



REPUBLIC OF GHANA

DEPARTMENT OF FEEDER ROADS

OF THE

MINISTRY OF ROADS AND HIGHWAYS

ANNUAL REPORT

FOR 2013

January, 2014

DEPARTMENT OF FEEDER ROADS DFR REPORT

Table of contents

CHAPTER ONE: EXECUTIVE SUMMARY	1
1.0 MISSION AND VISION OF DFR	1
1.0.1 Mission.....	1
1.0.2 Vision.....	1
1.1 ROAD NETWORK AND CONDITION	1
1.2 CONDITION MIX	2
1.3 TARGETS AND ACHIEVEMENTS AS AT DECEMBER 31, 2013.....	2
CHAPTER TWO: DEVELOPMENT PARTNERS ASSISTED PROGRAMME	6
2.1 DISTRICT CAPITAL ROADS IMPROVEMENT PROJECT (DCRIP).....	6
2.1.1 Background and funding	6
2.1.2 Coverage	6
2.1.3 Activity	6
2.1.4 Period.....	6
2.1.5 Regional Distribution.....	7
2.1.6 Physical progress.....	13
2.1.7 Financial Progress.....	13
2.2 TRANSPORT SECTOR PROGRAMME (TSP)	13
2.2.1 Introduction.....	13
2.2.2 Project objectives.....	14
2.2.3 Project component	15
2.2.4 Status of Project Implementation and Procurement Management	16
2.2.5 Financial management report	20
2.3 BRIDGE DEVELOPMENT PROGRAMME.....	20
2.3.1 Ghana/Dutch Bridges Project	21
2.3.2 Ghana-ACROW Bridges Project	23
2.3.3 Ghana - Spanish Bridges Project.....	25
2.3.4 Belgium Bridges.....	26
CHAPTER THREE: GHANA GOVERNMENT PROGRAMME.....	27
3.1 ROAD FUND	27
3.1.1 Background	27
3.2 STATUS	27
3.2.1 Routine / Recurrent Maintenance	27
3.2.2 Periodic Maintenance	27
3.2.3 Ancillary.....	27
3.2.4 Summary of Releases from January to December, 2013	28
3.3 CONSOLIDATED FUND (INVESTMENT).....	28
3.3.1 Background	28
3.3.2 Status.....	28
3.4 RURAL ROADS IN COCOA GROWING AREAS.....	28
3.4.1 Tranche 1	28
3.4.2 Tranche 2	30
3.5 REVAMPED LABOUR BASED TECHNOLOGY FOR ROAD CONSTRUCTION AND MAINTENANCE.....	33
CHAPTER FOUR: MINISTRY OF FOOD AND AGRICULTURE PROGRAMMES AND PROJECTS	38
4.0 BACKGROUND	38
4.1 POVERTY FOCUSED RURAL TRANSPORT PROGRAMME	38
4.1.1 Background	38

Table of contents

4.1.2	Status.....	38
4.2	EXPORT MARKETING AND QUALITY AWARENESS PROJECT (EMQAP).....	40
4.2.1	Background and Funding.....	40
4.2.2	Coverage	40
4.2.3	Activity	40
4.2.4	Status.....	40
4.2.5	Period.....	41
4.2.6	Regional Distribution.....	41
4.2.7	Physical progress.....	42
4.2.8	Financial Progress.....	42
4.3	NORTHERN RURAL GROWTH PROGRAMME	43
4.3.1	Background	43
4.3.2	Components.....	43
4.3.3	Coverage	43
4.3.4	Duration.....	44
4.3.5	Status.....	44
4.3.6	Regional Distribution.....	44
4.3.7	Conclusion.....	45
	Physical progress	45
	Financial Progress	45
CHAPTER FIVE FINANCIAL IMPLICATION IN THE IMPLEMENTATION OF DFR PLANNED PROGRAMMES AND ACTIVITIES FOR THE 2013 FISCAL YEAR		47
5.1	SUMMARY ESTIMATES OF DFR FOR THE 2013 FISCAL YEAR	47
CHAPTER SIX: CROSS CUTTING ISSUES.....		49
6.1	ROAD SAFETY	49
6.1.1	Action Plan.....	49
6.1.2	Targets and Achievements for 2011-2013	49
6.1.3	Action Plan for 2014-2016	50
6.1.4	Challenges.....	50
6.1.5	Way forward for 2014-2016 action plans.....	50
CHAPTER SEVEN: HUMAN RESOURCE ISSUES		52
7.1	STAFFING.....	52
CHAPTER EIGHT: CHALLENGES AND THE WAY FORWARD		62
8.1	CHALLENGES.....	62
8.2	WAY FORWARD.....	62
APPENDIX A:STAFF LIST OF DFR HEAD OFFICE AS AT DECEMBER, 2013		64

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
MOFA	:	Ministry of Food and Agriculture
KfW	:	Kreditanstalt für Wiederaufbau
AfDB	:	African Development Bank
EMQAP	:	Export Marketing and Quality Awareness Project
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
MoF	:	Ministry of Finance
LSDGP	:	Local Service Delivery and Governance Programme
LBT	:	Labour Based Technology
DWD	:	District Works Department
RSDP	:	Road Sector Development Programme
VOC	:	Vehicle Operating Cost
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, 2013)	3
TABLE 1.2:	FINANCIAL PROGRAMME AND DISBURSEMENT (JANUARY -DECEMBER, 2013	4
TABLE 1.3:	DEPARTMENT OF FEEDER ROADS PROGRAMME AND ACHIEVEMENT (JAN. – DEC., 2013)	5
TABLE 2.1:	DISTRIBUTION OF DCRIP CONTRACTS	7
TABLE 2.2:	BENEFICIARY DISTRICTS OF THE DCRIP UNDER PHASE 1.....	8
TABLE 2.3:	BENEFICIARY DISTRICTS OF THE DCRIP UNDER PHASE 2.....	9
TABLE 2.4:	BENEFICIARY DISTRICTS OF THE DCRIP UNDER PHASE 3.....	10
TABLE 2.5:	SUMMARY OF FINANCIAL PROGRESS	13
TABLE 2.6:	KEY PERFORMANCE INDICATORS	15
TABLE 2.7:	IDA (TSP) VEHICLES	19
TABLE 2.8:	REGIONAL DISTRIBUTION OF DUTCH BRIDGES AND NUMBER LAUNCHED/COMPLETED.....	23
TABLE 2.9:	REGIONAL DISTRIBUTION OF ACROW BRIDGES AND NUMBER LAUNCHED/COMPLETED	24
TABLE 2.10:	REGIONAL DISTRIBUTION OF SPANISH BRIDGES AND NUMBER LAUNCHED/COMPLETED.....	26
TABLE 2.11:	THE BRIDGE LOCATIONS IDENTIFIED ARE AS SHOWN BELOW:.....	26
TABLE 3.1:	SUMMARY OF ACHIEVEMENTS AS 31 ST DECEMBER, 2013:	29
TABLE 3.2:	REGIONAL DISTRIBUTION OF PROJECTS	29
TABLE 3.3:	GENERAL SUMMARY.....	30
TABLE 3.4:	TRANCHE 2 REGIONAL SUMMARY	31
TABLE 4.1:	REGIONS AND DISTRICTS COVERED BY KfW PROGRAMME	38
TABLE 4.2:	STATUS OF POVERTY FOCUSED RURAL TRANSPORT PROGRAMME.....	39
TABLE 4.3:	REGIONS DISTRIBUTION OF CONTRACTS UNDER EMQAP PHASE I.....	41
TABLE 4.4:	REGIONAL DISTRIBUTION OF PROPOSED CONTRACTS UNDER EMQAP PHASE II.....	41
TABLE 4.5:	REGIONAL DISTRIBUTION OF PROPOSED CONTRACTS UNDER EMQAP PHASE III	42
TABLE 4.6:	SUMMARY OF FINANCIAL PROGRESS AS AT FOURTH QUARTER, 2013 (EMQAP)	42
TABLE 4.7:	REGIONS DISTRIBUTION OF NRGP PHASE I AND PHASE II PROJECTS	44
TABLE 4.8:	SUMMARY OF FINANCIAL PROGRESS AS AT SECOND QUARTER, 2013 (NRGP).....	46
TABLE 5.1:	SUMMARY ESTIMATES FOR 2013 FISCAL YEAR.....	48

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 2011 was 42,190km. The result of inventory to update the database which began in 2012 is yet to be completed.

The condition mix of the feeder road network as at December, 2011 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, 2013

Table 1.1 shows the planned, approved programmes and achievement as at 31st December, 2013, whilst Table 1.2 shows the financial programme and disbursement of DFR for both GoG and Donor projects for the period January – December, 2013.

Table 1.1: Physical Target and Achievements (January – December, 2013)

ACTIVITIES	APPROVED ANNUAL PROGRAMME	PHYSICAL ACHIEVEMENT	
	Km/No.	Km/No.	%
Routine Maintenance			
Routine Maintenance	16,000	15,400.00	96%
Sub - Total			
Periodic Maintenance			
Spot Improvement	1,000	530.12	53%
Sub - Total			
Minor Improvement			
Upgrading of Gravel to Bituminous Surface (Town Roads)	100	32.26	32%
Upgrading of Gravel to Bituminous Surface	333	134.61	40%
Upgrading of Earth to Gravel Surface	962	193.88	20%
Sub-Total	1,395.0	360.75	26%
Bridge Programme			
Bridges	30	21	70%
Grand Total	18,395.0	16,290.87	89%

Table 1.2: Financial Programme and Disbursement (January -December, 2013)

ACTIVITY	APPROVED ANNUAL PROGRAMME FOR JAN - DEC. 2013			FINANCIAL EXPENDITURE FOR JAN - DEC. 2013			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	61.800	0.000	61.800	7.620	0.000	7.620	12%
PERIODIC MAINTENANCE							
Spot Improvement & Regravelling	11.100	29.400	40.500	4.500	10.200	14.700	36%
MINOR IMPROVEMENT							
Upgrading of Gravel to Bituminous Surface (2ND Cycle Sch.)	1.000		1.000	0.770		0.770	77%
Upgrading of Gravel to Bituminous Surface (Town Roads)	3.000	0.000	3.000	0.760	4.960	5.720	191%
Upgrading of Gravel to Bituminous Surface	11.500		11.500	116.959		116.959	1017%
Upgrading of Earth to Gravel Surface	8.000	6.000	14.000	3.640	5.700	9.340	67%
Bridges	28.100		28.100	54.6		54.600	194%
Consultancy services	2.000		2.000	2.900		2.900	145%
Institutional supp & Training	0.500		0.500	0.200		0.200	40%
Sub-Total			0.000			0.000	0%
GRAND TOTAL	54.100	6.000	60.100	179.829	10.660	190.489	317%

Table 1.3: Department of Feeder Roads Programme and Achievement (Jan. – Dec., 2013)

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	16,000.0	61.80	0.00	7.62	0.00	15,400	96	7.620
Periodic Maintenance								
Spot Improvement	1,000	11.10	29.40	4.50	10.20	530.0	53	14.700
Minor Improvement								
Second Cycle Institutions	0	1.00	0.00	0.77	0.00	2.0	0	0.770
Upgrading of Gravel to Bituminous Surface (Town Roads)	100	3.00	0.00	0.76	4.96	32.0	32	5.720
Upgrading of Gravel to Bituminous Surface	333	11.50	0.00	117.00	0.00	135.0	41	117.000
Upgrading of Earth to Gravel Surface	962	8.00	6.00	3.64	5.70	194.0	20	9.340
Bridge Programme								
Bridges	30	28.10	0.00	54.60	0.00	21.0	70	54.600
Consultancy services	0	2.00	0.00	2.90	0.00	-	0	2.900
Institutional supp & Training	0	0.50	0.00	0.20	0.00	-	0	0.200
Sub-Total	1,395.0	53.1	6.0	121.4	10.7	361.0	26	190.530
Grand Total	18,395.0	126.0	35.4	133.52	20.86	16,291.0	89	212.9

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. 19 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 GHS36.03million.

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	70	DFR
	Asuogyaman	Atimpoku	100	GHA
	Akyemansa	Ofoase	85	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	93	DFR
	Sefwi Akontombra	Akontombra	76	GHA
	Prestea Huni Valley	Bogoso	100	GHA
AR	Bosome Freho	Asiwa	100	DFR
	Atwima-Kwawonma	Foase	100	DFR
	Offinso North	Akomadan	100	GHA
	Kumawu-Afram Plains	Kumawu	30	GHA
BAR	Dormaa East	Wamfie	100	DFR
	Nkoranza North	Busunya	100	GHA
	Tain	Nsawkaw	100	GHA
NR	Zabzugu/Tatale	Zabzugu	100	DFR
	Gushiegu	Gushiegu	100	DFR
	Kpandai	Kpandai	100	DFR
UER	Garu Tempene	Garu	54	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	100	DUR
	Ga West	Amasaman	100	DUR
ER	West Akim	Asamankese	87	GHA
	Upper Manya	Asesewa	34	GHA
CR	Assin North	Assin Fosu	100	GHA
	Agona West	Nsaba	100	GHA
	Twifo Hemang Lower Denkyira	Twifo Praso	100	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	79	DFR
BAR	Nkoransa South	Nkoransa	100	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	100	GHA

Table 2.4: Beneficiary Districts of the DCRIP under Phase 3

REGION	DISTRICTS IN PHASE3	DISTRICT CAPITAL	STATUS (%)	SUPERVISING AGENCY
GAR	Dangbe East	Ada	100	DFR
	Adenta Municipal Assembly	Adenta	100	DFR
ER	Atiwa	Kwabeng	100	DFR
	Fanteakwa	Begoro	60	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	100	DFR
	Wasa Amenfi West	Asankragua	100	DFR
ASR	Adansi North	Fomena	100	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	75	DFR
	Tolon/ Kumbungu	Tolon	100	DFR
UER	Bolgatanga	Bolgatanga	100	DUR
UWR	Nadowli	Nadowli	100	DFR
	Sisala	Tumu	100	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 in the Eastern Region
- Nsuaem Kyekyewere and Awutu Breku in the Central Region.
- Bogoso in the Western Region
- Akomadan, Asiswa and Foase in the Ashanti Region
- Wamfie and Busunya in the Brong Ahafo Region,
- Gushiegu, Kpandai and Zabzugu Tatale in the Northern Region
- Sandema in the Upper East Region
- Funi in the Upper West Region

All the Contractors undertaking 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, re-awarded and work is progressing.

The average physical completion of Phase 1 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, Nsaba and Twifo Praso 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 90%.

The total amount certified to date is **GH¢8,204,740.31**.

Phase 3 Contracts

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

Nineteen (19) contracts under Phase 3 have been substantially completed and are in the defects liability period. These are:

- Adafoah and Adenta 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, Esiam and Sefwi Wiaswso Town roads in the Western Region
- Ejura and Fomena Town roads in the Ashanti Region
- Yeji and Sampa Town roads in Brong Ahafo
- Tolon and Bole Town roads in the Northern Region
- Bolgatanga Town roads in the Upper East Region
- Nadowli and Tumu Town roads in the Upper West Region

All the Contractors undertaking 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 95.0%.

The total amount certified to date is **GH¢17,676,240.45**

2.1.6 Physical progress

On the average, physical completion of the works under Phase 1, Phase 2 and Phase 3 are 85%, 86% and 95.0% 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 2.5: 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	8,204,740.31
PHASE 3	16,110,773.36	17,676,240.45
TOTAL	39,096,312.62	36,786,516.81

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 is being implemented by the Ministry of Roads and Highways (MRH), which has 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 2.6: 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 462km of spot improvement and 229.8km 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. A total of 12.8km spot improvement, 54.8km rehabilitation and 58.7km of bituminous surfacing of roads will be undertaken. 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 have been given for fourteen (14) Lots out of the fifteen (15).

The fourteen contracts have been awarded and signed with the supervision consultants. The supervision contracts have been completed except for seven (7) addendums which were issued to seven (7) supervision consultants to supervise delayed civil works contracts. All the projects being supervised by the five (5) out the seven (7) consultants have been completed. DFR has forwarded the Addendums to the bank to enable the consultants to be paid accordingly.

Earlier on request by DFR to the Bank to grant an extension of time (EOT) to the supervision contracts were not approved by the Bank. The request has therefore been sent to the Ministry of Roads and Highways for the payment of the cost of extension of the supervision contracts under GOG funding. The amount involved is GH¢ .

SECOND YEAR PROJECTS

The Bank has given No Objection for four (4) consultants to be engaged through sole sourcing. Financial proposals have been received and negotiations held accordingly.

Draft contract agreement has been forwarded to the Bank for No Objection to enable DFR sign contracts with the four (4) consultants.

DFR has engaged the services of a Contract Management Specialist to administer/manage the projects under the TSP. The selection process was by Individual Consultant method. The Bank gave its No Objection for the signing of contract with the Contract management specialist in October 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. No objection has also been received for the Resettlement Action Plan (RAP). The RAP was prepared by environmental engineers from DFR.
- iv. Public Disclosure was published in December 2012. Compensations have been paid to all the one hundred and eighteen (118) project affected persons (PAP). Total amount paid was GH¢97,382.38.

SECOND YEAR PROJECTS

- i. No objection has been received for the Resettlement Action Plan (RAP).
- ii. Public Disclosure was published in February, 2013.
- iii. No objection has also been received for the Final Environmental and Social Management Plan (ESMP) report from the World Bank.
- iv. The studies were carried out by the environmental engineers from DFR.
- v. Public Disclosure was published in the Ghanaian Times on the 29TH November 2013.

2.2.4.3 Works Contracts

FIRST YEAR PROJECT

Eighty one (81) out of eighty-four (84) contracts awarded have been completed. Three (3) contracts have been terminated.

Total commitment to date amounts to **GH¢36,476,533.99** as against budget allocation of US\$ 20.0 million.

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 2014 after the supervision consultants have been appointed.

The total cost of the eighteen (18) projects is **GH¢36,765,230.95**.

➤ GOODS

DFR has commenced with the procurement process. The Specific Procurement Notice (SPN) will be placed in the Ghanaian Times in January 2014.

➤ 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.

Details of the vehicles are indicated in Table 2.7.

All the vehicles have been delivered to DFR.

Table 2.7: IDA (TSP) VEHICLES

No.	Delivery Date	Type of Vehicle	Registration Number	Chassis Number	Engine No.	Allocation
1	6th July 2012	Toyota Camry	GS 6214-12	6T1BF9FK6CX380817	E381766	Deputy Dir. Plng.
2	6th July 2012	Toyota Camry	GS 6215-12	6T1BF9FK6CX380770	E381813	Deputy Dir. Mtce.
3	6th July 2012	Toyota Camry	GS 6216-12	6T1BF9FK6CX381643	E383931	Deputy Dir. Dev.
4	6th July 2012	Toyota Camry	GS 6217-12	6T1BF9FK6CX381625	E384431	Dir.(RISM) MRH
5	24th Oct. 2012	Nissan Patrol	GN 4942-12	Y61Z0-580698	TD42-219266	Northern Region
6	24th Oct. 2012	Nissan Patrol	GN 4950-12	Y61Z0-583167	TD42-221684	Upper East Region
7	24th Oct. 2012	Nissan Pick-Up	GM 1310-12	D22Z0-020913	QD32-308978	Western Region
8	24th Oct. 2012	Nissan Pick-Up	GM 1311-12	D22Z0-020918	QD32-309559	Brong Ahafo Region
9	24th Oct. 2012	Nissan Pick-Up	GM 1312-12	D22Z0-020935	QD32-309172	Central Region
10	24th Oct. 2012	Nissan Pick-Up	GM 1313-12	D22Z0-020924	QD32-307686	Eastern Region
11	24th Oct. 2012	Nissan Pick-Up	GM 1324-12	D22Z0-020936	QD32-309367	Bridge Mtc. Eng.

2.2.4.4 Training

2013 Programme

The Work Plan and Budget for 2013 training programme was completed and incorporated into the over-all training programme of the MRH.

MASTERS PROGRAMME

Two (2) engineers gained admission to Kwame Nkrumah University of Science and Technology (KNUST) masters programmes in 'Road and Transport Engineering'.

2.2.5 Financial management report

The source of funds for the Transport Sector Project (TSP) is from the International Development Association (IDA) of The World Bank. Statement of usage of funds by Project Activity is as follows;

Project Activity	Amount	
	USD	GHS
Works	14,963,571.99	25,608,741.34
Goods	NIL	NIL
Consultancy	1,033,471.13	2,016,559.85
Training	235,351.29	364,493.41
Operation	223,681.47	370,224.31
Total Disbursement to Date	16,456,075.88	28,360,018.91

WAY FORWARD

DFR will continue with the implementation of the First year projects. Delayed projects will be terminated.

The second year project is expected to commence by the second quarter of 2014.

All payments for Project Affected People (PAP) for the first year projects will be paid by end of July.

It is expected that No Objection will be obtained for the ESMP for the second year by end of June 2013.

xzs

2.3 Bridge Development Programme

The Department of Feeder Roads under its Bridge Development Programme has 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 31st June, 2013, **seventy-eight (78)** out of the 94 bridges have been launched. Of the 78 bridges that have been launched, **seventy-one (71)** have been 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 commenced 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 2.8 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-five (25) of the bridges have been launched out of which sixteen (16) 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 2.9 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 have been revised and are being constructed as major box culverts. Detail design for the bridges for 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.

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.

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

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¢61.8 million was allocated to DFR in 2013 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¢30.9 million
Periodic Maintenance	:	GH¢26.4 million
<u>Ancillary Services (Others)</u>	:	<u>GH¢4.5 million</u>
Total	:	GH¢61.8 million

3.2 Status

3.2.1 Routine / Recurrent Maintenance

The routine maintenance was planned to cover 16,000km of feeder roads with an approved budget of GH¢30.9 million. The total length achieved from January to December 2013 was 4,195km, representing 26% of the total length of roads awarded. Disbursement as at 30th December 2013 was GH¢6.56 million.

3.2.2 Periodic Maintenance

- (a) An estimated amount of GH¢26.4 million was programmed for periodic maintenance for the year 2013.
- (b) Total disbursement for Road Fund contracts from January to December, 2013 was GH¢28.78million.

3.2.3 Ancillary

Disbursement for support services i.e., training, supervision, consultancy, etc. was GH¢1.25 million.

3.2.4 Summary of Releases from January to December, 2013

Routine/Recurrent maintenance	:	GH¢ 6.56 million
Periodic Maintenance	:	GH¢ 28.78 million
Others	:	GH¢ 1.25 million
<hr/>		
Total release	:	GH¢ 36.59 million

3.3 Consolidated Fund (Investment)

3.3.1 Background

The Budgetary allocation under investment for 2013 was GH¢ 31.25 million.

3.3.2 Status

Disbursement as at the end of December 2013 was GH¢50.73million for both roads and bridges. All the contracts are at various stages of completion.

3.4 Rural Roads in Cocoa Growing Areas

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 Government of Ghana (GoG) is funding the programme in two (2) tranches.

3.4.1 Tranche 1

Background

GoG 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.

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

A total of 685.2km of 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, 2013:

ACTIVITY	TARGET (KM)	ACHIEVEMENT (KM)	PERCENTAGE COMPLETED (%)
PHASE 1	211.6	161.95	77%
PHASE 2	221.5	190.8	86%
PHASE 3	252.1	88.72	35%
TOTAL	685.2	441.47	64%

The cumulative length executed since the start of the programme is 441.5km.

Tables 3.2 and 3.3 show the regional distribution of Tranche 1 for the three phases and the physical and financial summaries, respectively.

Table 3.2: Regional Distribution of Projects

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

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

3.4.2 Tranche 2

Under the Tranche 2 of the rural roads in cocoa growing areas programme, the Government through the Ministry of Roads and Highways has provided funding for the maintenance, rehabilitation and upgrading of road to deal with the full mandate of COCOBOD which covers cocoa, coffee and sheanuts.

Table 3.4 shows summary of regional distribution of the roads.

Table 3.4: Tranche 2 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 WEST	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

***RECEIPTS AND DISBURSEMENT FOR 2013**

An amount of GH¢100 million was received and disbursed during the year under review. The total amount received since the project inception to date is GH¢110,788,246.70.

This brings the total disbursement made since the inception of the programme to GH¢ 350,694,320.00.

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 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. Feeder roads selected for rehabilitation and spot improvement under the LBT programme and the achievement as at December, 2013 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.	0	To be terminated
	Lot 1 ^B	Ga South	Ashalearnan - Fawotekose, Mmampehia & Otaten - Fawotekose F/R	5.20	Spot Imp.	43.06	Works in progress
	Lot 2 ^A	D/East	Talebanya Junc. - Talebanya & Nuhuale Junc. - Nuhuale F/R	6.00	Spot Imp.	13.6	To be terminated
	Lot 2 ^B	D/East	Tehe Junc. - Tehe F/R	5.00	Spot Imp.	100	Substantially Completed
	Lot 3 ^A	D/East	Ameyawkorpe - Safahukorpe F/R	5.00	Spot Imp.	72.4	Works in progress
	Lot 3 ^B	D/East	Adonokorpe - Peterkorpe F/R	3.00	Spot Imp.	100	Substantially Completed

REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY	% PHY. COMPL.	REMARKS
VOLTA	4	Ho	Adukorpe Inc - Ziave	6.30	Rehab.	100	Substantially Completed
	5	Ho	Klepe - Demetse - Akrofu & Hoviekpe Inc - Hoviekpe	9.30	Rehab.	100	Substantially Completed
	6	Ho	Abutia Sebekope Jn. - Sebekope	5.30	Spot Imp.	82	Works in progress
	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.	90	Works in progress
	11	Lower Manya	Ayemesu - Gbortsonya	9.30	Rehab.	28	To be terminated
	12	West Akim	Asamankese - Ametima & others	12.35	Spot Imp.	52	Works in progress
	13	Akuapem North	Asamang - Lakpa	12.30	Spot Imp.	61	Works in progress
	14	Assin South	Mankata Inc - Mankata	10.70	Rehab.	25	To be terminated
CENTRAL	15	Ajumako-Enyan-Essiam	Obaasa - Onyandze - Kokodo - Engo	7.10	Spot Imp	40	Works in progress
	17	Assin North	Essiam - Kyeikrom - Adukweku	6.70	Spot Imp	65	Works in progress

WESTERN	19	SWDA	Bowobra - Apentemadi & others	12.50	Spot Imp.	0	To be terminated
	20	JMDA	Anhwiafutu Jn - Kwabre & others	11.40	Spot Imp.	0	To be terminated
	21	ADA	Akpafu Jn - Akpafu & others	9.30	Spot Imp.	21	To be terminated
ASHANTI	22	Ashanti Akyem South	Asankare - Dampong	4.90	Rehab.	100	Substantially Completed
	23	Sekyer East	Effiduase - Ntumakunso	10.00	Rehab.	100	Substantially Completed
	24	Ashanti Akyem South	Adomfe - Brentuokrom	9.00	Rehab.	75	Works in progress
BRONG AHAFO	25	Asunafo North	Nferekrom - Nyamebekyere	15.50	Spot Imp.	63	Works in progress
	26	Jaman South	Atuna - Ntabene no.1 & Others	10.00	Rehab.	12	To be terminated
	27	Dormaa West	Nyamebekyere - Oppongyawkrom & Others	10.40	Rehab.	25	To be terminated
	28	Sunyani West	Mensahkrom - Tanomu & Others	14.00	Spot Imp.	100	Substantially Completed
NORTHERN	29	Tonlum-Kumbungu	Wantugu - Kasuliyilli	14.20	Spot Imp	100	Substantially Completed
	30	East Gonja	Bamvim - Dalogyilli	11.10	Spot Imp	66	Works in progress
	31	Tolum	Katindaa - Koblinahigu	2.65	Rehabilitaion	0	To be terminated
	32	Central Gonja	Sankunyipale - Mahamuyilli	9.20	Rehabilitaion	43	Works in progress
UPPER EAST	33	Bongo	Feo - Aniakumkwa & Others	15.00	Spot Imp	18	To be terminated
	34	Kassena -Nanakana West	Sandema - Katiu & Others	19.60	Spot Imp	12	To be terminated
	35	Talensi-Nabdan	Tongo - Baare & Others	11.40	Spot Imp	100	Substantially Completed
	36		Zebilla - Timonde & Others	12.30	Rehabilitaion	100	Substantially Completed
UPPER WEST	37	Sissala West	Kusale - Boti & Others	10.30	Spot Imp	100	Substantially Completed
	38	Sissala East	Naabugubelle - Challu & Challu -Nmanduono - Jambugu - Yipanpu	10.00	Rehabilitaion	58	Slow progress of work
	39	Sissala West	Kongo - Buo & Bamahu - Konpala	9.60	Rehabilitaion	100	Substantially Completed

TOTAL LENGTH

402.5

LABOUR BASED CONTRACTS

REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY	% PHY. COMPL.	REMARKS
NORTHERN	29	Tonlum-Kumbungu	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	To be terminated
	34	Kassena - Nanakana West	Sandema - Katiu & Others	19.60	Spot Imp	20	To be terminated
	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	To be terminated
	38	Sissala East	Naabugubelle - Challu & Challu -Nmanduono - Jambugu - Yipanpu	10.00	Rehabilitaion	29	To be terminated
	39	Sissala West	Kongo - Buo & Bamahu - Konpala	9.60	Rehabilitaion	46	Works in progress
TOTAL LENGTH				430.0			

Status

- Contracts awarded are on-going in all regions and are at various stages of completion. The slow moving ones have been earmarked for termination.

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 107km 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 107Km 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	LOT	ROAD NAME	LENGTH (km)	STATUS %
ASHANTI	Ejura Municipal	1	Rehabilitation of Aframso - Nkyensie	10.6	100
		2	Rehabilitation of Ejura Nkwanta - Kabre	7.6	100
		3	Rehabilitation of Kabre - Nyinase	9.1	100
	Mampong Municipal	4	Rehabilitation of Bosomkyekye-Ouagadugu	12.5	100
	Sekyere Central	5	Rehabilitation of Aframso - Kyeiase	14.1	100
		8	Rehabilitation of Dome-Asasembonsa	9.8	100
BRONG AHAFO	Nkoransa South	9	Rehabilitation of Hwidiem - Makyin Mabre	10.4	100
		10	Rehabilitation of Makyin Mabre - Junction	8.6	100
		11	Rehabilitation of Junction - Yerepemso	10.1	100
		12	Rehabilitation of Brahofo - Dompooase	14.2	100
			TOTAL	107	

Total disbursement to date for the works contracts: **Euro 5,014,020.00 (GH¢15,944,583.60).**

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 eleven (11) contracts out of the sixteen (16) contracts of the Phase II works have been

completed. Seven (7) contracts out of the ten (10) contracts of the Phase III contracts have also been completed. All the remaining contracts are at various stages of completion.

4.2.5 Period

The project period is from 2006 to 2014.

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, nine (9) have been substantially completed and one (1) was terminated.

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 93% completed whilst the average physical completed under the Phase II contracts is about 93%. Average physical completion of the Phase III works is about 86%.

4.2.8 Financial Progress

About GH¢ 11,242,379.00 has been certified as at the end of June 2013. Details of commitment and certified amounts are shown in Table 4.6.

Table 4.6: Summary of Financial Progress as at Fourth Quarter, 2013 (EMQAP)

CONTRACTS	COMMITMENT (GH¢)	TOTAL CERTIFIED AMOUNT (GH¢)
PHASE 1	4,469,691.14	3,267,400.67
PHASE 2	7,817,467.31	4,694,957.55
PHASE 3	5,660,240.28	3,280,020.78
TOTAL	12,287,158.45	11,242,379.00

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

Ten (10) 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 Chanayilli – Golinga (6.1km) in the Tolon/Kumungu District
- Spot Improvement of Pwalugu – Arigu-Riverside (9.9km) in the West Mamprusi District

- Spot Improvement of Nasia – Mimima Ph 1 (20.0km) 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
- Rehabilitation of Tilli – Widnaba (13.00km) in the Bawku-West District
- Spot Improvement of Piisi – Siroo (11.20km) in the Wa West District
- Spot Improvement of Diesi Jn – Diesi (2.50km) in the Wa West District
- Rehabilitation of Goli Jn – Goli Dam (2.00km) in the Nadoli District

All the Phase 1 contractors which are behind schedule have been warned to expedite progress of works. Five (5) of the contracts have been terminated due to non-performance. The average physical completion to date is 86%.

The total amount certified to date is **GH¢3,772,182.98**

Phase 2 Contracts

Three (3.) contracts under phase 2 of the project have been substantially completed and are in defects liability period. These are:

- Rehabilitation of Adomano Jn – Adomano (6.0km) in the Kintampo North District
- Rehabilitation of Kobre – Bator No. 1 (2.7km) in the Pru District
- Spot Improvement of Zangbang – Kamashegu-Dam Site (7.5km) in the Yendi District

The average physical completion to date is 52%.

The total amount certified to date is **GH¢9,263,259.48**

4.3.7 Conclusion

Physical progress

Average, physical completion of the works under Phase I and II is 69%.

Financial Progress

About GH¢13,035,440.46 has been certified as at the end of June 2013. Details of commitment and certified amounts are shown in Table 4.8.

Table 4.8: Summary of Financial Progress as at Second Quarter, 2013 (NRGP)

CONTRACTS	COMMITMENT (GH¢)	TOTAL CERTIFIED AMOUNT (GH¢)
PHASE 1	6,886,834.07	3,772,182.98
PHASE 2	30,760,734.15	9,263,259.48
TOTAL	37,647,568.22	13,035,442.46

CHAPTER FIVE Financial Implication in the Implementation of DFR Planned Programmes and Activities for the 2013 Fiscal Year

5.1 Summary Estimates of DFR for the 2013 Fiscal Year

The summary estimates for the 2013 fiscal year is shown in Table 5.1. The total amount approved for DFR programmes and activities for 2013 is GH¢129,200.89 million out of which GH¢38.018 million representing 29% is from the Consolidated Fund for wholly GoG projects, matching fund and other administrative expenses. Donor support is estimated at GH¢29.382 million which also represents 23% of the total budget. In addition Road Fund contribution is estimated at GH¢61.8 million representing 48%.

Table 5.1: Summary Estimates for 2013 Fiscal Year

Item	TOTAL 2013 BUDGET (GH¢'000)	DISBURSEMENT AS AT DEC., 2013 (GH¢'000)	PERCENTAGE (%)
COMPENSATION FOR EMPLOYEES	5,592.27	6,774.55	121%
GOODS & SERVICES	1,176.00	33.19	3%
ASSETS	31,250.00	58,378.45	187%
ROAD ARREARS			
Ø Matching funds	20,000.00		
Ø Compensation			
Ø Wholly GOG -O	9,000.00		
Maintenance	5,000.00		
Development/Minor Rehab	2,000.00		
(Consultants supervision) Bridges	2,000.00		
Ø Wholly GOG -N	0.00		
Maintenance	0.00		
Development/Minor Rehab	0.00		
Ø Taxes & Duties	100.00		
Ø Arrears	3,700.00		
Actual	27,000.00		
Projected (up to Dec '13)	10,000.00		
TOTAL GOG	38,018.27	65,186.19	171%
ROAD FUND	61,800.00	36,587.17	59%
Arrears (Actual)			
Projected Expenditure			
Works in fiscal yr	29,000.00		
DONOR	29,382.00	15,931.45	54%
DCRIP	0.00	0.74	
ROADS IN COCOA GROWING AREAS	0.00	99,839.37	0%
IGF	0.62	0.10	16%
GRAND TOTAL	129,200.89	217,545.02	168%

CHAPTER SIX: CROSS CUTTING ISSUES

6.1 Road Safety

6.1.1 Action Plan

As part of the National Road Safety Strategy III (NRSS III) covering 2011-2020, DFR submitted its Safety Implementation Status as well as its Road Safety Actions Plan to the National Road Safety Commission. The main objective for the NRSS III is to halt the unacceptable levels of road traffic fatalities and injuries by 2015 and thereafter reduce accidents by 50% by the end of 2020. The action plan submitted by DFR took the form outlining some road safety strategies to be implemented on feeder roads which addressed safety problems at bridge approaches as well as safety problems at intersections and curves. Additionally a Road Safety Desk unit/desk has been created in DFR Head office. These strategies have been set to enhance the safety on feeder roads for all road users' especially vulnerable road users like pedestrians and motorist.

Some of the safety measures being undertaken include:

- Undertaking safety audit on heavily trafficked feeder roads;
- Erection of warning signs at intersections and dangerous sharp curves and at bridge approaches.
- Provision of pedestrian crossing/ speed humps/ rumble strips on town roads.

The department plans to undertake the following additional action plan:

- Erection of informative signs in towns and villages;
- Vegetation control to improve sight distance on feeder road especially in sharp curves; and
- Undertaking road line markings on all bituminous surfaced feeder roads.

6.1.2 Targets and Achievements for 2011-2013

6.1.2.1 Targets

Action plan strategies and targets for the years 2011-2013 were to:

- Improve horizontal and vertical alignment of road by incorporating road safety in design of 250 km feeder roads;
- Erect of 300 warning signs to intersections and curves;
- Provide 75 town roads with pedestrian crossing/speed humps/rumble strips;
- Erection of warning signs at bridge approaches;
- Undertaking road line marking of 400km bituminous surfaced road; and
- Erection of warning signs at construction sites

6.1.2.2 Achievements

- A total number of six hundred and seventy-nine (679) warning signs were erected at intersection and sharp curves;
- Provision of 103 town road with pedestrian crossing/speed humps/ rumbles strips;
- Erection of 240 warning signs at bridge approaches;
- Erection of warning signs at 122 construction sites; and
- Provision of road line marking on a total of 342.1 km bituminous roads.

6.1.3 Action Plan for 2014-2016

The following action plans have been set by DFR for the 2014-2016 National Road Safety Strategy III (NRSS III):

- Improve horizontal and vertical alignment of road by incorporating road safety in design for 500 km feeder roads;
- Erect 300 warning signs at bridge approaches;
- Erect 800 warning signs to intersections and sharp curves;
- Undertake road line marking on a total of 500 km bituminous surfaced road;
- Surface 40 town roads and 90 bridge approaches;
- Provide 75 town roads with pedestrian crossing/speed humps/rumble strips; and
- Vegetation control along 400 km of feeder roads.

6.1.4 Challenges

Some challenges faced during the implementation of the 2011-2013 National Road Safety Action Plan are:

- Late submission of quarterly reports from regions
- Non-adherence and correct use of road line markings and warning signs by road users and pedestrians

6.1.5 Way forward for 2014-2016 action plans

- Early submission of quarterly road safety reports from regions with pictures as evidence of implementation of road safety strategies on roads and bridge approaches; and

- Including a line item in the Bill of Quantities (BoQ) for the awareness creation and education on importance of road safety measures and its correct use within community where these safety strategies are implemented.

CHAPTER SEVEN: HUMAN RESOURCE ISSUES

7.1 Staffing

The Department of Feeder Roads has total staff strength of Eighty -Eight (88) at the Head Office, made up of both technical and non-technical staff of various professional backgrounds.

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 provides technical and policy directions to the 216 District Works Departments of the MMDAs through the regional offices.

7.1.1 Gender Ratio:

B. STAFF CATEGORISATION

MINISTRY OF ROADS AND HIGHWAYS	SENIOR STAFF		JUNIOR STAFF		TOTAL
	MALE	FEMALE	MALE	FEMALE	
Dept. of Feeder Roads	45	13	23	7	88

C. SEX DISTRIBUTION

MINISTRY OF ROADS AND HIGHWAYS	DISTRIBUTION		TOTAL
	MALE	FEMALE	
Dept. of Feeder Roads	68	20	88

7.1.2 Age Distribution

D. AGE DISTRIBUTION

MINISTRY OF ROADS AND HIGHWAYS	AGE RANGE	20-30yrs	31-40yrs	41-50yrs	50-60yrs
Dept. of Feeder Roads	MALE	2	10	22	35
	FEMALE	1	6	3	9
	SUB-TOTAL				
OVERALL TOTAL					

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

ACADEMIC TRAINING PROGRAMS													
S/N	STAFF ID	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date	Funding				
									Self	GoG	DP	Leave (Pay)	Leave (Without Pay)
1	643579	Asare-Baffour Kwadwo Jnr.	M	and Transport Engineering)	KNUST	2 Years	Sep-13	Jul-15				√	
2	676876	Oppong Joseph	M	and Transport Engineering)	KNUST	2 Years	Sep-13	Jul-15				√	

TRAINING AND DEVELOPMENT**COMPETENCY BASED TRAINING UNDERTAKEN IN 2013**

WORKSHOPS, SEMINARS AND CONFERENCES							
		Sex	Course of Study	Institution	Duration	Start Date	End Date
S/N	Name of Officer	M					
1	Asiedu John Obeng	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
2	Ampadu K. Osafo	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
3	Otoo Roosevelt Oda	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
4	Kodua K.N. Akosah	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
5	Wellington Lanquaye	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
6	Banini Samuel	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
7	Omane Brimpong K	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13

WORKSHOPS, SEMINARS AND CONFERENCES							
S/N	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date
		M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
8	Ankrah Richmond	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
9	Miezah Joseph	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
10	Bakobie Felix	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
11	Afari-Kumah Cann	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
12	Akwetea Mensah Afi	F	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
13	Yawson Peter	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
14	Abdulai Braimah	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
15	Oppong James	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
16	Osei Akoto Roland	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
17	Kuunyem Meredith	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13

WORKSHOPS, SEMINARS AND CONFERENCES							
S/N	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date
		M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
18	Nyoagbe Castro	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
25TH -27TH NOVEMBER, 2013							
1	Badu Bernard	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
2	Brobbey David	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
3	Sapei-Nunoo Seth N	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
4	Badu Preko A.	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
5	Asenso Kensa Edwa	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
6	Ansah Appiah	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
7	Quaye Alphonso	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
8	Brentuo Kobena	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13

WORKSHOPS, SEMINARS AND CONFERENCES							
		Sex	Course of Study	Institution	Duration	Start Date	End Date
S/N	Name of Officer	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
9	Alhassan Mohammed	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
10	Vordoagu Joshua	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
11	Kuubertezie Don	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
12	Gladza-Foli Prosper	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
13	Koranteng Justice	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
14	Tetty Stephen	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
15	Baffoe K. Awotwe	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
16	Boateng Paa Bruku	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13

WORKSHOPS, SEMINARS AND CONFERENCES							
S/N	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date
		M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
17	Adu Gyamfi Kwasi	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
18	Kittoe Jerry Mends	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
19	Arhin Acquah Richard	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
20	Asare Daniel Kojo	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
WORKSHOP ON CONSULTANCY SERVICES							
1	Kwabena Omane Brimpong	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
2	Seth Osei Nketiah	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
3	Braimah Abdulai	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
4	Don Kuubertezie	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
5	Lanquaye Wellington	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
6	Lawrence K. Abbew	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13

WORKSHOPS, SEMINARS AND CONFERENCES							
S/N	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date
		M					
		M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
7	Justice Koranteng	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
8	Francis Naatu	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
9	Tawiah Moses	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
10	Joseph E. Miezah	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
11	Paa Bruku Boateng	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
12	Roosevelt O. Otoo	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
13	Ibrahim A. Seidu	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
GOODS AND EQUIPMENT PROCUREMENT MANAGEMENT							
1	Theodore Atikumah	M	Goods and Equipment Proc. Mgt	GIMPA	3 Weeks	30-Sep-13	18-Oct-13
MONITORING AND EVALUATION							
1	Herbert Koranteng	M	Monitoring and Evaluation	RIPA Int'nal	2 Wks		

SCHEME OF SERVICE AND COMPETENCY BASED TRAINING									
S/N	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date	Funding	
								GoG	DP
1	Theodora Quartey	F	Ethical Leadership	GIMPA	2Weeks	9-Jul.-13	20-Jul.-13	GoG	
2	Duku Ofori Amanfo	M	Ethical Leadership	GIMPA	2Weeks	12-Nov.-13	23-Nov.-13	GoG	

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 HEAD OFFICE AS AT
DECEMBER, 2013**