**GHANA COMMUNICATION TECHNOLOGY UNIVERSITY**

**AN ELECTRONIC TOLL COLLECTION SYSTEM (GHAVeT)**

**By**

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# DECLARATION BY STUDENTS

This project is submitted as part of fulfilment for the award of a **BIT in BACHELOR OF SCIENCE INFORMATION TECHNOLOGY**: The work is a result of our investigation. All section of the text and results which have been obtained from other works/ sources are fully referenced. We understand that cheating and plagiarism constitute a breach of GHANA COMMUNICATION TECHNOLOGY UNIVERSITY

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# DECLARATION BY SUPERVISOR

I hereby confirm that the above students are **BIT Students** in the **Department of Computer Science (FACULTY OF COMPUTING AND INFORMATION SYSTEMS)** under my academic and research supervision in accordance with the project work requirements in Ghana Communication Technology.

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**Mr. Francis Agbeyegah Kwadzo ……………… ………………**

# DEDICATION

We dedicate this book of research to the Most High God, our lovely parents, siblings, friends, colleagues and all our lecturers for their support assistance throughout this training.

# ACKNOWLEDGEMENTS

We will take this opportunity to show our gratitude to everyone who made this project a success. However, it will not have been possible without their kind support and help of our classroom colleagues. We would like to extend our sincere thanks to all of them. We are highly indebted to supervisor Mr. FRANCIS KWADZO AGBENYEGAH who also doubles as our Coordinator of Ho Campus for his guidance and constant supervision providing necessary information regarding the project and his support in completion. We will like to express our gratitude towards our parents for their kind cooperation and encouragement which helped in the completion of this project.

# ABSTRACT

In the contemporary landscape of transportation, the efficient management of toll collection stands as a pivotal challenge, impacting traffic flow, environmental sustainability, and operational efficacy. we introduce an innovative solution – the Radio Frequency Identification (RFID) based Electronic Tolling Collection System (ETC) – poised to revolutionize highway toll collection processes.

The ETC system harnesses the power of RFID technology to address the limitations inherent in manual toll collection, including traffic congestion, environmental pollution, and operational inefficiencies. By automating toll transactions and providing seamless electronic payment options, the ETC system streamlines toll collection processes, reduces delays, and enhances data accuracy.

Key features of the proposed ETC system include RFID-enabled transactions, diverse electronic payment methods, real-time data collection, and integration with Intelligent Transportation Systems. Leveraging RFID technology, the system promises to transform transportation systems, mitigate environmental impact, and optimize toll collection processes.

These abstract underscores the potential benefits and critical features of the RFID-based ETC system, offering insight into its transformative impact on highway toll collection. Embracing RFID technology represents a significant leap towards a more efficient and sustainable transportation infrastructure, affirming a commitment to advancing technological solutions in the transportation sector.

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**CHAPTER ONE**

**INTRODUCTION**

* 1. **BACKGROUND OF THE STUDY**

In today's era of rapid technological advancement, efficient transportation systems play a crucial role in driving economic growth and development. Central to this infrastructure is toll collection, which serves as a vital source of revenue for maintaining and expanding road networks. However, traditional toll collection methods, often reliant on manual processes, present significant challenges such as inefficiencies, revenue losses, and traffic congestion at toll plazas.

In response to these challenges, Electronic Toll Collection (ETC) systems have emerged as a modern solution to streamline toll collection processes, enhance traffic flow, and improve overall road network efficiency. ETC systems leverage advanced technologies like Radio Frequency Identification (RFID) to enable automated toll collection, allowing vehicles to pass through toll points seamlessly without the need for manual intervention.

The implementation of an Electronic Toll Collection system holds immense potential for Ghana's transportation sector. With the country's increasing need for efficient road networks to support economic activities and urban development, the introduction of a sophisticated ETC system, proposed to be named GHAVeT Systems (Ghana Automated Vehicle Toll Systems), aims to address existing challenges and usher in a new era of toll collection efficiency.

By deploying GHAVeT Systems, Ghana can enhance its toll collection infrastructure, reduce congestion, minimize revenue losses, and improve overall traffic management. This innovative solution aligns with the nation's goals of modernizing its transportation sector, fostering economic growth, and enhancing the quality of life for its citizens.

* 1. **PROBLEM STATEMENT**

Toll collection in Ghana is plagued with numerous challenges, each contributing to inefficiencies and frustrations for road users and transportation authorities alike.

Firstly, the reliance on **manual toll collection processes** has resulted in extensive queues at toll booths, causing significant traffic congestion, delays, and inconvenience for commuters. Moreover, the manual nature of these processes leaves room for errors, fraud, and pilferage, leading to **revenue leakages and financial losses for transportation authorities**. Additionally, the **lack of robust data collection and analysis capabilities** within traditional toll collection systems impedes informed decision-making regarding road infrastructure investment and traffic management. Enforcement of toll compliance is also hindered by these manual processes, resulting in further **revenue losses and evasion of toll payments**. Furthermore, the **limited payment options available to road users** exacerbate the inconvenience and dissatisfaction experienced by commuters. Addressing these challenges is paramount to improving the efficiency, transparency, and effectiveness of toll collection in Ghana, ultimately benefiting both road users and transportation authorities.

* 1. **AIM OF THE RESEARCH PROJECT**

The aim of this project is to revolutionize toll collection in Ghana by implementing an advanced Electronic Toll Collection (ETC) system, named GHAVeT Systems. This system aims to enhance the efficiency, transparency, and effectiveness of toll collection processes across the country's road networks, addressing existing challenges and improving the overall tolling experience for users.

* 1. **OBJECTIVES**

1. **AUTOMATE TOLL COLLECTION PROCESS:** The first objective is to develop and implement a system function within the Electronic Toll Collection (ETC) system that automates toll collection processes. By automating transactions, this function aims to eliminate the need for manual toll payments, reducing queues at toll booths, traffic congestion, and delays experienced by road users. Through seamless automated transactions, the system will enhance the efficiency and speed of toll collection, improving the overall experience for commuters.
2. **ENSURE TRANSACTION ACCURACY AND SECURITY:** The system will employ robust encryption protocols and authentication mechanisms to secure toll transactions. It will verify each transaction to ensure accuracy, minimizing the risk of errors, fraud, and financial losses. By enhancing security measures, the system will mitigate the potential for revenue leakages and pilferage in toll collection processes. It will implement real-time monitoring and auditing capabilities to detect any irregularities or suspicious activities promptly. Through these measures, the system will instill confidence in both road users and transportation authorities regarding the integrity of toll transactions. By ensuring transaction accuracy and security, the system will strengthen trust in electronic toll collection systems and promote their widespread adoption. Overall, the system's focus on transaction accuracy and security will safeguard financial interests and maintain the reliability of toll collection operations.
3. **ENABLE REAL-TIME DATA ANALYSIS:** The system will collect and analyze data on toll transactions, traffic patterns, and user behavior in real-time. It will utilize advanced analytics tools to generate insights into road usage, traffic flow, and toll compliance. By enabling real-time data analysis, the system will empower transportation authorities to make informed decisions promptly. It will facilitate proactive measures to optimize road networks, such as adjusting toll rates based on traffic conditions and demand. The system will provide actionable insights for traffic management strategies, including the implementation of diversions or lane closures during peak hours. Through real-time data analysis, the system will enhance the overall efficiency and effectiveness of transportation operations. Overall, the system's capability for real-time data analysis will revolutionize decision-making processes, leading to more responsive and adaptive transportation management.
4. **FACILITATE TOLL COMPLIANCE ENFORCEMENT:** The system will deploy automated monitoring and detection mechanisms to identify instances of toll evasion or non-compliance. It will utilize surveillance technologies and advanced algorithms to track vehicles and verify toll payments. By automating enforcement processes, the system will deter toll evasion and ensure compliance with toll payment regulations. It will issue automated alerts or penalties for vehicles found to be in violation of toll payment requirements, encouraging adherence to regulations. Through effective enforcement measures, the system will minimize revenue losses associated with toll evasion and improve the sustainability of transportation funding. It will enhance the fairness and integrity of toll collection by holding all road users accountable for their usage of toll roads. Overall, the system's focus on toll compliance enforcement will strengthen the financial viability of transportation infrastructure projects and maintain equity in toll collection systems.
5. **ENHANCE PAYMENT OPTIONS:** The system will introduce diverse payment methods such as mobile payments, electronic wallets, and contactless transactions. It will enable road users to choose the payment method that best suits their preferences and convenience, reducing reliance on cash transactions. By offering flexible payment options, the system will improve user satisfaction and encourage the adoption of electronic toll payment methods. It will streamline the toll payment process, eliminating the need for road users to carry physical cash or stop at toll booths. The system will cater to the evolving needs of commuters, providing inclusive and accessible payment solutions for a wider range of users. Through enhanced payment options, the system will promote financial inclusion and accessibility in toll collection systems. Overall, the system's focus on enhancing payment options will modernize the tolling experience, making it more convenient, efficient, and user-centric**.**
   1. **SIGNIFICANCE OF THE STUDY**

The challenges surrounding toll collection in Ghana outlined in the problem statement are not merely operational hurdles but significant barriers to the country's economic development and societal well-being. Addressing these challenges holds profound significance for various stakeholders and the nation as a whole:

**1.5.1 ECONOMIC GROWTH AND DEVELOPMENT:** The implementation of an advanced Electronic Toll Collection (ETC) system holds the potential to significantly boost economic growth by reducing traffic congestion, enhancing revenue generation, and improving transportation efficiency. This will stimulate economic productivity, attract investment, and foster sustainable development, benefiting businesses, investors, and the population at large.

**1.5.2 ENHANCED TRANSPORTATION INFRASTRUCTURE:** By streamlining toll collection processes, the proposed ETC system can allocate resources more effectively toward infrastructure development and maintenance. This will lead to improved road conditions, enhanced connectivity, and smoother movement of goods and people, benefiting various sectors of the economy and improving overall quality of life**.**

**1.5.3 REVENUE OPTIMIZATION AND FISCAL SUSTAINABILITY:** Implementing an ETC system equipped with robust security features and automated transaction mechanisms will safeguard revenue streams, ensuring that funds earmarked for infrastructure development are utilized efficiently. This will bolster the fiscal health of transportation agencies, enabling continued investment in critical infrastructure projects and contributing to long-term fiscal sustainability.

1. **1.5.4 DATA-DRIVEN DECISION MAKING:** The proposed ETC system will enable authorities to access comprehensive data on toll transactions, traffic patterns, and user behavior, empowering evidence-based decision-making. Insights gleaned from real-time data analysis will inform strategic investments in road infrastructure, optimize traffic management strategies, and enhance overall transportation efficiency, leading to tangible improvements in road safety and travel experiences.

**1.5.5 USER EXPERIENCE AND SATISFACTION**: By offering seamless, automated toll collection processes and diverse payment options, the ETC system will significantly enhance user experience and satisfaction. Reduced wait times, smoother transactions, and greater convenience will improve public perceptions of tolling systems, encourage greater compliance and participation, and foster a culture of responsible road usage, benefiting road users and commuters alike.

* 1. **ORGANIZATION OF THE STUDY**

This research project comprises five chapters structured to provide a comprehensive understanding of toll collection systems and the proposed GHAVeT Systems in Ghana's transportation sector. Chapter One introduces the project, presenting background information, the problem statement, project objectives, significance, and the organization of the study. Chapter Two conducts a thorough review of relevant literature concerning toll collection systems, RFID technology, and Electronic Toll Collection systems globally. In Chapter Three, the research methodology is described, detailing data collection methods, research design, and analytical techniques utilized. Chapter Four delves into the proposed design and implementation of GHAVeT Systems, covering system architecture, components, functionalities, and deployment strategies. Finally, Chapter Five concludes the project with a summary of findings, conclusions drawn from the study, and recommendations for future research and implementation of GHAVeT Systems in Ghana's transportation sector.

**CHAPTER TWO**

**LITERATURE REVIEW**

**2.0 INTRODUCTION**

The implementation of Electronic Toll Collection (ETC) systems marks a significant advancement in transportation infrastructure, aimed at enhancing traffic flow and reducing congestion at toll plazas. This chapter provides a comprehensive review of the literature related to the development and deployment of ETC systems, with a specific focus on the utilization of Radio Frequency Identification (RFID) technology. The integration of RFID in toll collection not only streamlines the process but also offers a reliable, efficient, and cost-effective solution for both toll operators and commuters.

This review first explores the fundamental principles and variations of RFID technology. It then traces the evolution of toll collection from manual to automated systems. Finally, it examines existing RFID-based ETC systems in various regions, focusing on their design, implementation, and outcomes.

Furthermore, this chapter also evaluates their impact on system performance, user convenience, and overall transportation efficiency. Additionally, we will examine the challenges and limitations of implementing RFID technology, including signal interference, privacy concerns, and maintenance requirements.

**2.1 EXAMINATION OF EXISTING RFID-BASED ETC SYSTEMS**

**2.1.0 Design and Implementation Strategies**

Several regions worldwide have adopted RFID-based ETC systems, each with unique design and implementation strategies tailored to their specific needs. In the United States, for instance, the E-ZPass system exemplifies a large-scale deployment of RFID technology. E-ZPass utilizes passive RFID tags affixed to vehicles, which are read by overhead antennas at toll points. This system's design emphasizes interoperability across multiple states and tolling authorities, allowing seamless travel for users without the need for multiple transponders or accounts.

In contrast, Japan's Electronic Toll Collection Service (ETCS) leverages active RFID tags that communicate with roadside units, providing real-time data transmission and enhanced accuracy. The design of Japan's ETCS focuses on integrating with the country's advanced ITS (Intelligent Transport Systems) framework, which supports a wide array of transportation-related services beyond toll collection, such as traffic management and vehicle safety systems.

India has also made significant strides in adopting RFID technology for toll collection through the implementation of the FASTag system. FASTag uses passive RFID tags affixed to vehicle windshields, which are read by RFID readers installed at toll plazas. The system is part of India's National Electronic Toll Collection (NETC) program, aimed at achieving nationwide interoperability across various toll operators. The FASTag system facilitates automatic toll deduction from prepaid accounts linked to the RFID tags, significantly reducing wait times at toll plazas and improving traffic flow.

**2.1.1 Operational Outcomes and Performance**

The operational outcomes of these systems have been widely studied, revealing significant benefits in terms of efficiency, cost savings, and user satisfaction. For example, the E-ZPass system has been shown to reduce toll plaza congestion by up to 85%, leading to shorter travel times and decreased vehicle emissions (Currie & Walker, 2011). Additionally, operational cost analyses indicate substantial savings due to reduced labor requirements and lower maintenance costs compared to traditional toll collection methods.

Similarly, Japan's ETCS has demonstrated impressive reliability and accuracy, with error rates in toll collection dropping below 0.1%. This high level of precision minimizes revenue loss and enhances user trust in the system. Studies also highlight the system's positive impact on traffic flow and environmental benefits, such as reduced fuel consumption and emissions due to decreased idling times at toll booths.

In India, the FASTag system has shown promising results since its nationwide rollout. According to reports, the adoption of FASTag has led to a significant reduction in congestion at toll plazas, with vehicles experiencing smoother and faster transitions. This improvement in traffic flow has not only enhanced commuter convenience but also contributed to environmental benefits by reducing vehicle idling and associated emissions. Additionally, the system has streamlined toll collection processes, leading to better revenue management and reduced instances of toll evasion.

**2.1.2 Technological Innovations and Advancements**

The continuous evolution of RFID technology has driven significant advancements in ETC systems. Innovations such as multi-protocol RFID readers capable of reading both active and passive tags have expanded the flexibility and interoperability of these systems. Enhanced data encryption techniques have been developed to address privacy and security concerns, ensuring that users' personal and financial information remains protected.

The integration of RFID with other technologies, such as GPS and mobile networks, has further enhanced the capabilities of ETC systems. These hybrid solutions enable real-time monitoring and dynamic toll pricing, which can adapt to traffic conditions and demand, promoting more efficient use of road infrastructure. For instance, the Singapore Electronic Road Pricing (ERP) system combines RFID and satellite-based technology to implement congestion pricing, effectively managing traffic in the city-state's dense urban environment.

In India, technological advancements in the FASTag system include the integration with the Unified Payments Interface (UPI), allowing users to recharge their FASTag accounts seamlessly. Additionally, the government has mandated the use of FASTag for all new vehicles, further accelerating its adoption and ensuring a wider user base. Continuous improvements in RFID reader accuracy and system scalability are also being pursued to enhance overall performance.

**2.1.3 Challenges and Limitations**

Despite the many advantages of RFID-based ETC systems, several challenges and limitations must be addressed to ensure their optimal performance. Signal interference from environmental factors or electronic devices can impact the accuracy of RFID readings, necessitating robust system designs that can mitigate such issues, **( Zuo. Y, 2010).** Additionally, the initial investment in infrastructure and technology can be substantial, posing a barrier for widespread adoption, particularly in developing regions.

Privacy concerns also remain a critical issue, as the continuous tracking capability of RFID tags raises questions about data security and user consent. Ensuring that systems comply with stringent privacy regulations and implementing transparent data handling practices are essential to gaining public trust and acceptance, **(Saini, R. 2009).**

In India, the FASTag system faces specific challenges, such as technical glitches during tag reading, insufficient awareness among users, and resistance from some toll operators. Addressing these issues requires ongoing public education, infrastructure enhancements, and collaborative efforts between government authorities and private stakeholders.

**legal and regulatory challenges:** The implementation of ETC systems may be subject to regulatory hurdles, including licensing requirements, data protection regulations, and interoperability standards, which can vary across jurisdictions **(Jenny. F, (2021).**

**2.2 THE CONCEPT OF GHAVeT SYSTEM**

Electronic Toll Collection (ETC) systems automate toll payment and vehicle identification using advanced technologies, enabling seamless and contactless transactions. The GHAVeT System aims to revolutionize toll collection in Ghana with efficient RFID technology, enhancing traffic flow, reducing congestion at toll plazas, and improving overall transportation efficiency.

**2.2.0 DEFINITIONS**

Before delving into the intricacies of Electronic Toll Collection (ETC) systems, it is essential to establish a clear understanding of key terminologies and concepts associated with this technology. The following definitions provide a foundation for discussing ETC systems and their components:

**2.2.1 ELECTRONIC TOLL COLLECTION (ETC)**

The GHAVeT System, much like established systems such as E-ZPass in the U.S. and FASTag in India, aims to automate toll collection. However, GHAVeT aims to incorporate advanced data analytics and machine learning algorithms to predict traffic patterns and optimize toll rates dynamically, enhancing the efficiency and responsiveness of toll operations.

**2.2.2 RFID TECHNOLOGY RADIO FREQUENCY IDENTIFICATION (RFID)**

While existing systems such as Japan's ETCS use both active and passive RFID tags, the GHAVeT System will employ passive RFID technology similar to FASTag, with added enhancements in encryption and data security to protect against unauthorized access and data breaches. This will improve the reliability and security of toll transactions.

**2.2.3 TOLL PLAZA**

The GHAVeT System will modernize toll plazas by incorporating high-resolution cameras and advanced RFID readers capable of reading tags at higher speeds and from greater distances. This will minimize the need for vehicles to slow down significantly, further reducing congestion and improving traffic flow.

**2.2.4 TOLL TRANSACTION**

GHAVeT’s will enhance toll transactions by integrating real-time data processing and cloud-based transaction management, ensuring that toll deductions are instantaneous and accurately recorded. This will reduce transaction errors and improve user confidence in the system.

**2.2.7 INTEROPERABILITY**

GHAVeT’s will prioritize interoperability by adhering to international standards and protocols, enabling seamless integration with other ETC systems in the region with a single RfiD tag. This will facilitate cross-border travel and toll payments, promoting regional connectivity and cooperation.

**2.2.8 DYNAMIC PRICING**

GHAVeT will implement sophisticated dynamic pricing algorithms that leverage real-time traffic data and predictive modeling to optimize toll rates. This approach will not only manage congestion more effectively but also enhance revenue generation by adjusting prices in response to traffic patterns and demand.

**2.2.9 GHAVeTTag**

Similar to other RFID tags used globally, the GHAVeTTag will incorporate enhanced security features and a user-friendly application process. The system will offer convenient methods for acquiring and activating GHAVeTTags, ensuring a smooth transition for users and widespread adoption.

**2.3 RELATED WORKS**

A substantial body of research exists on Electronic Toll Collection (ETC) systems, encompassing various aspects such as technology development, policy analysis, and implementation strategies. Some notable studies and works in this field include:

1. "Integration of Electronic Toll Collection Systems with Intelligent Transportation Systems: A Review" by Wang et al. (2018)
2. “Optimizing Traffic Flow and Toll Revenue Using Electronic Toll Collection Systems: A Case Study of a Major Metropolitan Area” by Lee et al. (2019)
3. “Comparative Analysis of Electronic Toll Collection Systems: Case Studies from Various Countries” by Kumar et al. (2020)
4. "Cost-Benefit Analysis of Electronic Toll Collection Systems: Case Studies from Different Regions" by Rodriguez et al. (2018)
5. "Dynamic Pricing Strategies for Electronic Toll Collection Systems" by Zhang et al. (2020)
6. "Privacy and Security Issues in Electronic Toll Collection Systems" by Siddiqui et al. (2020)
7. "User Acceptance of Electronic Toll Collection Systems: A Review of Literature" by Nakatsuji et al. (2018)

**2.3.1 SUMMARY OF STUDIES**

1. **Integration with ITS**: Integrating ETC systems with Intelligent Transportation Systems (ITS) can enhance traffic management and road safety (Wang et al., 2018).
2. **Traffic Flow and Revenue Optimization**: ETC systems can reduce traffic congestion and increase toll revenue by optimizing collection processes in metropolitan areas (Lee et al., 2019).
3. **Comparative Analysis**: Different countries show varying levels of success with ETC systems based on technology choices and implementation strategies (Kumar et al., 2020).
4. **Cost-Benefit Analysis**: ETC systems provide significant cost savings and benefits over traditional methods, despite initial setup costs (Rodriguez et al., 2018).
5. **Dynamic Pricing**: Dynamic pricing strategies in ETC systems can manage traffic demand and maximize revenue by adjusting prices based on real-time conditions (Zhang et al., 2020).
6. **Privacy and Security**: Robust privacy and security measures are critical for the acceptance and success of ETC systems (Siddiqui et al., 2020).
7. **User Acceptance**: User acceptance of ETC systems is influenced by ease of use, reliability, and perceived benefits (Nakatsuji et al., 2018).

**2.3.2 PROPOSED SOLUTION**

Based on the findings from these studies, the proposed RFID-based ETC system should incorporate the following elements to address identified challenges and optimize performance:

1. **Integration with ITS**: Seamlessly integrate the RFID-based ETC system with existing ITS to improve traffic management and road safety.
2. **Optimization of Traffic Flow and Revenue**: Utilize RFID technology to ensure efficient and rapid toll collection, minimizing congestion and maximizing toll revenue.
3. **Adaptation of Best Practices**: Learn from international case studies to adopt best practices and avoid common pitfalls in the implementation of the ETC system.
4. **Cost-Benefit Optimization**: Design the system to ensure a favorable cost-benefit ratio, focusing on long-term savings and benefits.
5. **Dynamic Pricing**: Incorporate dynamic pricing strategies to manage traffic demand and optimize revenue based on real-time conditions.
6. **Enhanced Security and Privacy**: Implement robust encryption and secure communication protocols to protect user data and maintain privacy.
7. **User Acceptance**: Focus on user-friendly design, reliability, and clear communication of benefits to enhance user acceptance and overall system success.

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# CHAPTER THREE

# RESEARCH METHODOLOGY

## 3.0 INTRODUCTION

The implementation of the Ghana Automated Vehicle Toll systems (GHAVeT) system represents a significant advancement in the realm of toll collection, aiming to enhance efficiency, transparency, and user experience on the country's road networks. This chapter Outlines the research methodology employed to comprehensively investigate the implementation and impact of the GHAVeT system.

**3.1 SOFTWARE DEVELOPMENT METHODOLOGY**

A software/system development methodology serves as a structured framework for organizing, planning, and managing the process of developing an information system. In the context of the Ghanaian Highways Automated Vehicle Toll Tag (GHAVeTT) system, the choice of a suitable software development methodology is crucial for ensuring the successful implementation and deployment of the toll collection system. This section outlines the selection process of the software development methodology for the GHAVeTT system, reasons for the choice, and how the methodology was applied to achieve the research objectives.

**3.1.1 Choice of Software Development Methodology**

After careful consideration of various software development methodologies, the Agile methodology was selected for the development of the GHAVeT system. The Agile methodology emphasizes flexibility, collaboration, and iterative development, making it well-suited for complex projects with evolving requirements, such as the GHAVeT system.

**Reasons for Choosing Agile Methodology**

1. **Flexibility**: Agile methodologies, such as Scrum or Kanban, offer flexibility in adapting to changing requirements and stakeholder feedback. This is particularly important for the GHAVeT system, which may encounter evolving regulatory, technological, and user needs during the development process.
2. **Iterative Development**: Agile promotes iterative development cycles, allowing for the incremental delivery of features and functionality. This iterative approach enables stakeholders to provide continuous feedback, ensuring that the GHAVeT system evolves in alignment with user expectations and business objectives.
3. **Collaborative Approach**: Agile methodologies prioritize collaboration between cross-functional teams, including developers, stakeholders, and end-users. By fostering open communication and collaboration, Agile facilitates the rapid resolution of issues, promotes knowledge sharing, and ensures a shared understanding of project goals.
4. **Risk Mitigation**: Agile methodologies incorporate risk management principles, enabling early identification and mitigation of potential risks and challenges. This proactive approach to risk management reduces project uncertainties and enhances the likelihood of project success.

**3.1.2 Application of Agile Methodology**

The Agile methodology was applied to the development of the GHAVeT system through the following key practices:

1. **Sprint Planning**: Development tasks were organized into short, time-boxed iterations known as sprints. Sprint planning sessions were conducted at the beginning of each sprint to prioritize tasks, allocate resources, and define sprint goals.
2. **Daily Stand-Up Meetings**: Daily stand-up meetings were held to provide team members with an opportunity to share progress updates, discuss impediments, and collaborate on problem-solving. These brief, focused meetings ensured alignment and transparency among team members.
3. **Continuous Integration and Testing**: Continuous integration and testing practices were adopted to ensure the ongoing stability and quality of the GHAVeTT system. Automated testing tools were utilized to identify and address defects early in the development process.
4. **Iterative Feedback**: Regular stakeholder demonstrations and feedback sessions were conducted at the end of each sprint to solicit input from end-users, transportation authorities, and other stakeholders. This iterative feedback loop facilitated the incorporation of user preferences and requirements into subsequent development iterations.
5. **Adaptive Planning**: Agile methodologies embrace change and uncertainty, allowing for adaptive planning and prioritization of development tasks based on evolving stakeholder needs and market conditions. This adaptive approach enabled the GHAVeT system to respond quickly to changing regulatory requirements and technological advancements.

**3.6 FUNCTIONAL REQUIREMENTS**

1. **Automate Toll Collection Process:**
   * **Requirement 1.1:** The system will automate toll collection transactions to eliminate the need for manual payments at toll booths. The system will seamlessly detect vehicles, assess toll charges electronically, and process transactions in real-time.
   * **Requirement 1.2:** Road users will be able to make toll payments seamlessly without the need to stop at toll booths. Users should experience a smooth, uninterrupted flow through toll booths, where toll charges are automatically deducted from their accounts or collected through other electronic means. This functionality enhances the efficiency of toll collection by eliminating the manual payment process.
   * **Requirement 1.3:** The system will generate electronic toll invoices for each transaction and provide digital receipts to users.
2. **Ensure Accuracy and Security:**
   * **Requirement 2.1:** The system will employ secure encryption protocols to safeguard transaction data during toll collection. To ensure the security and confidentiality of transaction data.
   * **Requirement 2.2:** Authentication mechanisms will be implemented to verify the identity of users and ensure the integrity of transactions.
   * **Requirement 2.3:** Transaction verification processes will be conducted in real-time to detect and prevent fraudulent activities. Real-time transaction verification processes will be in place to detect and prevent fraudulent activities, such as unauthorized toll evasion or tampering with transaction data.
3. **Enable Real-time Data Analysis:**
   * **Requirement 3.1:** The system will collect toll transaction data in real-time from toll collection points across the road network. The system should continuously collect toll transaction data from various toll collection points across the road network in real-time.
   * **Requirement 3.2:** Real-time analytics tools will be integrated into the system to analyze traffic patterns, toll revenues, and user behavior.
4. **Facilitate Toll Compliance Enforcement:**
   * **Requirement 4.1:** Automated monitoring systems will be deployed to detect instances of toll evasion or non-compliance with tools like electronic sensors or cameras.
   * **Requirement 4.2:** Surveillance technologies, such as cameras and sensors, shall be utilized to monitor toll collection points and enforce compliance.
5. **Enhance Payment Options:**
   * **Requirement 5.1:** The system will support multiple payment methods, including mobile payments, electronic wallets, and contactless transactions.
   * **Requirement 5.3:** User-friendly interfaces will be implemented for seamless payment processing and enhanced user experience. Making it easy and intuitive to complete transactions.

**3.7 NON-FUNCTIONAL REQUIREMENTS**

1. **Performance:** The system must process toll transactions with minimal latency and meet predefined response time thresholds, even during peak traffic. Additionally, system downtime should be minimized to ensure continuous toll collection operations.
2. **Usability:** The GHAVeT user interface will be intuitive and user-friendly, requiring minimal training. Clear instructions guide users through the toll payment process to reduce errors
3. **Reliability:** Redundant hardware and failover mechanisms will be in place to ensure continuous operation of critical system components during hardware failures or network outages.
4. **Security:** Data encryption will be in place to protect transaction data during transmission and storage.
5. **Scalability:** The GHAVeT system must support future growth in toll points, users, and transactions. The architecture will also support horizontal scaling to handle increased workload and traffic dynamically.
6. **Interoperability:** The GHAVeT system must seamlessly integrate with existing transportation infrastructure, toll equipment, and back-office systems.

#### **3.8.0 INTEGRATED DEVELOPMENT ENVIRONMENTS (IDES)**

**Arduino IDE:**

**Reason for Selection:** The Arduino IDE is used for writing, compiling, and uploading code to the Arduino microcontrollers. It is specifically designed for Arduino development, making it user-friendly and efficient for this purpose.

**Visual Studio Code:**

**Reason for Selection:** Visual Studio Code is a versatile and lightweight IDE that supports a variety of programming languages and extensions, making it ideal for both frontend and backend development.

**3.8.1** Frameworks

**Vuetify:**

**Reason for Selection:** Vuetify is a Material Design component framework for Vue.js. It is used to build visually appealing and user-friendly interfaces, providing pre-designed components that ensure consistency and responsiveness across different devices.

**HTML:**

**Reason for Selection:** HTML (HyperText Markup Language) is the standard language for creating web pages and web applications. It is essential for structuring content on the web and works seamlessly with JavaScript and CSS to build dynamic and responsive user interfaces.

#### **3.8.2 PLATFORMS**

**Supabase:**

**Reason for Selection:** Supabase is an open-source Firebase alternative that provides a real-time database, authentication, and storage. It is chosen for managing the system's database due to its scalability, ease of use, and robust feature set.

**Vercel:**

**Reason for Selection:** Vercel is a platform for frontend developers, providing hosting for websites and web applications with great performance, scalability, and ease of use. It will host the web-based portal of the ETC system.

#### **3.8.3 Tools**

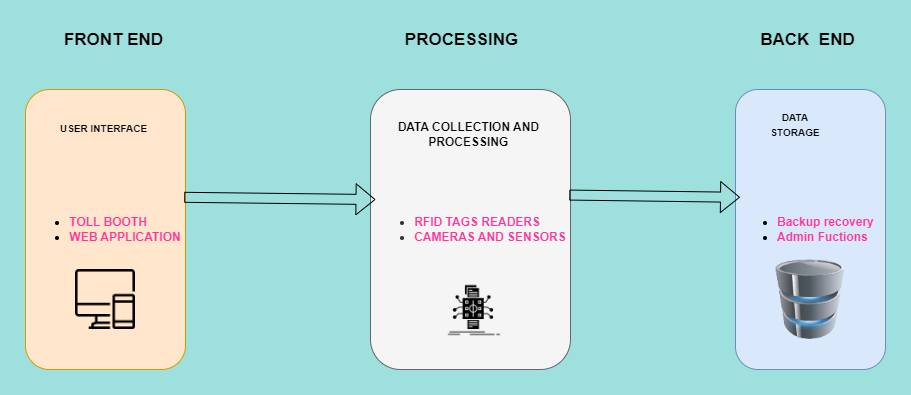
**Git:**

**Reason for Selection:** Git is a distributed version control system that facilitates collaboration and version management. It is essential for maintaining the codebase and managing contributions from myself and partner (Team member).

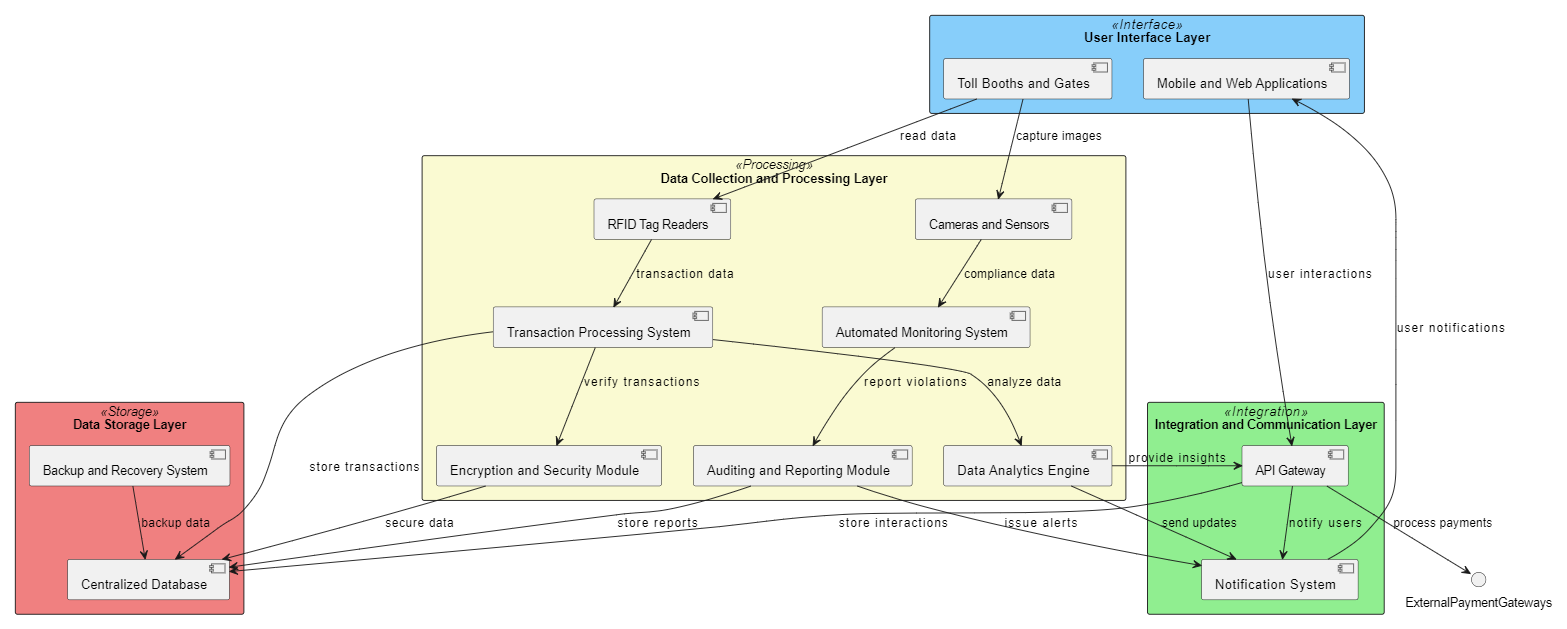
The selection of these tools and platforms is based on their proven effectiveness in hardware and software development, their ability to integrate seamlessly, and their support for scalability and maintainability. Arduino microcontrollers and the Arduino IDE provide a solid foundation for RFID hardware implementation, while C language ensures efficient hardware control. HTML, JavaScript, and Vuetify will ensure a dynamic and responsive user interface, while supabase will provide a robust backend infrastructure and reliable database and hosting solutions, and tools like Git, will facilitate efficient development and deployment processes. This combination ensures the proposed ETC system will be efficient, scalable, and user-friendly.

**3.9 SYSTEM DESIGN**

**3.9.1 SYSTEM ARCHITECTURE**

****

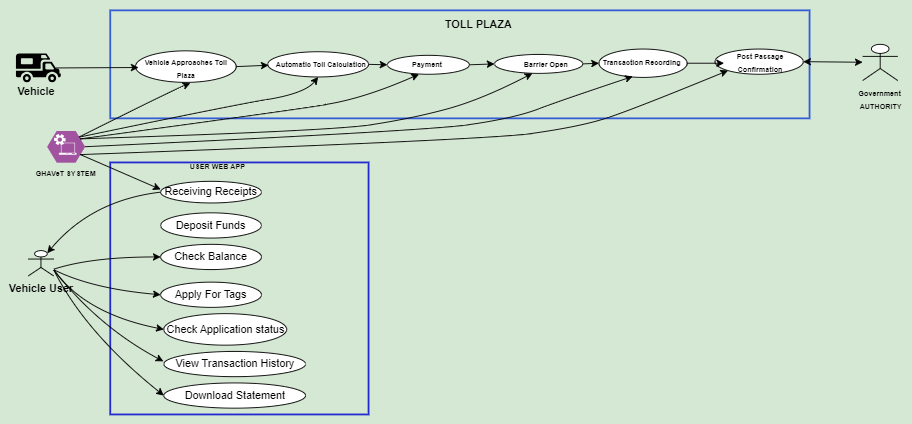
**Figure 3.1 : Use System Architecture of a GHANA VEHICLE ELECTRONIC TOLLING SYSTEM (GHAVeT)**

****

**Figure 3.2 : System Architecture of a Ghana Vehicle Electronic Tolling System**

**(GHAVeT)**

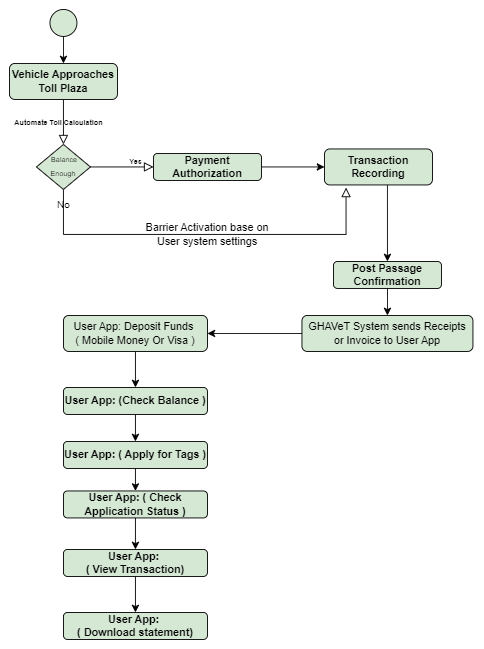
**3.9.2 USE CASE DIAGRAM**

****

**Figure 3.3 : Use Case Diagram of a GHANA VEHICLE ELECTRONIC TOLLING SYSTEM**

**(GHAVeT)**

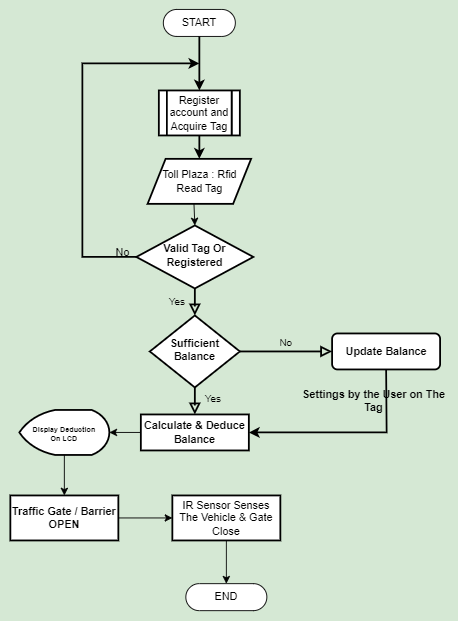
**3.9.3 ACTIVITY DIAGRAM**

****

**Figure 3.4 : Activity Diagram for the GHANA VEHICLE ELECTRONIC TOLLING SYSTEM**

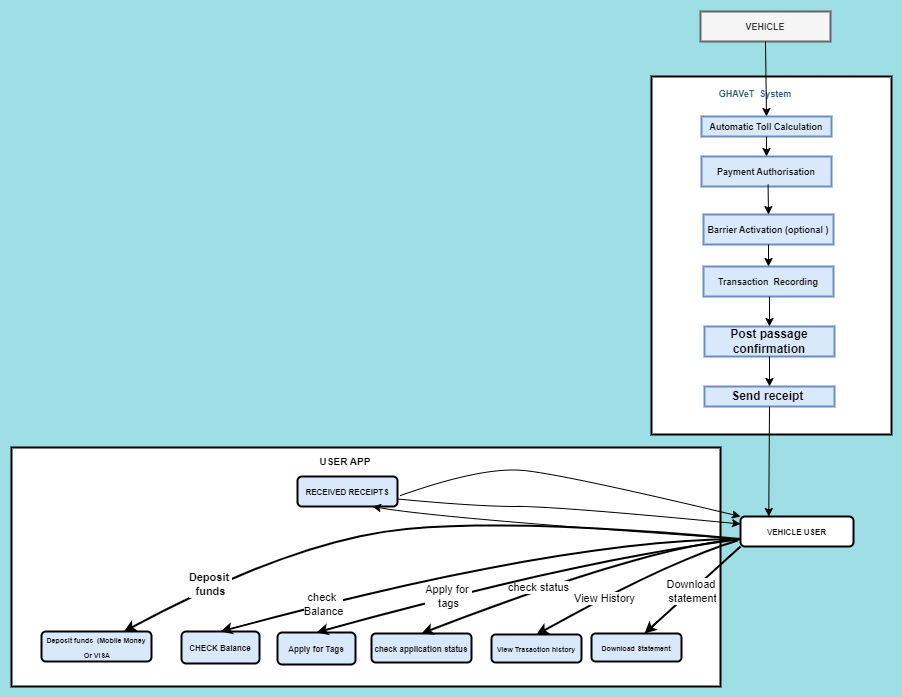
**(GHAVeT System)**

**3.9.4 DATA FLOW DIAGRAM**

****

**Figure 3.5 : Data Flow Diagram of a GHANA VEHICLE ELECTRONIC TOLLING SYSTEM**

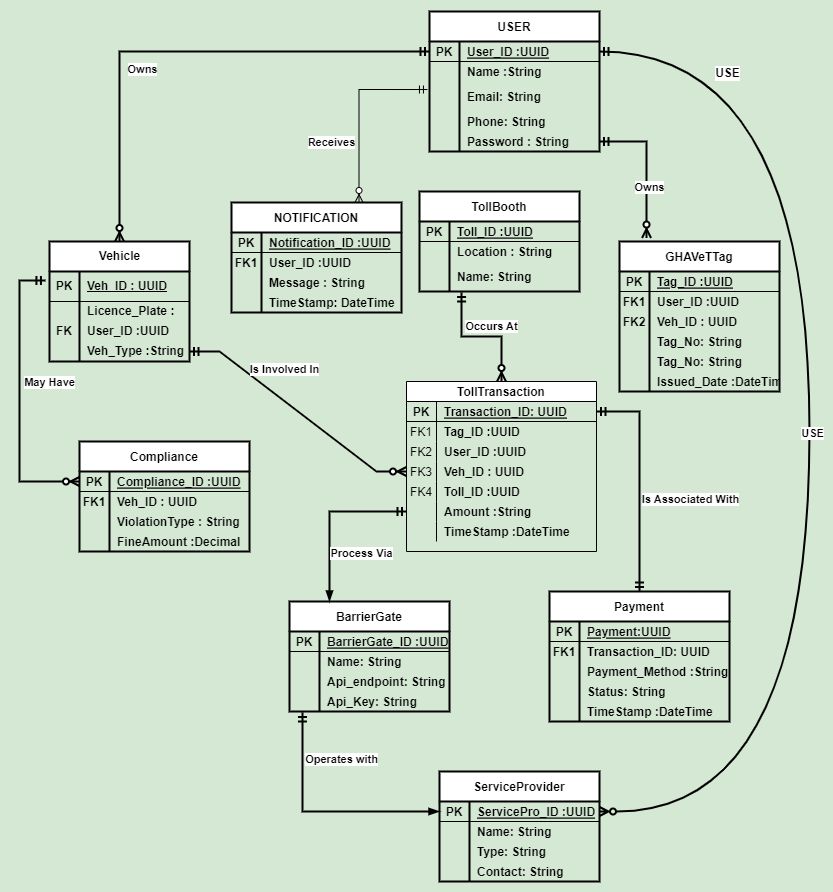
**(GHAVeT)**

****

**Figure 3.6 : Data Flow Diagram for the Ghana Vehicle Electronic Tolling System**

**(GHAVeT System)**

**3.9.5 ETITY RELATIONSHIP DIAGRAM**

****

**Figure 3.7: Entity Relationship Diagram for the GHANA VEHICLE ELECTRONIC TOLLING SYSTEM (GHAVeT System)**

**3.10 Conclusion:**

This section outlines the methodology and design for implementing the GHAVeT system. The Agile methodology was chosen for its flexibility, collaboration, and iterative development, ensuring the system can adapt to evolving requirements. The chapter details both functional and non-functional requirements, focusing on automating toll collection, ensuring security, enabling real-time data analysis, and supporting multiple payment options. Key design elements such as system architecture, use case diagrams, activity diagrams, data flow diagrams, and entity relationship diagrams are also presented, providing a clear blueprint for the system's development and integration. This chapter establishes a robust framework for enhancing toll collection efficiency and user experience in Ghana.

### CHAPTER FOUR

### PROPOSED SYSTEM AND IMPLEMENTATION

#### **4.0 INTRODUCTION**

This chapter pinpoint the various systems tools that the proposed system and its implementation strategy. The techniques, hardware and software components, programming languages and libraries use in the development of this system. This chapter outlines the system design, key components, implementation phases, and anticipated benefits. It also discusses the integration of cutting-edge technologies to enhance the system's performance and user experience while addressing potential challenges identified in the literature.

Implementation is the realization of a specification or algorithm as a program or software component. It involves the transformation of the software design into working executable

program, coding, using any programming language of choice. In this work, several factors were taken into consideration during implementation. These factors include;

* Correctness: The implementation was carried out with the aim of the final product meeting the user's need.
* Robustness: Robustness is the quality of a system being able to withstand pressure or changes in procedure or circumstance. Robustness was emphasized extensively in the implementation of this work. Strict checking procedures were included to eliminate the possibility of unacceptable effects on systems response.
* Performance: Software performance is the extent to which a product meets its constraints with regards to response or space requirements. Performance optimization especially with regards to speed or response time and appropriate search techniques were employed to ensure good response time.

**4.1** DEVELOPMENT TOOLS AND PLATFORM

This section outlines the tools, programming languages, Integrated Development Environments (IDEs), frameworks, and platforms that will be employed in the development of the proposed RFID-based Electronic Toll Collection (ETC) system. Each tool or platform is selected based on its suitability for specific tasks within the development process, ensuring efficient and reliable system implementation.

#### **4.1.1 HARDWARE**

**Arduino:**

**Reason for Selection:** Arduino microcontrollers are chosen for their ease of use, flexibility, and extensive community support. They are ideal for prototyping and implementing RFID reader modules, which are crucial components of the ETC system.

#### **4.1.2 PROGRAMMING LANGUAGES**

**C:**

**Reason for Selection:** C language is used for programming the Arduino microcontrollers. It is efficient and provides direct control over the hardware, which is necessary for handling RFID communication and sensor integration.

**JavaScript:**

**Reason for Selection:** JavaScript is essential for developing the web-based user interface and mobile applications. It is widely supported, flexible, and has a vast ecosystem of libraries and frameworks like React and Vuetify.

**4.2 SYSTEM DESIGN AND ARCHITECTURE**

The proposed ETC system will leverage RFID technology to automate toll collection, ensuring seamless and swift transactions.

**4.2.1 RFID Technology Selection**

The system will employ passive (GHAVeTTag) RFID tags for vehicles, similar to the E-ZPass and FASTag systems. Passive tags are chosen for their cost-effectiveness and durability, as they do not require a power source and can withstand various environmental conditions. RFID readers will be strategically installed at toll plazas to maximize read accuracy and minimize signal interference.

**4.2.2 System Components**

Key components of the proposed system include:

* **RFID Tags:** Affixed to vehicle windshields, these tags store unique identification numbers linked to user accounts.
* **RFID Readers:** Installed at toll points to read the tags and facilitate data transmission to the backend system.
* **Backend Infrastructure:** Comprising servers, databases, and software applications to manage transactions, user accounts, and system monitoring.
* **User Interface:** A web-based portal and mobile application for users to manage their accounts, view transaction history, and recharge their tags.

**4.3 IMPLEMENTATION PHASES**

The implementation of the proposed ETC system will be executed in several phases to ensure smooth deployment and operation.

**4.3.1 Phase 1: Planning and Preparation**

This phase involves detailed planning, including site surveys, procurement of equipment, and development of software applications. Key activities include:

* Conducting feasibility studies and risk assessments.
* Securing necessary approvals and partnerships with toll operators.

**4.3.2 Phase 2: Pilot Testing**

A pilot test will be conducted at select toll plazas to evaluate system performance and identify potential issues. Activities in this phase include:

* Installing RFID readers and backend infrastructure at pilot locations.
* Distributing RFID tags to a sample group of road users.
* Monitoring system performance and gathering user feedback.

**4.3.3 Phase 3: Full-Scale Deployment**

Based on the results from the pilot test, adjustments will be made before full-scale deployment. This phase includes:

* Expanding the system to all toll plazas in the Country.
* Launching public awareness campaigns to educate users about the new system.
* Providing customer support and technical assistance during the transition period.

**4.4 DATABASE DESIGN**

**4.4.1. System Data Structures**

For the GHAVeT system, the primary data structures include:

* **Profile (User Accounts)**: Stores information about users.
* **RFID Tags**: Contains details about the tags issued to users.
* **Vehicles**: Information about vehicles associated with each tag.
* **Transactions**: Records all toll transactions.
* **Funds**: Tracks user account balances and deposits.
* **Application**: Contains the status of tags applications.
* **Change\_owner**: Records of all the applications to transfer tags and vehicles alike.

1. **Database Design**

Using Supabase, which is based on PostgreSQL, we designed the database to represent these data structures.

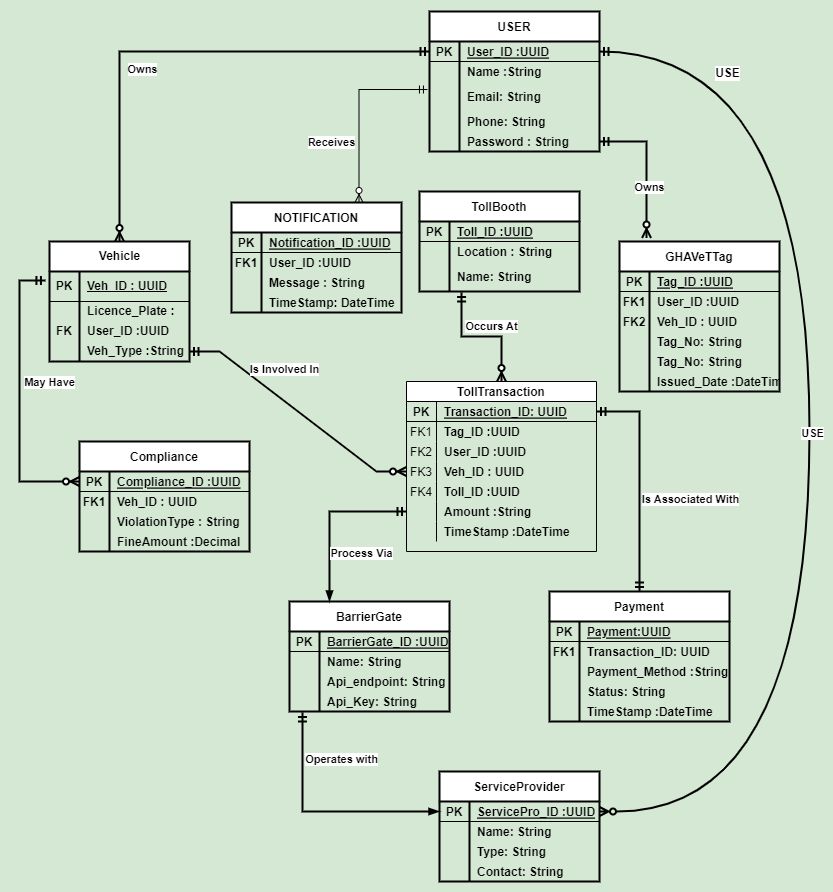
#### **4.4.2. ENSURING DATA INTEGRITY**

To ensure data integrity and that the database is fully normalized, I have :

* **Normalization**: The database design adheres to the principles of normalization to eliminate redundancy and ensure data dependencies. Each table is normalized to all the normal forms. That’s
* **1NF (First Normal Form)**: Each table contains atomic values, and each record is unique.
* **2NF (Second Normal Form)**: All non-key attributes are fully functionally dependent on the primary key.
* **3NF (Third Normal Form)**: There are no transitive dependencies. Non-key attributes depend only on the primary key.
* **Foreign Keys**: Foreign key constraints ensure referential integrity between related tables.
* **Unique Constraints**: Unique constraints on columns like email and tag\_number prevent duplicate entries.
* **Check Constraints**: Check constraints can be used to ensure valid data entries (e.g., valid email formats, non-negative balances).

#### **4.4.3. ENTITY-RELATIONSHIP DIAGRAM (ERD)**

Below is an Entity-Relationship Diagram (ERD) depicting the database design:

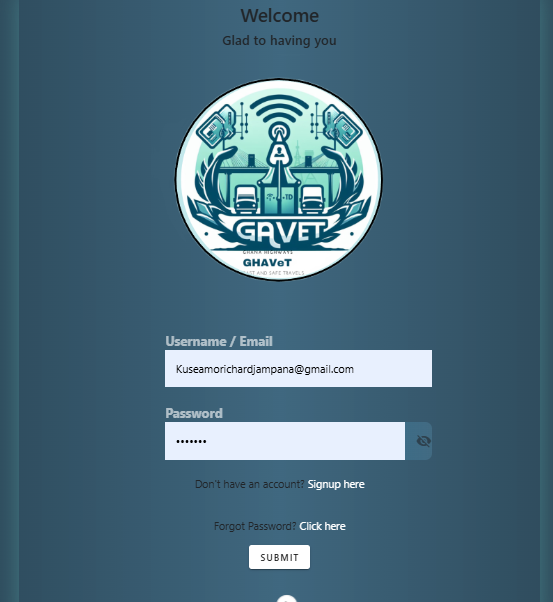
****

**4.5 User Interface Design**

A user interface is a conduit between human and computer interaction. It is the space where a user interacts with a computer or machine to complete tasks. The purpose of a user interface is to enable a user to effectively control a computer or machine they are interacting with, and for feedback to be received in order to communicate effective completion of tasks.

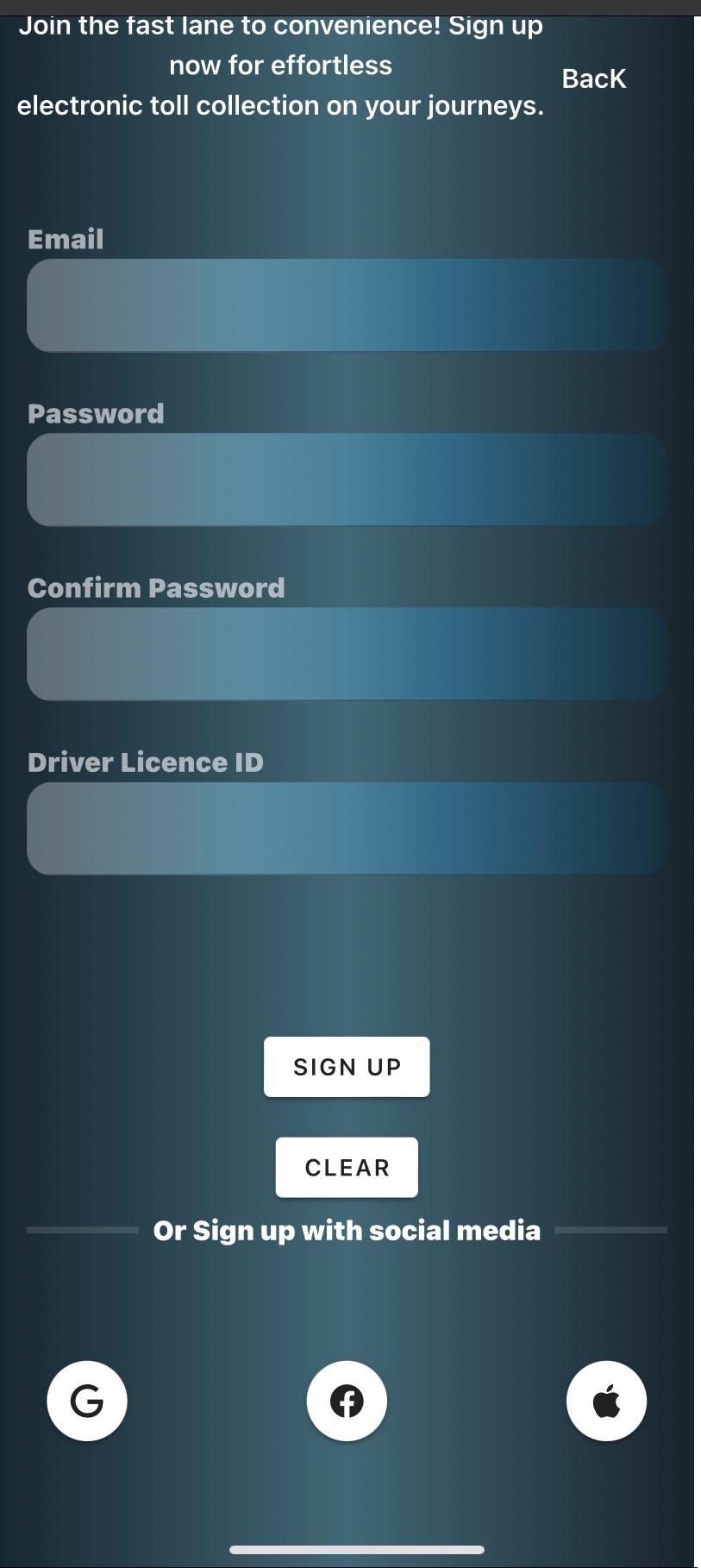
A successful user interface should be intuitive (not require training to operate), efficient (not

create additional or unnecessary friction) and user-friendly (be enjoyable to use). The user interface includes hardware and software components.



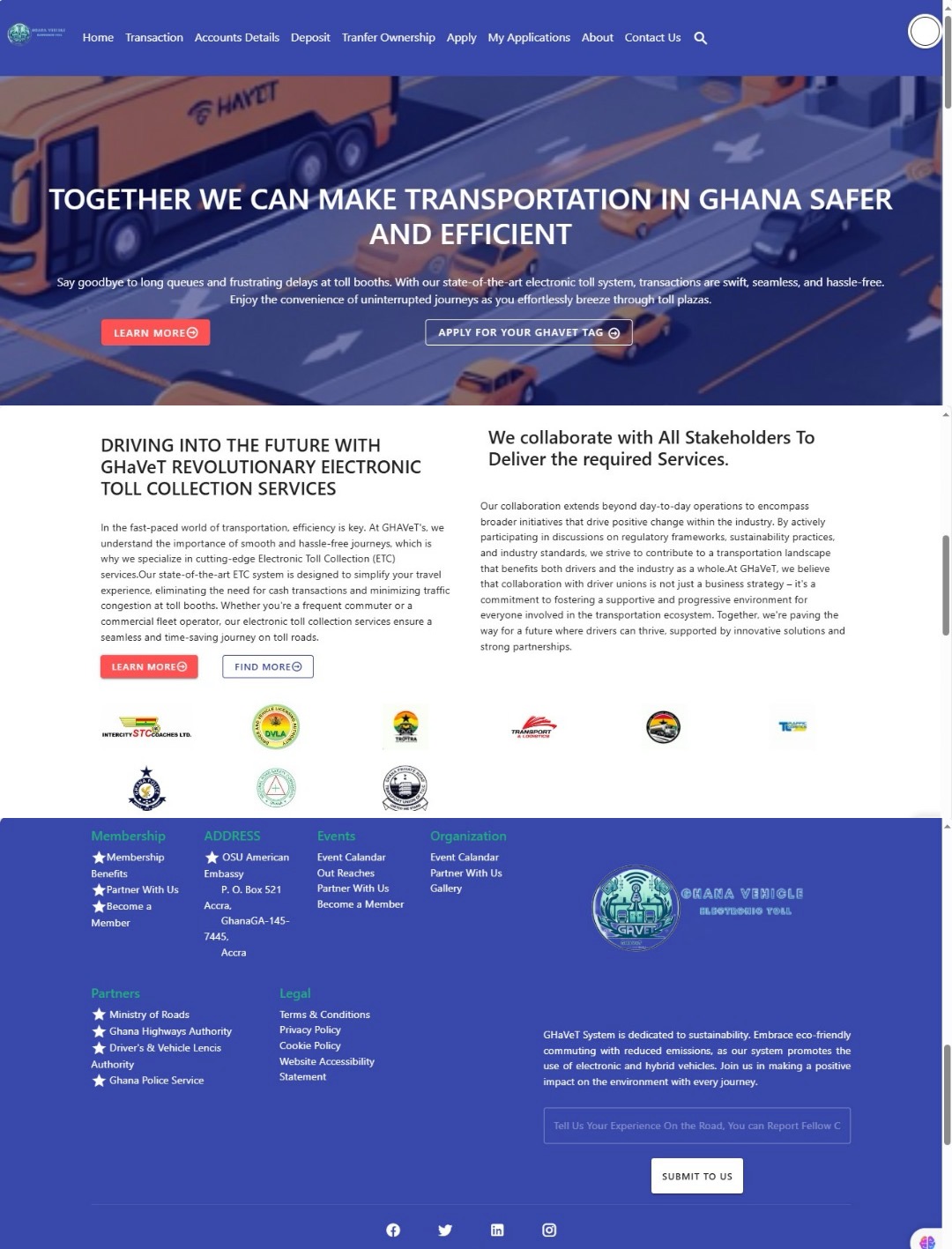
**Figure 4.1 Login Page**

This diagram displays the login page which accept user credentials and grant access to user and allows them to interact with the user.



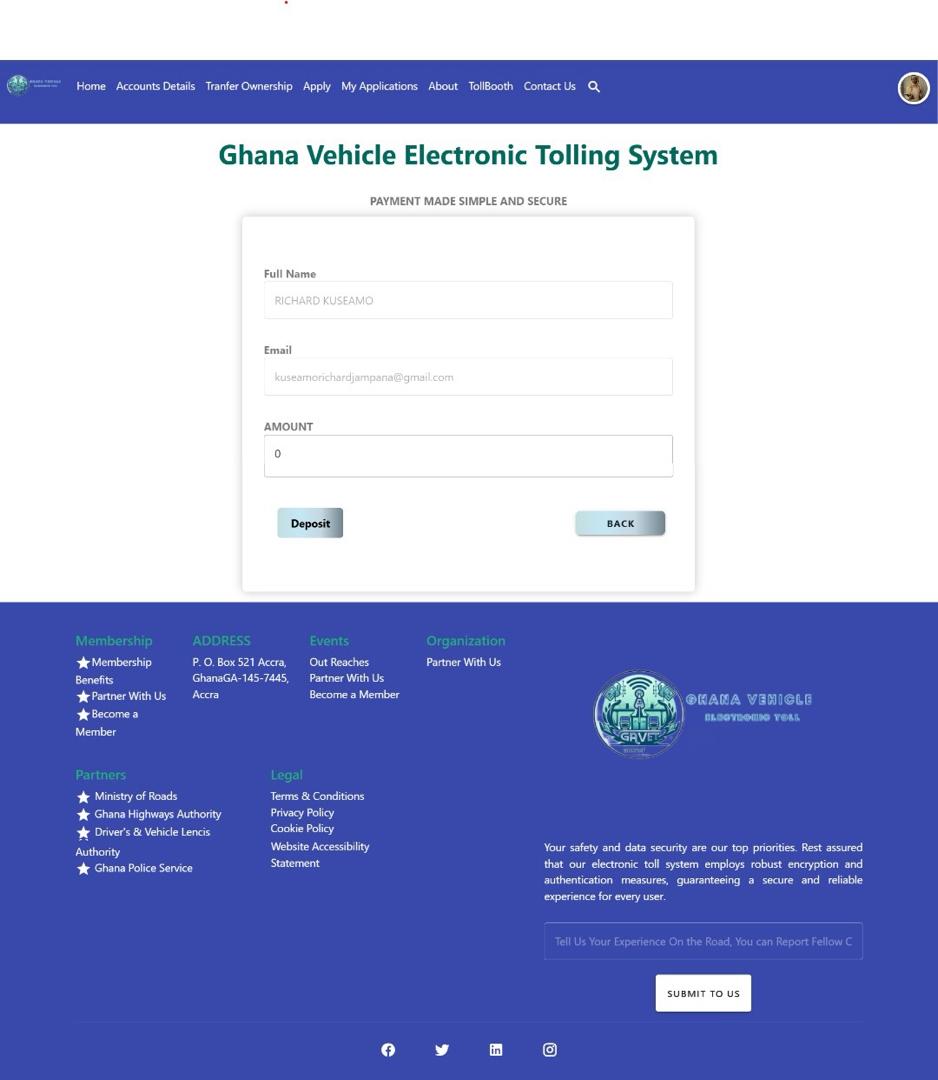
**Figure 4.2 Sign-up Or Registration Page**

The picture above is registration platform for new users who wish to patronise the services and open a profile with the platform. This page enables the user to easily register without passing through the stress of fill long pile of papers forms.

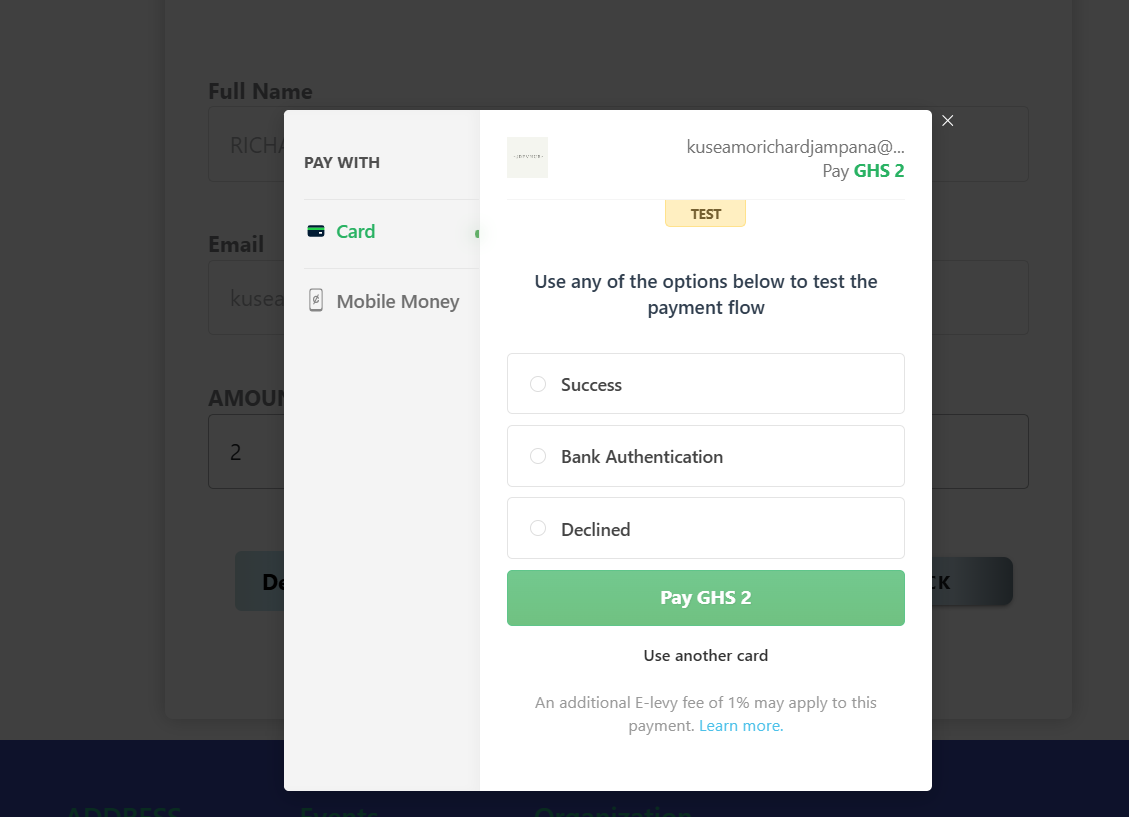


**Figure 4.3 My Home page**

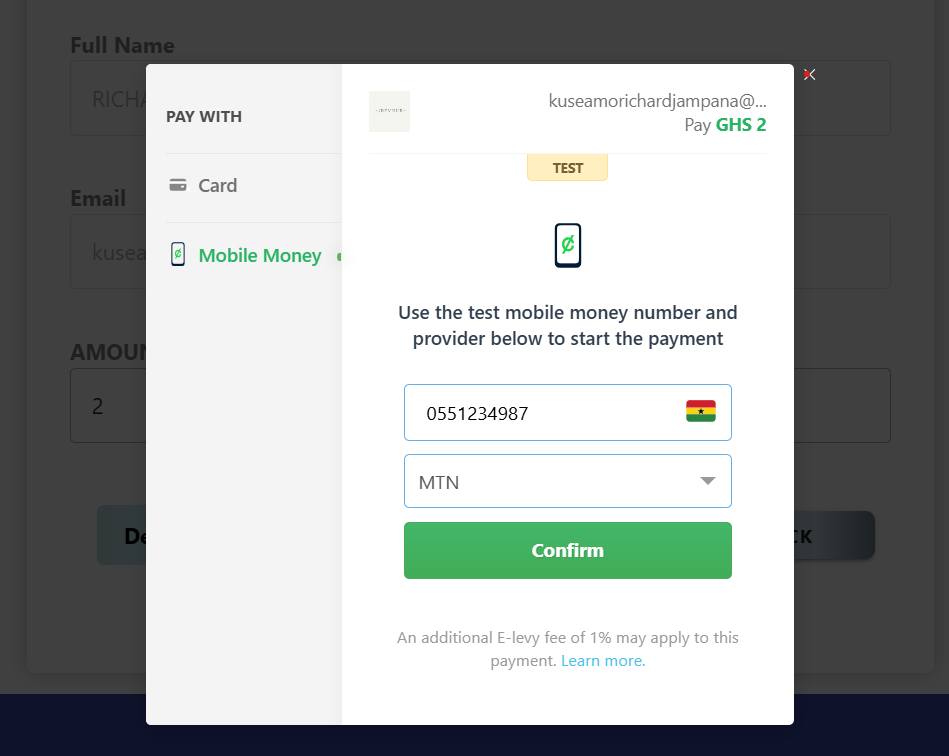
The home page serve us an introduction page where all other pages can be accessed. This page also describe the company and share light to the user on what to do.



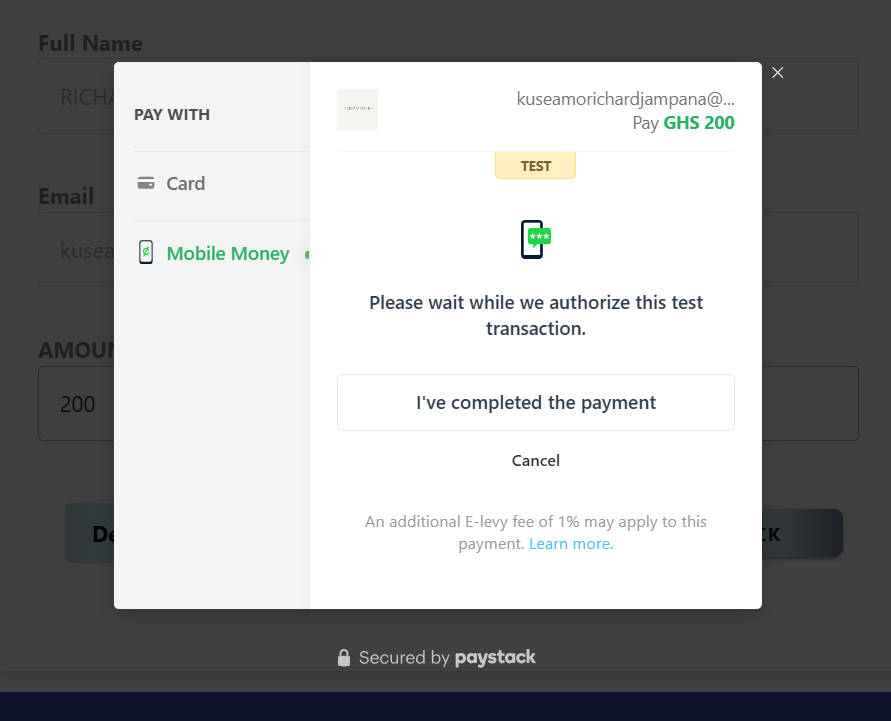
**Figure 4.4 Payment Page**



**Figure 4.5**

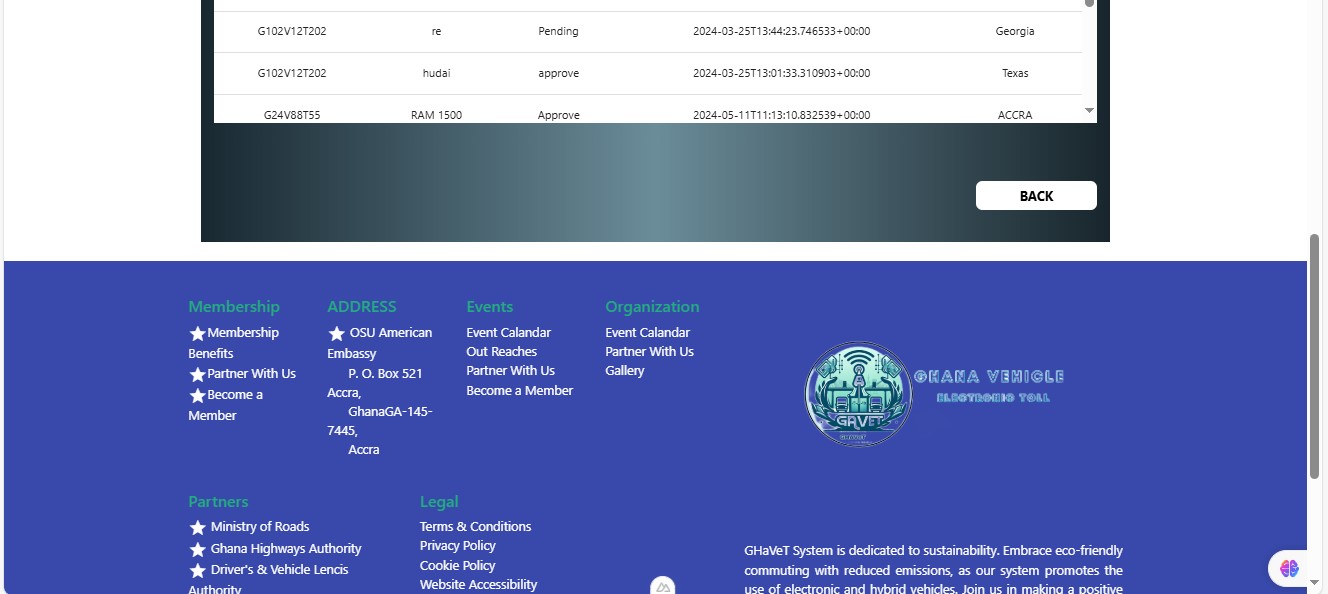
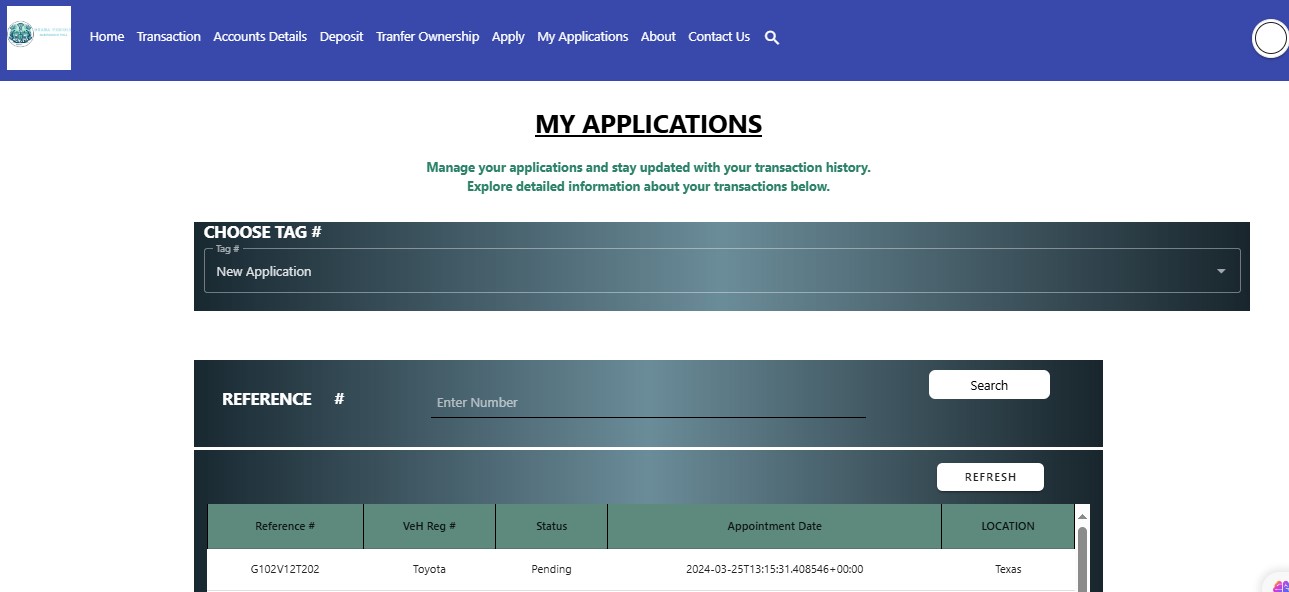


**Figure 4.6**



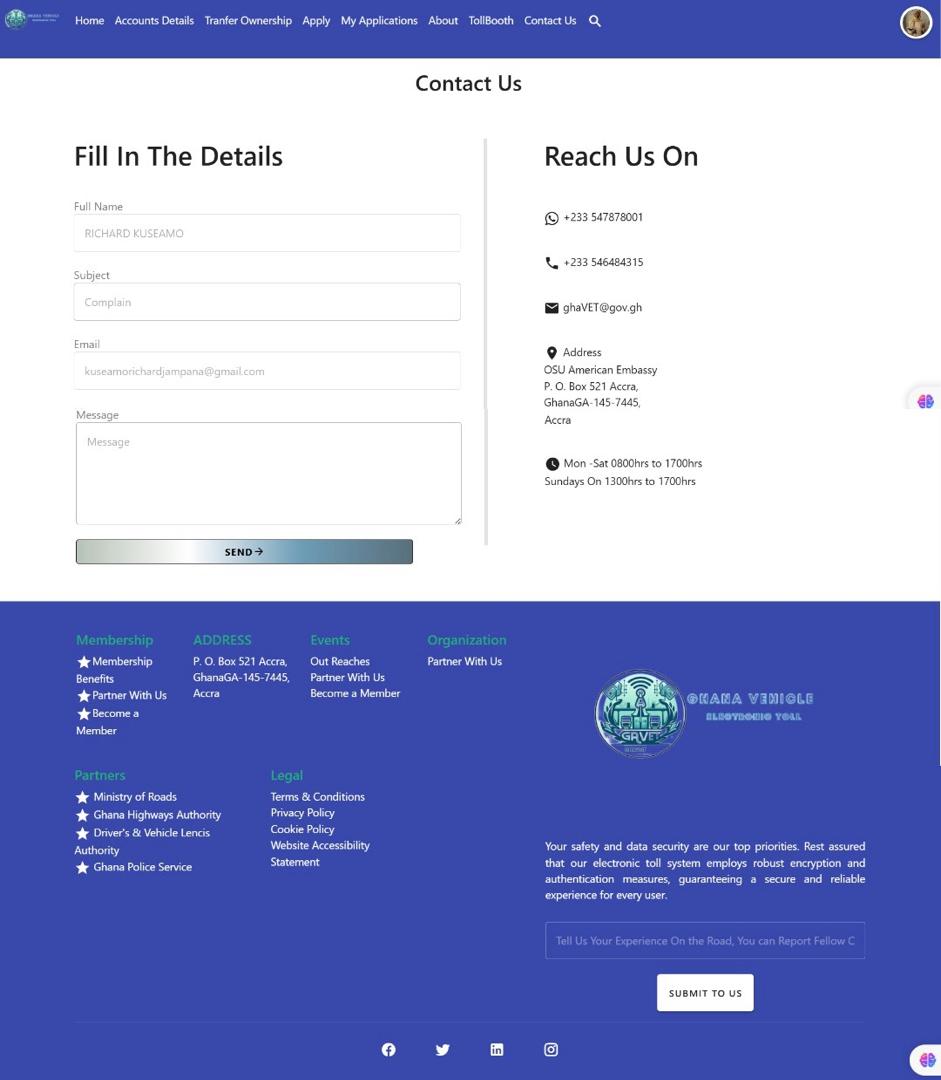
**Figure 4.7 succesful Payment**

When the user select the **“Account details”** Tap on the header it takes him to the details on which all other transactions can be viewed. He can decide to deposit funds by clicking on the Button “Deposit Funds” and takes him Payment page **(Figure 4.4)** where he enters the amount of choice and proceed to pay **(Figure 4.5)**. Then a pop with options to pay with either card or MobileMoney services, after which he proceed to confirm the Transaction by Authentication the payment (**(Figure 4.7).** The user can then return to the **“Account details”** where he can view the updates on his balance



**Figure 4.4 My Applications page**

At this image the user can view the status of any application made being it changing the ownership of a car or Tag or even both



**Figure 4.5 Contact Page**

The figure above is to enable users report on issues concerning our services and procedures

This help deliver and solve problems in real time. Besides customer service is monitoring and responding to concerns raised on time in order to maximise quality.

**4.6 HARDWARE AND PHYSICAL STRUCTURES**

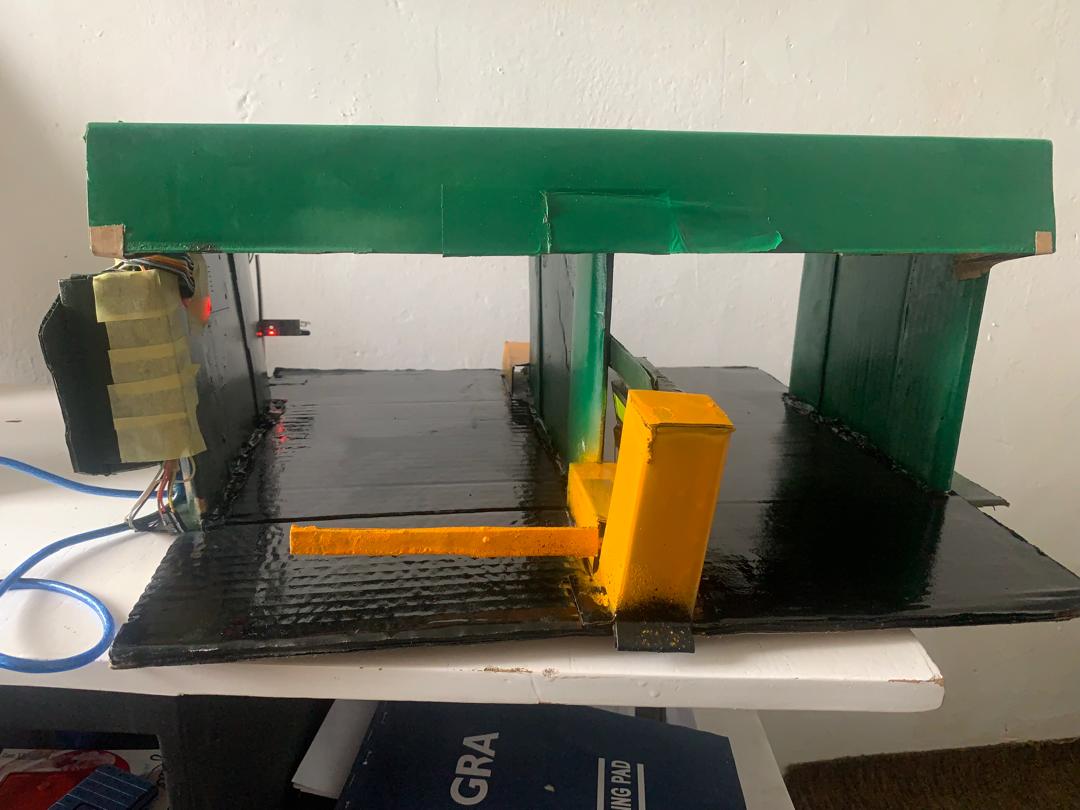


**Figure 4.6**



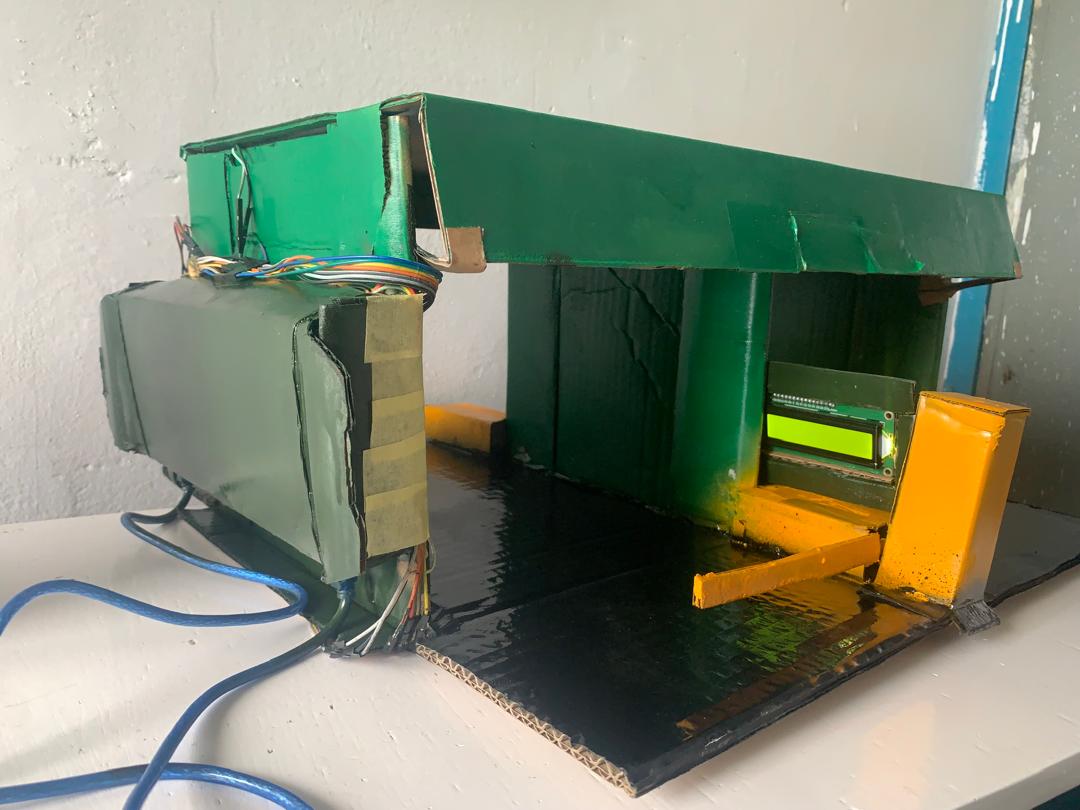
Figure 4.7

Booth figure 4.3 qnd 4.4 depicts the Front-End of the Tollbooth



**Figure 4.8 Backend of the Tollbooth**

**Figure 4.5** presents the setup of the exit end of the tollbooth which includes an LCD screen display and the automated electronic barrier



**CHAPTER FIVE**

**CONCLUSION AND RECOMMENDATIONS**

**5.0 Introduction**

This chapter summarizes the key outcomes of the Ghana Automated Vehicle Toll systems (GHAVeT) project, highlighting the main findings, challenges encountered during the development, recommendations for future improvements, and the overall conclusion of the project. Additionally, a list of references, adhering to the Harvard Referencing System, will be provided.

**5.1 Summary**

The GHAVeT system was developed to modernize toll collection across Ghana's road networks by automating processes using RFID technology, integrated platforms like Supabase for data management, and Vercel for web hosting. The system incorporates real-time vehicle identification, payment processing, and transaction security, improving the efficiency and transparency of toll collection.

The Agile methodology, which guided the software development process, ensured flexibility and adaptability, enabling the team to respond to stakeholder feedback and adjust to emerging challenges during development. The use of Vuetify, HTML, and JavaScript allowed for the creation of a responsive user interface, while the Arduino IDE and Visual Studio Code provided a suitable environment for hardware-software integration. Git played an important role in version control, supporting collaboration between team members.

By automating toll collection, improving the security of transactions, and ensuring seamless data flow between the user interface and backend infrastructure, the GHAVeT system represents a significant step forward in Ghana’s efforts to digitize transportation systems.

**5.2 Challenges Faced During the Project**

Several challenges were encountered throughout the development of the GHAVeT system:

1. **Hardware and Software Integration**:  
   The integration of RFID technology with the Arduino microcontrollers and other system components proved challenging due to compatibility issues. Ensuring seamless communication between hardware and software components required extensive testing and troubleshooting.
2. **Data Security and Privacy**:  
   With the real-time processing of sensitive information such as toll transactions and user data, ensuring high levels of data security was a priority. Implementing encryption protocols and secure authentication mechanisms presented some difficulties, particularly in terms of maintaining efficiency without compromising security.
3. **Scalability of the System**:  
   The system had to be designed with future expansion in mind, which presented challenges in terms of selecting platforms and tools that could scale with increased usage. Supabase and Vercel provided some scalability, but ensuring that the architecture could support long-term growth required additional planning.
4. **User Acceptance and System Adoption**:  
   Public acceptance and user education were significant challenges. Many road users were unfamiliar with automated toll systems, leading to concerns about usability, potential technical issues, and data privacy.
5. **Interoperability with Existing Infrastructure**:  
   The need for the system to integrate with existing tolling infrastructure, which often involves legacy systems, posed a significant challenge. Customizations were required to ensure compatibility, increasing the complexity of the project.

**5.3 Recommendations**

To overcome the aforementioned challenges and ensure the continued success of the GHAVeT system, the following recommendations are proposed:

1. **Enhanced Public Education Campaigns**:  
   Implement a comprehensive public awareness campaign to educate road users on how to use the automated toll system. Providing easy-to-understand tutorials and guides will improve user adoption and reduce resistance.
2. **Expand Payment Methods**:  
   The system should support a wider range of payment options, including mobile money and contactless card payments, to cater to a diverse user base. This will enhance the convenience and accessibility of the toll system.
3. **Strengthen Data Security**:  
   Invest in continuous improvements to the system's security architecture, ensuring robust encryption and real-time monitoring to protect user data and prevent fraudulent transactions.
4. **Improve System Scalability**:  
   To accommodate future growth, it is essential to explore more advanced cloud-based solutions that provide higher scalability and flexibility. This will enable the system to handle increased traffic volumes without sacrificing performance.
5. **Ongoing System Audits and Maintenance**:  
   Regular system audits and performance evaluations should be conducted to identify areas for improvement, address technical issues, and ensure the system continues to operate efficiently as traffic and usage increase.
6. **Integration with Law Enforcement**:  
   Collaborating with law enforcement agencies to enhance toll compliance enforcement, particularly by utilizing the system's surveillance features, will ensure road users comply with toll payments and traffic regulations.
7. **Collaboration with Stakeholders**:  
   Continued collaboration with the government, transportation authorities, and other stakeholders is essential to ensure that the system remains aligned with national road management policies and regulatory changes.
8. **Enactment of Supporting Legislation**: Propose the enactment of laws and regulations that mandate the use of electronic toll collection systems. Such legislation would help standardize implementation across the country, enforce compliance, and ensure that the system operates within a clear legal framework. This would promote public trust and secure long-term sustainability of the system.

**5.4 Conclusion**

The GHAVeT system provides a modern, efficient, and scalable solution to the traditional challenges of toll collection on Ghana’s road networks. By leveraging RFID technology, real-time data processing, and secure authentication protocols, the system improves transparency and efficiency in toll collection, benefitting both road users and regulatory authorities. While challenges related to scalability, security, and user adoption were encountered, these can be overcome through continuous improvements and stakeholder collaboration.

The recommendations outlined above will ensure that the GHAVeT system remains adaptable to future technological advancements and the evolving needs of the transportation sector, contributing to the long-term sustainability of Ghana’s road network infrastructure.

**5.5 REFERENCES**

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Appendix I

Electronic Toll Gate (TOLL BOOTH) Code with RFID and Servo Motor Control. The code for the hardware control.  
#include <Wire.h>

#include <LiquidCrystal\_I2C.h>

#include <SPI.h>

#include <MFRC522.h>

#include <Servo.h>

#define SS\_PIN 10

#define RST\_PIN 9

#define SERVO\_PIN A0

#define IR\_SENSOR\_PIN 2

#define LED\_PIN 3

LiquidCrystal\_I2C lcd(0x27, 16, 2);

MFRC522 rfid(SS\_PIN, RST\_PIN);

Servo servo;

int angle = 0;

void setup() {

Serial.begin(9600);

SPI.begin();

rfid.PCD\_Init();

servo.attach(SERVO\_PIN);

servo.write(angle);

pinMode(IR\_SENSOR\_PIN, INPUT);

pinMode(LED\_PIN, OUTPUT);

lcd.init();

lcd.backlight();

Serial.println("Tap RFID/NFC Tag on reader"); }

void loop() {

// RFID and Servo Motor

if (rfid.PICC\_IsNewCardPresent()) {

if (rfid.PICC\_ReadCardSerial()) {

MFRC522::PICC\_Type piccType = rfid.PICC\_GetType(rfid.uid.sak);

Serial.println("Detected Tag");

if (angle == 0)

angle = 90;

else

angle = 0;

servo.write(angle);

Serial.print("Rotate Servo Motor to ");

Serial.print(angle);

Serial.println("°");

lcd.clear();

lcd.print("Payment Made");

lcd.setCursor(0, 1);

lcd.print("Access Granted");

delay(10000);

angle = 0;

servo.write(angle);

Serial.print("Rotate Servo Motor to ");

Serial.print(angle);

Serial.println("°");

rfid.PICC\_HaltA();

rfid.PCD\_StopCrypto1();

} }

// IR Sensor and LED

int irSensorValue = digitalRead(IR\_SENSOR\_PIN);

Serial.println(irSensorValue);

if (irSensorValue == HIGH) {

Serial.println("No Car Detected!");

digitalWrite(LED\_PIN, LOW);

lcd.clear();

lcd.print("No Car Detected!");

delay(500);

} else {

Serial.println("Car Detected.");

digitalWrite(LED\_PIN, HIGH);

lcd.clear();

lcd.print("Car Detected");

}

// Add a delay to make the output readable

delay(500); }

**Appendix II**

CODE FOR INDEX PAGE OF THE WEB APP

<template>

    <div class="home">

        <v-parallax src="/img/homeY.png" height="900">

            <div class="homeImg">

                <br>

                <div class="mx-auto ">

                    <v-container class="justify-content-center">

                        <h1 class="mx-auto mt-16 pt-10 text-uppercase text-white text-center">

                            Together we can make transportation in GHANA safer and efficient

                        </h1><br>

                        <p class="mx-auto d-flex text-sentence text-center text-white">

                            Say goodbye to long queues and frustrating delays

                            at toll booths. With our state-of-the-art electronic toll system,

                            transactions are swift, seamless, and hassle-free. Enjoy the convenience of

                            uninterrupted journeys as you effortlessly breeze through toll plazas.

                        </p>

                        <v-container class="mx-auto">

                            <v-row>

                                <v-col class="mx-auto" cols="auto" lg="3" sm="6">

                                    <v-btn v-if="user == null" variant="flat" to="/login" color="red-accent-2">Learn More   <v-icon>mdi-arrow-right-thin-circle-outline</v-icon></v-btn>

                                    <v-btn v-else variant="flat" to="/about" color="red-accent-2">Learn More

                                        <v-icon>mdi-arrow-right-thin-circle-outline</v-icon></v-btn>

</v-col><!-- <v-col class="mx-auto" cols="auto" lg="6" md="6" sm="6">

                                <v-btn variant="outlined" href="https://forms.gle/tjAHEfCEQbUDmqXH8" color="white">APPLY FOR

                                    YOUR GHaVeT Tag

                                    <v-icon>mdi-arrow-right-thin-circle-outline</v-icon></v-btn>

                            </v-col> -->  <v-col class="mx-auto" cols="auto" lg="6" md="6" sm="6">

 <!-- <v-btn variant="outlined" color="white"> --> <v-btn variant="outlined" color="white" v-if="user == null" to="/login"> APPLY FOR YOUR GHaVeT Tag

                                            <v-icon>mdi-arrow-right-thin-circle-outline</v-icon>

                                        </v-btn>

                                        <v-btn variant="outlined" color="white" v-else to="/apply">

                                            APPLY FOR YOUR GHaVeT Tag

                                            <v-icon>mdi-arrow-right-thin-circle-outline</v-icon>

                                        </v-btn>

                                    <!-- </v-btn> -->

                                </v-col>

                            </v-row>

                        </v-container>

                    </v-container>

                </div>

            </div>

        </v-parallax>

        <br>

        <v-container>

            <v-row>

                <v-col cols="auto" lg="6" sm="6">

                    <v-container class="mt-15">

                        <h3 class="text-sentence">DRIVING INTO THE FUTURE WITH GHaVeT REVOLUTIONARY ElECTRONIC TOLL COLLECTION SERVICES</h3> <br>

                        <p class="justify-content-start">In the fast-paced world of transportation,

                            efficiency is key. At GHAVeT's, we understand the importance of

                            smooth and hassle-free journeys, which is why we specialize in cutting-edge

                            Electronic Toll Collection (ETC) services.Our state-of-the-art ETC system is

                            designed to simplify your travel experience, eliminating the need for cash

                            transactions and minimizing traffic congestion at toll booths. Whether you're a

                            frequent commuter or a commercial fleet operator, our electronic toll collection

                            services ensure a seamless and time-saving journey on toll roads.

                        </p>

                        <v-row>

                            <v-col cols="auto" lg="4" sm="6">

                                <v-btn v-if="user == null" to="/login" color="red-accent-2">Learn More

                                    <v-icon>mdi-arrow-right-thin-circle-outline</v-icon></v-btn>

                                <v-btn v-else to="/about" color="red-accent-2">Learn More

                                    <v-icon>mdi-arrow-right-thin-circle-outline</v-icon></v-btn>

                            </v-col>

                            <v-col cols="auto" lg="5" sm="6">

                                <v-btn v-if="user == null" variant="outlined" to="/login" color="indigo-darken-2" flat>Find More

                                    <v-icon>mdi-arrow-right-thin-circle-outline</v-icon></v-btn>

                                <v-btn v-else variant="outlined" to="/chapter" color="indigo-darken-2" flat>Find More <v-icon>mdi-arrow-right-thin-circle-outline</v-icon></v-btn>

                            </v-col>

                        </v-row>

                    </v-container>

                </v-col>

                <v-col cols="auto" lg="6" sm="6">

                    <v-container><br><br>

                        <h3 class="text-sentence">We collaborate with All Stakeholders To Deliver the required Services.

  </h3><br><br>

   <v-row>

         <p>

     Our collaboration extends beyond day-to-day operations to

   encompass broader initiatives that drive positive change within

       the industry. By actively participating in discussions on regulatory

       frameworks, sustainability practices, and industry standards, we strive to

         contribute to a transportation landscape that benefits both drivers and the

   industry as a whole.At GHaVeT, we believe that collaboration with driver unions   is not just a business strategy – it's a commitment to fostering a supportive

  and progressive environment for everyone involved in the transportation ecosystem. Together, we're paving the way for a future where drivers can thrive, supported by innovative solutions and strong partnerships.

     </p> </v-row> </v-container> </v-col> </v-row> <v-row> <v-col

                    v-for="(partner, index) in [{ id: 'STC' }, { id: 'D' }, { id: 'TROTRO' }, { id: 'LOG' }, { id: 'TANKER' }, { id: 'LOG2' }, { id: 'Police' }, { id: 'road safety' }, { id: 'GPRTU' }]"

                    :key="index" cols="" lg="2" sm="4">

                    <v-img height="70" aspect-ratio="1" :src="`/img/${partner.id}.png`"></v-img>

                </v-col>  </v-row> </v-container> </div> </template> <script setup>

const { auth } = useSupabaseClient();

const user = useSupabaseUser();

// const router = useRouter();

const emits = ['profilePhotoClick']; // Declare the emitted event

const profilePhoto = ref('/img/hawa.png'); // Set the default profile photo path

</script>

<style>

.homeImg {

    background: rgba(8, 8, 99, 0.475);

    height: 100%;

}

body {

    background: #8da6da;

}

.profile-photo {

    width: 80px;

    height: 80px;

    border-radius: 100%;

    cursor: pointer;

}

.icon {

    border: 1px solid #ededed;

} </style>

Appendix III

DATABASE STRUCTURE

##### **4.4.2 TABLES AND RELATIONSHIPS**

1. **Users**
   * id (Primary Key)
   * name
   * email (Unique)
   * password
   * created\_at
2. **RFID\_Tags**
   * id (Primary Key)
   * user\_id (Foreign Key referencing Users)
   * tag\_number (Unique)
   * status
   * issued\_at
3. **Vehicles**
   * id (Primary Key)
   * user\_id (Foreign Key referencing Users)
   * license\_plate (Unique)
   * model
   * make
   * year
4. **Transactions**
   * id (Primary Key)
   * user\_id (Foreign Key referencing Users)
   * tag\_id (Foreign Key referencing RFID\_Tags)
   * transaction\_time
   * amount
   * location
   * balance
5. **Funds**
   * id (Primary Key)
   * user\_id (Foreign Key referencing Users)
   * balance
   * last\_updated