



REPUBLIC OF GHANA

DEPARTMENT OF FEEDER ROADS

OF THE

MINISTRY OF ROADS AND HIGHWAYS

ANNUAL REPORT

FOR YEAR 2012

February, 2013

DEPARTMENT OF FEEDER ROADS DFR REPORT

Table of contents

CHAPTER ONE: EXECUTIVE SUMMARY	6
1.0 MISSION AND VISION OF DFR	6
1.0.1 Mission.....	6
1.0.2 Vision.....	6
1.1 ROAD NETWORK AND CONDITION	6
1.2 CONDITION MIX	7
1.3 TARGETS AND ACHIEVEMENTS AS AT DECEMBER 31, 2012.....	7
CHAPTER TWO: DEVELOPMENT PARTNERS ASSISTED PROGRAMME	11
2.1 DISTRICT CAPITAL ROADS IMPROVEMENT PROJECT (DCRIP).....	11
2.1.1 Background and funding	11
2.1.2 Coverage	11
2.1.3 Activity	11
2.1.4 Period.....	11
2.1.5 Regional Distribution.....	12
2.1.6 Physical progress.....	18
2.1.7 Financial Progress.....	18
2.2 TRANSPORT SECTOR PROGRAMME (TSP)	18
2.2.1 Introduction.....	18
2.2.2 Project objectives.....	19
2.2.3 Project component	20
2.2.4 Status of Project Implementation and Procurement Management.....	21
2.2.5 Financial disbursement	23
2.3 BRIDGE DEVELOPMENT PROGRAMME.....	24
2.3.1 Ghana/Dutch Bridges Project	25
2.3.2 Ghana-ACROW Bridges Project	26
2.3.3 Ghana - Spanish Bridges Project.....	28
2.3.4 Belgium Bridges.....	29
CHAPTER THREE: GHANA GOVERNMENT PROGRAMME.....	30
3.1 ROAD FUND	30
3.1.1 Background	30
3.2 STATUS	30
3.2.1 Routine / Recurrent Maintenance	30
3.2.2 Periodic Maintenance	30
3.2.3 Ancillary.....	30
3.2.4 Summary of Releases from April to December, 2012.....	31
3.3 CONSOLIDATED FUND (INVESTMENT).....	31
3.3.1 Background	31
3.3.2 Status.....	31
3.4 COCOBOD FUNDED PROGRAMME	31
3.4.1 Reshaping/Spot Improvement Contracts	32
3.4.2 Cocoa Roads Improvement Programme (CRIP).....	32
3.4.3 COCOBOD Funded Roads Improvement Project (C-FRIP)	34
3.5 REVAMPED LABOUR BASED TECHNOLOGY FOR ROAD CONSTRUCTION AND MAINTENANCE.....	36
CHAPTER FOUR: MINISTRY OF FOOD AND AGRICULTURE PROGRAMMES AND PROJECTS.....	41
4.0 BACKGROUND	41
4.1 POVERTY FOCUSED RURAL TRANSPORT PROGRAMME	41

Table of contents

4.1.1	Background	41
4.1.2	Status.....	42
4.2	EXPORT MARKETING AND QUALITY AWARENESS PROJECT (EMQAP).....	43
4.2.1	Background and Funding.....	43
4.2.2	Coverage	43
4.2.3	Activity	43
4.2.4	Status.....	44
4.2.5	Period.....	44
4.2.6	Regional Distribution.....	44
4.2.7	Physical progress.....	45
4.2.8	Financial Progress.....	45
4.3	NORTHERN RURAL GROWTH PROGRAMME	46
4.3.1	Background	46
4.3.2	Components.....	46
4.3.3	Coverage	46
4.3.4	Duration.....	47
4.3.5	Status.....	47
4.3.6	Regional Distribution.....	47
4.3.7	Conclusion.....	48
	Physical progress	48
	Financial Progress	48
CHAPTER FIVE FINANCIAL IMPLICATION IN THE IMPLEMENTATION OF DFR PLANNED PROGRAMMES AND ACTIVITIES FOR THE FOURTH QUARTER OF 2012 FISCAL YEAR.....		49
5.1	SUMMARY ESTIMATES OF DFR FOR THE 2012 FISCAL YEAR	49
CHAPTER SIX: CROSS CUTTING ISSUES.....		50
6.1	ROAD SAFETY	50
6.1.1	Action Plan.....	50
6.2	HIV/AIDS AWARENESS	50
CHAPTER SEVEN: HUMAN RESOURCE ISSUES		51
7.1	STAFFING.....	51
CHAPTER EIGHT: CHALLENGES AND THE WAY FORWARD		55
8.1	CHALLENGES.....	55
8.2	WAY FORWARD.....	55
APPENDIX A:STAFF LIST OF DFR AS AT DECEMBER, 2012		57

Acronyms and abbreviations

DFR	:	Department of Feeder Roads
DFID	:	Department for International Development
GOG	:	Government of Ghana
GIS	:	Geographical Information System
MRH	:	Ministry of Roads and Highways
DCRIP	:	District Capital Roads Improvement Project
GHA	:	Ghana Highway Authority
DUR	:	Department of Urban Roads
AFD	:	Agence Francais de Developement
SIDA	:	Swedish International Development Agency
TSPS	:	Transport Sector Programme Support
DANIDA	:	Danish International Development Agency
CRIP	:	Cocoa Roads Improvement Programme
MCA	:	Millennium Challenge Account
MiDA	:	Millennium Development Authority
MOFA	:	Ministry of Food and Agriculture
KfW	:	Kreditanstalt für Wiederaufbau
AfDB	:	African Development Bank
EMQAP	:	Export Marketing and Quality Awareness Project
IVRDP	:	Inland Valley Rice Development Programme
TSP	:	Transport Sector Programme
IFAD	:	International Federation for Agricultural Development
JICA	:	Japan International Cooperation Agency
MMDAs	:	Metropolitan, Municipal and District Assemblies
MDAs	:	Ministries, Departments and Agencies
MOFEP	:	Ministry of Finance and Economic Planning
LSDGP	:	Local Service Delivery and Governance Programme
LBT	:	Labour Based Technology
DWD	:	District Works Department
RSDP	:	Road Sector Development Programme
VOC	:	Vehicle Operating Cost

Acronyms and abbreviations

KNUST	:	Kwame Nkrumah University of Science and Technology
KTC	:	Koforidua Training Centre
RAI	:	Rural Accessibility Index

List of tables

TABLE 1.1:	PHYSICAL TARGET AND ACHIEVEMENTS (JANUARY – DECEMBER, 2012).....	8
TABLE 1.2:	FINANCIAL PROGRAMME AND DISBURSEMENT (JANUARY -DECEMBER, 2012)	9
TABLE 1.3:	DEPARTMENT OF FEEDER ROADS PROGRAMME AND ACHIEVEMENT (JAN. - DECEMBER, 2012).....	10
TABLE 2.1:	DISTRIBUTION OF DCRIP CONTRACTS.....	12
TABLE 2.2:	BENEFICIARY DISTRICTS OF THE DCRIP UNDER PHASE 1.....	13
TABLE 2.3:	BENEFICIARY DISTRICTS OF THE DCRIP UNDER PHASE 2.....	14
TABLE 2.4:	BENEFICIARY DISTRICTS OF THE DCRIP UNDER PHASE 3.....	15
TABLE 2.6:	SUMMARY OF FINANCIAL PROGRESS.....	18
TABLE 2.7:	KEY PERFORMANCE INDICATORS.....	20
TABLE 2.8:	REGIONAL DISTRIBUTION OF DUTCH BRIDGES AND NUMBER LAUNCHED/COMPLETED	26
TABLE 2.9:	REGIONAL DISTRIBUTION OF ACROW BRIDGES AND NUMBER LAUNCHED/COMPLETED	27
TABLE 2.10:	REGIONAL DISTRIBUTION OF SPANISH BRIDGES AND NUMBER LAUNCHED/COMPLETED.....	29
TABLE 2.11:	THE BRIDGE LOCATIONS IDENTIFIED ARE AS SHOWN BELOW:	29
TABLE 3.1:	SUMMARY OF ACHIEVEMENTS AS 31 ST DECEMBER, 2012:.....	32
TABLE 3.2:	REGIONAL DISTRIBUTION OF PROJECTS (CRIP).....	33
TABLE 3.3:	GENERAL SUMMARY FOR CRIP	34
TABLE 3.4:	COCOABOD FUNDED ROADS IMPROVEMENT PROJECT (CFRIP) REGIONAL SUMMARY	35
TABLE 4.1:	REGIONS AND DISTRICTS COVERED BY KfW PROGRAMME.....	41
TABLE 4.2:	STATUS OF POVERTY FOCUSED RURAL TRANSPORT PROGRAMME	42
TABLE 4.3:	REGIONS DISTRIBUTION OF CONTRACTS UNDER EMQAP PHASE I	44
TABLE 4.4:	REGIONAL DISTRIBUTION OF PROPOSED CONTRACTS UNDER EMQAP PHASE II.....	44
TABLE 4.5:	REGIONAL DISTRIBUTION OF PROPOSED CONTRACTS UNDER EMQAP PHASE III.....	45
TABLE 4.6:	SUMMARY OF FINANCIAL PROGRESS AS AT FOURTH QUARTER, 2012 (EMQAP)	45
TABLE 4.7:	REGIONS DISTRIBUTION OF NRGP PHASE I AND PHASE II PROJECTS.....	47
TABLE 4.8:	SUMMARY OF FINANCIAL PROGRESS AS AT FOURTH QUARTER, 2012 (NRGP)	48
TABLE 5.1:	SUMMARY ESTIMATES FOR 2012 FISCAL YEAR	49

CHAPTER ONE: EXECUTIVE SUMMARY

1.0 Mission and Vision of DFR

1.0.1 Mission

To ensure the provision of safe, all weather accessible feeder roads at optimum cost, to facilitate the movement of people, goods and services and to promote socio-economic development, in particular agriculture.

1.0.2 Vision

To ensure that 80% of rural communities in Ghana can access a feeder road within 2km radius at optimum cost under a decentralized system by 2020.

1.1 Road Network and Condition

The total feeder road network as at December 2001 was 32,600km. In the year 2005 the Department of Feeder Roads (DFR) with funding from the Department for International Development (DFID) of the United Kingdom engaged the services of consultants to carry out road inventory on the entire feeder road network in the country. The result of the inventory which was completed in September 2007 indicated that DFR now has a total feeder road network of approximately 42,000km.

The road condition mix was not updated in 2010 since the budget for the update was not released. The budget was released in latter part of 2011. The update is in progress and is expected to be completed by the end of the fourth quarter of 2012. The condition mix of the feeder road network as at December, 2009 is as follows:

Good	39%
Fair	30%
Poor	31%

with the following surface types:

Bituminous surface	:	2,225.0 km	(5%)
Gravel roads	:	25,022.0 km	(59%)
Earth roads	:	14,943.0 km	(36%)
TOTAL	:	42,190.0km	

The breakdown of the network is as follows:

Engineered network	:	23,859.0km	(56%)
Partially engineered network	:	6,430.0km	(16%)
Un-engineered network	:	11,901.0km	(28%)
42,190.0km			

It is DFR's policy to always keep the engineered and partially engineered feeder roads in good or fair conditions.

DFR's engineered/partially engineered network now stands at 30,289km.

1.2 Condition Mix

The Condition Mix of the feeder road network has changed slightly from 38% good, 32% fair and 30% poor in December 2008 to 39% good, 30% fair and 31% poor at the close of December, 2009.

The slight improvement in the condition mix could be attributed to the continued maintenance of the engineered roads and rehabilitation of those in the poor category. (The condition mix is based on approximately 42,000Km network).

	2007	2008	2009
GOOD	35%	38%	39%
FAIR	37%	32%	30%
POOR	28%	30%	31%

1.3 Targets and Achievements as at December 31, 2012

Table 1.1 shows the planned, approved programmes and achievement as at 31st December, 2012, whilst Table 1.2 shows the financial programme and disbursement of DFR for both GoG and Donor projects for the period January – December, 2012.

Table 1.1: Physical Target and Achievements (January – December, 2012)

ACTIVITIES	APPROVED ANNUAL PROGRAMME	PHYSICAL ACHIEVEMENT	
	Km/No.	Km/No.	%
Routine Maintenance	26,454	12,686	48%
Periodic Maintenance			
Spot Improvement	1,000	1,285	129%
Minor Improvement			
Upgrading of Gravel to Bituminous Surface (Town Roads)	100	66	66%
Upgrading of Gravel to Bituminous Surface	333	455	137%
Upgrading of Earth to Gravel Surface	962	804	84%
Sub-Total	1,395.0	1,325.1	95%
Bridge Programme			
Bridges	30	16	53%
Grand Total	28,849.0	15,296.1	53%

Table 1.2: Financial Programme and Disbursement (January -December, 2012)

ACTIVITY	APPROVED ANNUAL PROGRAMME FOR JAN - DEC. 2012			FINANCIAL EXPENDITURE FOR JAN - DEC. 2012			PROGRESS
	TOTAL (GOG)	TOTAL (DONOR)	TOTAL (DONOR & GOG)	TOTAL (GOG)	TOTAL (DONOR)	TOTAL (DONOR & GOG)	
	AMOUNT (GH¢m)	AMOUNT (GH¢m)	AMOUNT (GH¢m).	AMOUNT (GH¢m)	AMOUNT (GH¢m)	AMOUNT (GH¢m)	%
ROUTINE MAINTENANCE	16.480	0.000	16.480	5.201	0.000	8.850	54%
PERIODIC MAINTENANCE							
Spot Improvement	6.870	18.000	24.870	4.389	0.000	4.389	18%
MINOR IMPROVEMENT							
Upgrading of Gravel to Bituminous Surface (2ND	0.000	0.000	0.000		0.000	0.000	
Upgrading of Gravel to Bituminous Surface (Town	0.939	4.000	4.939	2.618	1.798	4.416	89%
Upgrading of Gravel to Bituminous Surface	39.965	0.000	39.965	106.600	0.000	106.600	267%
Upgrading of Earth to Gravel Surface	3.659	11.200	14.859	9.412	14.925	24.337	164%
Bridges	7.185	0.000	7.185	2.6	0.000	2.602	36%
Consultancy services	3.308	5.700	9.008	0.060	0.887	0.947	11%
Institutional supp & Training	2.836	1.200	4.036	2.220	0.645	2.865	71%
Sub-Total	64.8	40.1	104.9	127.9	18.3	146.2	139%
GRAND TOTAL	88.112	58.100	146.212	137.490	18.255	159.395	109%

Table 1.3: Department of Feeder Roads Programme and Achievement (Jan. - December, 2012)

ACTIVITIES	APPROVED ANNUAL PROGRAMME			FINANCIAL EXPENDITURE		PHYSICAL ACHIEVEMENT		TOTAL EXPENDITURE
	Km/No.	GOG GH¢(M)	DONOR GH¢(M)	GOG GH¢(M)	DONOR GH¢(M)	Km/No.	%	AMOUNT GH¢(M)
Routine Maintenance	26,454.0	16.480	0.000	5.201	0.000	12,686	48	2.670
Periodic Maintenance								
Spot Improvement	1,000.0	6.870	18.000	4.389	0.557	1,285.1	129	2.275
Minor Improvement								
Upgrading of Gravel to Bituminous Surface (Town Roads)	100.0	0.939	4.000	2.618	1.798	65.7	66	2.971
Upgrading of Gravel to Bituminous Surface	333.0	39.965	0.000	106.600	0.000	388.3	117	115.510
Upgrading of Earth to Gravel Surface	962.0	3.659	11.200	9.412	14.925	804.1	84	19.041
Bridge Programme								
Bridges	30.0	7.185	0.000	2.602	0.000	16.0	53	1.956
Consultancy services		3.308	5.700	0.060	0.887	-	-	0.947
Institutional supp & Training		2.836	1.200	2.220	0.645	-	-	2.865
Sub-Total		64.762	40.100	127.901	18.812	2,559.155	80	143.290
Grand Total		88.1	58.1	137.5	19.4	16,530.2	85	156.859

CHAPTER TWO: DEVELOPMENT PARTNERS ASSISTED PROGRAMME

2.1 District Capital Roads Improvement Project (DCRIP)

2.1.1 Background and funding

The project was initiated to facelift rural district capitals. The benefits of the project include:-

- mitigating the negative health impacts on the communities resulting from dust
- preventing the defacing of public and private buildings resulting from dust
- savings from capital expenditure on repair, renovation or replacements of these buildings
- environmental enhancements through bitumen surfacing the roads in town and construction of concrete drains to prevent erosion.

The funding is provided by the Ghana Government from the Japanese Counter-Value Fund with an amount of GH¢ 33.2 million.

2.1.2 Coverage

Sixty nine (69) Districts Capitals in all the 10 regions of Ghana.

2.1.3 Activity

Surfacing of 142.55 km nationwide.

The projects have been broken into three phases as indicated below:

S/N	Phase	No. of Districts	Length (Km)
1	One	28	56.00
2	Two	19	39.35
3	Three	22	47.20
	Total	69	142.55

2.1.4 Period

The project period is from 2008 to 2013.

2.1.5 Regional Distribution

The regional distribution of the contracts is as shown in Table 2.1.

Table 2.1: Distribution of DCRIP Contracts

Regions	Phases			TOTAL
	Phase 1	Phase 2	Phase 3	
	(Km)	(Km)	(km)	
Greater Accra Region (GAR)	4	4	3.7	11.7
Eastern Region (ER)	6	4	4	14
Volta Region (VR)	6	-	6	12
Central Region (CR)	6	8	6	20
Western Region (WR)	6	4	6.05	16.05
Ashanti Region (ASR)	8	7.5	4	19.5
Brong Ahafo Region (BAR)	6	6	6	18
Northern Region (NR)	6	4.2	6.2	16.4
Upper East Region (UER)	4	1.65	2	7.65
Upper West Region (UEW)	4	-	3.25	7.25
TOTAL	56	39.35	47.2	142.55

Under Phase One, 19 out of 28 contracts awarded have been completed whilst 11 out of the 17 contracts awarded under Phase Two have also been completed. 17 out of the 24 contracts awarded under Phase Three have also been completed.

The total length of roads under contracts is 142.55km and commitment to date is GHS38.92million. The total amount certified to date under the three (3) phases is GHS32.06million.

The beneficiary Districts are as shown in Tables 1.2, 1.3 and 1.4 for Phases 1, 2 and 3, respectively.

Table 2.2: Beneficiary Districts of the DCRIP under Phase 1

REGION	DISTRICT	DISTRICT CAPITAL	STATUS (%)	SUPERVISING AGENCY
GAR	Dangme West	Dodowa	100	DFR
	Ga East	Abokobi	100	DFR
ER	Birim North	New Abirem	100	DFR
	Asuogyaman	Atimpoku	100	GHA
	Akyemansa	Ofoase	83	DFR
CR	Awutu Senya	Awutu Breku	100	DFR
	Assin South	Nsuaem - Kyekyewere	100	DFR
	Upper Denkyira West	Diaso	10	DFR
VR	Nkwanta North	Kpasa	32	DFR
	Adaklu-Anyigbe	Kpetoe	100	DFR
	South Dayi	Kpeve	100	DFR
WR	Ellembelle	Nkroful	85	DFR
	Sefwi Akontombra	Akontombra	76	GHA
	Prestea Huni Valley	Bogoso	100	GHA
AR	Bosome Freho	Asiwa	100	DFR
	Atwima-Kwawonma	Foase	67	DFR
	Offinso North	Akomadan	100	GHA
	Kumawu-Afram Plains	Kumawu	30	GHA
BAR	Dormaa East	Wamfie	100	DFR
	Nkoranza North	Busunya	60	GHA
	Tain	Nsawkaw	100	GHA
NR	Zabzugu/Tatale	Zabzugu	85	DFR
	Gushiegu	Gushiegu	100	DFR
	Kpandai	Kpandai	100	DFR
UER	Garu Tempane	Garu	51	GHA
	Builsa	Sandema	100	DFR
UWR	Sissala West	Gwollu	45	DFR
	Wa East	Funsi	100	DFR

Table 2.3: Beneficiary Districts of the DCRIP under Phase 2

REGION	DISTRICT	DISTRICT CAPITAL	STATUS (%)	SUPERVISING AGENCY
GAR	Ga South	Mallam	45	DUR
	Ga West	Amasaman	100	DUR
ER	West Akim	Asamankese	52	GHA
	Upper Manya	Asesewa	15	GHA
CR	Assin North	Assin Fosu	100	GHA
	Agona West	Nsaba	100	GHA
	Twifo Hemang Lower Denkyira	Twifo Praso	81	DFR
WR	Jomoro	Elubo	30	GHA
	Bia	Esaam	50	DFR
AR	Ejisu	Ejisu	100	DUR
	Asante Akim North	Konongo	100	DUR
	Nsuta Kwamang	Nsuta	100	GHA
	Amansie Central	Jacobi	48	DFR
BAR	Nkoransa South	Nkoransa	76	GHA
	Berekum	Berekum	100	DUR
	Asunafo South	Kukuom	100	DFR
NR	Chereponi	Chereponi	Project terminated and awarded under Phase 3	DFR
	Tolon/ Kumbungu	Tolon	Project terminated and awarded under Phase 3	DUR
UER	Bongo	Bongo	96	GHA

Table 2.4: Beneficiary Districts of the DCRIP under Phase 3

REGION	DISTRICTS IN PHASE 3	DISTRICT CAPITAL	STATUS (%)	SUPERVISING AGENCY
GAR	Dangbe East	Ada	100	DFR
	Adenta Municipal Assembly	Adenta	35	DFR
ER	Atiwa	Kwabeng	60	DFR
	Fanteakwa	Begoro	98	DFR
CR	Ajumako Enyan Essiam	Besease	100	DFR
	Agona West	Agona Swedru (Ph. 2)	85	DFR
	Gomoa East	Afansie	100	DFR
WR	Sefwi	Sefwi Wiawso	100	DFR
	Ellembele	Esiam	92	DFR
	Wasa Amenfi West	Asankragua	100	DFR
ASR	Adansi North	Fomena	98	DFR
	Ejura Sekyedumase	Ejura	100	DFR
VR	Ketu South	Aflao	73	DFR
	North Tongu	Adidome	100	DFR
	Krachi West	Krachi	100	DFR
BAR	Jaman North	Sampa	100	DFR
	Pru	Yeji	100	DFR
	Asunafo North	Goaso	55	DFR
NR	Bole	Bole	100	DFR
	Chereponi	Chereponi	60	DFR
	Tolon/ Kumbungu	Tolon	100	DFR
UER	Bolgatanga	Bolgatanga	100	DUR
UWR	Nadowli	Nadowli	100	DFR
	Sisala	Tumu	80	DFR

Summary

Phase 1 Contracts

Nineteen (19) contracts under phase 1 of the project have been substantially completed and are in defects liability period. These are:

- Abokobi and Dodowa in the Greater Accra Region
- Kpetoe and Kpeve in the Volta Region
- Atimpoku and New Abirem in the Eastern Region
- Nsuaem Kyekyewere and Awutu Breku in the Central Region.
- Bogoso in the Western Region
- Akomadan, Asiwa and Foase in the Ashanti Region
- Wamfie and Nsawkaw in the Brong Ahafo Region,
- Gushiegu, Kpandai and Zabzugu Tatale in the Northern Region
- Sandema in the Upper East Region
- Funsu in the Upper West Region

All the Phase 1 contracts which are behind schedule have been warned to expedite progress of works. Two (2) contracts under Phase 1 have been terminated for non performance. These are Diaso town roads in the Central Region and Kpasa town roads in the Volta Region. The Diaso Town roads have been packaged and re-awarded.

The Gwollu Town roads and New Abirem Town roads contract have been recommended for termination. The average physical completion to date is 85%.

The total amount certified to date is **GH¢ 10,905,536.05**.

Phase 2 Contracts

Eleven (11) contracts under Phase 2 have been substantially completed and are in the defects liability period. These are:

- Amasaman Town Roads in the Greater Accra Region
- Assin Fosu and Nsaba Town Roads in the Central Region.
- Ejisu, Konongo and Nsuta Town Roads in the Ashanti Region
- Nkoransa, Berekum and Kukuom Town Roads in the Brong Ahafo Region
- Bongo Town Roads in the Upper East Region
- Asamankese Town Roads in Eastern Region

One (1) contract, Asesewa Town Roads, under phase 2 has been recommended for termination due to non-performance.

All the Phase 2 contractors which are behind schedule have been issued with warning letters to expedite progress of works in order to finish the project within the expected completion period. The average physical completion to date is 85%.

The total amount certified to date is **GH¢6,988,367.19**

Phase 3 Contracts

All the twenty-four (24) contracts under Phase 3 have recently been awarded and work is progressing at all the sites.

Seventeen (17) contracts under Phase 3 have been substantially completed and are in the defects liability period. These are:

- Adafoah Town Roads in Greater Accra Region
- Adidome and Krachie Town roads in the Volta Region
- Kwabeng Town Roads in the Eastern Region
- Afransie and Besease Town roads in the Central Region
- Asankragua and Sefwi Wiaswso Town roads in the Western Region
- Ejura and Fomena Town roads in the Ashanti Region
- Yeji, Sampa and Pru Town roads in Brong Ahafo
- Tolon and Bole Town roads in the Northern Region
- Bolgatanga Town roads in the Upper East Region
- Nadowli Town roads in the Upper West Region

All the Phase 3 contracts which are behind schedule have been cautioned to expedite progress of works in order to finish the project within the expected completion period. The average physical completion to date is 91.0%.

The total amount certified to date is **GH¢17,565,519.75.**

2.1.6 Physical progress

On the average, physical completion of the works under Phase 1, Phase 2 and Phase 3 are 84%, 85% and 91.0% respectively.

2.1.7 Financial Progress

Details of commitment and certified amounts to date on the three (3) phases are shown in Table 2.5.

Table 2.6: Summary of Financial Progress

CONTRACTS	COMMITMENT (GHS)	CERTIFIED AMOUNT (GHS)
PHASE 1	13,617,779.37	10,905,536.05
PHASE 2	9,367,759.89	6,988,367.19
PHASE 3	16,110,773.36	17,565,519.75
TOTAL	39,096,312.62	35,459,422.99

2.2 Transport Sector Programme (TSP)

2.2.1 Introduction

One of the Objectives of Ghana Government for Transport as highlighted in the National Transport Policy is to create a sustainable, accessible, affordable, reliable effective and efficient transport system that meets user needs. Government's policy objective is therefore to strengthen the provision of infrastructure services and improve the business environments to sustain broad-based growth.

It is in the light of this objective that the Government of Ghana (GOG) and the International Development Association (IDA) of the World Bank have prepared the Transport Sector Project to help (a) increase Ghana's competitiveness in foreign trade by reducing internal transport costs and promoting linkages in domestic markets which are crucial factors for rapid and sustained growth; (b) improve governance through clarifying roles and responsibilities in transport sector and encouraging wider and more meaningful participation of stakeholders in the decision making process; and (c) support the decentralized planning, management, finance and regulation of transport infrastructure and services.

The project will be implemented by the Ministry of Roads and Highways (MRH), which will have the overall responsibility for its coordination and management.

The Implementing Agencies (IAs) for the project are: Ministry of Roads and Highways (MRH), Ghana Highway Authority (GHA), Department of Feeder Roads (DFR), Department of Urban Roads (DUR) and Ministry of Transport (MOT), Ghana Airports Company Limited (GACL), Ghana Civil Aviation Authority (GCAA), and Ghana Ports and Harbors Authority (GHPA). The Beneficiary Agencies (BAs) for the project are: Driver and Vehicle Licensing Authority (DVLA), Kwame Nkrumah University of Science and Technology (KNUST), Government Technical Training Center (GTTC), National Road Safety Commission (NRSC), Regional Maritime University (RMU), Ghana Maritime Authority (GMA) and Volta Lake Transport Company (VLTC).

2.2.2 Project objectives

The Development Objective for the Transport Sector Project is to improve mobility of goods and passengers through reduction in travel time and vehicle operating cost, and improvement in road safety standards. This objective will be achieved through strengthening the capacity of transport institutions in planning, regulation, operations and maintenance, and through infrastructure investments.

The achievement of the Project Development Objective will be monitored using the following performance indicators to be achieved by the end of the project (EOP):

- (a) Average travel time reduced by at least 20 percent on project-financed roads;
- (b) Average vehicle operating cost (in real terms) reduced by at least 10% percent on project-financed roads;
- (c) Fatality rate reduced from 22 per 10,000 vehicles to 19 per 10,000 vehicles;
- (d) Rural Accessibility Index (RAI) increased from 53 percent to 57 percent; and
- (e) Condition of trunk road network in good and fair condition improved from 83 percent to 88 percent, for urban roads from 36 percent to 50 percent, and for feeder roads from 72 percent to 85 percent

Table 2.7: Key Performance Indicators

KEY PERFORMANCE INDICATORS	DFR ACTION PLAN
1. Average travel time reduced by at least 20% on project-financed roads	1. Regional managers have been tasked to come up with the average travel time of projects financed roads after the rains before actual construction works begin. The average travel time will be measured after the completion of the roads works to ascertain whether the 20% reduction has been achieved
2. Average vehicle operating cost (in real terms) reduced by at least 10% on project financed roads.	2. DFR will liaise with GHA for data to enable the initial VOC on the project financed roads to be determined before actual physical works commence. VOC will again be computed after completion of physical works on projects financed roads
3. Rural Accessibility Index (RAI) increased from 53% to 57%.	3. The achievement of this indicator will be monitored during the construction period and the target measured after the completion of the project financed roads.
4. Feeder roads network in good and fair condition improved from 72% to 85%	4. The condition of feeder roads network in good and fair condition will be computed after the completion of works on the project financed roads.

2.2.3 Project component

The project consists of two components: The first year and the second year components. The first year components involve feeder roads rehabilitation and spot improvement and geared towards consolidating the achievement under the RSDP.

During the first year a total of 456.46km of spot improvement and 226.06km of minor rehabilitation will be carried out throughout the country at a cost of US\$20.0 million

The second year component will focus on the rehabilitation and bituminous surfacing of roads in selected focus areas to support commercial agriculture around growth poles in collaboration with the Ministry of Agriculture. This will be financed with an additional amount of US\$27.5 million.

A break-down of total budget allocation for the TSP is as ff:

-Improvement and rehabilitation of feeder roads	
First year	US\$20.00
Second year	US\$27.50
-Consulting Service	US\$2.50
-Capacity Building	US\$0.50
-Vehicle & Office equipment	US\$0.70
-Operation	US\$0.50
TOTAL	<u>US\$51.70</u>

The Credit was approved by the Bank's Board on 30th June, 2009 and by the Parliament of Ghana on the 17th July, 2009.

The project effective date: 12th November, 2009.

End of project Implementation period: 31st December, 2014

Expected Credit closing date: 30th June, 2015

2.2.4 Status of Project Implementation and Procurement Management

2.2.4.1 Consultancy Services

WORKS SUPERVISION

FIRST YEAR PROJECT

No objection has been given for fourteen (14) Lots out of the fifteen (15).

The fourteen contracts have been awarded and signed with the supervision consultants. Supervision is currently ongoing.

SECOND YEAR PROJECTS

DFR has submitted a proposal to the Bank to enable some of the Supervision Consultants on the first year projects to be engaged on the second year projects.

No objection is yet to be received. It is however expected that the approval will be granted by the Bank for the supervision works to begin this year, 2013.

2.2.4.2 Environmental and Social Management Plan (ESMP)

FIRST YEAR PROJECTS

- i. No objection has been received for the Final Environmental and Social Management Plan (ESMP) Report from the World Bank.
- ii. Public Disclosure was published between November to 30th December 2011.
- iii. Safeguard reports on all projects have been submitted to the Bank.
- iv. No objection has also been received for the Resettlement Action Plan (RAP).
- v. Public Disclosure was published in December 2012.

SECOND YEAR PROJECTS

- Studies for the Environmental and Social management Plan (ESMP) for the second year projects is current ongoing. The studies are being carried out by the staff of DFR.
- Final report on Resettlement Action Plan (RAP) has been submitted to Bank for their No Objection.

2.2.4.3 Works Contracts

FIRST YEAR PROJECT

- Fifty - two (52) out of 84 projects awarded have been completed. Others are at various stages of completion.
- Total commitment to date amounts to GH¢36,554,822.75 as against budget allocation of US\$ 20.0million.

SECOND YEAR PROJECTS

Eighteen (18) Lots totaling 136.4km have been awarded. This consists of 12.85km of spot improvement, 64.8km of rehabilitation and 58.7km of bitumen surfacing.

The project will commence in 2013 after the supervision consultants have been appointed.

➤ GOODS

No goods have been procured under this project yet.

➤ VEHICLES

5No 4x4 double cabin Pick-Up vehicles, 2No Cross-Country vehicles and 4No Saloon were procured by MRH on behalf of DFR.

These have all been delivered to DFR.

2.2.4.4 Training

2012 Programme

Work Plan and Budget for 2012 training programme completed and incorporated into the over-all training programme of the MRH. The Bank did not give their No objection to our 2012 training programme.

Training programmes attended by DFR staff for the year 2010 and 2011 are as follows:

MASTERS PROGRAMME

Two (2) engineers completed overseas masters programmes in 'Transportation Planning and Engineering' and 'Project Planning and Management' respectively, during the year 2011.

One (1) quantity surveyor also pursued overseas master's programme in 'Strategy and Procurement Management' during the year 2011.

SHORT COURSES

One (1) quantity surveyor attended overseas short course in 'e-Procurement' in 2010.

Two (2) engineers attended overseas short course in 'Performance and Productivity' during the year 2011.

Two (2) engineers and two (2) quantity surveyors attended a short course in 'Procurement' at GIMPA in Accra in 2011.

An internal Auditor attended an overseas short course in 'Financial Auditing' in 2011.

2.2.5 Financial disbursement

Disbursement to date is as follows:

- Works: US\$ 13,344,418.46 (GH¢ 22,496,563.35)
- Goods: NIL
- Consultancy: US\$ 615,407.54 (GH¢ 1,207,828.40)
- Training: US\$ 235,351.29 (GH¢ 364,493.41)
- Operation: US\$ 196,420.28 (GH¢ 316,588.84)

Total disbursement to date (31/12/2012): **US\$ 14,391,597.57 (GH¢ 24,385,474.00)**

2.3 Bridge Development Programme

The Department of Feeder Roads under its Bridge Development Programme identified 5,000 water crossing points that hamper the provision of basic access to rural communities. Out of this number 1,200 sites have been classified as critical for the effective functioning of the rural road network.

The Department with assistance of some development partners like Japan International Corporation Agency (JICA), Department for International Development (DFID) of United Kingdom, Agence Francais de Developement (AFD) (France), ACROW Corporation of United States of America (USA), Spanish Government and the Government of the Royal Netherlands have been able to construct about 170 bridges and major box culverts so far out of the 1,200 critical river crossing points.

It is worthy of mention that the Bridge Development Programme forms part of the Ministry's programme under the Ghana Poverty Reduction Strategy which aims at improving the socio-economic life of the rural dwellers.

The provision of the bridges has facilitated the safe and more economical movement of people, goods and services in the rural communities due to the elimination of long detours and making the network more coherent and interactive.

2.3.1 Ghana/Dutch Bridges Project

2.3.1.1 Background

The Government of Ghana received a credit facility of Euro 16.5 million (with 65% credit and 35% grant) from the Netherlands Government for the supply of steel bridge components for the construction of ninety-four (94) bridges on selected feeder roads in Ghana under the “Ghana/Dutch Bridge Project”. GOG provided a counterpart fund for the provision of the following:

- i. Construction of reinforced concrete bridge substructure.
- ii. Clearance and transportation of steel bridge components from Tema Port to the bridge sites.
- iii. Assembling and launching of steel bridges.
- iv. Construction of both the approach and access roads to the bridges and
- v. Construction of sixteen (16) major box culverts in tandem with the bridge project.

The project, which is in three phases, is as detailed below:

Phase I – 31 bridges and 14 major box culverts

Phase II – 30 bridges and 1 major box culvert

Phase III – 33 bridges and 1 major box culvert

2.3.1.2 Status

As at December, 2012, seventy-eight (78) out of the 94 bridges have been launched. Of the 78 bridges that have been launched, seventy-one (71) is opened to traffic with the remaining seven (7) having their approach filling to deck level ongoing. Twelve (12) bridges out of the overall ninety-four (94) have either both abutments under construction or completed up to launching level and the approaches of some of them being filled before assembling and launching could commence. However, works on two (2) of the remaining four (4) bridges have just commence as the contracts were terminated and re-awarded to another contractor. Two (2) of the bridges have been re-packaged to be executed under the ongoing Ghana- Acrow bridges Project. All the sixteen (16) major box culverts awarded, as part of the bridge programme, have been completed and opened to traffic.

The overall progress of work is 87%.

Table 3.6 shows the regional distribution of the bridges and the number completed.

Table 2.8: Regional Distribution of Dutch Bridges and Number Launched/Completed

Region	BRIDGES		MAJOR BOX CULVERTS	
	No. Awarded	No. Launched/ Completed	No. Awarded	No. Completed
Greater Accra	4	4	2	2
Volta	9	9	0	0
Eastern	9	5	4	4
Central	10	9	1	1
Western	11	8	2	2
Ashanti	13	13	3	3
Brong Ahafo	13	11	1	1
Northern	11	6	0	0
Upper East	8	8	2	2
Upper West	6	5	1	1
TOTAL	94	78	16	16

2.3.2 Ghana-ACROW Bridges Project

2.3.2.1 Background

The ACROW-Ghana bridge project involves a total amount of US\$47.7 million. This consists of a loan amount of US\$37.7 million for the supply of bridge components for 100 bridges and a grant amount of US\$7.0 million as seed money for the cost of the civil works and the approach filling to be funded by GoG. Contract for the supply of the bridge components has been signed. The project is to be executed in three phases.

2.4.2.2 Status

A total of forty-six (46) bridges have been awarded under Phase One of the project. Three (3) of the bridges awarded have been revised as major box culverts. Currently twenty-three (25) of the bridges have been launched out of which sixteen (14) have been opened to traffic. Eight (8) out of the remaining twenty-one (21) have their reinforced abutments cast up to launching level and the approaches of some of them have been filled for the commencement of assembling and launching. All other contracts are at various stages of completion.

The overall progress of work is about 63%.

All the bridge components for the phases 1 and 2 contracts agreed with ACROW Corporation have been supplied and received into DFR Stores in Koforidua. The cost of the civil works for the phase 1 contracts is estimated at GH¢ 27,981,976.34.

Table 2.7 shows the regional distribution of the bridges (Phase I).

Table 2.9: Regional Distribution of ACROW Bridges and Number Launched/Completed

Region	BRIDGES		MAJOR BOX CULVERTS	
	No. Awarded	No. Launched/ Completed	No. Awarded	No. Completed
Greater Accra	2	1	0	0
Volta	7	5	2	0
Eastern	4	4	1	0
Central	5	2	0	0
Western	5	3	0	0
Ashanti	5	3	0	0
Brong Ahafo	5	1	0	0
Northern	3	3	0	0
Upper East	3	3	0	0
Upper West	4	0	0	0
TOTAL	43	25	3	0

2.3.3 Ghana - Spanish Bridges Project

The Spanish bridge programme involves the construction of fifty two (52) bridges throughout the country.

This involves a facility of Euro 10.0 million under the Second Ghana-Spain Protocol for the supply of components. The supply of the components is in two lots of 26 each. The Government of Ghana is to fund the cost of the civil works and approach filling. Contracts for 24 bridges under Phase One has been awarded at an estimated cost of GH¢ 15,359,267.33. The design of three (3) of the 24 bridges under Phase one had been revised and are been constructed as major box culverts. Detail design for the bridges in Phase Two comprising 31No. are in progress.

Ten (10) bridges have been launched out of which five (5) have been completed and opened to traffic. Additional eight (8) bridges have both abutments cast up to launching level and filling of approaches are yet to commence, in progress or completed and ready to commence work on the assembling and launching of the steel superstructure. Works on three (3) other bridges have their abutments under construction at various level whilst work is yet to commence on two (2) of the bridges awarded. Works on the three (3) bridges revised to major box culverts are also progressing steadily. The supply of bridge components involving DFR haulage trucks to the various bridge sites is also progressing steadily.

The overall progress of work is 64%. Amount paid for this period is GH¢537,567.06

2.3.3.1 Status

Lot 1

All the twenty-six (26) bridge components have been supplied by a Spanish firm M/s Makiber and stockpiled at DFR yard in Koforidua. The short span training was completed successfully and DFR is yet to award the long span bridges for the 2nd training during the Phase 2 contract.

Lot 2

Another Spanish firm M/S Schwart-Hautmont has also supplied the remaining 26 bridge components and stockpiled in DFR Stores, Accra. The short and long spans training is yet to take place on DFR request, probably during the Phase 2 contract.

Table 2.10: Regional Distribution of Spanish Bridges and Number Launched/Completed

Region	BRIDGES		MAJOR BOX CULVERTS	
	No. Awarded	No. Launched/ Completed	No. Awarded	No. Completed
Greater Accra	0	0	0	0
Volta	1	0	0	0
Eastern	5	4	0	0
Central	2	2	2	0
Western	3	0	0	0
Ashanti	2	2	1	0
Brong Ahafo	2	1	0	0
Northern	2	0	0	0
Upper East	1	1	0	0
Upper West	3	0	0	0
TOTAL	21	10	3	0

2.3.4 Belgium Bridges

Proposal for the supply of the bridge components for a total of 490m span over five (5) water crossing points is under discussion.

Table 2.11: The bridge locations identified are as shown below:

No.	Road Name	River Name	Proposed Span of Bridge (m)	Region	District
1	Kpando Agbenoxoe – Kpando Dafor	Tributary to Volta	175	Volta	North Dayi
2	Galo – Sota – Bomingo	Angor	70	Volta	South Tongu
3	Anlo Jn. – Nsese No. 1 – Nsese No. 2	Pra	70	Eastern	Akyemansa
4	Mankessim – Suprudo – Amissano	Okyi	105	Central	Mfantsiman
5	Asempaneye – Kushea – Hwidiem	Pra	70	Central	Assin North

CHAPTER THREE: GHANA GOVERNMENT PROGRAMME

3.1 Road Fund

3.1.1 Background

A total amount of GH¢41.49 million was allocated to DFR in 2012 by the Road Fund Board for routine/recurrent and periodic maintenance projects, training, monitoring and supervision of projects, vehicle maintenance etc.

Routine/Recurrent maintenance	:	GH¢16.48 million
Periodic Maintenance	:	GH¢22.41 million
<u>Ancillary Services (Others)</u>	:	<u>GH2.6 million</u>
Total	:	GH¢41.49 million

3.2 Status

3.2.1 Routine / Recurrent Maintenance

The routine maintenance was planned to cover 26,454km of feeder roads with an approved budget of GH¢16.48 million. The total length achieved from January to December 2012 is 12,686km, representing 32% of the total length of roads awarded. Disbursement as at 31st December 2012 is GH¢8.85 million.

3.2.2 Periodic Maintenance

- (a) An estimated amount of GH¢25 million was programmed for periodic maintenance for the year 2012.
- (b) Total disbursement for Road Fund contracts from January to December, 2012 is GH¢ 17.78million.

3.2.3 Ancillary

Disbursement for support services i.e., training, supervision, consultancy etc is GH¢0.223 million.

3.2.4 Summary of Releases from April to December, 2012

Routine/Recurrent maintenance	:	GH¢ 2.670 million
Periodic Maintenance	:	GH¢ 12.854 million
Others	:	GH¢ 0.223 million
<hr/>		
Total release	:	GH¢ 15.747 million

3.3 Consolidated Fund (Investment)

3.3.1 Background

The Budgetary allocation under investment for 2012 is GH¢ 15.401 million.

3.3.2 Status

Disbursement as at the end of December 2012 is GH¢23.47 million for both roads and bridges.

All the contracts are at various stages of completion.

3.4 COCOBOD Funded Programme

The Ghana Cocoa Board (COCOBOD) has collaborated with the Department of Feeder Roads since 1985 in the rehabilitation, upgrading and maintenance of roads critical to its operations, that is, vital to the haulage of cocoa to the ports for export. These roads are termed Cocoa Roads. This collaboration has now been expanded to deal with the full mandate of COCOBOD which covers cocoa, coffee and sheanuts.

The COCOBOD is currently funding three programmes in the six cocoa producing regions, namely; Eastern, Volta, Western, Central, Ashanti and Brong Ahafo Regions respectively. The programmes are the Reshaping/Spot Improvement Contracts, the Cocoa Roads Improvement Projects (CRIP) and the COCOBOD Funded Roads Improvement Project (C-FRIP) which covers all the regions in the country.

3.4.1 Reshaping/Spot Improvement Contracts

Status

The COCOBOD has been providing about US\$3million annually for Spot Improvement and Reshaping of feeder roads.

All contracts awarded under the 2009/2010 period have been completed. Contracts for 2011/2012 period are yet to be awarded.

3.4.2 Cocoa Roads Improvement Programme (CRIP)

Background

Ghana COCOBOD has made provision for US\$100million for the surfacing of 600km of cocoa roads in the six cocoa producing regions in the country namely: Eastern, Ashanti, Brong Ahafo, Central, Volta, and Western regions respectively. These projects are on-going. In addition the 2011 budget for Cocoa Roads is GH¢ 40 million.

The on-going programme is in three (3) phases as follows:

A total of 685.2km cocoa roads are to be completed at an estimated cost of US\$100M.

PH1	211.60km
PH2	221.5km
PH3	252.1km

Status

Table 3.1: Summary of Achievements as 31st December, 2012:

ACTIVITY	TARGET (KM)	ACHIEVEMENT (KM)	PERCENTAGE COMPLETED (%)
PHASE 1	211.6	158.25	74.79
PHASE 2	221.5	193.70	87.45
PHASE 3	252.1	86.69	34.39
TOTAL	685.2	438.64	65.54

A total length of 21.50km was completed from July 2012 to December, 2012 whilst the cumulative length executed since the start of the programme is 436.64km.

Tables 4.1 and 4.2 show the regional distribution of CRIP for the three phases and the physical and financial summaries, respectively.

***RECEIPTS FOR THE FOURTH QUARTER**

The total amount received during the quarter under review is GH¢20,000,000.00. The total amount received since the project inception to date is GH¢251,275,240.55.

***DISBURSEMENT FOR FOURTH QUARTER**

Remaining balance added to the receipts for the period led to a disbursement amount of GH¢19,718,273.77 for the period. This brings the total disbursement made since the inception of the project to GH¢250,854,954.02.

Table 3.2: Regional Distribution of Projects (CRIP)

COCOA ROADS IMPROVEMENT PROGRAMME							
(CRIP)							
REGION	PH1		PH2		PH3		TOTAL
	LOTS	LENGTH	LOTS	LENGTH	LOTS	LENGTH	LENGTH
	(No)	(KM)	(No)	(KM)	(No)	(KM)	(KM)
WR	5	33.3	17	123.1	11	91.6	248
ASR	7	52.2	11	67.3	8	56	175.5
ER	4	28	2	8	5	29.8	65.8
BAR	6	39.2	5	23.1	2	26.7	89.0
CR	4	33.5	0	0	4	40	73.5
VR	5	25.4	0	0	2	8.0	33.4
TOTAL	31	211.6	35	221.5	32	252.1	685.2

Table 3.3: General Summary for CRIP

NO.	PHASE	LENGTH (KM)	CONTRACT PRICE (GH¢)
1	PHASE 1	211.6	27,196,508.90
2	PHASE 2	221.5	39,288,210.06
3	PHASE 3	252.1	55,187,573.12
TOTAL		685.2	121,672,292.08

3.4.3 COCOBOD Funded Roads Improvement Project (C-FRIP)

The Government through the Ministry of Roads and Highways has received an amount of US\$200million from the COCOBOD syndicated loan of US\$1.5billion for the maintenance, rehabilitation and upgrading of Cocoa Roads. The collaboration has now been expanded to deal with full mandate of COCOBOD which covers cocoa, coffee and sheanuts.

Table 3.4: Cocoaobod Funded Roads Improvement Project (CFRIP) Regional Summary

N0	REGION	SURFACING			SPOT IMPROVEMENT			REHABILITATION		
		NUMBER OF PROJECTS	KM	COST (GH¢)	NUMBER OF PROJECTS	KM	COST	NUMBER OF PROJECTS	KM	COST (GH¢)
1	EASTERN	12.00	75.19	27,339,184.68	28	87.59	5,330,478.98	0.00	0	0.00
2	VOLTA	14.00	71.30	45,131,192.52	21	69.70	4,919,571.54	0.00	0	0.00
3	CENTRAL	9.00	79.45	21,078,556.04	21	127.35	6,392,166.83	5	26.1	2,819,354.73
4	WESTERN	14.00	130.60	62,105,249.81	30	267.5	14,728,440.18	3.00	55	2,545,380.85
5	ASHANTI	14.00	75.84	24,605,339.84	28	149.0	1,991,734.27	0.00	0	0.00
6	BRONG AHAFO	11.00	48.60	20,099,818.76	46	360.10	13,705,909.95	0.00	0	0.00
7	GREATER ACCRA	11.00	38.60	12,741,689.80	9	57.20	3,331,864.37	0.00	0	0.00
8	NORTHERN	3.00	15.50	5,601,254.12	15	214.72	7,141,572.15	5.00	34	3,489,922.42
9	UPPER EAST	6.00	28.00	20,392,335.78	7	58.3	2,698,832.74	1.00	16	800,000.00
10	UPPER WEAST	5.00	17.10	8,973,146.85	17	140.75	5,500,220.61	1.00	7	711,933.34
TOTAL		99.00	580.18	248,067,768.20	222	1532.21	65,740,791.62	12.00	118	9,166,386.42

3.5 Revamped Labour Based Technology for Road Construction and Maintenance

Background

The Labour-Based Technology (LBT) for road construction has been identified as a cost-effective and appropriate method of improving rural transportation, whilst addressing issues of economic development and poverty reduction.

The Ministry has decided to revamp the LBT to improve upon the livelihood of rural Ghanaians by creating employment opportunities and facilitating access of the rural population, which is predominately poor, to market and to economic and social, goods and services.

This is in furtherance of the Government policy on job creation. Tenders have been received from trained labour-based contractors to start work using this approach. Feeder roads selected for rehabilitation and spot improvement under the LBT programme are as follows:

LABOUR BASED CONTRACTS							
REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY	% PHYSICAL COMPL.	REMARKS
GAR	Lot 1 ^A	Ga South	Ashalearnan - Fawotekose F/R	4.20	Spot Imp.	15	Slow progress of work
	Lot 1 ^B	Ga South	Ashalearnan - Fawotekose, Mmampehia & Otaten - Fawotekose F/R	5.20	Spot Imp.	16	Slow progress of work
	Lot 2 ^A	D/East	Talebanya Junc. - Talebanya & Nuhuale Junc. - Nuhuale F/R	6.00	Spot Imp.	14	Slow progress of work
	Lot 2 ^B	D/East	Tehe Junc. - Tehe F/R	5.00	Spot Imp.	19	Slow progress of work
	Lot 3 ^A	D/East	Ameyawkorpe - Safahukorpe F/R	5.00	Spot Imp.	0	Slow progress of work
	Lot 3 ^B	D/East	Adonokorpe - Peterkorpe F/R	3.00	Spot Imp.	85	Works in progress

LABOUR BASED CONTRACTS							
REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY	% PHY. COMPL.	REMARKS
VOLTA	4	Ho	Adukorpe Jnc - Ziave	6.30	Rehab.	40	Works in progress
	5	Ho	Klepe - Demetse - Akrofu & Hoviekpe Jnc - Hoviekpe	9.30	Rehab.	100	Substantially Completed
	6	Ho	Abutia Sebekope Jn. - Sebekope	5.30	Spot Imp.	0	Mobilising to site
	7	Ho	Ho Soldier Barracks - Tokokoe Ph.2	9.80	Spot Imp.	100	Substantially Completed
EASTERN	8	Yilo Krobo	Huhunya - Torgodo & Others	9.40	Rehab.	35	Works in progress
	9	Fanteakwa	Owusukrom - Asrebuso	10.00	Rehab.	30	Works in progress
	10	Upper Manya	Djomoh - Mensah	7.60	Rehab.	25	Works in progress
	11	Lower Manya	Ayemesu - Gbortsonya	9.30	Rehab.	15	Works in progress
	12	West Akim	Asamankese - Ametima & others	12.35	Spot Imp.	50	Works in progress
	13	Akuapem North	Asamang - Lakpa	12.30	Spot Imp.	15	Works in progress

<u>LABOUR BASED CONTRACTS</u>							
REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY	% PHY. COMPL.	REMARKS
CENTRAL	14	Assin South	Mankata Jnc - Mankata	10.70	Rehab.	25	Works in progress
	15	Ajumako-Enyan-Essiam	Abaasa - Onyandze - Kokodo - Engo	7.10	Spot Imp.	40	Works in progress
	17	Assin North	Essiam - Kyeikrom - Adukweku	6.70	Spot Imp.	42	Works in progress
WESTERN	19	SWDA	Bowobra - Apentemadi & others	12.50	Spot Imp.	10	Works in progress
	20	JMDA	Anhwiafutu Jn - Kwabre & others	11.40	Spot Imp.	0	Very Slow progress
	21	ADA	Akpafu Jn - Akpafu & others	9.30	Spot Imp.	21	Works in progress
ASHANTI	22	Ashanti Akyem South	Asankare - Dampong	4.90	Rehab.	30	Works in progress
	23	Sekyere East	Ntumakunso	10.00	Rehab.	100	Substantially Completed
	24	Ashanti Akyem South	Adomfe - Brentuokrom	9.00	Rehab.	30	Works in progress
BRONG AHAFO	25	Asnafo North	Nfrokrom - Nyamebekyere	15.50	Spot Imp.	63	Works in progress
	26	Jaman South	Atuna - Ntabene no.1 & Others	10.00	Rehab.	12	Works in progress
	27	Dormaa West	Nyamebekyere - Oppongyawkrom & Others	10.40	Rehab.	20	Works in progress
	28	Sunyani West	Mensahkrom - Tanomu & Others	14.00	Spot Imp.	10	Works in progress

LABOUR BASED CONTRACTS

REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY	% PHY. COMPL.	REMARKS
NORTHERN	29	Tonlum-Kumbu	Wantugu - Kasuliyilli	14.20	Spot Imp	52	Works in progress
	30	East Gonja	Bamvim - Dalogyilli	11.10	Spot Imp	48	Works in progress
	31	Tolon	Katindaa - Koblinahigu	2.65	Rehabilitaion	30	Works in progress
	32	Central Gonja	Sankunyipale - Mahamuyilli	9.20	Rehabilitaion	25	Works in progress
UPPER EAST	33	Bongo	Feo - Aniakumkwa & Others	15.00	Spot Imp	18	Works in progress
	34	Kassena - Nanakana West	Sandema - Katiu & Others	19.60	Spot Imp	20	Works in progress
	35	Talensi-Nabdan	Tongo - Baare & Others	11.40	Spot Imp	87	Works in progress
	36	Bawku West	Zebilla - Timonde & Others	12.30	Rehabilitaion	57	Works in progress
UPPER WEST	37	Sissala West	Kusale - Boti & Others	10.30	Spot Imp	27	Works in progress
	38	Sissala East	Naabugubelle - Challu & Challu -Nmanduono - Jambugu - Yipanpu	10.00	Rehabilitaion	29	Works in progress
	39	Sissala West	Kongo - Buo & Bamahu - Konpala	9.60	Rehabilitaion	46	Works in progress
TOTAL LENGTH				430.0			

Status

1. Contracts awarded are on-going in all regions and are at various stages of completion.

CHAPTER FOUR: MINISTRY OF FOOD AND AGRICULTURE PROGRAMMES AND PROJECTS

4.0 Background

These are various programmes being carried out by the Ministry of Food and Agriculture (MOFA); that is, MOFA is the executing Agency.

The Department of Feeder Roads is providing consultancy services involving the design, supervision and monitoring services for the feeder roads component.

These programmes will improve living standards of rural population, contribute to poverty reduction, enhance food security, generate rural employment, and contribute to foreign exchange conservation for the country.

The programmes focus on the promotion of specific crops in selected districts.

4.1 Poverty Focused Rural Transport Programme

4.1.1 Background

This programme is funded by Kreditanstalt für Wiederaufbau (KfW) of Germany with an amount of Euro 8.2M. It forms part of MOFA's Rural Access Programme. The programme involves the rehabilitation of 300km of feeder roads.

Coverage

Six (6) districts in the Ashanti and Brong-Ahafo regions are as shown in Table 4.1.

Table 4.1: Regions and Districts covered by KfW programme

REGION	DISTRICT
Brong Ahafo	Nkoranza, Techiman, Kintampo North, Kintampo South
Ashanti	Sekyere West, Ejura Sekyedumase

4.1.2 Status

Site works for the 87Km contracts are awarded under Phase 1. The status work on the contracts as follows:

Table 4.2: Status of Poverty Focused Rural Transport Programme

Poverty Focused Rural Transport Programme				
REGION	DISTRICT	ROAD NAME	LENGTH (km)	STATUS %
ASHANTI	Ejura Municipal	Rehabilitation of Aframso - Nkyensie	8.3	96
		Rehabilitation of Ejura Nkwanta - Kabre	7.6	85
		Rehabilitation of Kabre - Nyinasie	7.6	20
	Mampong Municipal	Rehabilitation of Bosomkyekye-Ouagadugu	12.5	20
	Sekyere Central	Rehabilitation of Aframso - Kyeiase	14.1	75
		Rehabilitation of Dome-Asasembonsa	9.8	70
BRONG AHAFO	Nkoransa South	Rehabilitation of Hwidiem - Makyin Mabre	10.4	55
		Rehabilitation of Junction - Yerepemso	10.1	75
		Rehabilitation of Brahoho - Dompooase	14.2	50
		TOTAL	94.6	

4.2 Export Marketing and Quality Awareness Project (EMQAP)

4.2.1 Background and Funding

The Ministry of Food and Agriculture with financial support from the African Development Bank is implementing a five year Export Marketing and Quality Awareness Project (EMQAP). The budget for the whole programme is UA17m (US\$25.84m) and the budget for the Rural Infrastructure Component (feeder roads) is UA8.17m (US\$12.4m). The programme objective is to increase the income of horticulture and tuber (cassava) crop farmers and exporters.

The project is being implemented in three (3) phases as follows:

Phase I: 83.90km

Phase II: 107.73km

Phase III: 43.70km

4.2.2 Coverage

The coverage of the programme is as follows:

- Phase I: six (6) districts in three regions,
- Phase II: nine (9) districts in four regions.
- Phase III: five (5) districts in four regions

4.2.3 Activity

The programme has four components and these are:

- a. Production and Productivity Enhancement
- b. Export Marketing Promotion and Infrastructure Improvement
- c. Capacity Building
- d. Project Coordination and Management

The feeder roads component involves the improvement of 407km of feeder roads through spot improvement, rehabilitation and Bitumen surfacing.

4.2.4 Status

Nine (9) contracts out of the ten (10) contracts of the Phase I roads have been completed, whilst four (4) contracts out of the sixteen (16) contracts of the Phase II works have been completed. Phase III contracts have been awarded and contracts are at various stages of completion.

4.2.5 Period

The project period is from 2006 to 2011.

4.2.6 Regional Distribution

The regional distribution of the Phase I contracts is as shown in Table 4.3.

Table 4.3: Regions distribution of contracts under EMQAP Phase I

Region	No. of Contracts	Length (Km)
Greater Accra	7	65.4
Volta	2	12.5
Eastern	1	6
Total	10	83.9

Contracts for 85.9 km of roads comprising 6 km of upgrading to bituminous surface and 79.9 km of roads for rehabilitation and spot improvement were contracted. Out of the ten (10) contracts, eight (8) have been substantially completed, one (1) was terminated and the last contract is at an advanced stage of completion.

The regional distribution of contracts under Phase II are detailed in Table 4.4

Table 4.4: Regional distribution of proposed contracts under EMQAP Phase II

Region	No. of Contracts	Length (Km)
Greater Accra	3	13.7
Volta	5	56.7
Eastern	3	13.5
Central	5	23.8
Total	16	107.7

The projects comprise 25km of spot improvement, 80km of rehabilitation and 8.2km of bituminous surfacing.

Table 4.5: Regional distribution of proposed contracts under EMQAP Phase III

Region	Length (Km)
Greater Accra	9.85
Volta	14.50
Eastern	1.00
Central	2.90
Total	28.25

The projects comprise 2.90km of spot improvement, 19.70km of rehabilitation and 5.65km of bituminous surfacing. Works are at various stages of completion under the Phase III contracts.

4.2.7 Physical progress

On the average physical completion of the Phase I works is about 91.0% completed whilst the average physical completed under the Phase II contracts is about 82.5%. Average physical completion of the Phase III works is about 50.0%.

4.2.8 Financial Progress

About GH¢ 7,351,630.18 has been certified as at the end of December 2012. Details of commitment and certified amounts are shown in Table 4.6.

Table 4.6: Summary of Financial Progress as at Fourth Quarter, 2012 (EMQAP)

CONTRACTS	COMMITMENT (GH¢)	TOTAL CERTIFIED AMOUNT (GH¢)
PHASE 1	4,469,691.14	3,460,803.11
PHASE 2	7,817,467.31	3,890,827.07
PHASE 3	5,660,240.28	1,721,135.53
TOTAL	12,287,158.45	7,351,630.18

4.3 Northern Rural Growth Programme

4.3.1 Background

The Ministry of Food and Agriculture with financial support from the African Development Fund is implementing a six year Northern Rural Growth Programme (NRGP). The budget for the whole programme is UA68.39m (US\$106.47m) and the budget for the Rural Infrastructure Component (feeder roads) is UA4.40m (US\$3.73m). The overall sector goal of the proposed programme is to contribute to an equitable and sustainable poverty reduction and food security among rural households. The specific objective of the programme is to increase northern Ghana area rural households' income on a sustainable basis.

Under road infrastructure, it is expected that:

- 200 km of Feeder Roads will be rehabilitated /constructed by 2011 and 600km by 2015.

4.3.2 Components

The programme has four components as follows;

- Commodity Chain Development
- Rural Infrastructure Development (Roads and Dams)
- Access to Rural Finance
- Programme Co-ordination

The Rural Infrastructure Development has five (5) components as follows:

- 800km of farm access tracks for small irrigation and inland valley schemes
- Improvement of 600km of feeder roads
- Construction of 270 culverts
- Upgrading of 348km of trunk roads to bitumen surface
- Construction of 10 bridges

4.3.3 Coverage

The Programme area covers 32 districts located in Brong Ahafo, Northern Region, Upper East Region, and Upper West Region. In addition, the participation in and benefits from the programme may extend to those smallholders and rural small-scale entrepreneurs and business associations in nearby districts located in the same agro-ecology, the northern savannah of Ghana.

4.3.4 Duration

The programme period is from 2006 to 2013.

4.3.5 Status

The projects have been broken into two phases as indicated below:

S/N	Phase	No. of Districts	Length (Km)
1	One	10	154
2	Two	38	492
	Total	44	646

4.3.6 Regional Distribution

The regional distribution of the tendered projects is as shown in Table 4.7.

Table 4.7: Regions distribution of NRG Phase I and Phase II projects

Regions	Phases			TOTAL
	Phase 1	Phase 2*		
	(Km)	(Km)		
Brongh Ahafo		77.95		77.95
Northern	97.70	203.30		301.00
Upper East	21.30	103.70		125.00
Upper West	35.00	107.05		142.05
TOTAL	154.00	492.00		646.00

SUMMARY

Phase 1 Contracts

Five (5.) contracts under phase 1 of the project have been substantially completed and are in defects liability period. These are:

- Spot Improvement of Zokuga – Nteko (5.5km) in the Savelugu/Nanton District
- Spot Improvement of Ghanayilli – Golinga (6.1km) in the Tolon/Kumungu District
- Spot Improv. of Pwalugu – Arigu-Riverside (9.9km) in the West Mamprusi District
- Spot Improvement of Mognori – Kpulumbu (13.55km) in the West Gonja District
- Rehabilitation of Tongo – Senti (8.30km) in the Talensi-Nabdam District

All the Phase 1 contractors which are behind schedule have been warned to expedite progress of works. The average physical completion to date is 76%.

The total amount certified to date is **GH¢3,140,142.21**

Phase 2 Contracts

Successful Contractors, under the Phase 2 contracts, have mobilized to site and have commenced works.

The total amount certified to date is **GH¢6,189,301.34**.

4.3.7 Conclusion

Physical progress

Average, physical completion of the works under Phase I is 84%. Works have commenced under the Phase II contracts.

Financial Progress

About GH¢9,329,443.55 has been certified as at the end of December 2012. Details of commitment and certified amounts are shown in Table 4.8.

Table 4.8: Summary of Financial Progress as at Fourth Quarter, 2012 (NRGP)

CONTRACTS	COMMITMENT (GH¢)	TOTAL CERTIFIED AMOUNT (GH¢)
PHASE 1	6,886,834.07	3,140,142.21
PHASE 2	30,760,734.15	6,189,301.34
TOTAL	37,647,568.22	9,329,443.55

CHAPTER FIVE Financial Implication in the Implementation of DFR Planned Programmes and Activities for the fourth quarter of 2012 Fiscal Year

5.1 Summary Estimates of DFR for the 2012 Fiscal Year

The summary estimates for the 2012 fiscal year is shown in Table 5.1. The total amount approved for DFR programmes and activities for 2012 is GH¢166.688 million out of which GH¢15.403 million representing 9.24% is from the Consolidated Fund for wholly GoG projects, matching fund and other administrative expenses. Donor support is estimated at GH¢39.700 million which also represents 29.82% of the total budget. In addition Road Fund and COCOBOD contribution is estimated at GH¢41.500 million and GH¢60.000 million respectively.

Table 5.1: Summary Estimates for 2012 Fiscal Year

ITEM	TOTAL 2012 BUDGET (GH¢'000)	DISBURSEMENT AS AT DEC., 2012	PERCENTAGE (%)
Compensation for Employees	2,511.05	7,515.27	299
Goods & Services	392.00	60.32	15
Assets	12,500.00	23,468.16	188
Road Arrears			
Matching Funds	2,000.00		
Compensation			
Wholly GoG - O	6,750.00		
Maintenance	3,250.00		
Rehabilitation	2,500.00		
Bridges)	1,000.00		
Taxes & Duties	900.00		
Arrears	2,850.00		
Actual	1,850.00		
Projected (up to Dec. 2012)	1,000.00		
Total GoG	15,403.05	31,043.75	202
Road Fund	41,500.00	59,323.32	143
Donor	39,700.00	22,504.92	57
DCRIP	10,000.00	4,852.06	49
Cococbod	60,000.00	112,852.06	188
IGF	84.90	10.97	13
GRAND TOTAL	166,687.95	230,587.08	138

CHAPTER SIX: CROSS CUTTING ISSUES

6.1 Road Safety

6.1.1 Action Plan

At the request of the National Road Safety Commission, DFR presented its Safety Implementation Status as well as its Road Safety Action Plan. The plan took the form of Pilot Route Action Plan for two roads in the Gt. Accra Region, road safety audit, addressing safety problems at bridge crossing points and vegetation control to improve sight distances in curves was emphasized in the action plan. The Department has also received guidelines for conducting community road safety education programme from the Global Road Safety Partnership.

Some of the safety measures being undertaken on feeder roads include:

- Creation of Road Safety desk unit/desk in DFR.
- Undertaking safety audit on heavily trafficked feeder roads
- Provision of warning signs at narrow bridges, dangerous and sharp bends and steep sections.

The department also plans to undertake the following:

- Road furniture/information signs in towns and villages.
- Identification/Improvement of ‘black spot’ in the system during road rehabilitation and improvement.
- Road line markings on all tarred feeder roads.

6.2 HIV/AIDS Awareness

Awareness programmes were carried out through contracts to reinforce the HIV/AIDS awareness raising and prevention campaign as part of the District Response Initiative of the Ghana AIDS Commission. These have now been extended to cover both GOG and all donor funded projects. The HIV/AIDS Awareness programme forms part of the Core Labour Standards being enforced on all projects in DFR.

CHAPTER SEVEN: HUMAN RESOURCE ISSUES

7.1 Staffing

The Department of Feeder Roads has total staff strength of Five Hundred and Thirty-Eight (538), made up of both technical and non-technical staff of various professional backgrounds. The Department has received from the Office of the Head of Civil Service an approval for the replacement of 21No. staff who have left the service. Invitations to prospective applicants for the replacement exercise have commenced and the interviews have been scheduled to take place in the month of March, 2012.

The Department is headed by a Director with three Deputy Directors in charge of Planning, Development and Maintenance.

The Department operates in all the ten (10) regions of Ghana and is represented in ninety (90) Area/District centres in line with Government policy on decentralization.

7.1.1 Gender Ratio:

Male		Female	
477		61	
Senior	Junior	Senior	Junior
220	257	24	37

7.1.2 Age Distribution

S.N.	CATEGORY	NO.
1	20-25	29
2	26-30	40
3	31-35	45
4	36-40	73
5	41-45	102
6	46-50	92

7	51-55	85
8	55-60	72
9	Staff on contract	NIL

STAFF STRENGTH

S.N.	CATEGORY	NO.
1	Engineers	67
2	Quantity Surveyors	40
3	Technician Engineers (Area/District Engineer)	84
4	Technician Engineers (Surveyor)	27
5	Technician Engineer (Laboratory)	27
6	Technician Engineer (Maintenance)	1
7	Planning Officers	2
8	Administrative Staff	30
9	Accounts Staff	31
10	Technical Officers	32
11	Work Superintendents	26
12	Foremen	22
13	Technical Assistants	21
14	Artisans	39
15	Drivers	43
16	Others	46
	TOTAL	538

7.1.3 Staff Details

The details information about DFR staff showing Staff ID, Names Date of Birth, Sex, Grade etc. are shown in Appendix A.

7.1.4 Training and Development

ACADEMIC TRAINING PROGRAMMES

NO.	NAME OF OFFICER	SEX	COURSE OF STUDY	DURATION		INSTITUTION	FUNDING	PAID/ UNPAID
				FROM	TO			
1	Emmanuel Ameyaw	M	MSc-Road and Transportation Engineering	August, 2011	January, 2013	KNUST	Road Fund	Paid
2	Abraham Quansah	M	-do-	-do-	-do-	-do-	-do-	Paid
3	Agnes Afi Adusei-Agyeman	F	-do-	-do-	-do-	-do-	-do-	Paid

TRAINING AND DEVELOPMENT**COMPETENCY BASED TRAINING UNDERTAKEN IN 2012**

N O	NAME OF OFFICER	SEX	COURSE OF STUDY	DURATION		INSTITUTION	FUNDING	PAID/ UNPAID
				FROM	TO			
1	Ben-Nelson Abedu	M	Technical Report Writing	22-08-12	23-08-12	Ghana Inst. of Eng.	GoG	Paid
2	Francis Naatu	M	-do-	-do-	-do-	-do-	-do-	-do-
3	Isaac Mensah	M	-do-	-do-	-do-	-do-	-do-	-do-
4	Ibrahim Seidu	M	-do-	-do-	-do-	-do-	-do-	-do-
5	Jonathan Ashong	M	-do-	-do-	-do-	-do-	-do-	-do-
6	Omane Brimpong	M	-do-	-do-	-do-	-do-	-do-	-do-
7	Afari Kuma	M	-do-	-do-	-do-	-do-	do-	-do-
8	Alponso Quaye	M	-do-	-do-	-do-	-do-	-do-	-do-
9	Theodora Quartey	F	Ethical Leadership Training	9 – 07 - 12	20 – 7- 12	OHCS Training Centre	-do-	-do-

CHAPTER EIGHT: CHALLENGES AND THE WAY FORWARD

8.1 Challenges

- Inadequate contractor capacity
- Inadequate supply of quarry products in some regions
- Contractors obsolete plants and equipment
- Delay in the payment of works done
- Delay in replenishment of seed money for LBT Contracts
- Delay by the Regional Tender Review Boards in giving concurrent approval
- Inadequate consultants' capacity
- Difficulty of contractors in accessing credit and high cost of capital
- Inadequate project preparation, supervision and monitoring of contracts due to low staffing levels and logistical support, especially, supervision vehicles

8.2 Way Forward

- Decentralization

The realignment of the department as part of the MRH is in progress. Under the realignment DFR's district staff will become part of the Local Government Service. DFR will then be responsible for planning, monitoring and provision of technical services for the MMDAs and MDAs.

DFR will have implementation functions of projects of national and strategic character.

- Capacity building for Contractors/Consultants
- Increasing the use of Labour Based Technology for road works
- Alternate source of funding to improve the payment regime
- Timely payment for works done
- The use of the Otta Seal and alternative technologies for road surfacing
- Training of Contractors, Consultants and DFR staff
- Adequate time should be given to project preparation, supervision and monitoring with improved logistical support
- Stringent enforcement of contract conditions

- Introduction of sanctions (e.g. punitive measures, blacklisting etc.) for non-performance contractors and consultants
- Limit contractors to contiguous regions

APPENDIX A: STAFF LIST OF DFR AS AT DECEMBER, 2012