



REPUBLIC OF GHANA

DEPARTMENT OF FEEDER ROADS

OF THE

MINISTRY OF ROADS AND HIGHWAYS

FOURTH QUARTER (ANNUAL) REPORT

FOR 2017

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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

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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 September, 2017 was 42,045.64km. Comprehensive condition survey on the network is currently in progress to enable the network condition mix to be updated reference to December, 2017. The condition mix as at September, 2017 thus stands as follows:

Good	37%
Fair	38%
Poor	25%

Details of the surface types are as follows:

Bituminous surface	:	1,928.0 km	(5%)
Gravel roads	:	27,231.0 km	(65%)
Earth roads	:	12,886.0 km	(30%)
TOTAL	:	42,045.0km	

The breakdown of the network is as follows:

Engineered network	:	25,931.0km	(62%)
Partially engineered network	:	6,206.0km	(15%)
<u>Un-engineered network</u>	:	<u>9,908.0km</u>	<u>(23%)</u>
		42,045.0km	

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

DFR's engineered and partially engineered network put together as at September, 2017 stands at 30,289km. Condition survey to update the current network breakdown and condition mix is soon to be completed.

1.2 Historical Overview of Condition Mix

The historical overview of Condition Mix of the feeder road network has changed from 35% good, 37% fair and 28% poor in December 2007 to 30% good, 38% fair and 32% poor at the end of September 2017.

The historical overview of the condition mix is shown below:

	2007	2008	2009	2013	2014	2015	2017
GOOD	35%	38%	39%	30%	30%	34%	37%
FAIR	37%	32%	30%	38%	38%	34%	38%
POOR	28%	30%	31%	32%	32%	32%	25%

The observed trend between 2015 and 2017 shows a fall in the percentage of good surface condition roads which can be attributed to a number of factors, major among which is the failure of contractors to execute routine maintenance works as a result of delay in payment for work done.

1.3 Targets and Achievements as at 31st December, 2017

Table 1.1 shows the planned, approved programmes and achievement as at 31st December, 2017 while Table 1.2 shows the financial programme and disbursements by DFR for both GOG and Donor projects as at 31st December, 2017.

Table 1.1: Physical Target and Achievements (January – December, 2017)

FOURTH QUARTER PHYSICAL ACHIEVEMENT IN 2017			
ACTIVITIES	APPROVED ANNUAL PROGRAMME	ANNUAL PHYSICAL ACHEVEMENT	
	Km/No.	Km/No.	%
Routine Maintenance			
RRM (Resh & Pothole Patching)	22,500	21,200	94.2%
Sub-Total	22,500	21,200	94.2%
Periodic Maintenance			
Spot Improvement	300	250	83.3%
Sub-Total	300	250	83.3%
Minor Improvement			
Upgrading of Gravel to Bituminous Surface (Town Roads)	10	9.5	95%
Upgrading of Gravel to Bituminous Surface	150	388	258.6%
Upgrading of Earth to Gravel Surface	150	70	46.6%
Sub-Total	310	397.5	128.2%
Bridge Programme			
Bridges	12	11.00	91.6%
Grand Total	23,122	21,858.5	94.5%

Table 1.2: Financial Programme and Disbursement (January - December, 2017)

ACTIVITY	BUDGET FOR 2017			EXPENDITURE FOR JAN. - DEC., 2017			REMARKS
	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	25.795	0.000	25.795	30.010	0.000	30.010	116%
PERIODIC MAINTENANCE							
Spot Improvement	15.759	0.000	15.759	8.250	0.000	8.250	52%
MINOR IMPROVEMENT							
2 nd Cycle Inst.	0.000	0.000	0.000	0.000	0.000	0.000	0%
Town Roads	6.226	0.000	6.226	6.530	0.000	6.530	105%
Surfacing	43.974	22.000	65.974	89.800	3.000	92.800	141%
Rehabilitation	41.246	0.457	41.703	18.610	0.810	19.420	47%
BRIDGES							
Bridges	14.000	0.000	14.000	8.685	0.000	8.685	62%
Consultancy services	10.000	1.000	11.000	5.491	0.122	5.613	51%
Institutional supp & Training	5.000	0.234	5.234	2.737	0.122	2.859	55%
GRAND TOTAL	162.000	23.691	185.691	170.113	4.054	174.167	94%

Table 1.3: Department of Feeder Roads Programme and Achievement (January-December, 2017)

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	22,500.0	25.795	0.000	30.010	0.000	21,200.00	94.22	30.010
Periodic Maintenance								
Spot Improvement	300	15.759	0.000	8.250	0.000	250.00	83.33	8.250
Minor Improvement								
Second Cycle Institutions	0	0.00	0.000	0.000	0.000	0.00	0	0.000
Upgrading of Gravel to Bituminous Surface (Town Roads)	10	6.226	0.000	6.530	0.000	9.50	95.00	6.530
Upgrading of Gravel to Bituminous Surface	150	43.974	22.000	89.800	3.000	388.00	258.67	92.800
Upgrading of Earth to Gravel Surface	150	41.246	0.457	18.610	0.810	70.00	46.67	19.420
Bridge Programme								
Bridges	12	14.000	0.000	8.685	0.000	11	91.67	8.685
Consultancy services	0	10.000	1.000	5.491	0.122			5.613
Institutional supp & Training	0	5.000	0.234	2.737	0.122			2.859
Grand Total	23,122.0	162.0	23.7	170.1	4.1	21,928.5	94.84	174.2

CHAPTER TWO: DEVELOPMENT PARTNERS ASSISTED PROGRAMME

2.1 District Capital and Major Town Roads Improvement Project (DCMTRIP)

2.1.1 Background and funding

The project was initiated to facelift District Capitals and other major towns in rural areas. The benefits of the project include:-

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

The funding was provided by the Ghana Government from the Japanese Counter-Value Fund with an amount of GH¢ 14.5 million.

2.1.2 Coverage

Five (5) selected district capitals and five (5) major town roads of total length 20.36km in six (6) regions of Ghana were earmarked for upgrading to bituminous surfacing under this programme.

2.1.3 Activity

The main activity under this programme is to upgrade the roads to bituminous surfacing.

2.1.4 Period

The project period was from 2014 to 2015.

2.1.5 Regional Distribution

The district capitals and major towns roads selected under the programme are as shown in Table 2.1:

Table 2.1: Selected District Capitals and Major Towns

SUMMARY OF DISTRICT CAPITALS & MAJOR TOWN ROADS IMPROVEMENT PROJECT			
NO.	PROJECT NAME	LENGTH (KM)	REGION
1	BITUMINOUS SURFACING OF AFLAO TOWN ROADS (2.10 KM)	2.10	VOLTA
2	BITUMINOUS SURFACING OF AKIM TAFO TOWN ROADS (1.97KM)	1.97	EASTERN
3	BITUMINOUS SURFACING OF SOMANYA TOWN ROADS (3.31KM)	3.31	EASTERN
4	BITUMINOUS SURFACING OF FOMENA – OLD AYAASE FEEDER ROAD PH.1 (1.80KM)	1.80	ASHANTI
5	BITUMINOUS SURFACING OF NYAKROM TOWN ROADS (3.10KM)	3.10	CENTRAL
6	BITUMINOUS SURFACING OF MAFI KUMASI TOWN ROADS (1.70KM)	1.70	VOLTA
7	BITUMINOUS SURFACING OF GWOLLU TOWN ROADS (2.30KM)	2.30	UPPER WEST
8	BITUMINOUS SURFACING OF AGOTIME KPETOE TOWN ROADS (1.35KM)	1.38	VOLTA
9	BITUMINOUS SURFACING OF MOREE TOWN ROADS (1.20KM)	1.20	CENTRAL
10	BITUMINOUS SURFACING OF BOLE TOWN ROADS (1.20KM)	1.50	NORTHERN
	TOTAL	20.36	

Table 2.2: Summary of Contract Details and Progress

DISTRICT CAPITAL AND MAJOR TOWN ROADS IMPROVEMENT PROJECT (DCMRIP)												
PROGRESS REPORT-SEPT., 2017												
Region	District	Lot No	Road name	Length (km)	Name of Contractor	Commencement Date	Completion Date	Contract Sum (GH¢)	Payment to Date	Planned/ Scheduled progress	Actual Progress	REMARKS
VOLTA	Ketu South	1	BITUMINOUS SURFACING OF AFLAO TOWN ROADS (2.10 KM)	1.8	M/s Acu-Men Const. Ltd.	09/04/2014	07/04/2015	1,184,711.30	1,144,469.79		100.0	Behind schedule
EASTERN	East Akim	2	BITUMINOUS SURFACING OF AKIM TAFO TOWN ROADS (1.97KM)	1.975	M/s Jilcon Limited	28/07/2014	28/05/2015	1,926,993.24	1,851,953.59		100.0	Completed
EASTERN	Yilo Krobo	3	BITUMINOUS SURFACING OF SOMANYA TOWN ROADS (3.31KM)	3.28	M/s First Sky Ltd.	08/04/2014	06/04/2015	3,211,961.94	3,211,961.94		100.0	Completed
ASHANTI	Adansi North	4	BITUMINOUS SURFACING OF FOMENA – OLD AYAASE FEEDER ROAD PH.1 (1.80KM)	1.8	M/s Knatto Complex Ltd.	22/08/2014	22/06/2015	658,065.36	650,383.91		100.0	Completed
CENTRAL	Agona East	5	BITUMINOUS SURFACING OF NYAKROM TOWN ROADS (3.10KM)	2.1	M/s Memphis Metropolitan Ltd.	21/07/2014	4-06-15	1,270,980.51	1,456,417.96		100.0	Completed

Table 2.2 DEPARTMENT OF FEEDER ROADS

DISTRICT CAPITAL AND MAJOR TOWN ROADS IMPROVEMENT PROJECT (DCMRIP)**PROGRESS REPORT AS AT SEPT., 2017**

Region	District	Lot No	Road name	Length (km)	Name of Contractor	Commencement Date	Completion Date	Contract Sum (GH¢)	Payment to Date	Planned/ Scheduled progress	Actual Progress	REMARKS
VOLTA	Central Tongu	6	BITUMINOUS SURFACING OF MAFI KUMASI TOWN ROADS (1.70KM)	1.7	M/s Reggio Comp. Ltd.	24/09/2014	24/07/2015	1,188,147.26	1,167,310.05		100.0	Completed
UPPER WEST	Sissala West	7	BITUMINOUS SURFACING OF GWOLLU TOWN ROADS (2.30KM)	2.6	M/s Mytum Ltd.	22/08/2014	22/06/2015	935,833.22	818,657.65		100.0	Completed
VOLTA	Agotime Ziope	8	BITUMINOUS SURFACING OF AGOTIME KPETOE TOWN ROADS (1.35KM)	1.35	M/s Otuboa Ltd.	19/09/2014	19/07/2015	1,409,879.92	1,502,189.44		100.0	Completed
CENTRAL	Abura/Asebu/Kwamankes	9	BITUMINOUS SURFACING OF MOREE TOWN ROADS (1.20KM)	1.2	M/s Nataco Const & Beach Co. Ltd.	3-08-14	3-06-15	1,004,384.67	1,037,954.83		100.0	Completed
NORTHERN	Bole	10	BITUMINOUS SURFACING OF BOLE TOWN ROADS (1.20KM)	1.2	M/s Karins Gh. Ltd.	11-12-13	12-12-14	1,215,871.30	721,503.30	210.0	81.0	Behind schedule
			TOTAL	19.01				14,006,828.72	13,562,802.46			

2.1.6 Status

Nine (9) out of the ten (10) contracts are 100% complete. Details are shown in Tables 2.2 for all the regions. The overall expenditure is GH¢13,562,802.46 and the average physical progress of the project is 98.1%.

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 implemented 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 the transport sector and encouraging wider and more meaningful participation of stakeholders in the decision making processes; 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 2.3: 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.
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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\$20.30 million.

The second year component focused 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 were undertaken. This was financed with an additional amount of US\$27.70 million.

A breakdown of total budget allocation for the TSP is as follows:

-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:	12 th November, 2009.
End of project Implementation period:	31 st December, 2014
Expected Credit closing date:	30 th 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 was given for fourteen (14) Lots out of the fifteen (15).

The fourteen contracts were awarded and signed with the supervision consultants. The supervision contracts are 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 of the seven (7) consultants have been completed. DFR has forwarded the Addendums to the bank to enable the consultants 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 was therefore sent to the Ministry of Roads and Highways and was captured in the 2015 budget.

Terms of Reference (TOR) for the procurement of a consultant to carry technical audit of the first year projects was sent to the PT for submission to the Bank for No Objection. The Bank informed DFR that the Technical audit might not be necessary since the Bank has engaged a consultant for that exercise.

SECOND YEAR PROJECTS TRANCHE-1

The Bank gave No Objection for four (4) Supervision consultants to be engaged through sole sourcing. Contract Agreements with the four (4) were signed on the 24th September, 2014. Supervision of works by the four (4) consultants is currently ongoing.

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.

The Contract Agreement was signed with the Contract Management Specialist on the 24th September, 2014.

SECOND YEAR PROJECTS TRANCHE-2

Terms of Reference (TOR) and Request for Expression of Interest (EOI) for the procurement of Supervision Consultant for the supervision of civil works were sent to the PT for onward submission to the Bank for No Objection. No Objections have since been received. Request for Expression of Interest (REOI) first appeared in the Ghanaian Times of 31st December, 2014 inviting eligible consultants to express interest to undertake the supervision assignment.

Eighteen (18) firms submitted dossiers which were evaluated in accordance with the Banks Guideline for the Selection and Employment of Consultants issued in 2011. Six (6) shortlisted consultants were issued with Request For Proposals (RFP) documents on 16th September 2015 to enable them submit both Technical and Financial Proposals for the assignment.

Clarifications were sought by one firm and DFR responded accordingly. The responses were made available to all the shortlisted firms. The submission date was therefore extended from 17th April to 24th April, 2015.

2.2.4.2 Environmental and Social Management Plan (ESMP)

FIRST YEAR PROJECTS

No objection was received for the Final Environmental and Social Management Plan (ESMP) report from the World Bank. Public Disclosure was published between November and 30th December 2011.

No objection was also received for the Resettlement Action Plan (RAP). The RAP was prepared by environmental engineers from DFR. Public Disclosure was published in December 2012. Compensations were paid to all the one hundred and eighteen (118) Project Affected Persons (PAPs). Total amount paid was GH¢97, 382.38.

SECOND YEAR PROJECTS TRANCHE-1

No objection was received for the Resettlement Action Plan (RAP) and Public Disclosure was published in February, 2013. No objection was also received for the Final Environmental and Social Management Plan (ESMP) report from the World Bank. The ESMP and the RAP cover both the Tranche-1 and Tranche-2 projects.

Public Disclosure was published in the Ghanaian Times on the 29th November 2013. DFR is currently monitoring the implementation of the RAP and other safe guards. The safe guards contained in the ESMP are being implemented on all ongoing contracts.

As at now, compensations totaling GH¢35,454.00 have been paid to the fourteen (14) PAPs.

2.2.4.3 Works Contracts

FIRST YEAR PROJECT

Eighty one (81) out of 84 projects awarded have been completed. In all a total of approximately 680km of feeder roads were completed consisting of 230km of rehabilitation, 450km were spot improvement. Three (3) contracts have been terminated. The outstanding works on the terminated contracts have been awarded under routine maintenance to be funded under Road Fund.

Total cost of works amounts to **GH¢32,676,271.23** as against budget allocation of **US\$ 20.0 million**. All the works have been completed.

SECOND YEAR PROJECTS TRANCHE-1

Eighteen (18) Lots totaling 136km have been awarded. This consists of 13km of spot improvement, 65km of rehabilitation and 58km of bitumen surfacing. The project commenced in 2014 after the supervision consultants were appointed. The total cost of the eighteen (18) contracts is **GH¢36,765,230.95**.

STATUS OF SECOND YEAR PROJECTS TRANCHE-1

There are ten (10) contracts in the Central Region and eight (8) contracts in the Volta Region which are on-going. Table 2.4 gives details of progress. All the contracts have been completed and the physical progress is 100%. The total expenditure is **GH¢46,645,563.93**.

Table 2.4: Summary of TSP Second Year Tranche 1 Contracts

TRANSPORT SECTOR PROJECT (TSP) SECOND YEAR PROJECTS, TRANCHE-1												
PROGRESS REPORT												
Region	District	Lot No	Road name	Length (km)	Name of contractor	Commencement Date	Completion date	Contract Sum (GH¢)	Payment to Date (GH¢)	Planned/ Scheduled progress	Actual Progress	Remarks
CR	Awutu Efutu Senya	1	Bituminous Surfacing of Sankor-Kweikrom-Ojobi-Akoti Feeder Road Phase 1 (0.0-5.0km)	5.0	M/s Soro Construction Ltd.	17/04/2014	4/14/15	2,147,734.22	3,115,824.16	100.0	100.0	Completed and handed over
		2	Rehabilitation of Bawjiase-Aponkye Akura Feeder Road	6.9	M/s Shamma Rohi Ltd	22/04/2014	21/12/2014	550,994.90	708,015.07	100.0	100.0	Completed and handed over
		3	Rehabilitation of Bawjiase-Ayensuako Feeder Road	5.3	M/s Tiboura-Taa Enterprise Ltd	22/04/2014	13/01/2015	605,418.50	716,997.76	100.0	100.0	Completed and handed over
		4	Rehabilitation of Bawjiase-Amontrom (Congo)-Tettyekura Feeder Road	3.25	M/s Skarom Engineering Ltd.	22/04/2014	21/11/2014	381,696.20	427,265.30	100.0	100.0	Completed
		5	Rehabilitation of Ahentia-Busumabra Jn-Kweikrom Feeder Road	6.0	M/s Abdul Rahma & Sons Ltd	17/04/2014	16/11/2014	515,720.00	728,278.51	100.0	100.0	Completed and handed over
		6	Spot Improvement of Adawukwa-Ofadjator-Honi Feeder Road	3.45	M/s Paabadu Construction Ltd	22/04/2014	21/11/2014	456,254.91	588,760.83	100.0	100.0	Completed and handed over
		7	Rehabilitation of Bewuanum-Adawukwa Feeder Road	10.0	M/s Minak Investment Ltd.	22/04/2014	21/12/2014	620,525.89	823,308.73	100.0	100.0	Completed and handed over
		8	Bituminous Surfacing of Bontrase-Desum Feeder Road	4.7	M/s Memphis Metro-politan Ltd	17/04/2014	16/04/2015	1,273,569.82	1,910,667.68	100.0	100.0	Completed and handed over
		9	Spot Improvement of Papaase No. 1 Ododom Feeder Road	9.4	M/s Alt Construction Ltd.	17/04/2014	16/11/2014	477,155.50	608,771.57	100.0	100.0	Completed and handed over
		10	Rehabilitation of Kwao Bondze-Larbie-Jei Krodua Feeder Road	3.55	M/s Lovemak Ventures Ltd.	17/04/2014	16/12/2014	562,912.67	632,040.06	100.0	100.0	Completed and handed over
			SUB TOTAL	57.55				7,591,982.61	10,259,929.67			

Table 2.4

TRANSPORT SECTOR PROJECT (TSP) SECOND YEAR PROJECTS, TRANCHE-1

PROGRESS REPORT

Region	District	Lot No	Road name	Length (km)	Name of contractor	Commencement Date	Completion date	Contract Sum (GH¢)	Payment to Date	Planned/ Scheduled progress	Actual Progress	Remarks
VR	North Dayi	1	Rehabilitation of Kpando-Alavanyo Kpeme-Nkonya-Gbi Wegbe Feeder Road Phase 1 (0.0-8.0km)	8	M/s Joe Azar Ltd.	28/04/2014	27/07/2015	4,515,580.87	6,081,022.39	100.0	100.0	Completed. 50% retention money released.
		2	Rehabilitation of Tafi Atome-Vakpo Fuh-Tafi Abuipe Feeder	11.2	M/s C.N.F. Ltd.	28/04/2014	27/12/2014	658,184.36	860,976.64	100.0	100.0	Completed. 50% retention money
	Hohoe	3	Bituminous Surfacing of Aveti-Logba Alakpeti-Anfoega-Akukome-Aveti Feeder Road Phase 1 (0.0-6.0	6.0	M/s Kamsad Ltd.	22/04/2014	21/10/2015	5,262,706.05	6,368,671.54	100.0	100.0	Completed. 50% retention money released.
	South Tongu	4	Rehabilitation of Dabala Jn-Dorkpleame-Tordzinu & others Feeder Roads Phase 1 (0.0-7.0km)	7.0	M/s Saa & Sarad Ltd.	22/04/2014	21-04-15	1,290,794.70	1,326,568.39	100.0	100.0	Final release of retention
		5	Bituminous Surfacing of Dalive-Agortage Feeder Road Phase 1 (0.0-6.0km)	6.0	M/s Jah Nicorf Ltd.	22/04/2014	21/10/2015	5,144,891.22	6,086,471.74	100.0	100.0	Completed. 50% retention money released.
	North Tongu	6	Rehabilitation of Lawekope-Aveyime Jn Feeder Road	3.6	M/s Teriwhite	22/04/2014	21/12/2014	655,045.09	852,518.05	100.0	100.0	Final release of retention
		7	Bituminous Surfacing of Dove (Atitekpo Jn)-Mepe Feeder Road	7.0	M/s Kaddacon Ltd.	22/04/2014	21/10/2015	2,956,798.13	3,967,470.00	100.0	100.0	Completed. 50% retention money released.
		8	Bituminous Surfacing of Dove Jn-Dove-Aveyime Feeder Road	19.0	M/s First Sky Ltd.	22/04/2014	21/04/2016	8,689,247.70	10,841,935.51	100.0	100.0	Completed. 50% retention money
			SUB TOTAL	67.8				29,173,248.12	36,385,634.26			
			GRAND TOTAL	125.35				36,765,230.73	46,398,871.03			

SECOND YEAR PROJECTS TRANCHE-2

The project consists of four (4) roads: one (1) in central region and three (3) in Volta Region totaling 39.3km. The proposed interventions to be carried out include bituminous surfacing (32km) and spot improvement works (7.3km). The status of procurement of works is as follows;

Specific procurement notice first appeared in the Ghanaian Times of 22nd January, 2015 for National Competitive Bidding (NCB). Pre-bid meetings were held at DFR regional offices in Cape Coast and Ho on 13th February, 2015 to give prospective bidders more details about the procurement processes and requirements for project.

The submission and opening date of 27th February, 2015 was extended to 13th September 2015 through an addendum issued on 12th February, 2015. This was done to incorporate comments raised by the Bank on the Bidding Documents.

The four (4) contracts have been awarded and the total **Contract Price is GH¢22,822,246.92**. The details have been shown in Table 2.5.

STATUS OF SECOND YEAR PROJECTS TRANCHE-2

There is (1) contract in the Central Region which is still on-going due to an additional work (variation) approved. This variation addition has also necessitated and extension of the contract completion date to April, 2018. All the three (3) contracts in the Volta Region have however been completed. Table 2.5 gives details of progress. The physical progress of the on-going contract as at 31st December, 2017 is 72% at a total expenditure of **GH¢15,282,031.36**.

The total expenditure on all the four (4) contracts as at 31st December, 2017 is **GH¢31,710,450.98**.

Table 2.5: Summary of TSP Second Year Tranche 2 Contracts

TRANSPORT SECTOR PROJECT (TSP) SECOND YEAR PROJECTS, TRANCHE 2														
PROGRESS REPORT AS AT 31ST DEC., 2017														
Region	District	Lot No	Road name	Length (km)	Name of contractor	Commence ment Date	Completi n date	Revised Completion date	Contract Sum (GH¢)	Revised Contract Sum (GH¢)	Payment to Date (GH¢)	Planned/ Scheduled progress (%)	Actual Progress (%)	Remarks
CR	Effutu	1	Bituminous Surfacing of Sankor-Kweikrom-Ojobi-Akoti Feeder Road Phase II (Km 5.00-18.300km)	13.3	M/s Memphis Metro. Ltd.	10/07/2015	10/06/2016	30/04/2018	8,765,930.07	26,342,452.28	15,282,031.36	100.0	72.0	EOT approved as a result of VO approved
VR	South Tongu	2	Rehabilitation of Dabala Jn.-Dorplame-Todzinu (Km 7.00-14.300) Feeder Road	7.3	M/s Teriwhite Ltd	10/07/2015	10/06/2016	31/03/2017	2,731,068.32	3,054,249.32	3,219,463.56	100.0	100.0	Completed. Project is in Defect Liability Period
	Kpando	3	Bituminous Surfacing of Kpeme-Nkonya-Gbi Wegbe Feeder Road Phase II (Km 0.00-12.700)	12.7	M/s C.N.F Ltd	10/07/2015	10/06/2016	31/03/2017	6,694,594.27	6,694,594.27	6,725,803.94	100.0	100.0	Completed. Project is in Defect Liability Period.
	South Tongu	4	Bituminous Surfacing of Dalive-Agortaga Feeder Road Phase II (Km 6.00-12.20km)	6.2	M/s Jah-Nicorf Ltd	10/07/2015	10/06/2016	31/03/2017	4,630,654.26	6,356,602.44	6,483,152.12	100.0	100.0	Completed. Project is in Defect Liability Period.
		5	TOTAL	39.5					22,822,246.92	42,447,898.31	31,710,450.98			

➤ **GOODS UNDER YEAR 1**

DFR commenced with procurement process. The Specific Procurement Notice (SPN) was placed in the Ghanaian Times in April, 2014. All the goods were supplied by September, 2015.

➤ **VEHICLES UNDER YEAR 1**

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

All the vehicles have been delivered to DFR.

Details of the vehicles are as indicated in Table 2.6.

Table 2.6: IDA (TSP) VEHICLES

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

GOODS UNDER YEAR 2

DFR has procured some office equipment as indicated below through NCB. The Specific Procurement Notice (SPN) was placed in the Ghanaian Times in January 2014. Evaluation report of bids received was forwarded to the PT for clearance. Concurrent approval was given by MRH Entity Tender Board on 30th April 2014. Contract for the supply of the goods was signed and all goods have been supplied. The total cost of the goods is **GH¢874,930.51 (US\$249,980.15)**. All the suppliers have asked for upward adjustment of the cost of the equipment due to the depreciation of the Ghana Cedi against the United States Dollar. Table 2.7 below provides details of the office equipment procured.

Table 2.7: Goods under Year 2

LOT No.	TYPE OF EQUIPMENT	QUANTITY (NO.)	COST (GH¢)	REMARKS
1	Desktop Computers Laptop computers Antivirus	40 15 40	221,017.50	SUPPLIED
2	Laser Printer (monochrome) Laser printer (color) Fax machine UPS	10 5 10 40	331,614.38	SUPPLIED
3	a) Photocopier (heavy duty) b) Photocopier (light duty)	4 4	221,278.63	SUPPLIED
4	ARC GIS Software GIS Plotter	1 1	101,020.00	SUPPLIED
			874,930.51 (US\$249,980.15)	

2.2.4.4 Training

2015 Programme

No training programme was undertaken during the period under review.

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 for both First Year and Second Year as at 31st December, 2017 is as shown in Table 2.8:

Table 2.8: Breakdown of Budget

Breakdown of Budget Allocation		
Project Activity	Amount	
	USD	GHS
Works	44,645,020.00	118,711,108.20
Goods	215,500.00	573,014.50
Consultancy	2,510,900.00	6,676,483.10
Training	500,000.00	1,329,500.00
Operation	700,000.00	1,861,300.00
Total Disbursement to Date	48,571,420.00	129,151,405.80

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) of 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. This has also contributed to the reduction of travel times in some instances.

SUMMARY OF STATE OF BRIDGE PROJECTS AS AT 30 TH SEPT., 2017					
	DUTCH BRIDGES	ACROW BRIDGES	SPANISH BRIDGES PH 1	SPANISH BRIDGES PH 2	BELGIUM BRIDGES
No. Awarded	94	44	21	13	5
No. Completed & Opened to Traffic	80	29	13	0	0
No. Launched but not opened to traffic	5	2	1	0	0
No. awarded as Box culverts	16	3	3	nil	nil
Culverts completed and opened	16	2	3	Nil	nil
Remarks	13No. terminated; 1no. on-going by contract. 10no. out of 13 no. on direct labour	14No. Terminated 1no. on-going. 10no. on direct labour and Emergency Works – 8no.	8No. Terminated 6no. Is on direct labour;	Ghana-Spain Debt Swap for Development Programme. works have just commenced.	Contracts yet to be signed, awaiting appointment of supervision consultants

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-two (92) 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 September, 2017, eighty-seven (87) out of the 94 bridges have been launched. Of the 87 bridges that were launched, eighty (80) are opened to traffic. Out of the outstanding 14 bridges, one is on-going while the remaining 13nos. have been terminated. Ten out of the 13nos. are being assembled through direct labour works of which two (2) have been launched. The remaining 3 out of the 13nos are to be repackaged for re-award.

Sixteen (16) major box culverts were also awarded as part of the bridge programme and have been completed and opened to traffic. The overall progress of work for Phase 1 is 98%, Phase 2 is 86% and that of Phase 3 is 95% respectively.

Table 2.9 shows the regional distribution of the bridges and the number completed as at 31st December, 2017.

Table 2.9: 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	2
Volta	9	9/9	0	0
Eastern	8	7/7	4	4
Central	10	10/9	1	1
Western	11	10/10	2	2
Ashanti	13	13/13	3	3
Brong Ahafo	13	13/12	1	1
Northern	11	9/9	0	0
Upper East	8	8/7	2	2
Upper West	5	4/2	1	1
TOTAL	94	87/80	16	16

2.3.2 Ghana-ACROW Bridges Project

2.3.2.1 Background

The Ghana-ACROW bridge project involved a total amount of US\$47.7 million. This consisted of a loan amount of US\$37.7 million for the supply of bridge components for 100 bridges. A grant amount of US\$7.0 million was also provided as seed money for the cost of the civil works and filling of approaches to the bridges which is to be funded by GoG.

A contract for the supply of the bridge components was also signed as part of the project. The project was planned to be executed in three phases.

2.4.2.2 Status

A total of forty-seven (47) bridges were awarded under Phase One of the project but three (3) out of that number were converted into major box culverts due to the prevailing site conditions. Additional 8nos. bridges were executed under emergency situation which were completed successfully.

As at December 31st, 2017 a total of thirty-seven (37) bridges had been completed and opened to traffic.

Three (3) of the box culverts have also been completed. The overall progress of work is about 98%.

One (1) of the remaining bridges is still on-going whiles fourteen (14) have been terminated.

Four (4) out of the terminated bridges will be re-awarded while the remaining ten were assembled and launched by direct labour works. Four (4) of those under direct labour works have been launched.

The bridge components are currently stockpiled at DFR Stores in Koforidua and at Koforidua Training Centre (KTC) and are transported to the various sites as and when the progress of works are advanced to the stage of assembly and launching.

The cost of the civil works for the phase 1 contracts is estimated at GH¢ 27,981,976.34.

Table 2.11 shows the regional distribution of the bridges (Phase I).

Table 2.11: 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	6	2	2
Eastern	4	4	1	1
Central	5	2	0	0
Western	5	5	0	0
Ashanti	6	4	0	0
Brong Ahafo	5	5	0	0
Northern	3	3	0	0
Upper East	3	3	0	0
Upper West	4	0	0	0
TOTAL	44	33	3	3

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 filling of approach road to formation level. Contracts for 24 bridges under Phase 1 was awarded at a total cost of GH¢ 15,359,267.33. The design of three (3) out of the 24 bridges under Phase 1 were revised due to the prevailing site conditions and were thus constructed as major box culverts.

2.3.3.1 Status of Supply Contracts

Two supply contracts were awarded to Two (2) Spanish firms for the supply of the bridge components; M/s Makiber for Lot 1 and M/S Schwart-Hautmont for Lot 2.

Lot 1

M/s Makiber supplied twenty-six (26) bridge components which are stockpiled at the DFR Regional Office yard in Koforidua.

Lot 2

Under the Lot 2 supply contract, M/S Schwart-Hautmont also supplied 26 bridge components which are stockpiled at DFR Stores in Accra.

Progress

Phase 1

Twenty-four (24) bridges were awarded including the three (3) which were revised into major box culverts under Phase 1. Fourteen (14) bridges have been launched out of which thirteen (13) have been completed and opened to traffic. The outstanding 7 bridges have been terminated, 5no. will be assembled and launched by direct labour works while 2no. is to be re-awarded. The overall progress of work is 94%.

Table 2.12 shows the regional distribution of the bridges (Phase I).

Table 2.12: 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	1	0	0
Eastern	5	4	0	0
Central	2	2	2	2
Western	3	0	0	0
Ashanti	2	2	1	1
Brong Ahafo	2	2	0	0
Northern	2	2	0	0
Upper East	1	1	0	0
Upper West	3	0	0	0
TOTAL	21	14	3	3

2.3.3.1 Phase 2 Spanish Bridges

Thirteen (13nos) bridges were awarded in the last quarter of 2016 but works commenced in June 2017. They are in Volta, Central, Eastern and Northern Regions. All the works are on-going and it is hoped that the Contractors will take advantage of the dry season to speed up the progress of works.

Table 2.12b: Regional Distribution of Spanish Bridges and Number to Launching level

Region	No. Awarded	Both Abutments to launching level
Volta	4	1
Eastern	3	0
Central	3	2
Northern	3	0
TOTAL	13	3

2.3.4 Belgium Bridges

The supply of the bridge components for a total of 490m span over five (5) water crossing points was 100% complete.

The physical works of the contracts commenced within the last quarter of 2017. Table 2.13 shows roads, river names and regions within which they are located.

Table 2.13: The Bridge Locations, River Names and Span Lengths

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

Supervision of the works under this bridges programme is being undertaken by Supervising Consultants. Work is progressing steadily at the Suprudo site in the Central Region which is also a site earmarked for bridge training under the programme. The same contractor working at the Suprudo site was awarded another bridge in the Central Region where he has also mobilized and work is ongoing. The Contractors on the other three sites in Eastern and Volta Regions are however yet to mobilize to their respective sites.

CHAPTER THREE: GHANA GOVERNMENT PROGRAMME

3.1 Road Fund

3.1.1 Background

A total amount of GH¢82million was allocated to DFR in 2017 by the Road Fund Board for routine/recurrent and periodic maintenance projects, training, monitoring and supervision of projects, and vehicle maintenance etc.

Routine/Recurrent maintenance	:	GH¢8.00million
Periodic Maintenance	:	GH¢13.68 million
Arrears	:	GH¢59.32million
Ancillary Services (Others)	:	<u>GH¢1.00million</u>
Total	:	GH¢82.00 million

3.2 Status

3.2.1 Routine / Recurrent Maintenance

The routine maintenance was planned to cover 22,500km of feeder roads with an approved budget of GH¢8.00million. The total length achieved from January to December, 2017 was 21,200km, representing 94.2% of the total length of roads awarded. Disbursement made including arrears paid as at 31st December, 2017 was GH¢30.010million.

3.2.2 Periodic Maintenance

- (a) An estimated amount of GH¢13.68million was programmed for periodic maintenance for the year 2017.
- (b) Total disbursement made for Road Fund contracts including payments of arrears as at 31st December, 2017 was GH¢123.19.
- (c) A total of GH¢97.383million was paid for operational cost under the Cocoa Feeder Roads Improvement Programme (CFRIP).

3.2.3 Ancillary

Total Disbursement for support services i.e., training, supervision, consultancy, etc. was GH¢5.278million.

3.2.4 Summary of Releases from January to December, 2017

Routine/Recurrent maintenance	:	GH¢ 30.010million
Periodic Maintenance	:	GH¢ 123.190million
CFRIP (Paid by Road Fund)	:	GH¢97.383million
Others	:	<u>GH¢5.278million</u>
Total release	:	GH¢250.933 million

3.3 Consolidated Fund (Investment)

3.3.1 Background

The Budgetary allocation under investment for 2017 was **GH¢ 77.557million**.

3.3.2 Status

Assets: GH¢70.00million

A total of **GH¢23.780million** has been disbursed as at the end of December, 2017. The disbursements include payment for work done on on-going and completed contracts. Some of the contracts were substantially completed while others 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, particularly, the supply of agro-inputs to cocoa farmers and the haulage of cocoa to the ports for export. These roads are termed Cocoa Roads under the programme. The collaboration was expanded to cover the full mandate of COCOBOD to include coffee and sheanuts cultivation areas.

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

3.4.1 Tranche 1 - CRIP

Background

The name of the programme under the Tranche 1 was Cocoa Roads Improvement Project (CRIP). 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.

The total length of roads covered under the three (3) phases of Tranche 1 are as follows:

PH1	211.60km
PH2	221.5km
PH3	252.1km

A total of 685.2km of roads were to be completed at an estimated cost of US\$100M. Table 3.1 shows the achievement of the programme as at the end of December, 2016.

Status

Table 3.1: Summary of Achievements as 31st December, 2016:

ACTIVITY	TARGET (KM)	ACHIEVEMENT (KM)	PERCENTAGE COMPLETED (%)
PHASE 1	211.6	171.95	81%
PHASE 2	221.5	227.8	103%
PHASE 3	252.1	99.25	39%
TOTAL	685.2	499	73%

The cumulative length executed since the start of the programme was 499km. 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 - CFRIP

Under the Tranche 2 the name of the programme was modified to COCOBOD Funded Roads Improvement Project (CFRIP) because other roads located within the Coffee and Sheanuts growing areas were included. The GoG, through the Ministry of Roads and Highways provided funds for the maintenance, rehabilitation and upgrading of roads in order to augment the achievement of the full mandate of COCOBOD within the cocoa, coffee and sheanuts growing regions of Ghana.

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

The physical achievement of the projects under the Tranche 2 as at end of 2016 is as follows;

Table 3.5: Physical Achievement

ACTIVITY	TARGET (KM)	ACHIEVEMENT (KM)	% ACHIEVEMENT
Surfacing	481.69	263.57	54.7
Spot Improvement	1,061.14	351.74	33.1
Rehabilitation	81.1	23.00	28.4
Total	1,623.93	638.3	Average 39.3

TRANCHE 3: COCOBOD FUNDED PROJECTS

The contracts under Tranche 3 were awarded in 9 phases. The total lots and lengths per region is as shown in table 3.6 below whiles the contract costs are indicated in Table 3.7 below.

Table 3.6 Regional Distribution of Projects as at 31st December, 2017

REGION	PHASE 1		PHASE 2		PHASE 3		PHASE 4		PHASE 5		PHASE 6		PHASE 7		PHASE 8		PHASE 9A		PHASE 9B		TOTAL LEN
	LOT	LEN	LOT	LEN	LOT	LEN	LOT	LEN	LOT	LEN	LOT	LEN	LOT	LEN	LOT	LEN	LOT	LEN	LOT	LEN	
	(NO.)	(KM)	(NO.)	(KM)	(NO.)	(KM)	(NO.)	(KM)	(NO.)	(KM)	(NO.)	(KM)	(NO.)	(KM)	(NO.)	(KM)	(NO.)	(KM)	(NO.)	(KM)	(KM)
WR	3	51.2	12	103.7	4	23	1	12.0	1	11.2	1	11.3	2	27.4	2	33.8	0	0	0	0	273.6
ASR	2	35.2	8	87.4	7	52	1	29.5	4	37	1	7.0	3	40.09	2	23	2	21.1	3	42.7	374.9
ER	4	43.7	15	100.2	4	22.4	0	0	1	10.5	0	0	0	0	0	0	0	0	1	14.4	191.2
BAR	4	44.4	6	68.9	7	101.4	2	24.4	0	0	1	10.7	2	36.5	0	0	0	0	0	0	286.3
CR	5	30.3	9	76.3	0	0	1	5.3	0	0	0	0	0	0	2	27.5	0	0	0	0	218.9
VR	4	37.3	0	0	1	1.8	1	15.9	2	39.5	0	0	3	24.3	1	8.0	1	12.5	1	20	159.3
TOTAL	22	24.2	50	436.5	22	200.6	6	87.1	8	98.2	3	29	10	128.3	7	92.3	3	33.6	5	77.1	1,424.8

Table 3.7 phase, length and estimated contract price as at December, 2017

NO	PHASE	LENGTH (KM)	CONTRACT PRICE (GHC)
1	PHASE 1	242.1	240,149,634.16
2	PHASE 2	436.5	317,683,167.07
3	PHASE 3	200.6	335,688,468.86
4	PHASE 4	87.10	141,228,814.77
5	PHASE 5	98.2	147,347,374.25
6	PHASE 6	29	29,682,161.82
7	PHASE 7	128.3	85,292,305.47
8	PHASE 8	92.3	176,516,705.11
9	PHASE 9A	33.6	54,103,873.83
10	PHASE 9B	77.1	85,069,830.69
TOTAL		1,424.8	1,612,762,336.03

3.5 Revamping of 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 and accessibility whilst addressing issues of economic development and poverty reduction.

The Ministry of Roads and Highways decided to revamp the LBT not only as a cost effective means to provide and maintain rural transport infrastructure but also as a means to improve upon the livelihood of rural Ghanaians by creating employment opportunities and facilitating rural socio-economic development. The ultimate aim is to provide easy access to marketing centers for thereby engendering access to goods and services.

This is in furtherance of the Government policy on job creation. A number of feeder roads were thus selected within each region of Ghana for rehabilitation or spot improvement under the LBT programme. The achievement as at 31st December, 2016 are as follows:

Table 3.6: Summary of On-going LBT 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.	100	Substantially Completed
	Lot 2 ^A	D/East	Talebanya Junc. - Talebanya & Nuhuale Junc. - Nuhuale F/R	6.00	Spot Imp.	15	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.	100	Substantially Completed
	Lot 3 ^B	D/East	Adonokorpe - Peterkorpe F/R	3.00	Spot Imp.	100	Substantially Completed

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.	100	Substantially Completed
	5	Ho	Klepe - Demetse - Akrofu & Hoviekpe Jnc - Hoviekpe	9.30	Rehab.	100	Substantially Completed
	6	Ho	Abutia Sebekope Jn. - Sebekope	5.30	Spot Imp.	100	Substantially Completed
	7	Ho	Ho Soldier Barracks - Tokokoe Ph.2	9.80	Spot Imp.	100	Substantially Completed
	8	Yilo Krobo	Huhunya - Torgodo & Others	9.40	Rehab.	35	Works in progress
EASTERN	9	Fanteakwa	Owusukrom - Asrebuso	10.00	Rehab.	100	Substantially Completed
	10	Upper Manya	Djomoh - Mensah	7.60	Rehab.	100	Substantially Completed
	11	Lower Manya	Ayemesu - Gbortsonya	9.30	Rehab.	70	Work in Progress
	12	West Akim	Asamankese - Ametima & others	12.35	Spot Imp.	100	Substantially Completed
	13	Akuapem North	Asamang - Lakpa	12.30	Spot Imp.	100	Substantially Completed

REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY	% PHY. COMPL.	REMARKS
CENTRAL	14	Assin South	Mankata Jnc - Mankata	10.70	Rehab.	20	To be terminated
	15	Ajumako-Enyan-Essiam	Abaasa - Onyandze - Kokodo - Engo	7.10	Spot Imp.	93.5	Works in progress
	17	Assin North	Essiam - Kyeikrom - Adukweku	6.70	Spot Imp.	100	Substantially Completed
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.	46	To be terminated
ASHANTI	22	Ashanti Akyem South	Asankare - Dampong Enderase -	4.90	Rehab.	100	Substantially Completed
	23	Sekyere East	Ntumakunso	10.00	Rehab.	100	Substantially Completed
	24	Ashanti Akyem South	Adomfe - Brentuokrom	9.00	Rehab.	100	Substantially Completed
	25	Asunafo North	Nfrokrom - Nyamebekyere	15.50	Spot Imp.	63	Works in progress

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	64.43	Works in progress
	31	Tolon	Katindaa - Koblinahigu	2.65	Rehabilitaion	30	Work at Standstill, warning letter issued
	32	Central Gonja	Sankunyipale - Mahamuyilli	9.20	Rehabilitaion	50	Work at Standstill, warning letter issued
UPPER EAST	33	Bongo	Feo - Aniakumkwa & Others	15.00	Spot Imp	100	Substantially completed
	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	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 of Labour Based Contracts

All the contracts awarded are at various stages of completion. Some have been completed while others are rather progressing very slowly with yet some others abandoned by the contractors. The standstill contracts together with those with very low physical progress have been earmarked for termination in 2018.

CHAPTER FOUR: COLLABORATIVE PROGRAMMES

Ministry of Food and Agriculture Programmes and Projects

4.0 Background

There are various programmes being carried out by the Ministry of Food and Agriculture (MOFA). Some of such programme requires that access roads be provided to some farm sites and in some cases within the farm sites.

The Department of Feeder Roads is providing consultancy services which involves design of access roads component of the programme and the supervision of same after the road works component has been procured.

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

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

4.1 Poverty Focused Rural Transport Programme

4.1.1 Background

The Kreditanstalt für Wiederaufbau (KfW) of Germany funded the “Poverty Focused Rural Transport Programme” 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 were selected under the KfW programme. Table 4.1 shows the selected districts under the programme.

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

A total of 107Km of road contracts were awarded under Phase 1. The status of the contracts is 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 - Nynase	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 Brahoho - Dompouse	14.2	100
			TOTAL	107	

Total disbursement to date is **€6,735,484.00 (GH¢13875097.04)**, using an average exchange rate of GH¢2.06 and the breakdown is as follows:

Contract works	€4,813,076.00
Consultancy services	€1,659,181.00
Vehicle & IT equipment	€63,470.00
Training	€199,757.00

All the contracts were completed successfully since the contractors were motivated by prompt payment for work done.

Programmes**4.2 WESTERN CORRIDOR INFRASTRUCTURE PROJECT****4.2.1 Introduction**

The Atuabo Gas Processing Plant in the Western Region is being constructed to produce Liquefied Petroleum Gas (LPG) in commercial quantities as part of the natural gas prospecting activities for the nation. The initial design proposal was to transport the LPG via subsea through Camp Buoy but due to time constraint, it is desired that the LPGs be transported by road.

However, in view of the general poor condition of the selected LPG transporting road corridor in the Western Region, the Ministry of Energy and Petroleum arranged with the Jubilee Partners to solicit financial support to facilitate the construction of the road network in the gas production zone.

A feasibility assessment was therefore carried out to ascertain the conditions of the existing road network within the corridor and proposed a suitable route that will enable the safe transportation of LPG with limited impact on the environment.

To this effect, the Department of Feeder Roads (DFR) was contacted to assist in the upgrading of part of the road network to facilitate the transportation of the LPG. A total of 34.00km of the road network was seeded to the department to supervise. Due to the urgency of the work, the road was divided into two phases and awarded to two construction firms. The total cost of the two (2) contracts is GH¢24.368m.

The two phases commenced in August, 2014 under the supervision of a team of DFR personnel selected from four (4) regions of the country and was expected to be completed in February 2016. However, there has been additional works as a result of which the Contract durations have been extended.

4.2.2 Status

The average physical progress of work for the Lot 1 and lot 2 contracts are 79.1% and 61.7% respectively. The total certified amount of work done as at 31st December, 2017 is GH¢58.55million. Table 4.3 shows the detailed progress data on the two contracts.

Table 4.3: Western Corridor Gas Infrastructure Project

Department of Feeder Roads														
Western Corridor Gas Infrastructure Project														
Progress Report- December, 2017														
Region	District	Lot No	Road name	Length (km)	Name of contractor	Award Date	Commencement Date	Revised Completion Date	Contract Sum (GH¢)	Revised Contract Sum (GH¢)	Payment to Date	Planned/ Scheduled progress	Actual Progress (%)	REMARKS
Western	Ellembelle/Jomoro	1	Bituminous Surfacing of Alabokazo-Ekwei-Tikobo No.1 Ph.1 (12.90 KM)	29.9	M/s Memphis Metropolitan Ltd	21/5/2014	08/04/2014	04/02/2018	12,539,950.22	34,450,680.13	30,017,767.20	83.3	79.1	Works in progress
Western	Ellembelle/Jomoro	2	Bituminous Surfacing of Alabokazo-Ekwei-Tikobo No.1 Ph.2 (19.80 KM)	41.4	M/s Kingspok Company Limited	21/5/2014	08/05/2014	02/08/2018	11,827,619.17	41,460,911.84	28,533,103.62	72.9	61.7	Works in progress
			TOTAL	71.3					24,367,569.39	75,911,591.97	58,550,870.82			

All the contracts are currently on-going and are expected to be completed by the revised completion date.

4.3 Programme for the Promotion of Perennial Crops in Ghana

4.3.1 Introduction

The Government of Ghana has received Fund from the German Government towards the cost of construction of roads for the promotion of perennial crops in Ghana. A portion of this credit is to be used to finance the Rehabilitation of Selected Feeder Roads in the Central and the Western Regions of Ghana. In furtherance of these objectives, the construction supervision of the selected roads in the two (2) Regions is being undertaken in-house by the Department of Feeder Roads.

A total of 27.1km of roads was awarded at GH¢2.627m and commenced in November, 2014 to be completed in August, 2015.

4.3.2 Status

The progress is 100% and the total amount certified is GH¢2.551m. The detail is as in Tables 4.4 below.

Table 4.4: PROGRESS REPORT FOR THE PERENNIAL CROP PROGRAMME

DEPARTMENT OF FEEDER ROADS													
PROGRAMME FOR THE PROMOTION OF PERENNIAL CROPS IN GHANA													
CENTRAL AND WESTERN REGIONS													
PROGRESS REPORT													
Region	District	Lot No	Road name	Length (km)	Name of contractor	Award Date	Commencement Date	Completion Date	Contract Sum (GH¢)	Payment to Date	Planned/ Scheduled progress	Actual Progress	REMARKS
Central	KEEA/Assin South	1	Abirim-Stephen Annan F/R & Others	3.2	Yussad Limited	15-Sep-14	27-Nov-14	27-Aug-15	370,930.20	336,742.65	100.0%	100.0%	Completed
Central	Twifo Attimorkwa/ Upper Denkyira East	2	Damang - Kweku Ansere F/R & Others	6.5	Caks Limited	15-Sep-14	27-Nov-14	27-Aug-15	867,318.33	827,639.86	100.0%	100.0%	Completed
Western	Wassa Amenfi Central	3	Gyankutabuo-Ankassi F/R & Others	8.5	Best West End Const. Ltd.	15-Sep-14	21-Nov-14	20-Aug-15	1,389,585.25	1,386,997.35	100.0%	100.0%	Completed
			TOTAL	18.2					2,627,833.78	2,551,379.86			

CHAPTER FIVE Financial Implication in the Implementation of DFR Planned Programmes and Activities for 2017 Fiscal Year

5.1 Summary Estimates of DFR's activities for the 2017 Fiscal Year

The summary of estimates for the 2017 fiscal year is shown in Table 5.1. The total amount approved for DFR programmes and activities for 2017 is GH¢183.476million. Out of this GH¢77.557million representing 42.2% is from the Consolidated Fund for wholly GOG projects, matching fund and other administrative expenses. Donor support is estimated at GH¢23.457million which also represents 12.8% of the total budget. In addition Road Fund contribution is estimated at GH¢82.000million representing 44.7%.

Total disbursement for the period January – December, 2017 was GH¢213.530 is more than the approved total budget of GH¢183.530million by GH¢30.054million. This seemingly over disbursement is due to release of funds for the payment of some payment arrears under CFRIP and DCRIP programmes.

TABLE 5.1: SUMMARY OF ESTIMATES FOR JANUARY-DECEMBER, 2017

ITEM	TOTAL 2017 BUDGET (GH¢'000)	DISBURSEMENT AS AT 31ST DECEMBER , 2017 (GH¢'000)	PERCENTAGE (%)
COMPENSATION FOR	7,256.65	7,104.33	97.90
GOODS & SERVICES	300.00	140.34	46.78
ASSETS	70,000.00	48,031.10	68.62
ROAD ARREARS			
<i>Ø Matching funds</i>	3,715.00		
<i>Supervision, M&E</i>	1,486.00		
<i>Consultancy</i>	1,857.50		
<i>Consultancy (Civil Works)</i>	371.50		
<i>Civil Works</i>	26,005.00		
<i>Environment and Safety</i>	1,857.50		
<i>Development/Minor Rehab</i>	5,572.00		
<i>Ø Compensation</i>			
<i>Ø Wholly GOG -O</i>	7,430.00		
<i>Maintenance</i>	743.00		
<i>Development/Minor Rehab</i>	2,229.00		
<i>Bridges</i>	4,458.00		
<i>Ø Wholly GOG -N</i>	1,114.50		
<i>Maintenance</i>	111.45		
<i>Development/Minor Rehab</i>	668.70		
<i>Projected (up to Dec '17)</i>	334.35		
<i>Ø Taxes & Duties</i>	185.75		
<i>Ø Arrears</i>	52,339.15		
<i>Actual</i>	30,049.50		
<i>Projected (up to Dec '17)</i>	22,289.65		
TOTAL GOG	77,556.65	23,780.01	30.66
ROAD FUND	82,000.00	54,743.97	66.76
<i>Arrears (Actual)*</i>	59,320.00	287,340.18	
<i>Projected Expenditure</i>	22,310.00		
<i>Works in fiscal yr</i>	98,370.00	87,023.62	
DONOR (KfW, TSP)	23,456.70	6,156.58	26.25
COCOBOD	0.00	97,383.47	
IGF	463.06	84.65	18.28
DCRIP	0.00	31,206.51	
Others (Ghana Gas, etc)	0.00	175.35	
GRAND TOTAL	183,476.41	213,530.54	116.38

*Disbursement in 2017 includes arrears from previous year(s)

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 of outlining some road safety strategies to be implemented on feeder roads which will address safety problems at bridge approaches as well as safety problems at intersections and curves. Additionally a Road Safety Desk unit/desk has been created at DFR Head office.

These strategies have been set to enhance safety on feeder roads for all road users especially the vulnerable road users like pedestrians, cyclists and motorcyclist (pillion riders).

Some of the safety activities to be carried out included:

- Undertaking safety audit on heavily trafficked feeder roads;
- Erection of warning signs at intersections and dangerous sharp curves as well as at bridge approaches.
- Provision of pedestrian crossings/ speed humps/ rumble strips within communities traversed by bituminous surfaced feeder 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 2015-2017

Objectives

The objective is to give high priority to safety of pedestrians, passengers, motorcyclist and other vulnerable road users. This will reflect in new designs and auditing of existing roads to ensure that the necessary safety considerations have been implemented.

6.1.2.1 Targets

Action plan strategies and targets for the years 2011 – 2013 were to;

- Improve horizontal and vertical alignments on 250km of feeder roads, where necessary, to improve site distances
- Erection of 300 warning signs at intersections and sharp curves
- Provide 75 towns with pedestrian crossing/speed humps/rumble strips
- Erection of warning signs at bridge approaches
- Undertake road line marking of 400km bituminous surfaced feeder roads
- Ensure the continual provision of adequate safety signs at construction sites

6.1.2.2 Achievements for 2017

The table below shows the achievements made in the year 2017

DEPARTMENT OF FEEDER ROADS								
ACHIEVEMENT FOR ROAD SAFETY ACTION PLAN 2015-2017								
YEAR : 2017								
No.	Activity	Target		Implementation Period	Status of Implementation		Challenges	Way Forward
		Target 2017	Variable Indicator		State of Implementation	Evidence of Implementation		
1	Erect warning signs at at approaches to intersections & curves, bridge approaches	450No.	(No. of signs erected)	2015-2017	238	Quarterly Report & Photographs	Financial constrains	Activity to be continued with more funding
2	Undertake road line marking on bituminous surfaced roads	200km	Km covered	2015-2017	64	Quarterly Report & Photographs	Financial constrains	Activity to be continued with more funding

CROSS CUTTING ISSUES

3	Improve horizontal and vertical alignment of roads incorporating road safety in design standards of feeder roads	150km	Km covered	2015-2017	71.	Quarterly Report & Photographs	Financial constrains	Activity to be continued with more funding
4	Provide town roads with pedestrian crossing	75km	Km covered	2015-2017	56	Quarterly Report & Photographs	Financial constrains	Activity to be continued with more funding
5	Provide town roads with speed humps/ramble strips	75No.	No. of Provided	2015-2017	90	Quarterly Report & Photographs		Activity to be continued with more funding
6	Vegetation Control	150km	Km covered	2015-2017	11,598	Quarterly Report & Photographs		Activity to be continued with more funding
7	Sensitiation on Road Safety Measures	200km	Km covered	2015-2017	100		Financial constrains	Activity to be continued with more funding
8	In-house capacity building.	50 No.	No. of Staff trained	2015-2017	48			Activity to be continued with more funding
9	Development of Feeder road database on hazardous road sections	1 database	No. Developed	2015-2017	1	Database developed	Nil	Activity to be continued with more funding

6.1.3 Challenges

Some challenges faced during the implementation of the 2015-2017 National Road Safety Action

Plan are:

- Targets not achieved due to budgetary constraints and slow progress of works.
- Non-adherence and incorrect use of road line markings, warning signs and pedestrian crossings by road users and pedestrians

6.1.4 *Targets set for 2017 - 2020 action plans*

As part of the continual effort to reduce road crashes fatalities on feeder roads, the following action plans have been developed for the period 2017 to 2020. The achievement of this targets however will depend on the following;

- Availability of adequate funding for road safety activities within the period
- Ensuring safety consciousness among road engineers
- Community education on the importance of road safety (such as pedestrian crossings, road line markings and warning signs)
- Driver education at community level on the importance of safety consciousness whiles behind the wheel.

ISSUES

OBJECTIVE 1										
Activity 1: Improved Capacity of Key Stakeholder Agencies										
1.1. Improved Road Safety Capacity Among Stakeholders										
Description		Target 2018 – 2020	Variable indicators	Budget GHC	Achievement 2018 - 2020				Remark	Comment
					Sate of implementation	Evidence Implementatio n	Expenditure GHC	Physical Target/Achievem ent (%)		
In house capacity building	Undertake in-house capacity building in road safety	50No.	No of staff to be trained				.	.		
Training in road safety	Collaborating with other road agencies to train engineers in road safety audit	20No.	No of staff to be trained							
Capacity development for road traffic signs and markings workshop	Liase with GHA on standards for road line marking Disseminate information to engineers Join other roads agencies to negotiate at policy level for road marking and signage to be accorded high priority in all road contracts	2No. workshop	No of workshop							Collaboratio n to be handled by the Ministry

ISSUES

Activity 2: Build a centralised data base										
2.1 Develop a comprehensive road safety information database needed for operating effective safety management system and programmes at the National, Regional, Metropolitan, Municipal and District level										
Development of Feeder road database on hazardous road sections	Continue with database development by BRRI	1No. database	Length of road in database							Database has been developed by BRRI
Improve storage and accessibility of all data relevant to road traffic crashes	Link DFR to MAAP BRRI	1No. database	Length of road							Database has been developed by BRRI
Activity 3 Increase research on road safety issues										
3.1. Promote road safety research initiative to guide policy formulation and intervention										
Study of pedestrian safety at signal crossings in rural centres	Joint research framework with other road agencies to be implemented at the ministerial level Adapt knowledge disseminated by DUR on pedestrians safety for town road sections	100km	Length of road with research							Collaboration with BRRI to research on the appropriate materials to be used on unpaved roads for road safety interventions
Research into materials to be used for road signage	Collaborating with other road agencies into possible use of something made of plastic other non-combustible materials		Type of material to be used							Collaboration with BRRI for research
Objective 2										
Activity 1: Increase budgetary allocation for road safety engineering										
1.1 Stakeholders to incorporate dedicated line in their budgets purposely for road safety engineering										

ISSUES

Budget line item for road safety	Inclusion as a line item on the bill of quantities in contracts for contractors to price for		Target Amt							Budget to be updated yearly
Activity 2: Road safety in road design and construction										
2.1: Hazardous spot improvement programmes										
Ensure vegetation control	Incorporate grass cutting to defect liability period of road contracts	20,000km	Area							
Ensure the control of bill boards	Form a joint task force to deal with bill boards obstructing road safety		No of bill boards to be controlled							
Improve junction design		150km	No of junctions							
Road warning signs	Erect warning signs at intersections and curves, at bridge approaches and construction sites	500No.	No of road warning signs							
Road line markings	Undertaking road line marking of bituminous surfaced	450km	Length of road marked							
2.2. Incorporate pedestrian safety facilities in road planning, design, construction and operation to provide for their special needs and requirement										
Provision of pedestrians crossing, speed humps/ rumble strips facilities	Provide pedestrians crossings on town roads	200No.	No of pedestrian crossing							
	Provide speed humps on town roads	100No	No of speed humps							
2.3. Education of community members and road users										

ISSUES

Sensitization on road safety measures	Educate community members and road users on the importance and appropriate use of road safety measures along the road corridor	250km	Kilometres covered							
GRAND TOTAL										

CHAPTER SEVEN: HUMAN RESOURCE ISSUES

7.1 Staffing

The Department of Feeder Roads has a total staff strength of Three Hundred and Twenty-Seven (327) both at the Head Office and the Regions as at 31st December, 2017. This is 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

The gender distribution of staff of the Department is as follows;

Staff Categorization					
Gender	Male		Female		Total
Staff Levels	Senior	Junior	Senior	Junior	
	106	150	27	44	327

7.1.2 Age Distribution

The age distribution of the Staff of the Department is shown in the Table below.

Age Distribution							
Gender	Age Range	20-30yrs	30-40yrs	41-50yrs	51-60yrs	60yrs+	TOTAL
MALE		14	68	62	112	0	256
FEMALE		6	21	24	20	0	71
SUB-TOTAL		20	89	86	132	0	327

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

A number of Training Programmes have been slated for the Staff of DFR for the year 2017. This is to ensure adequate capacity building to enhance efficiency and effectiveness in our annual delivery. The achievement as at 31st December, 2017 is as shown in Table 7.1.1.

TABLE 7.1.1 DEPARTMENT OF FEEDER ROADS							
2017 TRAINING PROGRAMMES							
S/NO	COURSE NAME	TARGET GROUP	ORGANISERS/	NO. OF	PROGRAM	PROGRA M	FUNDIN G
			VENUE	PART.	DATE	DURATIO N	
1	DCP-DN Pavement Design Method in Ghana (RECAP)	Engineers	RECAP (U.K)	13	8-13 ,15-20 Feb, 2016	5 Days	Road Fund
2	In-Service Training for Secretaries	Secretaries	Government Sec. School	4	March -Dec, 2016	9 Months	Road Fund
3	Integrated Contract Management and Accounting System	Tech and Non-Tech Staff		50	11th-20th April, 2016	2 Weeks	Road Fund
4	Procurement of Consulting and Technical Services	Director	International Law Institute	1	11th -22nd April, 2016	2Weeks	World Bank
5	Human Capital Management	Chief Training Officer	GIMPA	1	28th -30th June, 2016	3 Days	Road Fund
6	Works Procurement Management	Engineers/ Quantity Surveyors	GIMPA	2	4th -22nd July, 2016	3 Weeks	Road Fund
7	Works Procurement Management	Engineers/ Quantity Surveyors	GIMPA	2	4th -22nd July, 2016	3 Weeks	World Bank
8	Consultant Services Workshop	Engineers/ Quantity Surveyors	GIMPA	2	25th -29th July, 2016	1 Week	Road Fund
9	Road Project Preparation and Supervision Course (1)	Engr/Qty Surveyor/Surveyors	KTC	26	25th -29th July, 2016	1 Week	Road Fund
10	Road Project Preparation and Supervision Course (2)	Engr/Qty Surveyor/Surveyors	KTC	26	15th -19th August, 2016	1 Week	Road Fund
11	Scheme of Service Training for Promotion	Selected Staff	KTC	85	22nd -26th August, 2016	1 Week	Road Fund
12	Training of Trainers for Staff Performance Appraisal	Selected Staff	Soman Consult	26	29th -31st August, 2016	3 Days	Road Fund
13	Human Resource Management and Development	Chief Training Officer	Setym International	1	5th -16th September, 2016	2 Weeks	World Bank
14	Results-Based Management and Performance Measurements	Chief Engineer	Setym International, USA	1	5th -16th September, 2016	2 Weeks	World Bank

15	Results-Based Management and Performance Measurements	Engineer	Setym International, USA	1	5th -16th September, 2016	2 Weeks	World Bank
16	Monitoring and Evaluation	Selected Staff	KTC	20	5th -7th September, 2016	3 Days	Road Fund
17	Contract Management	Engineers / Qty Surveyors	JAN Consult Ltd	20	12th -14th September, 2016	3 Days	
18	Technical Report Writing	Engineers / Qty Surveyors	Total Growth Consultancy	20	26th -28th September, 2016	3 Days	
19	Road Project Preparation and Supervision Course (3)	Engr/Qty Surveyor/s	KTC	20	3rd -7th October, 2016	1 Week	
20	Project Planning and Management	Selected Staff	GIMPA(CMD)	5	10th -21st October, 2016	2 Weeks	
21	Planning Your Retirement	Selected Staff	Soman Consult Limited	20	24th October, 2016	1Day	
22	Office Management and Secretarial Skills	Selected Secretarial Staff	Knowledge Tree Technologies	3	13th -15th June ,2016		
23	Records Management Training	Records Officers	PRAAD	3	21st -23rd June, 2016	3 Days	
24	Fidic Conditions of Contract(Module 3&4)	Dorothy Afriyie-Ansah	GCEA	2	27th -30th June, 2016	4 Days	

CHAPTER EIGHT: AFCAP AND RECAP PROGRAMMES IN GHANA

8.1 Overview

8.1.1 AFCAP

The Research for Community Access Partnership (ReCAP) is a six-year programme of applied research and knowledge dissemination funded by a grant from the UK Government through the Department for International Development (DFID). The overall aim is to promote safe and sustainable rural access in Africa and Asia through research and knowledge sharing between participating countries and the wider community.

There are two components under ReCAP; Africa Community Access Partnership (AfCAP) and Asia Community Access Partnership (AsCAP).

The first phase of AfCAP was implemented from June 2008 to July 2014 in some African countries excluding Ghana. The second phase of the programme commenced in 2014 and will cover a period of 6 years. Ghana is a beneficiary of the second phase programme.

The AfCAP programme in Ghana involves a support to the Department of Feeder Road to develop a cost effective road design methods for low volume roads through research. The ultimate aim is to transfer knowledge and develop appropriate skills as well as manuals for the design and maintenance of low volume roads in rural Ghana.

On 2nd December, 2015, a Memorandum of Understanding (MoU) was signed between the Ministry of Roads and Highways (MRH) and Research for Community Access Partnership (ReCAP) to contribute information on low volume roads and transport services which are related to national and regional policies and strategies with the aim of establishing high quality research in low volume road and transport services in Ghana. The Department of Feeder Roads was selected by the MRH as the Agency to collaborate with AfCAP on the research and knowledge sharing programme.

8.1.2 Progress of Activities

A number of Research Activities have been listed to be undertaken in collaboration with DFR. Some have started while others are yet to start.

DFR and the West African Regional Manager of ReCAP in consultation with other stakeholders within the transport sector scoped and selected twenty one (21) research needs for

the country. As at the end of December, 2016, two (2) projects had been successfully completed while six (6) were ongoing as shown in Table 8.1.1 and Table 8.1.2, respectively. Three (3) projects have been earmarked to commence in year 2017 as shown in Table 8.1.3.

Table 8.1.1: Completed Project

No.	Project	Objectives	Start Date	Outcomes	Comments
1.	DCP-DN training	To build on existing knowledge and expand the appropriate use of the DCP DN method in the design of low volume rural roads in Ghana To introduce and integrate local content in the application of the DCP method in Ghana for cost effectiveness and ease of accessibility to the DCP equipment to facilitate the use of the proposed method.	19 th February 2016	The Trainees had a good grasp of the DCP-DN design method and use of the software for producing an environmentally optimized pavement design	Training Completed
2.	Alternative surfacing for steep hill section phase 1	To identify the factors that have impact on steep sections of Feeder Roads To identify options for mitigating factors in terms of pavement surfacing and/or effective drainage that can provide an acceptable level of service Propose a programme to demonstrate and try out suitable range of the identified pavement surfacing and drainage options on steep hill sections of feeder roads in Ghana.	May 2016	Eighteen (18) pavement options comprising three alternative surfacing and two base/sub-base materials were recommended for steep hill sections	Design Report has been submitted.

Table 8.1.2: Status of ongoing Research Projects

No.	Project	Objectives	Start Date	Anticipated Completion Date	Progress/Comments
1.	Climate Adaptation: Risk Management and Resilience Optimisation for Vulnerable Road Access	Deliver research programme on activities relevant to climate adaptation and resilience strategies to enable national governments to take both short and longer term, policy-making action Develop an appreciation and awareness within African Road and Transport ministries, departments and agencies of current and future challenges associated with the effects of climate change on rural access, and increase ability to deal with more unpredictable and extreme climate effects Trial and optimize best cost-benefit and return-on-investment approaches to demonstrate optimal resilient rural access and minimal impact on national economic progress Produce Climate Adaptation guidelines Implement a knowledge dissemination and capacity building programme	April 2016	September 2018	This project is handled at the regional level Demonstration sites selected. Regional Workshop conducted in Ghana in Jan 2017. Procurement of a Contractor is on-going.

No .	Project	Objectives	Start Date	Anticipated Completion Date	Progress/Comments
2.	The use of appropriate high-tech solutions for road network and condition analysis, with a focus on satellite imagery	To develop a methodology for using satellite imagery to assess road condition. To explore other high-tech solutions for network assessment, such as big data, mobile phones, UAVs (drones) etc.			This project is handled at the regional level Contract Signed, inception in progress. Demonstrations sites selected Training to commence soon.
3.	Use of Roller compacted mass concrete as pavement material	To develop a suitable mix design for RCC with optimal compressive strength suitable for road pavement construction in Ghana making use of local materials; To monitor and evaluate its performance over time to enable standard specifications to be developed	7 th July 2016	5 th July 2017	Procurement of a Contractor is on-going.
4.	Identification of Hazardous Spots and Recommendation of remedial measures on Selected rural roads	To develop an Accident Blackspot Management System (ABMS) which will form the basis of a coordinated approach to road safety on the rural road network	6 th June 2016	20 th January 2017	Project is completed.
5.	Rural Transport Diagnostic Study	To explore the current state of rural transport in Ghana in light of the changing rural environment, identify gaps in our understanding of current rural transport practices and highlight opportunities for evidence-gathering, policy and practical efforts to improve the rural access experience of Ghanaians	15 th Dec. 2016		Completed
6.	Training of Trainers and Trial Sites for DCP DN in Ghana	To train six (6) trainers from Ghana and two (2) from Sierra Leone to an advanced level to allow for widespread training in the DCP-DN design method throughout Ghana and Sierra Leone using the AfCAP LVR DCP-DN design software To allow current trainers (who were also involved in the development of the software) to standardise training interventions and ensure consistency for further roll-out of the method and software.	26 th Sept . 2016		Design works completed. 2 nd Training has been completed.

Table 8.1.3 Upcoming research

No.	Project	Comments
1.	Locally manufactured DCP DN	Draft Concept Note prepared
2.	Alternative surfacing for steep hill sections phase II	TOR and budgets developed. Evaluation completed. Contract awarded in September, 2017
3.	Development of Application for GIS based Bridge inventory Data collection for Mobile Phones	Review of Draft TOR ongoing

8.1.3 Conclusions and Recommendations

The AfCAP programme in Ghana has so far been successful. The Department of Feeder Roads has also effectively spearheaded all the projects directly under its purview and all the collaborative agencies have been supportive where necessary. These, notwithstanding, the programme has also brought significant financial and logistical commitment to the Department. Workshops and counterpart funding are all financed by DFR. Consequently, the Department has introduced a line item in its Road Fund budget to meet these obligations.

There is the need for MRH to assist in developing a comprehensive strategy in implementing the key findings of the research programme. Strategizing to uptake and embed the research findings and translating them into policy is key.

CHAPTER NINE: LABOUR-BASED BITUMINOUS SURFACING TECHNOLOGY

9.1 The Importance of the Technology

In order to address the problem of low durability of unpaved feeder roads, the Department of Feeder Roads (DFR) under the Ministry of Roads and Highways has solicited support from Japan International Cooperation Agency (JICA) to assist in the development of Labour-Based Bituminous Surfacing technology (LBST) for feeder roads. This concept has become critical to DFR because it will be the means by which the DFR can support the Government of Ghana in its fight against the increasing rate of unemployment among the youth.

The method also has the advantage of using cold bitumen since heating of bitumen in the conventional bitumen preparation for hot spraying has its own associated risks and cost.

JICA has been requested to assist in a pilot project to establish methodology and application of the LBST through field trials in the Eastern Region of Ghana. When the field trials is successful then the technology will be replicated nationwide by DFR as a tool to protect the easily erodible surfaces of gravel roads at cheaper costs.

9.2 Memorandum of Understanding (MoU)

In a MoU, DFR is supposed to make available a road that has been constructed up to subbase with all the needed concrete structures in place using labour-based technology. JICA on the other hand will provide funds for the cost of laying of base material, provisions of bitumen and chippings, provision of a set of simple bituminous surfacing equipment, cost of labour, and the provision of Japanese experts to assist in the project. At the end of the pilot project JICA will develop a Guideline (manual) to be used as a working document on the technology for future use.

9.3 Status of the Project

The preparatory stage of the project started in 2015 and spilled into 2016. The JICA Team has so far been working closely with the management of DFR as well as the Koforidua Training Centre (KTC). In order to ensure success of the Project, a Steering Committee and a Technical Working Group have been formed for that purpose.

The selected Project Site is Obomofodensua - Akote feeder road (2.7km). In the Phase 1 trial, the project site was divided into sections where cold asphalt and chip seal were applied at different spray rates. The Phase 1 has successfully been completed while the preparation towards the Phase 2 is underway.

An adjoining site has been earmarked for extension of the trial project as Phase 2. A total length of 2.85km is thus under preparation for commencement in January, 2018. The Government of Ghana is funding the project up to the sub-base at a contract sum of GHC 2.90m which has been awarded.

The JICA funded part of the project is expected to be signed in February, 2018.

CHAPTER TEN: MONITORING OF DFR PROJECTS IN 2017

The annual monitoring of site activities in the Regions by Teams from the Head Office has been the norm to ensure that projects are executed in accordance with specifications in order to achieve value for money. The Monitoring Teams are headed by Chief Engineers from the Head Office.

Monitoring of projects are usually done according to planned schedules. At times ad-hoc monitoring are carried out as follow-ups to verify items certified when payment certificates are being processed or issues crop up that need verifications.

From January, 2017 to December, 2017 a number of monitoring activities have been carried out covering all types of projects and funding. A typical Monitoring Team comprises a Chief Engineer, a Quantity Surveyor or an Assistant, and a driver.

At the end of each monitoring exercise, the various Teams present their reports to the Director with highlights on their findings, challenges and recommendations to address issues identified.

CHAPTER ELEVEN: CHALLENGES AND THE WAY FORWARD

The Department performed creditably during the year under review. However, it faces internal and external challenges. Some of the challenges and proffered solutions are as follows:

10.1 Challenges

- Inadequate budget for road works
- Delay in the payment of works done
- LBT Contracts not getting the needed support to revamp the technology
- 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 and staff training
- Threat posed to the maintenance of the network as a result of the decentralization since the technical staff in the Assemblies are of inadequate capacity.

10.2 Way Forward

- Decentralization

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

Decentralization of DFR should be done in a cautious manner in order not to jeopardize the gains already made.

- Capacity building for Contractors/Consultants and DFR Staff
- Strategic increase in the use of Labour Based Technology for road works
- Alternate source of funding to improve the payment regime
- Timely payment for works done
- Adequate time to 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-performing contractors and consultants
- Limit overloading of contractors
- Use of the Road Prioritization Methodology in road selection for development