

2018 ANNUAL PROGRESS REPORT



Artistic Impression – Kumasi Roads and Drainage Extension Project

**MINISTRY OF ROADS AND
HIGHWAYS
(MRH)**

**SUBMITTED TO THE NATIONAL
DEVELOPMENT PLANNING COMMISSION**

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List of Acronyms

AFD	-	Agence Francaise de Developpement
AfDB	-	African Development Bank
APR	-	Annual Progress Report
BADEA	-	Arab Bank for Economic Development in Africa
BRT	-	Bus Rapid Transit
COCOBOD	-	Cocoa Board
CSOs	-	Civil Society Organizations
DFR	-	Department of Feeder Roads
DANIDA	-	Danish International Development Agency
DFID	-	Department for International Development
DPs	-	Development Partners
DUR	-	Department of Urban Roads
DVLA	-	Driver and Vehicle Licensing Authority
EBID	-	ECOWAS Bank for Investment and Development
ECOWAS	-	Economic Community of West African States
EIA	-	Environmental Impact Assessment
EPA	-	Environmental Protection Agency
ESIA	-	Environmental and Social Impact Assessment
EU	-	European Union
FRIP	-	Feeder Roads Improvement Programme
GHA	-	Ghana Highway Authority
GPRS	-	Ghana Poverty Reduction Strategy
GRFS	-	Ghana Road Fund Secretariat
GOG	-	Government of Ghana
GSGDA	-	Ghana Shared Growth and Development Agenda
HDMT	-	Highway Development and Management Tool
IDA	-	International Development Association
ISTS	-	Inter-City State Transport Company

ITP	-	Integrated Transport Plan
JBP	-	Joint Border Post
JICA	-	Japan International Co-operation Agency
KFW	-	Kreditanstalt für Wiederaufbau
KNUST	-	Kwame Nkrumah University of Science and Technology
KOICA	-	Korea International Cooperation Agency
KTC	-	Koforidua Training Centre
MCA	-	Millennium Challenge Account
M&E	-	Monitoring and Evaluation
MDA	-	Ministries, Departments and Agencies
MOF	-	Ministry of Finance
MLGRD	-	Ministry of Local Government and Rural Development
MRH	-	Ministry of Roads and Highways
MMDA	-	Metropolitan, Municipal and District Assemblies
NDPC	-	National Development Planning Commission
NMT	-	Non-motorised Transport
NRSC	-	National Road Safety Commission
NTP	-	National Transport Policy
PAPs	-	Project Affected Persons
PCU	-	Project Coordinating Unit
PIMS	-	Public Investment Management System
PIP	-	Public Investment Programme
PPP	-	Public Private Partnership
PWD	-	Persons Living with Disability
RFP	-	Request for Proposal
RTEP	-	Road and Transport Engineering Programme
RSDP	-	Road Sector Development Programme
SMTDP	-	Sector Medium Term Development Plan

EXECUTIVE SUMMARY

Government has identified the importance of the Ministry of Roads and Highways (MRH) in providing strategic support to the other sectors of the economy. MRH has therefore taken significant steps towards the implementation of the road sector plans, which is to support the attainment of National Development Goals. Government's strategic plan has become the primary implementation document for the road sector for which Government provides budgetary allocation. Development Partners over the period have also provided funding to support the development of road infrastructure, maintenance, consultancy services and institutional capacity building of the sector.

The Government of Ghana's vision for economic and social transformation which has been translated into a medium term development plan known as, The Agenda for Jobs, (2018-2021) has the following dimensions:

- Economic Development
- Social Development
- Environmental, infrastructure and human settlement
- Governance, Corruption and Accountability and
- Ghana's role in international affairs

The Road Sector being an infrastructure sector has aligned its priorities, policies and programmes to achieve the Government's goals regarding the environment, infrastructure and human settlement. In terms of transport infrastructure, the overall goal of government's transport policy is to develop modern, integrated, and well maintained transportation infrastructure as a means to accelerate growth and development. It also seeks to make Ghana the transportation hub within the West African sub-region.

The Annual Progress Report (APR) includes strategies and key policy measures that were undertaken in 2018 for road sector interventions with emphasis on regulatory measures, infrastructure development, institutional capacity and financing aimed at improving performance, encourage and promote integrated planning, development and operation of road transport infrastructure and services.

The core objective for the 2018 Annual Progress Report is to present an assessment of the status of indicators and targets adopted for monitoring the progress of key policies, programmes and interventions undertaken during the period for the implementation of the Sector Medium Term Development Plan (2018-2021) under the Agenda for Jobs: Creating Prosperity and Equal Opportunity for All (2018-2021). It also documents main challenges encountered during the period under review.

The following sections present a summary of the Report;

Chapter 1 “Overview of the Road Sector” – it sets out the profile of the sector ministry, its vision, mission, functions, policy objectives, development projections for 2018-2021 and a section on improving efficiency and effectiveness of the road transport infrastructure and services.

Chapter 2 “Road Sector Performance & Achievement 2018” – provides information on the general achievements of the sector, donor coordination, trunk roads, urban roads and feeder roads achievements with programme interventions undertaken during 2018, Ghana Road Fund, PPP projects, road network, asset management and road maintenance financing.

Chapter 3 “Institutional Capacity” – Outlines the manpower of the sector with staff numbers and information on institutional training for staff.

Chapter 4 “Road Sector Financing” – Highlights the sources of funding for the implementation of sector programmes and projects. It also shows the planned budget as well as releases over the period under review.

Chapter 5 “Challenges” – outlines all the challenges that confront the road sector agencies in achieving its implementation plans.

Chapter 6 “Road Sector Monitoring & Evaluation”- covers the results of the assessment of the status of indicators and targets adopted for monitoring the progress of key policy and

programmes.

Chapter 7 “Way Forward” – proposes some measures that need to be taken to address the challenges that were faced by the Ministry and its agencies during the period under review.

CHAPTER ONE

1.0 PROFILE OF THE SECTOR MINISTRY

1.1 Introduction

The Ministry of Roads and Highways (MRH) exists by virtue of the Civil Service Act, 1993 (P.N.D.C. Law 327) to formulate policies, coordinate sector performance, monitor and evaluate road infrastructure development and maintenance and road maintenance financing. The Ministry has ministerial responsibility over two civil service organisations; namely the Department of Urban Roads (DUR) and the Department of Feeder Roads (DFR). The Ghana Highway Authority (GHA) established as a sub-vented Agency by the Ghana Highway Authority Act, 1997 (Act 540), the Ghana Road Fund Secretariat (GRFS) and a training centre, Koforidua Training Centre (KTC) in the Eastern Region.

The mandate of GHA is; administration, control, development and maintenance of all public highways and related facilities in Ghana. DUR's mandate is the development, maintenance and management of associated traffic facilities or devices in major towns and cities. DFR is responsible for the development and maintenance of feeder roads in the country.

GRFS: Established by Act 536 (1997) to arrange for the collection, management and disbursement of funds dedicated for the maintenance and preservation of the country's road infrastructure. KTC undertakes training in practical hands-on skill and professional training for all levels of management and project implementation personnel of the Ministry and its stakeholders.

The Ministry has eight (8) line directorates, namely; Administration, Policy & Planning (P&P), Public Private Partnership Unit (PPP), Procurement, Monitoring & Evaluation (M&E), Research, Statistics and Information Management (RSIM), Human Resource Management & Development (HRMD) and Finance. These directorates perform very important roles as their names indicate. There are also five (5) very important units that report directly to the Chief Director. These are; the Client Service Unit (CSU), Legal Unit, Internal Audit Unit (IAU), Public Affairs Unit (PAU) and Protocol Unit.

1.2 Vision

To play a lead role in providing integrated, efficient, cost-effective and sustainable transportation system responsive to the needs of society, supporting growth and poverty reduction and capable of establishing and maintaining Ghana as a transportation hub of West Africa.

1.3 Mission

To provide an integrated and well-maintained road infrastructure and services that meet national requirements and international standards on a sustainable basis, through

- The formulation and implementation of policies that are responsive to the changing needs of the nation;
- Promoting private sector participation;
- Developing, implementing, monitoring and regulating standards;
- Carrying out strategic investments so as to establish safe, reliable, efficient and affordable services for all road users.

In achieving this, the Ministry recruits, trains and retains highly skilled human resources to effectively and efficiently manage the sector.

1.4. Functions

The main functions of the Ministry of Roads and Highways are policy formulation, monitoring, evaluation and coordination with regard to the road infrastructure sector consists of the following:

- Development and Maintenance of Road Infrastructure
- Improving the Road Safety and Environment
- Financing of Road Maintenance
- Training of professionals (Engineers and Contractors)

1.5. Policy Objectives of the Ministry

1.5.1 Development Goals, Adopted Objectives and Strategies

The government's vision for economic and social transformation has been translated in the Medium-Term Development Framework, the Agenda for jobs, (2018-2021) to achieve four main goals;

- Create opportunities for all Ghanaians;
- Safeguard the natural environment and ensure a resilient, built environment;
- Maintain a stable, united and safe society; and
- Build a prosperous society.

To achieve these goals, the medium-term priority policies, programmes and projects for the country is grouped in five development dimensions;

- Economic Development
- Social Development
- Environmental, infrastructure and human settlement

- Governance, Corruption and Accountability and
- Ghana's role in international affairs

The road sector being an infrastructure sector has aligned its priorities, policies and programmes to achieve the Government's goals regarding the environment, infrastructure and human settlement. In terms of transport infrastructure, the overall goal of government's transport policy is to develop modern, integrated, and well maintained transportation infrastructure as a means to accelerate growth and development. It also seeks to make Ghana the transportation hub within the West African sub-region. In this regard, implementation of medium-term priority policies and programmes aims at achieving two key Policy objectives;

- Improve efficiency and effectiveness of road transport infrastructure and services:
- Ensure safety and security for all categories of road users

Recognising that inefficiencies in the road transport system is a major constraint to growth and development, the approach to road development will seek **to *Improve efficiency and effectiveness of road transport infrastructure and services*** by constructing missing links to expand the network and maintaining the road network to improve capacity; coordinating with other sectors to develop a more rigorous public transport system to help alleviate congestion in urban areas; and tar roads in district capitals and areas of high agricultural production, industry and tourism. These efforts will be achieved with strong promotion of private sector participation in construction, rehabilitation and management.

The sector acknowledges the issue of lack of adequate facilities for vulnerable groups and hazardous conditions of some sections of the roadways which pose danger to citizens and will strategize to ***ensure safety and security for all categories of road users***. The Strategies to be implemented to achieve this objective will include: incorporating pedestrian safety facilities in planning, design, construction and maintenance of road infrastructure; work with other agencies to improve enforcement of traffic laws and regulations; ensure adequate road signs, markings, traffic calming measures, street lights and non-motorised facilities are provided and maintained.

The sector will provide the needed transport infrastructure to support the government's flagship projects and initiatives to be implemented towards the achievement of the national goals for the period.

1.5.2 Development Projections 2018-2021

The projections and strategies outlined for the development of the road sector for the period are based on the two National Policy Objectives and the desired future of the road sector as indicated in the

National Transport Policy. The development priority areas for the sector aligned with these two national policy objectives for the road sector as shown in Table 1.0. These development areas define the broad themes for sector activities for the period.

Table 1.0 Alignment of National Policy Objectives with Sector Development Priority Areas

National Policy Objective	Sector Development Priority Areas
Improve efficiency and effectiveness of road transport infrastructure and services	Sector Financing (PPP, maintenance financing, DP, GoG)
	Asset Preservation (Road maintenance, Axle load Control)
	International Corridor Development and Trade facilitation
	Urban transport infrastructure and management (NMT, PWD, ISTS, BRT)
	Intermodal and inter-sectoral collaboration (community development programme, urban management)
	Major road development (missing links, roads to industry, agric, tourism)
	Institutional Development and capacity building (Sector Management & capacity programme, Stakeholder capacity)
	Local Content (Job Creation) and Pro Poor Programmes
Ensure safety and security for all categories of road users	Road Safety, Occupational health and safety
	Environmental and Social Safeguards

1.6 Improve Efficiency and Effectiveness of Road Transport Infrastructure and Services

In order to improve efficiency and effectiveness of road transport infrastructure and services, the sector will require adequate investments from both private and public sources to cover maintenance, development and management cost of road infrastructure. The road network needs a comprehensive maintenance and development programme to ensure both local and international transport are enhanced to boost economic growth. It will also require adequate skilled personnel to oversee planning, procurement, contract management, monitoring and evaluation roles in the sector. The sector will implement urban transport management programmes which ensure ease of movement on the urban areas and adequate provision of NMT facilities and facilities for PWDs.

CHAPTER TWO

2.0 ROAD SECTOR ACHIEVEMENTS FOR 2018

2.1 General Achievements

2.1.1 Maintenance of Road Asset

The Ministry and its Agencies continued to implement Government's priority road programmes and as at end of December 2018, routine maintenance had been undertaken on 28,125km (236% of the approved work plan) of the trunk road network; 12,362km (55% of the approved work plan) on the feeder road network; and 1,835km (28% of the approved work plan) on the urban road network.

Within the same period, periodic maintenance activities, comprising re-gravelling/spot improvement and resealing works had been carried out on 74km (205% of the approved work plan), 213km (43% of the approved work plan) and 215km (54% of the approved work plan) on the trunk, feeder and urban road networks respectively.

Also, minor rehabilitation works covering minor upgrading and the construction of culverts and drainage structures were carried on 83km (83% of the approved work plan) for trunk roads, 124km (15% of the approved work plan) on the feeder and 100km (17% of the approved work plan) urban road networks respectively.

2.1.2 Development of Key Road Corridors

The Ministry continued to improve major road corridors and intersections with the view to ease congestion to promote trade and economic activities. Table 2.0 shows some of the projects that achieved significant progress.

Table 2.0 Projects that achieved significant progress

PROJECT	LENGTH	CURRENT STATUS
Construction of Tunnel Under the Accra -Tema Motorway to Link East Legon and Spintex Road	N/A	Completed (August 2017-August 2018)
Tetteh Quarshie - Madina Section	N/A	Completed
Pokuase Interchange	N/A	30% Complete
Improvement of 4no. Roundabout between Ejisu and KNUST	N/A	40% Complete
The Project for Improvement of Ghanaian Corridors (Grade Separation of Tema Intersection in Tema)	N/A	Work is 24% complete
Madina - Pantang Project	5.6	Completed
Completion of 6no. Pedestrian bridges on Madina – Pantang road	N/A	On-going

2.1.3 Oil and Gas Enclave Roads

The following roads within the Western Region Oil Enclave are also being executed to support the operations of the Atuabo Gas Plant:

- Alabokazo – Ekwei - Tikobo No.1 (53km) - 99% complete.
- Half Assini - New Town road/Half Assini Town, Nkroful Town, Elubo Town roads (55% complete)
- Construction of Road along Pipeline including construction of the Amazure Bridge – Completed.

2.1.4 Axle Load Control Programme

The Ministry through the Ghana Highway Authority continued to embark on several measures to reduce overloading of heavy goods vehicles to safeguard the road pavement from early deterioration. The total weighbridge stations across the country are Eighteen (18) and Table 2.1 shows the location of the weighbridge stations across the country.

Table 2.1 Weighbridge Stations across the country

No.	Location	Region	Name of Operator	Status
1	Bolgatanga	Upper East	GHA	Operational
2	Sawla	Northern	GHA	Operational
3	Damongo	Northern	GHA	Operational
4	Yapei	Northern	GHA	Operational
5	Jema	Brong Ahafo	GHA	Operational
6	Mim	Brong Ahafo	GHA	Operational
7	Akom	Ashanti	GHA	Operational
8	Asuoyeboah	Ashanti	GHA	Operational
9	Boankra	Ashanti	GHA	Operational
10	Adansi Asokwa	Ashanti	GHA	Operational
11	Bogoso	Western	GHA	Operational
12	Sefwi Bekwai	Western	GHA	Operational
13	Agona Jn.	Western	GHA	Operational
14	Elmina	Central	GHA	Operational
15	Afiencya	Greater Accra	GHA	Operational
16	Tema	Greater Accra	GHA	Operational

No.	Location	Region	Name of Operator	Status
17	Akatsi	Volta	GHA	Operational
18	Aflao Border	Volta	GHA	Not yet Operational
19	Mobile Weighing Vans			8 No.

The implementation of the axle load programme over the years has resulted in a significant decrease in the incidence of overloading which currently stands at 6.45%.

Some truckers, however, still try to avoid the permanent stations by using detours. Eight (8) Mobile weighing vans with portable weighing scales have therefore been procured and currently being used to augment the operations of the permanent weighbridge stations at several locations along the major road corridors. Comprehensive sensitization programmes targeted at stakeholders and the general public to increase awareness on axle load control was developed and implemented. In addition, existing gross weight scales were converted into axle weighers in order to fully enforce the weight limits on individual axles.

2.1.5 Joint Border Post

Construction of a Joint Border Post (JBP) at Noepe for Ghana and Togo is completed. An Inter-Ministerial Steering Committee and JBP Working Group have completed a bilateral agreement and Operational Procedures Manual with the representatives of the Republic of Togo to facilitate the operationalization of the Border Post at Noepe. The JBP was commissioned on 26th October, 2018 by His Excellency the President, Nana Addo Dankwa Akufo-Addo and His Excellency, Faure Gnassingbe, President of the Republic of Togo. The JBP became operational on 3rd December, 2018.

2.1.6 Public Private Partnership Projects

The levels of investment required to provide and maintain the required road infrastructure are far greater than our traditional sources of Government funding. Government continues to partner with the Private sector for road infrastructure development as an alternative means of complementing the speedy delivery of road infrastructure for national development. A number of PPP projects are being pursued and at various stages of preparation.

2.1.7 Persons with Disability (PWDs)

In keeping with Government's commitment, the recruitment of persons with disability (PWDs) for toll collection commenced on 1st July 2017 with an initial intake of Seventy four (74) persons across the country. The second intake was effected on 1st October, 2017 with recruitment of additional nineteen (19) PWDs. Their performance so far has been satisfactory and the Ministry is encouraged to increase the numbers as we go forward. Below are the locations of toll stations nationwide:

Table 2.2 Location of Toll Stations

No.	Location	Region
1	Afienya	Gt. Accra
2	Dodowa	Gt. Accra
3	Ayi Mensah	Gt. Accra
4	Kasoa	Gt. Accra
5	Nsawam	Gt. Accra
6	Motorway	Gt. Accra
7	Motorway	Tema
8	Ashiaman	Gt. Accra
9	Tsopoli	Gt. Accra
10	Aboaso	Ashanti
11	Kyeremfaso	Ashanti
12	Offinso	Ashanti
13	Kubease	Ashanti
14	Tabere	Ashanti
15	Adiembra	Ashanti
16	Bechem	Brong Ahafo
17	Fiapre	Brong Ahafo
18	Bamboi	Brong Ahafo
19	Babator	Brong Ahafo
20	Tuobodom	Brong Ahafo
21	Buipe	Northern
22	Yapei	Northern
23	Nasia	Northern
24	Sawla	Northern
25	Moree	Central
26	Assin Praso	Central
27	Dunk. On Offin	Central
28	Pwalugu	Upper East
29	Beposo	Western
30	Ankobra	Western
31	Jomoro	Western
32	Bonsaso	Western

No.	Location	Region
33	Sekyere	Western
34	Kade	Western
35	Adomi	Eastern
36	Sogakope	Volta

2.1.8 Monitoring

The Ministry continued with its monitoring programmes with the objective of assessing value - for - money of projects being implemented by road agencies under the Ministry and identifying implementation challenges with a view of resolving them in a timely fashion.

The Ministerial Technical Monitoring Team made significant progress in their programme, and visited (8) regions in 2017 and nine (9) regions in 2018 as scheduled. In all, a total of 178 projects being implemented by the Road Agencies were visited during the monitoring exercise in 2018.

The impact created by the work of the Monitoring Team has been very positive. During the 2018 monitoring exercise, it was noted that both contractors and the regional supervisory staff had largely responded to the issues that were raised by the team in the previous years.

2.1.9 Cocoa Roads

Cocoa funded Road projects by COCOBOD has contributed quite significantly to the Road Sector since its introduction in 2004 but in recent years it has had a chequered history which led to its suspension by COCOBOD.

However, arrangements have been made for the Ministry of Roads and Highways to take over all the outstanding Cocoa Roads for completion with COCOBOD providing the payment through the Ministry of Finance.

2.1.10 Transport Sector Improvement Project (TSIP)

The Ministry of Roads and Highways is currently undertaking the Transport Sector Improvement Project (TSIP) funded by the International Development Association (IDA) of the World Bank. The project is aimed at:

- Reducing travel time on selected parts of the classified road network in Northern Ghana,
- Promoting road safety, and
- Strengthening the institutional management of the transport sector.

2.1.11 Master Project Support Agreement (MPSA)

The Government of Ghana have signed a **Master Project Support Agreement (MPSA)** with Sinohydro Corporation Limited to support priority infrastructure projects in Ghana. The road sector has identified a number of road projects for funding under this arrangement.

The overriding consideration for identifying the priority roads for implementation was their strategic socio-economic significance in the road network. Upon completion, the projects will enhance intra-urban, regional and national traffic flow and trade, strengthen economic and regional integration and reduce cost of doing business in the country.

The scope and costs of the works to be undertaken under the first phase of the programme which comprises Ten (10) Engineering, Procurement and Construction (EPC) Contracts to be implemented by the Ministry through its road agencies. The table below shows the 10 contracts:

Table 2.3 Engineering, Procurement and Construction Contracts

Lot No.	Description	Unit	Scope	Cost (mill. USD)
1	Accra Inner City Roads	km	84	72.84
2	Kumasi Inner City Roads	km	100	73.42
3	Tamale Interchange Project	No.	1	35.2
4	PTC Roundabout Interchange Project, Takoradi	No.	1	55.66
5	Adenta- Dodowa Dual Carriageway	km	14	65.41
6	Sunyani Inner City Roads	km	39	45.02
7	Western Region and Cape Coast Inner City Roads	km	32.19	35.82
8	Upgrading of Selected Feeder Roads in Ashanti and Western Regions	km	68	40.84
9	Rehabilitation of New Abirem-Ofoasekuma Road	km	38	30.4
10	Construction of Hohoe-Jasikan–Dodi-Pepesu	km	66.4	45.39
TOTAL			442	500

The second phase which is scheduled to come on stream in June 2019 is more comprehensive and covers the entire country including the six (6) newly created regions.

2.2 Donor Coordination

The Transport Sector Working Group was activated in January 2015 to coordinate the activities in the transport sector. The sector uses the forum to discuss pertinent issues concerning the sector with its Development Partners (DPs). The platform offered by the meeting aims to enhance cooperation in the transport sector. The group meets quarterly to discuss issues and coordinate mission visits from funding Agencies as well. There are about 15 DPs who have been involved in the transport sector namely JICA, World Bank, African Development Bank, AFD, SECO, Brazil Government, Austria Government, BADEA, Chinese Government, KFW, EU, KOICA, MIDA and DANIDA. The Sector Ministries have been playing their respective roles as the coordinators by preparing projects, negotiating for financing, receiving supervision missions and responding to invitations for country programme reviews. The cooperation by the DPs and the team spirit built over the years with the respective Task Team Leaders of the various projects has contributed a great deal to the sector's development.

The AfDB during the period set up a dedicated Project Coordination Units (PCUs) for implementation of particular projects. Although that seemed to have challenged the sector's institutional set up, the eventual success of these projects have erased the initial apprehension. The World Bank has also set up Agency Implementation and Project Implementation Teams (PIT) that supervises the implementation of the projects.

2.3 Trunk Roads Achievement

The Ghana Highway Authority is undertaking a number of projects on some critical road corridors. The statuses of some projects in the regions are as follows:

Table 2.4 Greater Accra

No.	Project	Current Status
1.	Prampram – Anyaman (10.1km)	72%
2.	Ashaiman – Oyibi (11.7km)	98%
3.	Kasseh – Ada (20.7km)	60%
4.	Afienya – Dawhenya (7.2km)	45%
5.	Ayikuma - Doryumu (10.8km)	48%

2.3.1 Bridge and Interchange Projects

2.3.1.1 Tema Motorway Roundabout Interchange

The construction of the Tema Motorway Roundabout is into a 3-tier interchange with Japanese Grants commenced in early 2018. The project is currently 24% complete.

2.3.1.2 Bridge Projects in Greater Accra

The table 2.5 below shows the status of bridge projects within the region.

Table 2.5 Bridge Projects in Greater Accra

1	Construction of two lane underpass to link Spintex and East Legon	Greater Accra	100%
2	Consultancy Services for the inventory and Condition Survey of Ghana Highway Authority bridges	Country wide	75%

Table 2.6 Central Region

No.	Project	Current Status
1.	Twifo Praso - Dunkwa (10km)	35%
2.	Ajumako Techiman - Eshiem - Gomoa Ogua	40%
3.	Breman Asikuma - Amanfopong (km 0 - 19)	95%
4.	Mankessim - Abura Dunkwa Road (km 0 -20)	82%
5.	Apam - Mumford - Otum Road (14.2km) and other Town Roads (4.43km)	59%
6.	Saltpond - Abura Dunkwa Road (km 5 - 11)	68%

2.3.1.3 Bridge Projects in Central Region

The following are bridge projects ongoing in the region:

- Reconstruction of the Iture Bridge over the Sweet River on the Cape Coast – Takoradi Road Central. Procurement of works is ongoing.
- Construction of Toll Plaza at Biriwa on the Mankessim – Cape Coast Road. Procurement of works is ongoing.

Table 2.7 Western Region

No.	Project	Current Status
1.	Enchi - Dadieso Road (30km)	Completed
2.	Esiam - Nkroful - Telekabokaso - Anyinase (28.3km)	28%
3.	Benchema - Oseikojokrom (38km)	24%
4.	Juabeso - Bodi - Akontombra (km 0 - 10)	87%
5.	Sefwi Wiawso - Akontombra Road 15.0km	22.6%
6.	Prestea - Samreboi (40km)	42%

2.3.1.4 Bridge Projects in the Western Region

The following are bridge projects in the Western region:

- Construction of bridge over the Ankobra river at Ankobra on the Agona Junction - Elubo road.
- Offin River Bridge on the Dunkwa-on-Offin to Obuasi road on the N10 Highway have been repaired.

Table 2.8 Volta Region

No.	Project	Current Status
1.	Ho - Fume Road (km 0 - 7, km 28.7 - 40.1) Ph2.	Completed
2.	Kpando - Worawora - Dambai Road, Phase 3 (70.0km)	Completed
3.	Adidome - Frankadua Road (15km)	67%
4.	Have - Kpando Road (10km)	97%
5.	Akatsi - Ziope Road (36km)	Completed

2.3.1.5 Bridge Projects in the Volta Region

The table below shows the upcoming bridge works in the region.

Table 2.9 Upcoming Bridge Projects in Volta Region

1.	Construction of Bridge over the Volta river at Volivo and Dorfor Adidome	Volta	Supervision Consultant Procured
2.	Rehabilitation of the Lower Volta Bridge (Replacement of Expansion Joints).	Volta	Contractor Mobilizing
3.	Underwater Investigation of the Lower Volta Bridge Foundation	Volta	Procurement Process Ongoing

Table 2.10 Eastern Region

No.	Project	Current Status
1.	Osiem – Begoro	20% complete
2.	Kwabeng – Abomosu - Asuom	60% complete
3.	Oda – Achiase - Amanfopong	30% complete
4.	Kwabeng - Akropong	30% complete
5.	Trom - Somanya - Odumase - Kpong (15.8km)	Completed
6.	Oterkpolu - Odumase (0 - 23.3km)	92%
7.	Nkawkaw - Atibie (10km)	Completed
8.	Asitey - Somanya - Akuse Jn. Road (10km)	83%
9.	Anyinam - Kwabeng (0 - 10km)	95%
10.	Resealing of Mamfe - Koforidua Road Lot 4	Completed

2.3.1.6 Bridge Project in the Eastern Region

Table 2.11 below shows the status of the bridge project in the region.

Table 2.11 Bridge Project in Eastern Region

No.	Project Name	Region	Status
1	Construction of the Oterkpolu and Okwenya Bridges	Eastern	To be procured in 2019

Table 2.12 Ashanti Region

	Project	Current Status
1.	Anwiankwanta – Obuasi	5% complete
2.	Mampong – Kofiase	55% complete
3.	Atimatim – Maase - Aboabogya	75% complete
4.	Kodie – Aduman – Aboabogya	65% complete
5.	Kumawu - Timaate – Drobonso	Completed
6.	Ejura - Anyinofi Road (15km)	40% complete
7.	Obuasi Junction - Dunkwa Road (13.8km)	83% complete
8.	Obogu - Ofoase - Gyadem - Agyenkwaso Road (km 7 - 64.3)	75.3% complete
9.	Anyinasu - Sekyeredumasi Road (12.0km)	82% complete
10.	Effiduase - Juansa Road (16.8km)	55% complete
11.	Ejisu - Kumasi Roundabout Improvement – LOT1	35% complete
12.	Ejisu - Kumasi Roundabout Improvement – LOT2	35% complete

Table 2.13 Brong Ahafo Region

No.	Project	Current Status
1.	Techiman - Kintampo lot 1, Addendum No.1 Apaaso - Kintampo, 6.3km	Completed
2.	Prang - Kintampo Road (km 10.6 - 21.0)	95.1%
3.	Dormaa Ahenkro - Nkrankwanta Road (km 20 - 30)	Completed
4.	Dormaa Ahenkro - Nkrankwanta Road (km 26 - 36)	60%
5.	Techimantia - Akomadan Road (10km)	81%
6.	Asekye - Busunya - Dromankese (km 0 - 15)	Completed
7.	Kintampo - New Longoro (15km)	84%
8.	Buoko Junction - Nkosia Road (0 - 6km)	Completed
9.	Jema Nkwanta - Nkoranza Road (0 - 15km)	95%
10.	Goaso - Ayomso - Akrodie Road (0 - 17km)	Completed
11.	Prang - Kintampo Road (km 21.0 - 31.0)	62%
12.	Menji – Bui	95%
13.	Duayaw Nkwanta Town Road	98%
14.	Kukuom Town Roads (12km)	68%

Table 2.14 Northern Region

No.	Project	Current Status
1.	Tamale - Salaga (km 51 - 80)	46%
2.	Tamale - Kumbungu (km 12 - 17, 22 - 27)	94%
3.	Tamale - Salaga - Makango (km 80 - 137)	18%
4.	Busunu - Daboya Road (0 - 53km)	65%
5.	Upgrading of Yendi - Saboba Road (km 10.0 - 50.6)	60%
6.	Upgrading of Tamale - Tolon - Daboya (13.2 - 19.8, 22.2 - 25.6km)	Completed
7.	Walewale - Gambaga (km 4 - 26)	95%
8.	Saboba - Chereponi (km 0 - 47)	55%
9.	Daboya - Mankarigu – Wiase	98%

2.3.1.7 Bridge Projects in the Northern Region

The table below indicates the status for bridge projects of the region.

Table 2.15 Bridge Projects in Northern Region

Item	Project Name	Region	Current Status
1	Lot 1. Construction of Steel Bridge over River Gyanwali at Kundugu on the Yala-Kundungu-Sombisi Road. 35m Span.	Upper West and Northern	80%
2	Lot 2. Construction of Steel Bridge over River Kudage on the Sombisi – Tantali Road-35m Span.	Upper West and Northern	76%
3	Lot 5. Construction of Steel Bridge over River Kulpawn on the Luari-Jadima Road-Span is 140m	Upper West and Northern	24%
4	Rehabilitation of Bridge over the Black Volta River at Buipe on the Kintampo-Tamale Road	Northern	Completed
5	Rehabilitation of Bridge over the White Volta River at Yapei on the Buipe-Tamale Road	Northern	Completed

Table 2.16 Upper East Region

No.	Project	Current Status
1.	Bolgatanga - Bongo, Winkongo - Tongo & Navrongo - Tono roads	Completed
2.	Bolga - Bawku (km 12 - 24.5)	75%
3.	Misiga - Kulungugu (10km)	65%
4.	Sandema - Wiase (km 0 - 10)	25%
5.	Sandema – Fumbisi – Wiase (km 10 – 45)	20%

2. 3.1.8 Bridge Projects

The table 2.17 shows the bridge project in the region.

Table 2.17 Bridge Projects in Upper East Region

Item	Project Name	Region	Current Status
1	Repair Works on the Garu Bridge	Upper East	Completed
2	Repair Works on the Kulungugu Bridge	Upper East	Completed
3	Repair Works on the Garu Bridge	Upper East	Completed

Table 2.18 New Projects in the region

1	Construction of Seven Bridges in Northern Ghana Funded by Danida	Upper East & Upper West	Awarded. Works has commenced
2	Construction of Bridge over River Bechelihi and River Navarobie on the Navrongo – Chuchuliga – Tumu Road	Upper West & Upper East	Approval to Commence Works Granted

Table 2.19 Upper West Region

No.	Project	Current Status
1.	Nadowli - Lawra - Hamile (km 0 - 45) lot 7	Completed
2.	Nadowli - Lawra - Hamile (km 45 - 87) lot 8	74%
3.	Jirapa - Domweni - Nandom (km 5 - 11.5)	65%
4.	Fian - Wahabu (10km) - Lot 2	64%
5.	Wa - Han Road (30km)	86%
6.	Tumu - Gwollu - Hamile (10km) - Lot 3	59%
7.	Tumu - Sissili (Navrongo) 15km	52.5%
8.	Dorimon - Wechau Rd (15 - 21.6)- Lot 3	50%

2.3.2 Road Safety Interventions

The Ghana Highway Authority is implementing a number of Road Safety Interventions on the road network. The table below gives the details of the network.

Table 2.20 Network of Road Safety Intervention

Project	Status
Supply, Installation and Maintenance of Street Lights on Pantang - Aburi and Mallam - Kasoa Highways	Ongoing
Supply, Installation and Maintenance of Street Lights on Tema Roundabout to Dawhenya Highway	Completed
Slope protection works on the Ayi Mensah - Peduase Lodge - Aburi Road	Terminated and is being repackaged for award

Project	Status
Installation of Road Safety Features on Mallam - Winneba and George Walker Bush Highway (N1)	a. Lot 1: Roadline marking Completed b. Lot 2: Advance Directional Signs and Gantry Frame Installation, Completed c. Lot 3: Traffic Signalization has been completed
Provision of road safety interventions on hazardous sections of the N1 between Awutu Breku and Winneba	On-going
Supply, Installation and Maintenance of Street Lights on the Suame Roundabout - Afrancho & KNUST Police Station Ejisu Highways	completed

2.4 Feeder Roads Achievements

The Department of Feeder Roads (DFR) is one of the Road Agencies under the Ministry of Roads and Highways responsible for the development and maintenance of roads leading to rural communities, agricultural enclaves and some tourist attraction sites. Some of the major feeder road programmes and projects undertaken by the Department of Feeder Roads are as follows:

2.4.1 GoG Projects

The Department of Feeder Roads is undertaking a number of feeder road improvements to enhance mobility and safety of commuters. Some of the ongoing projects are as follows:

- Bitumen Surfacing of Ahodwo – Trede Junction
- Bitumen Surfacing of Kushea – Abotareye – Atwereboana
- Bitumen Surfacing of Akropong – Larbikrom and others
- Bitumen Surfacing of Ashalaja – Nsuobri

2.4.2 Transport Sector Project

The current tranche of the Transport Sector Project (TSP) supported by the World Bank came to a close in December 2018. The project involved the rehabilitation/upgrading of selected feeder roads.

2.4.3 Transport Sector Improvement Project (TSIP)

2.4.3.1 Output and Performance-Based Road Contract (OPRC)

The Government of the Republic of Ghana requested financing support from the World Bank towards the cost of road works under the Transport Sector Improvement Project (TSIP). A part of the funds under the TSIP will be applied on the implementation of an “**Output and Performance Based Road**

Contracts (OPRC)” for selected feeder roads in the **Brong-Ahafo, Northern, Upper East, and Upper West Regions** covering a total length of **1,360km**.

This is the first time that OPRC is being implemented for the construction and maintenance of feeder roads in Ghana and due to the nature and form of the contracts, local contractors are encouraged to form consortia or joint ventures to strengthen their physical and financial capacity to be able to participate when invitations are opened. A consultant has been engaged to undertake the assessment study. The final report and the bidding document are to be submitted soon. The bidding process for the procurement of works is expected to commence in 2019.

2.2.4 Bridge 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. Most of these critical sites have either log or wooden planks or no structure at all.

The DFR has been undertaking replacement of wooden or log bridges with concrete and steel bridges to remove major bottlenecks on feeder roads. This programme involves the construction of Short and Medium span bridges, major box culverts and other drainage structures under Spanish, Belgian, Dutch Government support and ACROW of US of America. The table below shows the progress made since January 2017 to-date.

Table 2.21 Progress made since 2017

SUPPORT	NO. ON-GOING AS AT JAN 2017	NO. LAUNCHED	NO. OPENED TO TRAFFIC	REMARKS
GHANA-ACROW	7	6	3	On-going
GHANA-DUTCH	3	2	2	On-going
GHANA-SPANISH	13	7	3	On-going
GHANA-BELGIUM	5	2	0	On-going

2.4.5 Research Activities

2.4.5.1 Labour Based Bituminous Surfacing Technology (LBST)

Labour based technology is an alternative technology for road construction and maintenance. The Department of Feeder Roads under support from the Japan International Cooperation Agency (JICA) has undertaken a research in the use of Labour in bituminous surfacing.

The selected Project Site was **Obomofodensua - Akote feeder road (2.7km)** located in the Eastern Region. The Phase 1 and Phase 2 of the JICA funded research have been completed. A guideline for the application of the technology was also completed and launched in December, 2018.

The Department is currently monitoring the performance of the research road and to replicate it throughout the nation.

2.4.5.2 African Community Access Programme (AFCAP)

AFCAP is a research initiative for the rural transport sector in Africa aimed at providing efficient rural access to services and utilities for improved livelihoods and poverty reduction. DFR and the West African Regional Manager of Research Community Access Partnership (ReCAP) in consultation with other stakeholders within the transport sector scoped and selected twenty one (21) research needs for the country. Out of this, five (5) projects have been successfully completed and one is ongoing.

The on-going project is the “**Alternative Surfacing for Steep Hill Sections in Ghana**” and is aimed at providing alternative surfacing for steep sections with slopes greater than 12%. The Akwasiho – Twenedurase feeder road located in the Eastern Region had initial slopes of up to 23%. It was therefore suitable for the research study which is currently on-going and is at formation level.

2.4.6 Labour Based Works and Employment Creation

The Government Policy of creating more jobs and decent work to alleviate the plight of the working poor as well as raising household incomes can be realized if additional investments are made in construction of feeder roads using the Labour Based Technology which will:

- Help bridge the vast infrastructure gap which is critical to accelerate economic growth of the country;
- Increase access to farm inputs, markets and promote agriculture;
- Facilitate the achievement of the socio-economic transformation of the country and ensure the balanced development of the rural and urban communities and
- Boost employment/job creation (about 90 workers per contractor).

The DFR is decentralized at the Regional and District levels, therefore the Department is endeavoring to undertake more collaborative engagements with research institutions and Development Partners in examining various technologies that could be employed in rural access provision to offer the relevant technical backstopping to the Roads units of the Works Departments of the District Assemblies.

2.5 Urban Achievements

The mandate of the Department of Urban Roads is to provide a cost effective and sustainable integrated urban road transport systems for safe mobility of goods and people. The Department is implementing a number of projects within the Metropolitan and Municipal areas to help address identified urban transport issues. Summary of the projects being implemented by the Department include:

2.5.1 Accra Urban Transport Project – Pokuase Interchange Project

The specific objective of the AUTP is to promote efficient movement of goods and people to and from the city through Pokuase, boost trade along the connecting routes, provide income generation opportunities, promote affordable transport services and generally improve the livelihoods of the people in the project area.

The Project commenced in April, 2018. The Contractor has completely mobilized to site and started work. Physical Progress is currently at 30%. The ongoing works include:

- Construction of U-Drains and earthworks on the Awoshie approach and Local Roads
- Earthworks on the Accra – Kumasi (N6) Section.
- Relocation of ECG and GridCo Network along the interchange project corridor
- Construction of Local roads has commenced.
- Piling for the interchange is in progress.

The works are expected to be completed by April 2020.

2.5.2 Kansaworodo By-Pass Phase 3

The project is part of the arterial development program of the DUR, which aims at reducing congestion and facilitating the free movement of goods and people to enhance accelerated growth of the national economy and poverty reduction. The project is in the Sekondi – Takoradi Metropolitan Area. It is funded by the Government of Ghana. The first two phases of this project have already been completed. Physical Progress is currently at 98%.

2.5.3 Face Lift of Greater Kumasi Town Roads

Kumasi saw its major road rehabilitation works between 1985-1996. Since then, there has been no major road rehabilitation intervention. A significant portion of the paved network has deteriorated and is in poor condition. This deficit in the paved road network has been identified as a priority.

The President cut the sod for the facelift of the Greater Kumasi Town Roads Project in August 2018 to improve roads within the Greater Kumasi Metropolis including newly created districts.

The following interventions on some selected roads within the city have commenced:

- Asphaltic overlay - 150km
- Resealing - 145km
- Rehabilitation/Reconstruction - 180km

The improvement of these roads is expected to enhance the role the city plays. In addition to the ongoing works, contracts for the following new works have been signed:

- Reconstruction and Rehabilitation of 100km of Roads
- Dualization of Lake Road and Construction of Sissai River Storm Drain

- Construction of Transport Terminal at Atonsu
- Construction of drains

The beneficiary assemblies include Kumasi Metropolitan, Ejisu Juaben, Sekyere East, Bekwai and Mampong. The works would be funded by the AFD, Consolidated Fund and Ghana Road Fund.

2.5.4 Upgrading of Spintex Road 1

This project is part of the Accra East Corridor and it seeks to create an alternative to the existing Spintex Road which has high volumes of traffic during peak hours. This project runs parallel to the current spintex road from Flower Pot but extends to Tema Community 18 road crossing the current Spintex Road around Coca Cola Roundabout. When completed, this project will reduce travel time considerably within the Spintex and Teshie Link enclave.

The contract for the first phase which starts from Flower Pot and ends at the intersection with the Manet Road has been awarded. Progress is currently at 20%. The project is being funded by the Government of Ghana.

2.5.5 Installation of Area-Wide Traffic Signal Control Systems in Accra

This project generally seeks to coordinate all the traffic signals along the major routes in the capital and manage traffic remotely from a Traffic Management Centre (TMC) to optimize flow on the Amasaman – CBD Corridor and other major corridors in Accra.

The project is being funded by the AFD and is expected to be completed by June 2019.

Currently the construction of the Traffic Management Centre is ongoing at the Department of Urban Roads Head Office. Progress is about 61%.

2.5.6 Construction of Kasoa and Nungua Terminals

These projects are being funded by the World Bank and involve the improvement of the existing parking and holding area, the construction of a terminal building, walkways, paved road ways, toilets and its associated facilities at two existing terminals at Nungua and Kasoa.

Also included in the Kasoa project is a Police/Fire Service Posts and 1km of road. Both projects are substantially completed.

2.5.7 Construction of Tema Steel Works Road and DVLA Road

To improve on value for money in the development of road infrastructure in Ghana, the Ministry has started a pilot project to construct concrete roads on the Steel Works and DVLA Roads in Tema as a result of vehicles with high axle loads plying roads in the area. The concrete roads would be able to

withstand loads imposed by such vehicles and would give the roads a longer life span. Works are ongoing and current progress is 28%.

2.5.8 Reconstruction of Otano Junction – School Junction Road

This project is part of the overarching efforts by the Department of Urban Roads to improve mobility, safety and travel time within the Greater Accra Region.

The Otano Junction-School Junction road is located at Adjiriganor, within the Adentan Municipality. The community is one of the fastest growing areas in Greater Accra and the road has a projected Average Daily Traffic of about thirty thousand (30,000).

The road was a two-lane single carriageway with poor drainage and surface condition. This project involves the reconstruction of the road into an asphaltic concrete two-lane dual carriageway.

Work commenced in March 2018 for completion in 24 months. Current progress is 72%.

2.5.9 Construction of GIMPA By-Pass Phase IV

This project links Gimpa/Legon Junction to Agbogba Junction on the Haatso Road. Progress is 85%.

Currently, the first 3.20km out of the 4.0km has been completed. Outstanding works include:

- The laying of the final seal on the remaining stretch
- Construction of intersection to the Haatso-Atomic Road
- Intersection improvement of the Gimpa Road to the By-Pass

2.5.10 Teshie Link Road

The construction of the 5.7km Teshie link road was terminated and has been re-awarded for completion in 18 months ending in June, 2020. The contractor is currently mobilizing to site.

2.5.11 Asphalt Overlay Programme

About 206km of asphalt overlay have been completed in various cities and towns. Some of the cities include: Accra, Kumasi, Takoradi, Tema, Cape Coast, Kyebi, Juaben, Koforidua and Tamale.

2.6 Ghana Road Fund

The Ghana Road Fund was established by an Act of Parliament, Act 536 of 1997 and amended in 2016 by the Road Fund (Amendment) Act, Act 909 to give it a corporate status. It is to provide a secure source of funding for routine maintenance, periodic maintenance and rehabilitation of public roads.

The Road Fund is resourced with funds from Levy on petroleum and diesel as determined by Cabinet with the approval of Parliament. Other sources are road, bridge and ferry tolls collected by Ghana Highway Authority, vehicle license and inspection fees collected by DVLA and international transit

fees collected from foreign vehicles entering the country. The Fund is sometimes resourced with loans from banks and financial institutions in consultation with the Minister of Finance.

2.7 Public Private Partnerships (PPP) Projects

The Ministry is at various stages of implementing the following road projects using PPP and Private financing arrangements:

2.7.1 Accra –Tema Motorway PPP Project (31.7Km)

The project involves the construction of;

- Tema Roundabout – Tetteh Quarshie Interchange road
- Tema Roundabout – Ashaiman Roundabout road
- Tetteh Quarshie – Apenkwa Interchange road
- Apenkwa Interchange – Neoplan Junction road
- Nine (9) interchanges

The Ministry has pre-qualified four (4) Entities to bid for the Development of the Accra – Tema Motorway Project and has received the No-Objection from the Ministry of Finance PPA Approval Committee for the final feasibility study report and is awaiting concurrent approval from Cabinet before issuance of the Request for Proposal documents to the pre-qualified Entities. The Request for Proposals (RFP) is expected to be issued by February, 2019. Works are expected to commence in the 3rd Quarter of 2019.

2.7.2 Accra – Kumasi Expressway Project (245Km)

The project involves the:

- Construction of a 3 lane dual carriageway from Accra – Kumasi (Rural sections)
- Construction of 5 lane dual carriageway at the urban sections on the Accra – Kumasi road

A Memorandum of Understanding (MoU) has been signed between the Ministry and a Proponent towards the implementation of the Accra – Kumasi Expressway project. The Ministry has approved the pre-feasibility study report for the Proponent to undertake and complete the feasibility study by May 2019. The Ministry will also finalise the procurement of a Transaction Advisor in January 2019 who will review and advise on the transaction development. It is expected that project commercial closure will be attained in the 4th Quarter of 2019 for works to begin.

2.7.3 Accra – Takoradi PPP Project (208Km)

The proposed project consists of the dualization of the road including provision of interchanges and by-passes at urban sections of the road. The Transaction Advisor has submitted the prefeasibility study report for the project. The Transaction Advisor was expected to submit the full Feasibility Study Report to the Ministry by 30th March 2019.

2.7.4 Development of Tema Arterial Roads

The project is divided into two phases.

2.7.4.1 Phase I

This phase of the project is a Corporate Social Responsibility (CSR) Project being undertaken by Meridian Ports Services (MPS). It involves the improvement of the Beach Road junction. Contract has been signed and MPS commenced works in December 2018. The phase is expected to be completed in June 2019.

2.7.4.2 Phase II

This Phase is expected to upgrade and extend the following road links that connect the Accra – Tema Motorway from the Ashaiman Interchange to the Tema Port:

- Ashaiman Interchange
- Hospital Road linking the Ashaiman Traffic Light junction (approximately 5.5km)
- Rotary Avenue linking Hospital Road and Meridian Road (approximately 0.5km)
- Meridian Road linking Harbour Road roundabout with the new Tema Port (approximately 4km)
- Beach Road from the junction with Meridian Road to the crossing with the railway towards Nungua (approximately 0.7km)

An MOU has been signed between the Ministry and MPS and their financiers to implement this phase. Pre-Feasibility studies are underway by the Proponent. Works are expected to begin in the last Quarter of 2019.

2.8 Road Network

Ghana's road network is classified into three main categories which include; trunk roads, urban roads and feeder roads. The trunk roads are roads that run through the country connecting the regions and linking Ghana to its neighboring countries. The feeder roads connect farm gates, villages and towns to the main trunk roads while the urban roads are the roads within the cities and urban areas. As at 2016, the network was made up of 48,357km feeder roads, 15,462km urban roads and 14,8586km trunk roads. The total is 78,401km roads. The Figure 2.0 below indicates a spread of the network. The network is comprehensive, connecting to neighbouring countries, linking all regions, districts, farming and tourist centres within the country. Its length and condition for each classification of road between 2015 and 2016 is shown in the table 2.23. At the end of 2016, 41% of road network was in good condition, 33% was in fair condition and 26% was in poor condition.

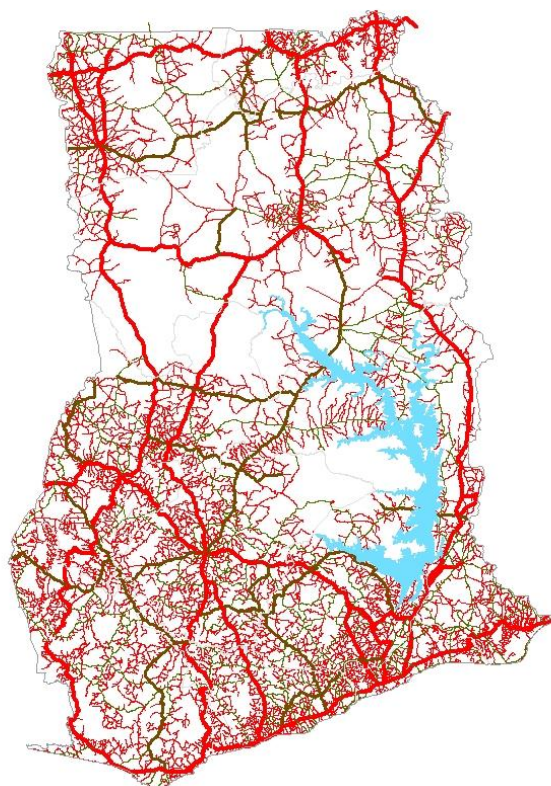


Figure 2.0 Spread of Road Network

Table 2.22 Road Network Size and Condition 2015-2016

Indicator/ Year	2014		2015		2016	
Road condition mix:	Condition	Length (km)	Condition	Length (km)	Condition	Length (km)
National Size and Condition						
Good	35%	24,997	39%	28,229	41%	31,779
Fair	33%	23,568	32%	23,162	33%	26,400
Poor	32%	22,854	29%	20,990	26%	20,222
Total		71,419		72,381		78,401
Trunk Roads						
Good	52%	7,734	57%	8,478	56%	8,166
Fair	39%	9,191	36%	5,355	37%	5,396
Poor	9%	1,339	7%	1,041	7%	1,021
Total		14,874		14,874		14,583
Feeder Roads						
Good	30%	12,614	35%	14,716	37%	17,892
Fair	38%	15,977	34%	14,295	38%	18,376
Poor	32%	13,454	31%	13,034	25%	12,089
Total		42,045		42,045		48,357
Urban Roads						

Indicator/ Year	2014		2015		2016	
Road condition mix:	Condition	Length (km)	Condition	Length (km)	Condition	Length (km)
Good	32%	4,640	37%	5,721	37%	5,721
Fair	12%	1,740	17%	2,629	17%	2,629
Poor	56%	8,120	46%	7,112	46%	7,112
Total		14,500		15,462		15,462

Table 2. 23 Road Network Surface Characteristics as at 2018

	GHA	DFR	DUR	TOTAL	%
Rigid	38.60	-	3.29	41.89	0.05%
Asphalt	2,711.00	-	956.37	3,667.37	4.68%
Surface Treated	5,923.62	5,860.52	5,044.48	16,828.62	21.46%
Gravel	5,909.40	25,600.81	5,225.98	36,736.19	46.86%
Earth	-	6,895.48	4,231.65	21,127.13	26.95%
Total Paved	8,673.22	5,860.52	6,004.14	20,537.88	26.20%
Total Unpaved	5,909.40	42,496.29	9,457.63	57,863.32	73.80%
Grand Total	14,582.62	48,356.81	15,461.77	78,401.20	100.00%

From Table 2.24, only 26.20% of the road network is paved and the remaining 73.80% is unpaved. The largest portion of the latter is gravel roads which make up 46.86% of the total network.

2.9 Asset Management

The sector prioritizes routine and periodic maintenance works to preserve the road asset. The annual maintenance coverage has increased continually although annual targets are not fully met due to financial and capacity constraints. Table 2.24 provides a summary of maintenance activities carried out within the period. Between 2015 and 2018 about 313,810km of routine maintenance activities were carried out. This involved shoulder maintenance, rehabilitation of drainage structures, vegetation control, pothole patching, grading and desilting. This is estimated as 78,452.50km of routine maintenance works per year.

Also 25,790km of period maintenance activity involving; spot improvement, re-graveling,

resealing, asphalt overlay, partial reconstruction and bridge maintenance occurred between 2015 and 2018. This averaged 6,447.50km of periodic maintenance activity per year. For minor rehabilitation works which involved minor upgrading, construction of culverts and other drainage structures 5,895km was achieved. This averaged 1,473.75km in a year.

Table 2.24 Achievements for Maintenance 2015-2018

	2015		2016		2017		2018	
TRUNK ROADS								
Activity	Planned (km)	Achieved (km)	Planned (km)	Achieved (km)	Planned (km)	Achieved (km)	Planned (km)	Achieved (km)
Routine	11,199	14,143	11,199	10,723	11,900	10,250	11,900	28,125
Periodic	6,675	30	450	43	350	199	36	74
Minor	26	26	150	137	60	167	100	83
URBAN ROADS								
Activity	Planned (km)	Achieved (km)	Planned (km)	Achieved (km)	Planned (km)	Achieved (km)	Planned (km)	Achieved (km)
Routine	8,200	10,126	10,200	9,384	10,200	8,953	6,500	1,835
Periodic	940	2,500	5,500	3,893	350	473	400	215
Minor	150	75	100	642	100	96	600	100
FEEDER ROADS								
Activity	Planned (km)	Achieved (km)	Planned (km)	Achieved (km)	Planned (km)	Achieved (km)	Planned (km)	Achieved (km)
Routine	22,500	9,299	22,500	16,183	22,950	10,679	22,500	12,362
Periodic	1,000	373	1,000	71	300	205	500	213
Minor	350	469	350	477	350	313	850	124

2.10 Road Maintenance Financing

Road maintenance has been financed mainly through the Road Fund and the Consolidated Fund. The Ghana Road Fund was established in 1985 to provide a secure source of funding for preservation of Ghana's road network. The Fund was restructured under the Road Fund Act, 1997 (Act 536). The Act provided for the Road Fund Management Board to offer the general overall direction for the Fund. In 2016, the Ghana Road Fund Secretariat was restructured in accordance with the Road Fund Amendment Act, 2016 (ACT 909). The amendment gave the fund a corporate character to borrow without any recourse to Ministry of Finance. The Chief Director as the secretary to the Road Fund Management Board is fully responsible for the day-to-day management of the Fund as provided in the Act. The Board is responsible for the management of the Funds.

Table 2.25 Sources of Revenue to the Road Fund

Source	2015	2016	2017	2018
Fuel Levy	263,318,019.18	1,046,988,887.68	905,299,344.74	862,732,735.80
Tolls	63,728,822.23	63,776,577.71	66,582,806.03	71,052,748.48
DVLA	20,912,845.50	38,010,500.51	37,982,140.25	53,832,593.80
Int. Transit	2,520,546.67	1,846,414.09	2,094,040.61	3,096,616.67
Bank Loan	-	1,200,000,000.00	-	-
TOTAL	350,480,233.58	2,350,632,379.99	1,011,958,321.63	990,714,694.75

Summary of Planned, Allocated and Expended amounts for the period by the Road Agencies for maintenance activities are given in Table 2.27. It indicates that between 2015 and 2018 Expenditure exceeded Allocations. Expenditure over Planned amounts were 106.0%, 231.2%, 56.6% and 290.3% respectively for 2015, 2016, 2017 and 2018. The huge difference in Expenditure against Planned Amount for 2016 was as a result of the increase in revenue accrued to the Fund and its allocation for maintenance activities.

Table 2.26 Road Fund Allocation for Maintenance from 2018-2021

Road Agency	Budget Allocation and Expenditure (GH¢)		Expenditure Over Planned	Expenditure Over Allocation
2018				
GHA	Planned	80,000,000.00	270.1%	270.1%
	Allocation	80,000,000.00		
	Expenditure	216,097,664.23		
DFR	Planned	70,000,000.00	216.8%	216.8%
	Allocation	70,000,000.00		
	Expenditure	151,751,935.51		
DUR	Planned	80,000,000.00	374.9%	374.9%
	Allocation	80,000,000.00		
	Expenditure	299,921,616.84		
Total	Planned	230,000,000.00	290.3%	290.3%
	Allocation	230,000,000.00		
	Expenditure	667,771,216.58		
2017				
GHA	Planned	250,000,000	54.4%	118.3%
	Allocation	115,000,000		
	Expenditure	136,082,020		
DFR	Planned	180,000,000	49.7%	111.7%
	Allocation	80,000,000		

	Expenditure	89,373,650		
DUR	Planned	250,000,000	63.7%	138.6%
	Allocation	115,000,000		
	Expenditure	159,366, 630		
Total	Planned	680,000,000	56.6%	123.3%
	Allocation	312,000,000		
	Expenditure	384,822,300		
2016				
GHA	Planned	96,037,173.95	217.2%	107.2%
	Allocation	194,654,712.70		
	Expenditure	208,646,630.48		
DFR	Planned	86,632,941.71	156.6%	135%
	Allocation	100,400,000.00		
	Expenditure	135,645,486.01		
DUR	Planned	85,219,930.00	323.2%	105.3%
	Allocation	261,494,091.58		
	Expenditure	275,404,308.64		

Total	Planned	267,890,045.66	231.2%	111.3%
	Allocation	556,548,804.28		
	Expenditure	619,696,425.13		
2015				
GHA	Planned	167,165,000.00	76.2%	132.6%
	Allocation	96,037,175.52		
	Expenditure	127,354,255.14		
DFR	Planned	105,538,000.00	59.2%	72%
	Allocation	86,632,941.71		
	Expenditure	62,435,419.11		
DUR	Planned	100,690,000.00	204.4%	241.5%
	Allocation	85,219,931.84		
	Expenditure	205,829,654.58		
Total	Planned	373,393,000.00	106.0%	147.7%
	Allocation	267,890,049.07		
	Expenditure	395,619,328.83		

In 2018, the Fund allocated a total of GHS 236million (27% of the projected revenue) to the three road agencies (GHA, DFR & DUR) to primarily undertake routine and periodic maintenance works for 2018 and settle the previous year's indebtedness. An amount of GHS 33million (i.e. 4.0% of projected revenue) was allocated towards toll operations, safety activities by NRSC and DVLA, operations of the secretariat and emergency works. The Loan contracted from UBA has been refinanced by retiring it with a loan with relatively more favourable terms and conditions for the

Fund to have some financial space to operate. A total of GHS 1.407billion was disbursed for maintenance works, activities of the beneficiary agencies and repayment of the outstanding portion of the UBA Loan as at the end of 2018. The Fund's indebtedness keeps growing each year. As at end of 2016, the indebtedness stood at GHS 829million. By the end of 2017, it had increased to an amount of GHS 1.4 billion due to over commitment of the previous years. As at end of 2018, the indebtedness had grown to GHS 2.3billion.

This is a worrying phenomenon as the Fund keeps being stressed. The heavy indebtedness to the Fund prolongs the completion of projects, increase in project cost as a result of price escalation of road building materials and interest claims on delayed payments.

The road network has been continuously expanding with an estimated rate of about 6% per annum and therefore the maintenance needs are increasing. Unfortunately, the fund to take care of the expanded network is not increasing commensurately.

The misuse of the road infrastructure has brought out some concerns as the investment into the road network go down the drain easily. Usually, people turn the roads into car washing base and fitting shops or illegal and hazardous speed humps constructed, unauthorized excavation across the road, and lastly overloading. These go a long way to increase the deterioration of the road network. The mandate of the Road Fund is to preserve Ghana's Road Assets by prioritizing maintenance needs and in upgrading our gravel roads (77% of our road network) to bituminous surfacing.

CHAPTER THREE

3.0 INSTITUTIONAL CAPACITY

3.1 MRH Institutional Capacity

The sector is continuously undergoing reforms to strategically align with government's goals and also remain contemporarily relevant to its key stakeholders. A new PPP Directorate was created at the Ministry to manage the PPP initiatives being undertaken. The unit has been resourced with a Director and four other officers. Again the sector is currently undergoing ministerial realignment in line with Government's decentralization programme. In consultation with the Local Government Services (LGS) and the Ministry of Local Government and Rural Development (MLGRD), the Departments of Urban and Feeder Roads are to be repositioned to be responsible for some classes of the urban and feeder road network to ensure that the mandate of the Ministry can be met within the decentralisation process.

DUR has established ten (10) regional offices and made key staff appointments following approval from the Office of the Head of Civil Service (OHCS). These offices are responsible for the coordination of strategic urban road network systems in the regions through technical backstopping and ensuring consistency in the application of standards and specifications. Also with the establishment of the LGS, a significant part of the operations of the DFR in the Districts and Regions has been transferred to the District Assemblies and Regional Coordinating Councils. DFR's implementation functions are intended to be limited to roads and programmes of strategic national importance.

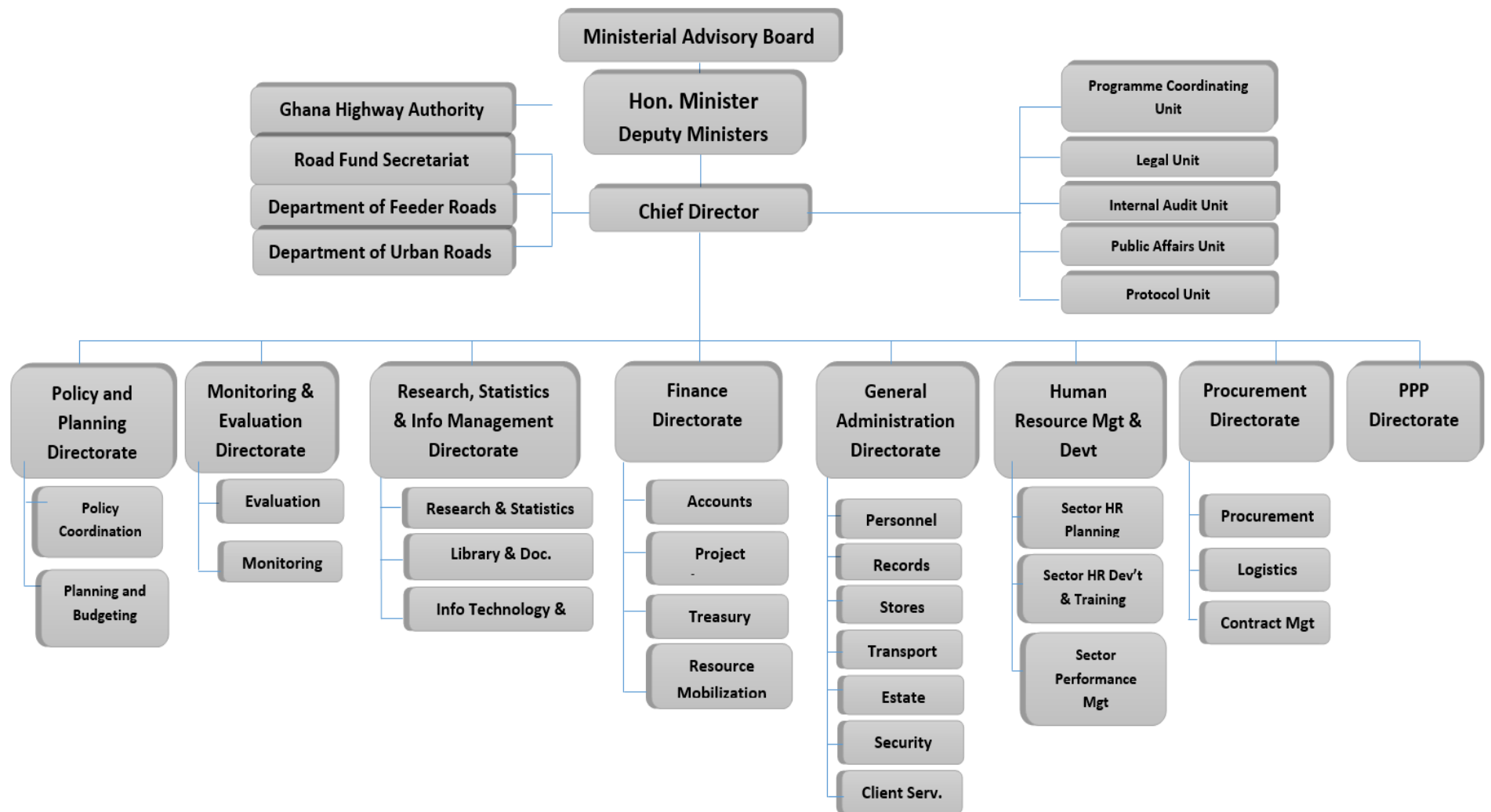


Figure 3.0 Organizational Structure of the Roads Sector

3.1.1 Staff Numbers

As at the end of 2018 the staff number totaled 2,666 for the whole sector. Ghana Highway Authority has the largest number of staff. Over the years their number has been reducing as a result of compulsory and voluntary retirements, resignations, deaths, vacation of post and dismissals. It has an establishment number of 2,529 for which if no rigorous steps are taken to implement a replacement plan the staff will reduce to a point that it will not be able to achieve its strategic objectives. The table 3.0 below shows the number of staff in the sector.

Table 3.0 Number of Staff in the Road Sector (Nominal + Contract)

Years	2015	2016	2017	2018
MRH	63	87	89	92
GHA	1,531	1397	1296	1992
DFR	241	351	342	323
DUR	158	188	195	197
KTC	46	48	49	16
GRFS	18	14	14	13
TOTAL	2,057	2,085	1,985	2, 666

3.1.2 Institutional Training

The Transport Sector has undertaken various programmes to enhance the capacity and competence of the staff. The sector has carried out annual planned training programmes with GoG funds and DP funds. Training programmes are drawn based on the needs identified and recommendations from supervisors. Officers are also sponsored to attend conferences and seminars which are relevant to their field of work. Over the period, the World Bank, AfDB and JICA have provided capacity building support for the road sector. Table 3.1 shows the staff training statistics over the period.

Table 3.1 Number of Staff trained in the Road Sector

Years	2015	2016	2017	2018
MRH	75	70	78	65
GHA	264	437	204	205
DUR	31	58	140	86
DFR	217	327	27	292
GRFS	0	1	0	0
KTC	7	1	1	11
TOTAL	594	894	450	659

The Road Sector has also partnered with KNUST to establish a master's degree course in Roads and Transport Engineering to train engineers in the sector. The programme has been funded by the World Bank since its inception in 2006. The programme has provided hostel, lecture and laboratory facilities for the University. Currently, there are on-going projects to provide laboratory and software for the University.

CHAPTER FOUR

4.0 SECTOR FINANCING

4.1 MRH Financing

The current financing structure for the road sector is from these main sources:

- Consolidated Fund (Government's revenue from taxes, levies etc)
- Donor Funds (Multilateral Development Partners - World Bank, Africa Development Bank, European Union, Millennium Challenge Account; Bilateral Agreements)
- Road Fund (Mainly dedicated for Road Maintenance from Fuel Levy and other roads transport operational levies and taxes)
- Internally Generated Fund (Revenues emanating from services rendered to General Public by Road Agencies)
- Others which include Bonds, Cocoa Funds, Ghana Infrastructure Fund (GIIF) etc.

Table 4. 0 shows the year-on-year planned, approved and released/expended amounts from all sources for the Road Sector for the period between 2015 and 2018. Between 2015 and 2018 the Sector from all sources planned for GH¢ 21.3 billion but received and spent GH¢ 8.9 billion. This translated to an average annual planned expenditure of GH¢ 5.3 billion and an actual average annual expenditure of GH¢ 2.2 billion.

The wide variance in planned and actual expenditure significantly affected the sector's operation. The inadequacy of allocations for Goods and Services resulted in huge backlogs of unpaid bills for administrative activities such as maintenance of vehicles, utility services, hotel bills etc. in the Head office and the Agencies. This impaired the sector's ability to effectively undertake some of its basic service activities such as monitoring and evaluation and local training.

Capital Expenditure/Asset releases from GoG were also at a wide variance from the planned. Over the period releases were averagely less than 10% of what was planned. This significantly affected the sector's capacity to achieve its targets for road development and maintenance. Occasionally releases were not able to match up to the Approved Ceiling (Appropriation) which led to a backlog of outstanding payments for maintenance and development activities. These outstanding payments were set aside to be paid under the road arrears. Outstanding invoices for payments to contractors and compensation to Project Affected Persons (PAPs) with MOF as at the end of December, 2018 was at GH¢ 1,237,623,895.

Table 4. 0 Sources of Financial Resources to the Road Sector, 2015- 2018 (GH¢'000)

Sources	2015		
	Planned Budget	Approved Budget	Actual Received
GoG (Consolidated)	2,906,587.29	361,260.37	401,697.02
Donor	791,070.34	564,675.98	1,261,356.76
IGF	640	5,721.063	1,450.55
Road Fund	434,791.00	267,890.05	418,681.34
TOTAL	4,133,088.63	1,199,547.46	2,083,185.67
Sources	2016		
	Planned Budget	Approved Budget	Actual Received
GoG (Consolidated)	3,986,052.65	206,816.75	141,326.32
Donor	1,287,593.74	408,273.18	694,268.60
IGF	6,262.62	9,534.26	7,471.12
Road Fund	312,560.16	571,548.80	1,709,446.43
GIIF			531,502.63
TOTAL	5,592,469.17	1,196,173.00	3,084,015.10
Sources	2017		
	Planned Budget	Approved Budget	Actual Received
GoG (Consolidated)	4,073,059.70	458,540.17	131,818.24
Donor	1,895,639.26	408,529.33	339,590.44
IGF	7,229.67	4,153.48	10,427.20
Road Fund	775,000.00	866,946.00	1,250,075.82
TOTAL	6,750,928.63	1,738,168.97	1,731,911.70
Sources	2018		
	Planned Budget	Approved Budget	Actual Received
GoG (Consolidated)	2,964,780.96	242,150.79	240,297.00
Donor	996,413.65	274,859.67	371,531.08
IGF	8,449.69	15,678.72	14,126.06
Road Fund	874,840.00	874,840.00	1,391,586.02
TOTAL	4,844,848.30	1,407,529.18	2,017,540.76

Figure 4.0 shows the releases from all the sources of finance to the sector over the period 2015 to 2018. The breakdown of expenditure for 2018 indicates; GoG-Consolidated Fund (11.9%), Donor

Fund (18.4%), IGF (0.7%) and Road Fund (69%). Expenditure from the Road Fund increased exponentially from 2016 as a result of the increase in the fuel levy. For 2015 however, Donor Funds was the largest portion with a representation of 61% respectively.

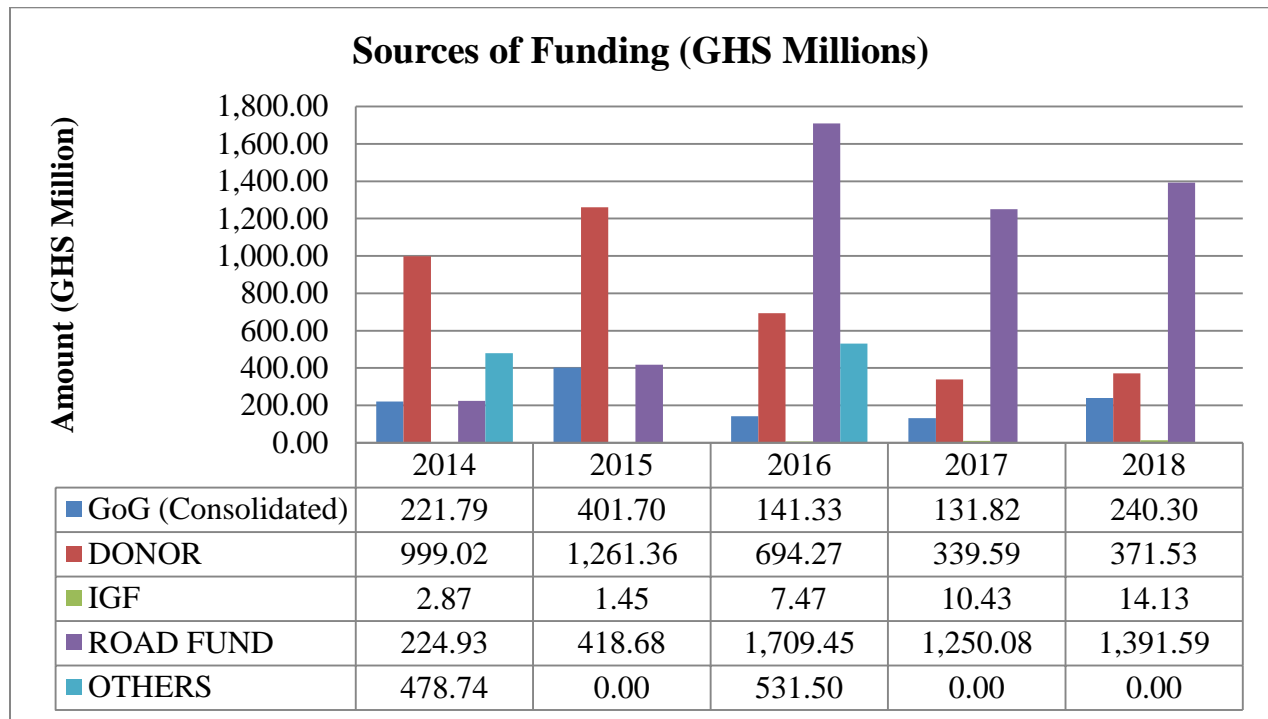


Figure 4. 0 Road Sector Expenditure from all Sources

CHAPTER FIVE

5.0 CHALLENGES

5.1. Road Infrastructure Sector

The Road Sector Challenges and efforts being made to resolve them are summarized in Table 5.0. The main challenges faced by the sector are primarily in the area of funding, capacity and coordination with other sectors. These challenges are not new and the sector is continuously devising strategies to resolve them. Although various interventions and strategies were adopted over the period to manage these challenges, they have not been completely eliminated. However, the sector has made considerable progress in addressing these issues and developed specific interventions to manage such challenges in future.

Table 5.0 Challenges in the Road Sector

ISSUES	CAUSES	REMARKS/ MITIGATION
Inadequate funding from public sources for construction, maintenance and management for all modes of transport	<ol style="list-style-type: none"> 1. Over commitment of road projects in excess of approved budget 2. Overdependence on public sources 3. Road fund revenue does not cover entire maintenance needs of network 4. GoG inability to pay counterpart funds for DP funded projects 	<ol style="list-style-type: none"> 1. Preparation of procurement plans by sector agencies according to approved budget. 2. PPP initiatives for funding projects have been 3. Government has approved the increase in fuel levy which has improved the revenue for road fund 4. GoG negotiates for 100% financing from DPs
Absence of legal framework for developing PPPs	Draft bill has undergone several reviews by parliament	1. The sector uses the PPP policy for the country so far. The need for the Legal framework will be required when the projects gets to the procurement stage

ISSUES	CAUSES	REMARKS/ MITIGATION
<p>Poor quality and inadequate road transport networks</p>	<ol style="list-style-type: none"> 1. Ineffective Supervision and Monitoring of Works 2. Large number of on-going projects 3. Non-adherence to contract conditions 4. Capability constraints of Contractors 5. Lack of Basic Laboratory Facilities at District and Regional level. 6. Poor project preparation 7. Lack of funds / delayed payment for works 	<ol style="list-style-type: none"> 1. Agency Staff have been trained in project preparation and contract administration. 2. Termination non-performing project contracts. 3. Continuous training of personnel of contractors and Road Agencies at KTC. 4. A guideline for checking and evaluating engineering design is been prepared to enhance effective project preparation.
<p>Inadequate human resources to meet the demands of the transport sector</p>	<p>The sector's request to employ is not approved by Government</p>	<ol style="list-style-type: none"> 1. Request for replacement for staff who exit the system was granted 2. Consultants were hired on projects to support with supervision and contract management
<p>Geographical disparities in access to transport services</p>	<p>Lack of funding to develop and maintain all weather roads to all parts of the country</p>	<ol style="list-style-type: none"> 1. An integrated GIS has been developed to enhance the sectors geographical outlook during planning and prioritization of road projects 2. Rural Accessibility Index is an indicator that the sector uses to ensure fair distribution of roads

ISSUES	CAUSES	REMARKS/ MITIGATION
Early deterioration of road networks	<ol style="list-style-type: none"> 1. Ineffective Supervision and Monitoring of Works 2. Non-adherence to contract conditions 3. Capability constraints of Contractors 4. Lack of Basic Laboratory Facilities at District and Regional level. 	<ol style="list-style-type: none"> 1. Agency Staff have been trained in project preparation and contract administration. 2. Termination non-performing project contracts. 3. Continuous training of personnel of contractors and Road Agencies at KTC. 4. A guideline for checking and evaluating engineering design is been prepared to enhance effective project preparation.
Inadequate facilities for PWDs in the transport system	Non-adherence to policy and legislation	A technical assistance programme has been secured to review design guidelines and this will be included
Congestion on roads in urban areas	<ol style="list-style-type: none"> 1. Inadequate urban road infrastructure 2. Poor road surface 3. Lack of efficient regulated mass transport system 4. Road abuse 5. Lack of parking facilities 6. Lack of alternative means of transport 7. poor planning of land use and transport 	<ol style="list-style-type: none"> 1. Road units have been created in the assemblies to decentralize the development and management of urban roads 2. decentralize funding for maintenance to the assemblies 3. BRT services have commenced 4. engagement with assemblies and other sectors on land use is on-going

ISSUES	CAUSES	REMARKS/ MITIGATION
Inadequate facilities for Non-Motorized Transport (NMT)	1. Abuse of existing facilities 2.lack of funding	1. Decentralized road administration to encourage assemblies to enforce the correct use of facilities
Poor linkages between land use and transport planning	1. Lack of coordinating body/committee 2. Poor coordination and co-operation among relevant institutions	Establish an interministerial committee between the road sector agencies and the land use agencies.
Poor coordination and co-operation among relevant institutions	Lack of coordinating body/committee	Transport Sector working group was revived, meets quarterly to discuss sector issues
Selective application of ESIA to transport infrastructure projects	Criteria for application of ESIA is determine by EPA	ESIA is implemented on all road projects as required by the EPA
Inadequate attention to health and safety issues at construction sites	Inadequate supervision and monitoring Lack of adherence to contract conditions Lack of sanctions against contractor	The capacity of agency staff to manage contracts is continuously been improved under various capacity building activities.
Inadequate personnel with requisite technical skills needed for infrastructure construction and maintenance	1. Inability to employ requisite number of staff 2. lack of funds to continuously train staff	1. Consultants and project assistants are employed on specific projects to support the sector when necessary 2. Dedicated Project Management units with dedicated staff are set up for specific projects
Inadequate personnel for the monitoring of policies and programmes		

CHAPTER SIX

6.0 SECTOR MONITORING AND EVALUATION

6.1. Introduction

The sector has developed Monitoring and Evaluation framework with guidelines from the NDPC. Under this framework, national and sector specific indicators were identified, monitored and evaluated over the period.

Some projects have their own agreed indicators which are monitored by the respective ministry. Programmes such as the World Bank funded Transport Sector Project (TSP) and Transport Sector Improvement Project (TSIP), as well as the AfDB funded Accra Urban Transport Project (AUTP) have some specific indicators developed. Over the period, these Development Partners have engaged the services of M & E Consultants to conduct M&E on the projects with collaboration from the M&E Directorates of the sector ministries.

The agreed core national indicators which are appropriate for the Transport Sector and based on realistic and achievable targets have been monitored within the plan period. The indicators relate directly to the SMTDP goals and objectives. The Sector has monitoring team which visits selected projects across regions annually. The report of these monitoring visits are discussed and adopted for remedial measures to ensure efficient and effective implementation of existing and future projects. The following paragraph provides some indicators for various sectors.

6.2. Road Transport Infrastructure Indicators

The SMTDP 2018 – 2021 outlines key sector and national indicators to monitor sector progress. These indicators were regularly reported on in the national APR of the NDPC. The sector was not able to achieve all targets. However considerable progress was made bearing in mind that there were several challenges. Table 6-5 gives a summary of the annual targets and achievements between the periods 2015 to 2018.

Table 6. 0 Road Transport Infrastructure Indicators

	Indicator	2018 Target	Indicator Status in 2017	Indicator Status in 2018	Progress towards target
TRANSPORT INFRASTRUCTURE (ROAD)	1.Total road network size: -Trunk roads -Urban roads -Feeder roads	73,345 14,874km 16,426km 42,045km	14,582.62 km 15,461.77 km 48,356.81 km	78,401.20km 14,582.62 km 15,461.77 km 48,356.81 km	Target Achieved
	2. Road condition mix	43% Good 23% Poor	41% Good 33% Fair 26% Poor	41% Good 33% Fair 26% Poor	Target not Achieved
	3. Proportion of roads maintained/r rehabilitated	60%	40%	55%	Target not Achieved

CHAPTER SEVEN

7.0 WAY FORWARD

In the medium-term (2018 – 2021), the Ministry and its Agencies will continue to pursue policy initiatives and adopt strategies to improve existing road infrastructure and provide new ones to support government's agenda of industrialization and job creation. In this regard, implementation of medium-term priority policies and programmes will aim at achieving the objectives of; improving efficiency and effectiveness of road transport infrastructure and services and ensuring safety and security for all categories of road users.

In 2019, the Ministry and its Agencies will continue to pursue policy initiatives and adopt strategies to improve existing road infrastructure and provide new ones to support government's agenda of industrialization and job creation.

The Ministry will continue with the maintenance of road asset to protect the huge investment made in the provision of the road infrastructure and to improve road maintenance financing by implementing electronic tolling of roads to improve revenue generation.

This will increase revenue into the Road Fund for the maintenance of the road network and Axle Load Control. The Ministry will undertake 11,100km, 25,000km and 6,500km of routine maintenance activities (such as grading, pothole patching, shoulder maintenance, vegetation control) on trunk, feeder and urban road networks respectively. Additionally, periodic maintenance activities will be undertaken which includes 55km, 500km, 400km of periodic maintenance activities (such as spot improvement, re-gravelling, resealing, asphaltic overlay, partial reconstruction, maintenance of bridges) on trunk, feeder and urban roads respectively. The Ministry will also undertake minor rehabilitation works on 50km of trunk roads, 450km of feeder roads and 60km of urban roads.

About 90km of trunk roads and 30km of urban roads will be constructed. There will also be the construction of 10No. bridge on the trunk road, 27No. on feeder roads and 3No. on urban road networks as well as undertake 19No. Engineering studies, comprising 5 on trunk roads, 10 on feeder roads and 4 on urban roads.

For Road Safety and Environmental activities, the Ministry will install 50No. Traffic signals and maintain 610No. of installed signals. 20No. road safety hazard sites are expected to be treated. Overloading is also expected to be kept below 5%.

Availability of adequate financing for road projects still remains a challenge to the sector. In order to sustain a desirable funding base for the sector's activities, the Ministry will continue to pursue Public Private Partnership initiatives for road infrastructure development to help expand and improve the road network. This will help close the missing links in the road network.

The Ministry will also rationalize its portfolio of on-going works to ensure that these projects are completed at optimum cost. Road maintenance activities will be given priority to protect the investments made in the road network.

The Ministry will continue to pursue programmes to fully equip the Koforidua Training Centre to enable it undertake skills and management training of industry players including contractors. During the year, the Ministry will in collaboration with the Road Contractor Associations draw up programmes to train contractors' equipment operators to equip them with the expertise to be able to optimize the life span of their construction equipment.