



ASHANTI NPP PARLIAMENTARY CAUCUS



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Our Ref: ASHMPs/NPP/0011 Your Ref:

Date: February 9, 2026

PRESS STATEMENT BY THE ASHANTI REGIONAL CAUCUS OF PARLIAMENT

FOR IMMEDIATE RELEASE

Monday, 9th February, 2026

SUAME INTERCHANGE: REDUCING A 4-TIER SOLUTION TO A 2-TIER COMPROMISE IS A DISSERVICE TO KUMASI AND GHANA.

The New Patriotic Party Ashanti Caucus of Parliament has taken note of the recent announcement by the Minister for Roads and Highways that Government has reduced the scope of the Suame Interchange Project from the original four-tier design to a two-tier configuration, citing debt-related constraints and challenges with contractor drawdown.

As representatives of the people of the Ashanti Region in Parliament, and particularly as Members whose constituencies are directly affected, we find this decision deeply concerning, technically unsound, and unfair to the people of Kumasi and the Ashanti Region.



BACKGROUND: WHY THE SUAME INTERCHANGE WAS DESIGNED AS A 4-TIER PROJECT

The Suame Interchange Project was initiated and implemented under the administration of H.E. Nana Addo Dankwa Akufo-Addo to address the severe and worsening traffic congestion in Kumasi, Ghana's second-largest and fastest-growing city.

In July 2022, Parliament approved both the Commercial Agreement and the Loan Agreement for the Design and Construction of the Suame Interchange and Ancillary Works Project (Phase One). The project was financed by **Deutsche Bank S.A. of Spain, backed by an Export Credit Guarantee from the Spanish Export Credit Agency (CESCE)**, underscoring the project's international credibility, bankability, and technical soundness.

Kumasi is not merely a regional capital; it is a national transport hub, linking:

- North to South
- East to West
- Major economic corridors, markets, industrial zones, and transit routes

Traffic congestion at Suame, Krofrom, Bantama, Abrepo Junction, Anomangye, Magazine, Abusuakruwa, and across the Kumasi metropolis has reached unbearable levels, resulting in:

- Excessive travel times
- Lost productivity
- Increased fuel consumption
- Higher accident risks

- Deterioration in the quality of life for residents and businesses

KEY FEATURES OF THE ORIGINAL 4-TIER SUAME INTERCHANGE DESIGN

The original design was not arbitrary. It was the product of detailed traffic modelling, engineering analysis, and long-term urban planning.

Despite the disruptions caused by Ghana's IMF programme and subsequent debt restructuring, which affected the continuity of the original external financing arrangement, Government took a conscious decision to prioritise the project by reallocating funding under the Afreximbank loan facility to ensure that works continued.

Following an extensive and complex relocation of major utility services, final engineering designs and foundation works commenced in 2024. Crucially, the detailed engineering designs were completed for **all four tiers** of the interchange, reflecting a unified, integrated system rather than a modular or optional arrangement.

Phase One included:

- A four-tier grade-separated interchange at Suame Roundabout
- An overpass at Krofrom Junction
- An underpass at Abrepo Junction
- Widening of critical sections of the Kumasi Inner Ring Road

Phase Two included:

- Additional overpasses at:

- Anomangye
- Magazine New Road
- Abusuakruwa
- Dualisation of the Offinso Road (N10) into a 2 × 3-lane carriageway
- Construction of approximately 15 kilometres of local roads
- Improvement of key intersections

This multi-node, corridor-based approach was deliberately crafted to address both present congestion and future traffic growth in Kumasi.

WHY A 2-TIER INTERCHANGE WILL FAIL KUMASI

Reducing the Suame Interchange from four tiers to two tiers fundamentally undermines the integrity of the project.

A two-tier solution:

- Will not eliminate traffic conflict points
- Will not accommodate projected traffic growth
- Will simply shift congestion from one junction to another
- Risks turning the Suame Interchange into an expensive but ineffective bottleneck

More importantly, any attempt to construct only some levels instead of the full four tiers will require a revision of the completed detailed engineering designs, leading to:

- Delays
- Cost overruns
- Technical compromises
- Contractual complications

In urban transport engineering, under-designing is often worse than doing nothing, because it locks a city into congestion for decades.

KEY QUESTIONS GOVERNMENT MUST ANSWER

1. Selective funding priorities

If Government could mobilise funds for the Ofankor–Nsawam Road and other major road projects, why is the Suame Interchange being short-changed?

2. The “Big Push” contradiction

In 2025, Government itself captured the Suame Interchange under the Big Push Road Programme to guarantee continuous funding and timely payments.

What has suddenly changed?

3. Availability of funds

The finance minister has publicly stated that GHS 43 billion has been allocated to road infrastructure this year alone.

Why can't a fraction of this amount be applied to complete the Suame Interchange as originally designed?

4. **New projects versus existing commitments**

If Government claims it lacks funds:

- Why is it financing 64 new road projects recently rushed through PPA processes?
- Why prioritise new commitments over completing ongoing, high-impact projects?

5. **Accra–Kumasi dual carriageway inconsistency**

Why has Government:

- Abandoned a 64%-complete Accra–Kumasi dual carriageway,
- Only to pursue a new greenfield three-way expressway at significantly higher cost and risk, when it bemoans funding challenges?

A PATTERN OF DISCONTINUITY?

These decisions raise a troubling question:

Is this Government deliberately deprioritising projects initiated under the **Akufo-Addo administration** in favour of projects it can label as its own?

If so, it is Ghanaians, not political opponents, who will bear the consequences.

WHY KUMASI DESERVES BETTER

Kumasi:

- Is Ghana's second-largest city
- Serves as a strategic national transit hub

- Continues to experience rapid growth in population and vehicle ownership

Short-changing Kumasi on a project of this scale is:

- Technically indefensible
- Economically unwise
- Politically unjust

CONCLUSION

The Suame Interchange was conceived as a **long-term solution**, not a short-term compromise.

The Ashanti Caucus of Parliament therefore calls on Government to:

1. Restore the original four-tier design of the Suame Interchange
2. Reprioritise funding to complete the project as planned
3. Engage transparently with Parliament and the people of Kumasi on the way forward

Kumasi deserves infrastructure that reflects its national importance, not half-solutions justified by selective constraints.

Delivered by Francis Asenso-Boakye

(MP for Bantama and former Minister for Roads and Highways) for and on behalf of THE ASHANTI CAUCUS OF PARLIAMENT.