Mr Speaker, I would also want to take the opportunity to commend the Hon Member who made the Statement — [ Interruption. ]

Mr Speaker, I am being intimidated —

Mr Speaker, it is true that in this country, we have a serious challenge with motor traffic on our roads. The traffic situation on our roads is really a nightmare, and if we would walk down memory lane and consider a few years back, it was really chaotic. But we can confidently say that to a large extent, we have seen some drastic improvements. That notwithstanding, what we go through daily, commuting from our various homes to our work places, is still very disheartening and very disturbing.

Mr Speaker, it obviously affects productivity, in that, when people are expected to be at their workplaces at 8 o’clock in the morning, the traffic situation would compel them to get to their work places sometimes at 10.00 a.m., or in some cases, even at 11.00 a.m. leading to loss of man-hours that would have necessarily injected or catalysed the economy of this country.

So, when we look at it on a daily basis, the number of man-hours that are lost, which should have been a very productive working period, it obviously points to the fact that the economy is really losing so much, and if these strategic approaches are not adopted to address this problem, we would continue to have challenges in diverse ways.

Mr Speaker, I would also want to believe that the number of vehicles that we have on our roads are becoming too many. In some households, we have about five or 10 vehicles and people are buying vehicles day in and day out. That in itself, is an indication that the Ghanaian economy is doing well. This is because if people could have the capacity to be buying vehicles regularly, it is pointed to the fact that there is money in their pockets.

Mr Speaker, that obviously, is part of the challenge that we have. There are countries where they have certain mechanisms, where if a person owns three or four vehicles, a particular vehicle of his would only be on the road for a certain number of days in the week. I believe that Ghana should think about a move like that because that would definitely be a panacea for addressing the challenge that the Hon Member who made the Statement talked about.

Mr Speaker, to touch on what Hon Afenyo-Markin said, in commending the previous Government for doing a lot of expansions as far as road network is concerned — [ Interruption ] — I must say that is the truth. Today, if you compare the situation to ten years ago, we can obviously say that indeed, we have come a long way and there is the need for us to commend the previous Government.
Today, we have “Circle-Dubai” — [Interruption] — A lot of work is being done on the Kasoa Interchange, that is being talked about, which the Hon Member who made the Statement has admitted. He said that it has lessened the challenge that his people or those commuting from that area face. [Hear! Hear!]

Mr Speaker, it is obvious that where the previous Government left off — [Interruption] This is because we know that the Kasoa Interchange — [Interruption.]

Mr Speaker, I have not in any way indicated that a particular Government, during a certain era did not contribute to the road network of this country. I made specific reference to what Hon Afenyo-Markin said, which was in reference to the immediate past Government.

Mr Speaker, the point of order might probably, be needless. Mr Speaker, basically, our road network needs rescue. We would be expecting a lot from the new Minister for Roads and Highways, whom I have a lot of confidence in; I know he can perform. While considering the roads in the country, we must also be mindful that it is not just about Accra and the major cities, but there are places like Ho that will also require some road expansion and development. So, the focus must not just be on the major cities, such as Accra, Kumasi et cetera. Thank you, Mr Speaker, for the opportunity.