

4.0 SCOPE OF PROJECT

The scope of the Project covers the entire 27.7km divided into three sections. A description of the details of each section has been summarized in the table below.

Section	Route No.	Road Name	Extent of Work	Length
1	N1	Accra Tema Motorway	Rehabilitation and expansion to a minimum of 10-lane divided Highway as a minimum, complying to LOS requirements, with full access control Highway including: <ul style="list-style-type: none">• Reconstruction of Tetteh Quarshie Interchange;• Construction of Teshie Link Interchange;• Construction of Community 18 Interchange;• Construction of Lashibi Interchange;• Construction of 8 No. Toll Plazas;• Construction of 10 No. New Footbridges.• Enhancement of roadway traffic in Lagos Avenue/Lagos Link Area, North of the Tetteh Quarshie Interchange• Rehabilitation/widening of Liberation Road to Polo Club, and overpass to Polo Club, South of the Tetteh Quarshie Interchange	19.5km
2	N1	George Bush Highway	Rehabilitation and widening to 12-lane divided Highway as a minimum, complying to LOS requirements, with full access control for the freeway, including: <ul style="list-style-type: none">• Construction of Dzorwulu Interchange; and• Construction of 2 No. Toll Plaza.• Construction of 2 New footbridges	5.7km

3	N6	Nsawam Road (Tesano Junction – Neoplan Junction)	Rehabilitation of existing 6-lane divided Highway with full access control for the freeway, including: <ul style="list-style-type: none"> • Reconstruction of Apenkwa Interchange; • Rehabilitation of Achimota Interchange • Construction of Neoplan Interchange; and • Construction of 3 No. Footbridges. 	2.5km
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4.1 The Concession

Under the current structure, the GIIF special purpose vehicle (ATEP Limited) is to be granted the exclusive right for a thirty (30) year period to implement the Project and perform the following Project activities:

- (a) the planning, design, engineering, construction, and commissioning of the Project,
- (b) financing Section 2 Works, Section 3 Works and the provision of the Operation and Maintenance Services.
- (c) the supply and installation of a tolling system.
- (d) the use, occupation, management, operation, repair, and maintenance of the Project Facilities.
- (e) the collection of tolls from Users and any other source agreed to by GoG; and
- (f) transfer of the Project Facilities on the Transfer Date in the Concession Agreement.

4.2 The Engineering, Procurement Construction (EPC) Contract

The scope of the EPC Contract is the design, execution and completion of Section 1 and the design for Sections 2 and 3 at a maximum contract price of Three Hundred and Thirty-Eight Million, Eight Hundred and Ninety-Seven Thousand, Five Hundred and Forty-Three United States Dollars and Fifty-Six Cents (US\$ 338,897,543.56). The Works is expected to be completed within thirty-six (36) months.

The relocation of utilities will be carried out under separate utilities relocation contracts to be entered into between the GHA and the utilities relocation contractors. The EPC Contractor shall,

however, carry out management oversight on the utilities relocation contracts to ensure that the standards meet the requirements for the main Project.

Since the EPC Contract is to be executed initially with public funds, the approval of the Public Procurement Authority has also been secured pursuant to a letter dated 7 November 2023 for the single sourcing of the EPC Contractor in accordance with the Public Procurement Act, 2003 (Act 663) as amended.

5.0 DURATION OF PROJECT

Section 1 of the Project is expected to be completed within a period of Thirty-Six (36) months from the Commencement Date.

6.0 FINANCING DETAILS

6.1 Financing Arrangements

GoG acting through MoF, will fully fund Section 1 through multi-year appropriation of the total costs for the completion of the Section 1 Works as well as the relocation of utilities. The funds from GoG are to be disbursed in three tranches of \$125m, \$102m and \$153m in 2023, 2024 and 2025 respectively. Each tranche shall be paid in instalments by GoG through GIIF to ATEP Limited. Since the Project is to be funded from the Annual Budget Funding Amount (ABFA), the schedule of disbursement from MoF will, as much as possible, be aligned with the payment schedule under the EPC Contract to minimize any contingent obligations to GoG.

Once Section 1 has been delivered quickly and efficiently by GIIF, MoF at that time then could continue to mandate GIIF to collect the tolls to fund the O&M of the asset (and return any excess revenue back to MoF) or choose any of the following options to recoup its US\$380M investment:

- a. Concession the completed road (with toll infrastructure) to a consortium of private strategic investors or toll road companies;