended that SLRA intensifies its monitoring and supervision of all contracts to ensure proper and durable road works. Also, the Parliamentary Works, Housing and Infrastructure Committee should be fully supported by the GoSL and Parliament in order to regularly play its oversight role on road works so as to keep contractors alert and ensure compliance.*

## **2.2: CONCLUSION**

Mr. Speaker, Hon. Members, it is manifestly clear that:-

The Government cannot sustainably fund all road maintenance activities within a fiscal year through budgetary framework, due to untimely releases of funds and most times made off seasons;

Thus effective monitoring demands that the government allocates sustainable funding to the Parliamentary Committee on Works, Housing and Infrastructure;

SLRA should, take proactive steps to reduce time and cost overruns by continuing its efforts to improve coordination with utility companies and other parties who are involved in the road construction sites; and that

Complementary strategies are adopted to alleviate the funding problems for road maintenance in the country.

### 2.3: WESTERN AREA ROAD WORKS

#### **Reconstruction of the King Jimmy Embankment by FIMET BETON VILLA SL. LTD**

The reconstruction of the King Jimmy embankment came up as a result of the landslide that caused the collapse of the historic King Jimmy Bridge on the night of Thursday 8<sup>th</sup> August, 2013, leaving in its wake at least 10 people dead.

#### **Status:**

- During the exercise, the Committee satisfactorily noted that works on the embankment have been completed and opened to traffic.
- Utility relocated.
- As part of this project, protective works on the Atlantic face were ongoing.
- Peace bridge stone lining had been completed.
- Additional works at Juba was 58% completed, Hill Station roads 62% completed and Government Wharf 30% completed.



**The Newly reconstructed King Jimmy Bridge**

*The Committee was impressed with works done so far by the contractor and therefore, urge the Ministry of Finance to expedite payment of certificates in respect of the project. The Committee also advised that the Government, through SLRA should without any further delay, expedite the process of repairing all old bridges considered to be death traps, in order to prevent the recurrence of similar disaster as the collapse of the King Jimmy bridge.*

#### **Jomo Kenyatta Road – Hill Cot Junction – Regent Hospital [4 – Lane/Dual Carriageway 4.3km]**

This project is being solely funded by the GoSL with a total cost of Le94, 012,324,956.60. The Consultant/Contractor is Roughton Internation in Association with FIMET BETON

VILLA (SL) LTD. It started in March 2012 and is expected to be completed by September 2015.

**Status:**

At the time of the exercise:

- Phase 1 (Hill Cot Junction – Choithram Hospital) Clearing works were completed. Construction of retaining walls, side drains, median construction works and fences were completed. Earthworks, sub grade and crushed rock sub base were in progress. Drainage works, median and retaining walls on additional scope of 1km from Choithram were ongoing.
- Phase 2 (Jomo Kenyatta) clearing works and earthworks were ongoing. Retaining wall construction and drainage works were ongoing. Construction of George Brook culvert started with Guma pipe relocation and drainage outfall construction.
- There were challenges with haulage distance for crushed rocks.

*The Committee resolves as follows:*

- *That the Government should put measures in place in order to discourage people from putting up new structures at SLRA Right-of-way; and*
- *That payment to Contractor by the GOSL should be expedited without further delays.*

**Hillside Bye-pass by Compagnie Sahellenne d'Enterprises (CSE)**

**Project Profile**

The Government of Sierra Leone resolved to construct 3.772Km of asphaltic double carriageway road starting at the junction of Pademba and Jomo Kenyatta Roads in the west of Freetown and ending at Blackhall Road in the east of Freetown in order to ease the east-west traffic congestion in the city. The early history of the project dated as far back as 1968 when the Ministry of Works conducted the initial studies for the Hillside Bye Pass Road. These studies were further reviewed in 1972/73 but the project delayed because of funds and other obstructions. The studies were appraised in 2003 and the final design accepted in 2004. To source funding speedily, the project was divided into two phases: Phase 1 involves the clearing of the entire corridor of 3.772Km and the construction of the first 1.5Km of the Hillside Bye Pass Road; Phase 2 divided into two packages - Package 1 involves the construction of 1.3Km and Package 2 involves the construction of the remaining 0.977Km. The first phase 1.5Km consist of double 2-lane carriage road of width 7.3m each designed with a pavement of 75mm asphaltic concrete, 150mm crushed rock base and 150mm crushed rock sub-base. A 2.0m central divide separates the carriages. Provision is made for a 1.5m footpath on the left hand side of the road and a 3.0m bicycle track on the right hand side of the road. Drainage structures in the form of reinforced concrete box culverts are provided at main stream crossings and side drains along the road corridor. The project is funded by Government of Sierra Leone, BADEA and OFID. The contract during was Eighteen (18) Calendar months from the date of commencement of contract. This project has been completed.



**Completed roadworks on the Hill Side By-pass road**

**Phase 1: Pademba Road/Jomo Kenyatta Road-Bambara Spring [1.5km]**

**Status:**

- At the time of the exercise, the project was substantially completed and stone pitching and final asphalt works were in progress.

**Hillside Bye-pass: Bambara Spring – Bai Bureh Road (2.2km)**

**Status:**

- Kuwait Fund approved the continuation of Phase 2 with the same contractor and consultant.
- Kuwait Fund made a loan commitment of US \$20M.
- Challenges were delays in appraising the project and signing of the loan agreement with the Government of Sierra Leone. Another challenge was the completion of the land allocation process for the Properties Affected Persons (PAPs).

*The Committee recommends that the contractor resumes the demolition process for phase 2 as soon as compensation payments are made to PAPs. Also, the GoSL expedites the process of signing the loan agreement in order to ensure continuation of the project.*

**Priority Infrastructure Works [Lumley Beach Road +Rue De La Paix]**

The Lumley Beach road which is situated in the Western Part of Freetown, starts from Safecon at Lumley roundabout and ends at the Aberdeen Bridge. It was rehabilitated by the Compagnie Sahellenne d'Enterprises (CSE). The project was funded by the Government of Sierra Leone and the European Union with a total cost of 11 million US dollars. The rehabilitation of this road is part of the EU supported Priority Infrastructural Works that also



comprise of Rehabilitation and improvement of the Hill Station – Leicester Road or Reu De La Paix and in other parts of the country.

The scope of works for Lumley Beach road (6.9 km) entails repair of potholes, edge breaks and other localised defects, overlay with 50 mm asphalt concrete, construction of vehicle parking areas and drainage works. Works at the Reu De La Paix (4.1 km), comprise rehabilitation/reconstruction of existing paved road, construction of sidewalks, traffic circles at intersections and drainage works.

*The Committee observed that the road has been rehabilitated and resurfaced with tarmac as well as cross and side drains constructed. In order to prolong the life span of the road and maintain its beauty and physical integrity, the Committee advised that users as well as residents should avoid littering the road and spilling lubricants on the tar.*

### **Goderich - Waterloo Rural Coastal Road: Tokeh -- Lumley Section by Compagnie Sahalienne Enterprises (CSE)**

The project comprises the reconstruction of the final section of the Waterloo-Freetown Peninsular Road, between Tokeh and Lumley, a project length of about 22Km. The carriageway width of the road is designed to be 7.3m with a pavement of asphaltic concrete, drained by covered side drains. The urban section will have sidewalks and rural section shoulders 1.5m wide. Provision was made in the original works contract for 8Km of accesses to some settlements abutting the road to be rehabilitated as well as the re-construction and landscaping of the main square at the entrance to the city of Freetown at Lumley. There has since been revision of this element of the works to provide for full rehabilitation of accesses right through to the village centres and in the case of the access into the Lumley village, the road is to continue to the village of Regent. The scope of work includes Pavement works, Drainage and Coastal Protection Works, Major Bridge Works, Road Furniture Works. The project will achieve the following objectives: to promote and support the economic and social development of the Freetown Peninsula by improving its link with Freetown Peninsula by improving its link with Freetown and the other regions of Sierra Leone; to facilitate the development of fishing, tourism and agricultural activities in the peninsula; to reduce the cost of transport and vehicle operating costs of road users. In addition it aims to provide an alternative all-weather link in the national road network that takes traffic out of the city to districts beyond Waterloo, thus relieving the existing congestion along routes leaving the city via the eastern corridors. This project has experienced several modifications which have resulted to an extended project and extended project duration. The project is funded by Government of Sierra Leone, Kuwait Fund for Arab Economic Development and OPEC Fund for International Development.

### **Lumley Section**

#### **Lumley – Tokeh Road [21Km]**

The Lumley – Tokeh Road is a 4 lane project with a length of 21Km funded by the Government of Sierra Leone, KFAED and OPEC Fund. The total cost of the project amounted to USD 27,751,091.00 and the Consultant/Contractor is Davies – Techsult/CSE. The commencement date of the project was July 2009 and it was scheduled to be completed in July 2014.

**Status:**

At the time of the exercise:

- Asphaltic concrete works were completed from Lumley to Hamilton Junction (9km).
- Drainage works attained on Regent Road was 80% completed and 70% completed on MMCET Junction road.
- Formalisation of variation order was in progress on the design of No. 2 realignment.
- There were faulty pavement works on the Lumley police roundabout.

*The Committee thus recommends that GOSL should try to fulfil its own portion of commitment on the project and repairs on the Lumley Police roundabout pavement be done without any further delay.*

**Rehabilitation of Regent - Kossoh Town Road Project (14Km) by China Railway Seventh Group (CRSG)**

This project was funded by the Chinese Government with a total cost of USD 32,000,000.00. The Contractor for this project is China Railway Seventh Group. Works on this project commenced in January 2012 and were completed in April, 2014.

**Status:**

- Works were completed and road was commissioned on April 26<sup>th</sup>, 2014.
- Minor redial works and improvement to the road environment were ongoing.
- Arrangements were ongoing for the procurement of architectural firm for the design and environmental studies for the touristic attraction on the road corridor.
- Review for approval of the slope protection proposal was in progress.

*The Committee however considered the work done as satisfactory and therefore recommends that it be used as a toll road to take care of its periodic maintenance. Also, SLRA should evaluate Toll gate Expression of Interest (EOI) and put out Request for Proposal (RFP).*

**Rehabilitation of Selected Streets in Freetown [25.4km]**

This project is being executed by Edward Davies & Associates/Compagnie Sahellenne d'Enterprises (CSE). The length of the project is 25.4 km with a cost totalling Le30,039,300,104.97 to be funded by GoSL. The Commencement date of the project is February 2010 but it is ongoing as other works are being added.

**Status:**

The rehabilitation works involves side drainage construction and pavement reconstruction on 25.4km of roads in the Western Area of Freetown.

At the time of the exercise:

- substantially completed roads were Victoria Street, King Street, Mends Street, Duke Street, Guy Street, Dundas Street, Collegiate Road, Caulker Street, Berwick Street,

Aberdeen Ferry Road, Personage Street, Byrne Lane, Thunder Hill Road, Cape Road, King Tom Ring Road, Congo Water Road, Kennedy Street, Johnson Lane, Texaco Road, Industrial Estate and George Brook Road;

- drainage works ongoing on Black Hall Road, City Road, Hagan Street, Johnson Street, Sayenu Street, New Castle Street and Elk Street. Most of these roads have had the drainage works substantially completed;
- there were challenges with the relocation of utilities;
- additional works such as Freetown Road, Barbadorie Junction-Wilberforce, Old Road – Brewery – Maboreh Junction required additional time.

*The Committee recommends that road markings be done and speed humps installed on completed roads. Also, SLRA should set clear terms on excavation and reinstatement of road pavements in order to prevent delays on road works within the city. Further, variation order should be finalised and honoured by Ministry of Finance and Economic Development.*

### **Asphaltic Concrete Overlay of Selected Roads in Freetown (14.4 km) China Railway Seventh Group**

#### **Project Profile**

The project comprises asphaltic overlaying of twenty five (25) selected streets of deteriorated bituminous surface. It covers some streets in the western part of Freetown and few in the eastern part of the City. The project activities include: Type one which has to do with patching potholes and overlaying, Type two which is patching potholes, reconstructing sections of road base and overlaying and Type three covers reconstruction of the entire road base and overlaying. The drainage works include reinstating existing side drains and kerbs.

The contract was awarded to China Railway Seventh Group in the sum of SLL 32,599,424,157.30 (thirty two billion five hundred and ninety nine million, four hundred and twenty four thousand, one hundred and fifty seven Leones point three zero cents), for period of seven (7) months, commencing December, 2013.

#### **Status:**

The Committee observed during the exercise that asphalt overlay works on 20 streets inspected have been completed and concrete works and some additional works were still outstanding. Also, the problem of relocating utilities was noted in almost all the sites visited by the Committee.

At the time of the exercise, works were substantially completed on Oshoro Street, Adelaide Street, Sanders Street, Naimbana Street, Wesley Street, Henry Street, Soldier Street, Fort Street, New England Ville ( MWH&I and MEST), Savage Street, West Street, Black Hall Road, Ross Road, Ascension Road, Savage Square, Cline Street, End of Dual Carriageway (Wellington), Foamex (Clalaba Town), Henessy Street, Fourah Bay College Road, Berry Street and Charles street. Works on Malama Thomas Street just commenced at the time of the Committee's visit and were ongoing at Jalloh Terrace.

*The Committee thus recommends that all outstanding works including minor concrete works and additional works be speedily completed within the remaining time limit.*

### **Rehabilitation of Kissy Road, Fourah Bay Road, Mountain Cut and Macauley Street (5km) by China Railway Seventh Group (CRSG)**

The Rehabilitation of Kissy Road, Fourah Bay Road, Mountain Cut and Macauley Street project was awarded to the China Railway Seventh Group (CRSG) with a total cost of SLL 14.97 Billion. The project started in November 2013 and was originally scheduled to end in May 2015.

#### **Status:**

During the exercise:

- Pavement works completed on Kissy Road and drainage works outstanding;
- Negotiations between the Client and the Contractor were ongoing for the construction of a duct on Fourah-Bay Road;
- Drainage works were ongoing on Mountain Cut;
- Preparatory works commenced on Mountain Cut;
- Pavement works on Mountain Cut and Macauley Street commenced.

*The Committee recommends that SLRA and MoFED should expedite the process of approving the construction of the Concrete Utility Duct on Fourah-Bay Road so as to enable progress on the roadworks by the Contractor.*

## **2.4 Provincial Road Works**

### **Rehabilitation/Reconstruction of Roads in Moyamba, Pujehun, Matru Jong and Bonthe [23Km]**

#### **Project Profile**

The project is being executed by Prospect Engineering Enterprises and Services [PEES]/TEE MARC Investment now called First Tricon SL Ltd. The commencement date of the project was June 2011. It is a GoSL funded project with a total cost of USD15, 355,252.77 and a length of 23Km.

#### **Status:**

- The project earlier faced with financial constraints due to delays in payments to Consultant and Contractor;
- All works have been completed including asphaltic pavement for Moyamba Township. However, there is need for construction of 2 Nos. of 15m single span bridges in Kamara and Shembehun roads. This has left 3% of earth works and concrete works from the original scope to be able to connect to the newly completed roadworks. Proposals for these additional works have been submitted for the Client's approval.
- All earth works and concrete works have been completed for Pujehun Township roads. Crush stone base layer and Asphaltic works are on-going. There were ongoing

works on laying of stone base layer, spraying with MC1 prime coat and laying of 50mm compacted asphalt pavement. However, the Contractor assured the Committee that all works, including asphaltic pavement could be completed by May, 2015.

- About 95% of concrete works have been completed for Mattru Jong Township roads. Earth works and laterite sub-base was 85% completed. However, the Contractor assured the Committee that all works, including asphaltic pavement could be completed by July, 2015 provided prompt payment of certificates were made.



**Completed roadworks on Moyamba Township**



**Pujehun Township roadworks**

*The Committee commends the contractor for the reasonable improvements made on the project and urge the Ministry of Finance to expedite payment of certificates in respect of the project.*

**Rehabilitation/Reconstruction of Roads in Bo, Kenema, Makeni and Magburaka [21.1 Km + 20.2km additional]**

This project cost Euro 10,306,724.58 with an original total length of 21.1 Km. The project was awarded to Techsult Company Limited as Consultant and Salini Impregilo as Contractor. Works on this project started in March 2010 and completed in October 2013. However, as a

result of additional works to the project, it was agreed that the revised completion date should be August 2015.

### **Status:**

#### **Makeni Township Roads**

- All roads in the initial contract have been completed.
- Works were ongoing on additional roads (Rogbaneh Road and Upper John Street).
- Works on Campbell Street, Watson Street, Lower John Street and Michael Street were about to commence at the time of the visit.

#### **Bo Township Roads**

- All roads in the initial contract were completed but works on snag list were ongoing.
- Defect Liability Period (DLP) in progress.

#### **Magburaka Township Roads**

- All roads in the initial contract have been completed.
- Works on additional roads were about to commence.

#### **Kenema Township Roads**

- All roads in the initial contract were completed.
- Defect Liability Period (DLP) had ended.

*During the exercise, it was observed by the Committee that Hangha Road which is one of the major roads in Kenema Township had not been rehabilitated since 2003 when only surface dressing was done on it. The Committee therefore, recommends that remedial works should be done on Hangha Road and awarded to ISU Engineering & Construction Company Limited that is currently executing the Kenema-Pendembu road project before the commencement of the second phase of the Kenema township roads project.*

### **Reconstruction and Upgrading of the Kenema - Pendembu Road by ISU Engineering & Construction Company Limited**

#### **The Project Profile**

This project aims at supporting the regional trade between Sierra Leone and Republic of Guinea and Liberia. The project will remove the traffic congestion due to bad conditions of the roads in the south eastern part of the country, connect and integrate the area with the agriculture and mining producing regions with the markets. The project will also reduce passengers and goods transport cost, operational and maintenance cost, facilitate traffic flow and improve safety all over the year and facilitate the travel of people to the health and education services in addition to its contribution in poverty alleviation in the zone where the road is passing. The SLRA is desirous to embark upon an accelerated trunk road maintenance and rehabilitation program to clear the backlog in periodic maintenance requirements that has built-up over the years in the National Road Network System. For a successful implementation of this programme, the government of Sierra Leone has negotiated and received credit from the Kuwait Fund for Arab Economic Development, the Saudi Fund for

Development, the Arab Bank for Economic Development in Africa, the OPEC Fund for International Development, the Islamic Development Bank towards the cost of the construction of the 84.5Km Kenema - Pendembu Road.

The construction works includes widening of the road for a length of 84.5Km with 7.3m width and 2 shoulder with 1.5m width; providing the sub base, base and asphalt layer; construction of 8 new bridges with span between 25m and 250m; construction of around 150 storm water structures including box and pipe culverts; traffic maintenance and safety; Protection of the environment.

**Status:**

- That works on the road commenced on the 25<sup>th</sup> January 2010 and expected to be completed by the 31<sup>st</sup> December, 2015.
- Eight (8) out of eight (8) bridges have been completed.
- Sixteen (16) out of sixteen (16) approach slabs have been completed.
- One hundred (100) out of one hundred (100) PSC beam have been completed and installed.
- Concrete works for slabs of twelve (12) spans have been completed.
- Water proof, railing and expansion joint works are ongoing.
- Changed designs characteristics led to additional works.
- Out of a total contract sum of USD 65,986,155.59, about 91.16% has been received by the contractor leaving a balance of 8.23% to complete the remaining works.



**Newly constructed Daru Bridge on the Left and Old one on the right**

*At the end of the exercise, the Committee was highly impressed with the level of works ongoing at the site. Equipment on site were satisfactorily operational with enough personnel on site. Further, based on the capacity of the contractor, remedial works proposed to be done in Kenema Township should be awarded to ISU Engineering & Construction Company Limited.*

**Rehabilitation/Reconstruction of roads in Kailahun [5.5Km]**

The rehabilitation of 5.5 Km of roads in Kailahun Township project was awarded to ISU Engineering and Construction Company Ltd and Edward Davies and Associates Ltd as the Project Consultant. The original contract price was USD 3,885,135 but was increased to USD

5,595,377 to meet additional works. The Asphalt pavement of the project comprises a width of 7.3 Km and 5cm thickness.

**Status:**

During the exercise, the Committee noted that:

- The Contractor has received about 83.71% of payment;
- Works delayed due to the outbreak of the Ebola Virus Disease and therefore the Contractor needed an extension of time;
- There was interference by the Utility Company within the township in the process of relocating water services;
- New type of road cross-section was introduced which subsequently obstructed the construction of drainages at narrow areas;
- There were outstanding payments of Interim Payment Certificates (IPCs);
- There was a problem with the production of aggregate as materials have to be transported from Kenema – Pendembu Project camp. However, blasting in Kailahun had started as agreement was reached with the Kailahun District Council on the use of the crushing site. The contractor also assured the Committee that a mobile crusher would soon be installed;
- That Asphalt pavement works on the roads would highly depend on the progress of works on the Kenema – Pendembu Road. The Contractor therefore asked for an extension of the completion date in the event that the Kenema – Pendembu road project is delayed.



**Kailahun Township roadworks**

*The Committee recommends that SLRA, Kailahun District Council, landlords, Consultant and ISU should finalise arrangements regarding the relocation of the quarry within the project area in order to avoid variation order.*

**Rehabilitation of 25.4Km of Kono City and Kabala Township Roads by Guicopres (SL) Limited**

The Sierra Leone Roads Authority (SLRA) has embarked upon an accelerated trunk road maintenance and rehabilitation programme to clear the backlog in periodic maintenance



requirements that has built up over the years in the National Road Network System. For successful implementation of this programme, the Government of Sierra Leone (GOSL) has provided funds toward the cost of the rehabilitation and construction of 25.4Km of roads in Koidu City and Kabala Townships. The project roads are located in the Northern and Eastern provinces of Sierra Leone. These roads will be surfaced with Asphaltic Concrete and includes the construction and maintenance of culverts and bridges. The project also involves the construction of standard junctions (roundabouts and intersections), lined drains, sidewalks and installation of road signs. The project consists of sixteen roads in Kono City and Seven Roads in Kabala Township. The project is funded by the Government of Sierra Leone.

Many contractors have been changed on the rehabilitation/reconstruction of 25.5 km of roads in Kono and Kabala project ranging from Cemens Construction, Well Group, Well Guico and eventually Guico Pres. Some of the reasons put forward by the employer for such decision included non-performance by each Contractor, (i.e. inadequate machinery and equipment, slow pace of implementation etc.) Though the project commenced earlier than many other township projects, work was still not at a fruitful stage. However, such decision by the employer has posed some ugly contract wrangling that has led to unwarranted financial pressure on the Government.

**Status:**

To get feedback from the project beneficiaries, the Committee held meetings with the Local Unit Commanders [LUCs] of Kono and Kabala, the Paramount Chiefs of Tankoro Chiefdom, Koidu Township and Kabala, SLRA Project Managers, the Project Consultants and Contractor with the entire management team.

On-the-spot exercise carried out by the Committee and comments made during the meetings held with various stakeholders, reveal the following:

- That the current contractor (Guico Pres) executing the project was in joint venture with the former(Well Group) whose contract was terminated as a result of poor performance;
- That there was a faulty foundation in the award of the contract as a result of poor coordination and failure to involve the City Council in the execution of the project;
- Poor quality job on the roads with obsolete equipment. There was absolute dissatisfaction with resentment over the slow pace and poor quality of work on-going, by the project beneficiaries especially the people of Kono;
- The Company had spent almost five (5) months working on just one road (i.e. Main Kainkordu Road 2.40Km) at the period of the visit with a contract period of 14 months. Only prime works were being executed at the left hand side of the road at the time of the visit with no works on-going on the other roads as a result of claims by the Contractor of Government not honouring its obligation;
- There was no effective monitoring and supervision undertaken by those responsible;
- Poor channeling of culverts which according to Koidu New Sembahun City Council technical staff were prone to flooding;
- That iron rods on drainage works within Kono Township still remain exposed/uncovered. Drainage works were 65% completed and preparatory pavement works ongoing with an attainment of 45% completion awaiting asphaltic concrete placement;
- That the Contractor fully acknowledged the existence of series of problems within his administration that greatly hindered the progress of works. There was a halt to all road

works by the General Manager of the Company in order to identify and correct all the problems. Therefore, a Committee was setup to address all the issues in order to effect proper management control which was presumed to be lacking;

- That the Company had a greater percentage of its staff from Guinea instead of employing Sierra Leoneans. This, according to the Committee's view, was an act to undermine the Local Content Policy of Sierra Leone.
- That the Company was constrained with problems on maintenance of equipment and accessing of a major equipment known as the "Transfer System" which was in use by the company in Guinea at the time of the visit. The Company had to sub-contract works on crushing as it had no crusher at the time of the visit. Also, 100 tons of bitumen was bought from Total Company but have received only 20 tons;
- To verify statements made by representatives of the Contractor, the Committee made a spot-visit to the site at Dorma and noted that with the exception of the Asphalt Plant, Paver and Tar Sprayer, all other machines were in good working condition;
- At the site in Kabala, the Committee noted that there was an installed crusher which was fully operational. Drainage works were 85% completed.
- However, no variations were reported since the Company took over from Well Group. Major problems faced by the Contractor were transportation of aggregate from Kono to Kabala and the irregular access to bitumen.



#### **Roadworks on Main Kainkordu Road, Kono**

*The Committee recommends that Project Consultants, SLRA District Engineers and Project Managers should step-up monitoring and supervision responsibility on both sites so as to make the Contractor more responsive by transmitting the current Works Plan for the months of May and June, 2015. Any failure to catch-up targets with the presented works plan could lead to termination of the contract.*

*Also, all equipment needed to speed up works on both works sites should be made available without any further delay.*

#### **Matotoka – Sefadu Road Project**

In a bid to connect the administrative districts of Tonkolili and Kono, the Government of Sierra Leone signed an agreement for the rehabilitation of the Matotoka – Sefadu Road. The

road was divided into two sections for construction purposes and funding requirement; Matotoka to Yiye 70Km and Yiye to Sefadu 50Km.

### **Section 1. Rehabilitation of Matotoka – Yiye Road Project [70Km]**

The rehabilitation of the Matotoka-Yiye Road Project [70Km] was awarded to Salini SPA Rome-Italy. Matotoka-Yiye was designed to be Section One of the Matotoka – Sefadu Road. The original contract amount was USD 30,701,232.51 with a funding support from African Development Bank Group and Government of Sierra Leone. The construction type of the project is Asphaltic Pavement. The original contract period was slated to last for 36 months (including defect liability period), commencing June, 2013 to 5<sup>th</sup> December, 2015.

#### **Status:**

- Sub-grade, sub base and other pavement works were on-going from km 20+00.
- Design for the completion of pavement works up to km 25+00 had been approved.
- Bridge rehabilitation, culvert works, construction of lined drains, quarry production and haulage of aggregate were in progress.
- Ongoing maintenance works during the rains led to variation order since there were not initially incorporated in the Bill of Quantity (BOQ).

*The Committee was impressed with the rate at which work was executed by the Contractor and therefore recommends for effective and constant monitoring by all monitoring and supervision bodies. Also, the design review should be looked into by the responsible party to the contract.*

### **Section 2. Rehabilitation of Yiye – Sefadu Road Project [50Km]**

The Yiye – Sefadu Road Project forms the second segment of the Matotoka – Sefadu Road Rehabilitation project which was divided into two different segments. This road project is approximately 50.00 km long and starts at the end of the bridge at NGO town towards Koidu City and ends at the roundabout at Gun point in Koidu City. The contract for the execution of civil works was awarded to China Henan International Cooperation Group Ltd (CHICo) which was signed on the 31st March 2014 between SLRA, who represented the Government of Sierra Leone, and CHICo Ltd.

The Committee observed that the contractor immediately commenced mobilisation of equipment and personnel after signing the contract and the project site handed over to them.

Among some of the equipment instantly mobilised to the site were dump trucks, excavators, graders and rollers. Also, the crusher plant has been installed and is fully operational; the asphalt plant has also been installed and is awaiting the production of asphalt concrete. Generally, most required equipment for the execution of the works have been mobilised to the project site. Mobilisation of equipment, at the project site, is still ongoing.



**Crusher plant completely installed and in full operation**



**Culvert installation along the road**

*The committee recommends that measures should be put in place to complete payment to the Property Affected Persons (PAPs).*

### **Reconstruction of Makeni – Kamakwie - Madina Oula Road (Guinea Border) Road (148km)**

#### **Project Profile**

This Makeni – Kamakwie - Madina Oula Road project was awarded to Compagnie Sahellenne d'Enterprises (CSE) for a period of 48 months. The project commenced in October 2012 and was designed to be completed in October 2016. The project is fully funded by the GoSL with a total cost is US\$ 118,712,950.07.

#### **Status:**

- A total of 42km of clearing works, 32km of earthworks, 50% of culvert works, 50% subgrade, 50% subbase, 45% base and 95% of Engineer's camp works completed
- Alignment design works for 62km review was ongoing.
- Utility companies chiefly NPA still have their gears in the road corridor.
- There were delays in payment to the Consultant, Contractor, compensation to PAPs within the road prism, burrow pit and quarry site which inhibit the progress of works on the road.
- Equipment to complete the project have been shipped and moved to the project site.

*The Committee therefore recommends that MoFED should be making timely payment to Contractor, Consultant and compensation to PAPs in other for the contractor to make progress on the road works.*

### **Protective Works – Makeni – Kabala Road Rehabilitation Phase II [120Km]**

The rehabilitation of the Makeni Kabala Road is part of the protective works implemented by the Government of Sierra Leone. The project was awarded to Compagnie Sahellenne d'Enterprises (CSE) with a total cost of US \$ 19,440,871.64.

#### **Status:**

- The GoSL has committed funds for Phase II which includes Asphaltic Concrete Overlay of 120km road and the replacement of 25No Armco culverts.
- Works contract has been signed and preparatory works commenced by the Contractor.
- There were still outstanding payments to PAPs for quarry and burrow pit from Phase 1.

*The committee was well impressed with the preparatory works done so far and recommends that all outstanding payments to PAPs and payments to the Contractor be processed by MoFED without further delays.*

### **Rehabilitation/Reconstruction of roads in Port Loko, Kambia and Lunsar (13.82km +6km additional)**

#### **Project Profile**

The rehabilitation works of township roads in Port Loko, Lunsar and are being funded by the Government of Sierra Leone. The Contractor for Port Loko and Kambia is China Railway Seventh Group (CRSG) and the one for Lunsar is Salini Impregilo. The total cost of the project is US\$ 8,910,647.73.

According to reports forwarded to the Committee, CYMAIN Ghana Limited, a Ghanaian road construction company was the first company that won the bid to provide the people of Port Loko and Kambia towns with paved roads. Due to the company's lack of capacity, it was impossible for it to take the project to completion stage for which the government thought it wise to terminate their contract and hand it over after apparently going through all the laid down procedures, to China Railway Seventh Group (CRSG).

**Status:**

At the time of the Committee's visit:

**Port Loko**

Works on all initial roads were 95% completed and the level of completion of the additional roads was 55%. Bridges on Barracks Road and Easmon Modu Street have been completed. Earthworks on Barracks road completed. Works on road marking and traffic signs were incomplete. Side drains constructed along the township roads were left uncovered due to funding problem.

**Kambia**

Works on all roads in the initial contract was 95% completed. Works on road marking and traffic signs were incomplete. That side drains constructed along the township roads were left uncovered due to funding problem.

**Lunsar**

Works have been completed on all roads in the initial contract. Additional roads such as St. Peters Road – base course works were in progress, Bai Rampa and Delco Roads – concrete works were in progress.

*Concluding the exercise, the Committee thus recommends as follows:*

- *That the construction of slabs to cover all sides drains constructed, be included in the second phase of the township roads as part of recommendations made for new city designs;*
- *That SLRA should strengthen its public relations activities in all the communities they operate and Contractor to improve on its relationship with employees and community people; and*
- *Payment for all IPCs issued by the Consultant for road works executed by the Contractor, should be expedited without any further delay, in order for the Contractor to complete the project on time.*

**Upgrading of Mange – Mambolo Road (28km) and Bamoi - Rokupr Spur (7km)****Project Profile**

This is a road rehabilitation project from Mange to Mambolo with a total length of 28.088km. The start point of this project is on the Freetown – Conakry Highway at Mange junction approximately 174km away from Freetown. It passes through seven villages from start point to the end point of Mambolo. The project was awarded to China Railway Seventh Group with a total contract cost of US\$ 13, 572,420.05 to be funded solely by the Government of Sierra Leone. The project was scheduled to last for 18 calendar months.

**Status:**

- Contractor has finished mobilisation. Clearing works completed at both sections of the project. Earthworks completed up to km22 on the Mange-Mambolo stretch (sub base).
- Delays in compensation payment to property affected people hindered the pace of works by the Contractor. Only 11 km of compensation payment for the Mange – Mambolo road project had been made.

- Only Partial Advance Payment made to the Contractor.
- A good number of Interim Payment Certificates (IPCs) issued by the Consultant for road works by the Company still remain unpaid.



#### **Mange - Mambolo ongoing road works by CRSG**

*Therefore, the Committee recommends that MoFED should expedite payment to both Consultant and Contractor and compensation for PAPs especially for areas that have already been cleared be made without further delays.*

#### **Rehabilitation of Lungi – Port Loko Road (62km) (including Lungi Township Roads, 30km of feeder roads and the construction of Social Infrastructure)**

##### **Project Profile**

The upgrading of the 62km Port Loko - Lungi road from gravel to bitumen standard will contribute to socio-economic development and poverty reduction efforts of the country, through an improved transportation system. The project road links the towns of Port Loko and Lungi and forms part of Sierra Leone's section of the Trans-West-African Coastal Highway, linking with Guinea and Liberia. The road also plays an important role in linking small towns, villages, and scattered communities along the route and fulfils a vital role in transporting goods locally and maintaining social ties. The road also provides the main road (land) link between the capital Freetown and the International Airport in Lungi.

The project which was awarded to China Railway Seventh Group (CRSG) comprised of construction works for the upgrading of gravel surfaced road to bituminous standard, with an Asphalt Concrete (AC) wearing course. The road geometry (typical) comprises a 7.10 m wide carriageway and 1.5 m shoulders on either side, for the entire project road length from Port Loko to Lungi (62 km). The pavement consists of: 150mm Natural Gravel Sub-base, 150mm crushed stone base and a 50mm Asphalt Concrete wearing course. The revised total cost of the project is Le168.241 Billion funded by the Africa Development Bank and the Government of Sierra Leone.

The civil works also include the rehabilitation of 6.5 km of township roads in Lungi: Rotifunk to Tintafor/ Old Lungi Town (5.2 km), Talebu Junction to Hospital (1.3 km).

**Status:**

- The Lungi – Port Loko Road was 100% substantially completed on 31 December, 2013.
- Works on Airport Junction – Hospital Road was 100% substantially completed on 26<sup>th</sup> January, 2014.
- Social Infrastructure: Markets, drying floors, Community centre and toilet facilities were completed and handed over to the beneficiaries.
- Africa Mineral Limited (AML) has paid for damages caused on the newly constructed road at km38 and repairs were also done by CRSG.
- The issue of flooding at Km37 has been addressed by AML by constructing 2 Nos Armco pipe culverts beneath the rail track.

*In other to ensure sustainability of the road infrastructure, the Committee recommends that SLRA should closely monitor works during the Defect Liability Period (DLP).*