

Table of Contents

Table of Contents.....	1
List of Tables	2
List of Figures	2
Appendix	2
Acronyms	3
EXECUTIVE SUMMARY	4
CHAPTER ONE	7
1.0 Introduction	7
1.1 Establishment	7
1.2 Mission Statement.....	7
1.3 Policy Objective	7
1.4 Governing Body	8
1.5 The Directorate	8
1.6 Departments, Divisions and Regions/Road Area Offices.....	8
CHAPTER TWO.....	9
2.0 Financial Status Report.....	9
CHAPTER THREE	12
3.0 Achievements	12
3.1 Road Condition Mix for Year 2012	12
3.1.1 Road Network Condition 2010-2012.....	13
3.1.2 Comparison of Gravel Roads Network Condition 2010 – 2012	15
3.1.3 Comparison of Paved Roads Network Condition 2010 – 2012.....	17
3.2 Projects	18
3.2.1 Procurement of Services	18
3.2.1.1 Receipt of Proposals	18
3.2.1.2 Contract Agreement	19
3.2.1.3 Status of Consultancy Services	19
3.2.1.4 Development Partners' Missions.....	19
3.2.1.5 Public Private Partnerships	20
3.2.1.6 Projects under Preparation.....	20
3.2.1.6 ORIO Funded Projects	20
3.3 Development Projects.....	20
3.3.1 New Projects	21
3.3.2: On-Going Development Projects.....	21
3.3.3: Bridge Maintenance Activities	21
3.3.3.1 Ongoing Bridge Projects.....	22
3.3.3.2: National Bridge Statistics	24
3.4. Survey and Design.....	25
3.4.1 Review of Design Drawings and Reports	25
3.5. Axle Load Control Programme	26
3.5.1 Statistics from the Axle Load Stations.....	27
3.5.3 EIA/SIA Study and Reporting.....	28
3.6.1 Road Funded Projects	29
3.6.2 Ongoing Projects	29
3.6.3 Completed Projects	29
3.6.4 GHA Mobile Maintenance Units	32
3.7 Institutional Strengthening	33
3.7.1 Management Information Systems	33
3.7.2 Human Resource Development	33
3.7.3 Ferries.....	35
3.7.4 Procurement.....	36
CHAPTER FOUR.....	37
4.0 Administrative Activities of the Authority	37
4.1 Human Resource.....	37
4.1.1 Staff Turnover	38
4.1.2 Staff Recruitment /Promotions.....	39
4.2 Press Enquiries	39
4.3 Legal Issues	40
4.4 Internal Audit.....	41

CHAPTER FIVE	43
5.0 Conclusion/Recommendations	43
5.1 The Way Forward	43
5.2 Constraints	43
5.3 Conclusion	44

List of Tables

Table 1: 2012 Road Surface Condition Mix	5
Table 2: Functional Classification and Regional Roads	5
Table 3: Composition of the Trunk Road Network by Surface Category	6
Table 4: Summary of Funds Released	10
Table 5: Approved Budget & Releases as at the end of Year 2012	11
Table 6: Programme & Achievements as at the end of Year 2012	11
Table 7: Trunk Road Network Statistics (Year 2012)	12
Table 8: Condition Mix of Paved & Unpaved Road Network Condition from 1997 to 2012	14
Table 9: Gravel Roads Network Condition from 1997 to 2012	16
Table 10: Paved Roads Network Condition from 1997 to 2012	17
Table 11: Number and Fund Sources for Services.	19
Table 12: Status of New Projects under Preparation	21
Table 13: Total number of Bridges based on their condition	24
Table 14: Summary of Ongoing Periodic Mtce. Projects per Activity	29
Table 15: Achievements in Maintenance Projects: 2012	30
Table 16: Programmes & Number of Staff Trained in 2012	35
Table 17: Shopping (LPO) (GOG Budget)	36
Table 18: Procurements Under NCT (GOG)	36
Table 19 : Procurement Donor Funded	36
Table 20: Human Resources Strength – GHA Staff Structure as at 31 st December, 2012	37
Table 21 : Staff Age Group Distribution	38
Table 22: Staff Turn Over	39
Table 23: Court Cases involving the Authority	40
Table 24: List of Audit Works in 2012	41

List of Figures

Figure 1: Graphical Presentation of 2012 Road Condition Mix by Different Surface Types	
Figure 2: Graphical presentation of 2012 Road Condition Mix for Paved & Gravel Roads	
Figure 3: Road Condition Mix for Gravel Roads Network of 2012	
Figure 4: Road Condition Mix for Paved Roads Network	
Figure 5: Overloading Trend	
Figure 6: Overweight	
Figure 7: % Overweight Above 10% Limit	
Figure 8: Achievements in Maintenance Activities as at the end of Year 2012	
Figure 9: GHA Age Distribution Dec'12	

Appendix

Appendix	A	Organisation Structure
Appendix	B	Draft Financial Status Report 2012
Appendix	C	Status of Development Projects
Appendix	D	Ongoing Road Safety Projects

Acronyms

<i>AfDB</i>	-	<i>African Development Bank</i>
<i>ASROC</i>	-	<i>Association of Road Contractors/Ghana</i>
<i>BADEA</i>	-	<i>Arab Bank for Economic Development in Africa</i>
<i>BMU</i>	-	<i>Bridge Maintenance Units</i>
<i>CAGD</i>	-	<i>Controller & Accountant General Department</i>
<i>DANIDA</i>	-	<i>Danish International Development Agency</i>
<i>DFR</i>	-	<i>Department of Feeder Roads</i>
<i>DLP</i>	-	<i>Defects Liability Period</i>
<i>DTF</i>	-	<i>Dutch Trust Fund</i>
<i>DUR</i>	-	<i>Department of Urban Roads</i>
<i>EU</i>	-	<i>European Union</i>
<i>GhIE</i>	-	<i>Ghana Institution of Engineers</i>
<i>GHA</i>	-	<i>Ghana Highway Authority</i>
<i>GCAA</i>	-	<i>Ghana Civil Aviation Authority</i>
<i>GOG</i>	-	<i>Government of Ghana</i>
<i>GTZ</i>	-	<i>German Technical Co-operation</i>
<i>HNMP</i>	-	<i>Highway Network Master Plan</i>
<i>HSIP</i>	-	<i>Highway Sector Investment Project</i>
<i>JBIC</i>	-	<i>Japan Bank for International Co-operation</i>
<i>KfW</i>	-	<i>Kreditanstalt Fur Wiederaufbau</i>
<i>MoFEP</i>	-	<i>The Ministry of Finance & Economic Planning</i>
<i>MOT</i>	-	<i>Ministry of Transportation</i>
<i>MMU</i>	-	<i>Mobile Maintenance Unit</i>
<i>OECF</i>	-	<i>Overseas Economic Cooperation Fund</i>
<i>RCS</i>	-	<i>Road Condition Survey</i>
<i>RSDP</i>	-	<i>Road Sector Development Programme</i>
<i>SMEC</i>	-	<i>Snowy Mountains Engineering Corporation</i>

EXECUTIVE SUMMARY

Ghana Highway Authority (GHA) under the Ministry of Roads and Highways (MRH) is charged by Act 540 with the responsibility for the development, management and maintenance of the trunk road network in Ghana. Ghana's trunk road infrastructural network of about 15,360km can be estimated to have an asset value of about hundreds of trillion US dollars.

It is important to note that infrastructure is the pivot for national development and Ghana Highway Authority (GHA) plays a critical role in the provision of road infrastructure, and this role is clearly stated in our mission statements of providing a safe and reliable trunk road network at optimal cost by taking advantage of modern technology in road building and new income-generating methods to facilitate socio-economic development in the country.

GHA Vision and Targets

The Ghana Highway Authority in its 2000 – 2015 strategic plan proposed to achieve a road network condition mix of 70% good, 20% fair and 10% poor. With a projected improvement rate of about 7% per annum, it is envisaged that by the close of December 2015, the target road surface condition mix of 70% good, 20% fair and 10% poor would be achieved. The performance of the trunk road network has improved creditably due to the percentage rise of roads in good condition from 4,567km constituting 34% in 2011 to 6,183km constituting 46% in 2012. Also, there is a tremendous reduction in the percentage poor roads from 38% to 21% and a marginal increase in percentage fair from 28% to 33%. It is hoped there will be adequate funding inflow for regular maintenance and rehabilitation to sustain this improvement in the road condition and also to reach the propose target.

The overall condition mix in year 2012 stands as shown in table 1

Table 1: 2012 Road Surface Condition Mix

Condition Description	Length (km)	Percentage (%)
GOOD	6,183	46
FAIR	4412	33
POOR	2882	21
TOTAL	13,477	100

Roads in the trunk road network are functionally classified into National (N), Inter-Regional (IR) or Regional (R) roads according to the Ministry of Roads and Highways (MRH) functional classification system of roads. This classification is based on the character of access and the traffic that the road provides within the network. The table below shows the regional distribution as well as the functional classification and Regional roads by length.

Table 2: Functional Classification and Regional Roads

ROAD CLASS	ASR	BAR	CR	ER	GAR	NR	UER	UWR	VR	WR	TOTAL (KM)
N	442.5	560.5	326.9	341.5	280.1	1,064.0	287.5	420.1	418.4	452.6	4594
I	476.7	566.8	200.7	401.8	0.0	519.7	61.4	121.3	33.7	304.6	2687
R	976.7	1,014.6	671.9	858.2	220.4	1,615.7	271.4	535.3	994.0	921.3	8080
TOTAL (KM)	1,895.9	2,141.9	1,199.5	1,601.5	500.5	3,199.4	620.3	1,076.7	1,446.1	1,678.5	15360

The road network classification is also based on surface category and consists of paved surfaces (Asphaltic concrete, Rigid Portland cement concrete or Bituminous surface treated) and unpaved (gravel surfaced and earth) The composition of the trunk road network by surface category is as shown in table below

Table 3: Composition of the Trunk Road Network by Surface Category

Surface Category	Length (km)	Percentage (%)
Paved Roads	7,361	48
Gravel	6,116	40
Under Construction	1,396	9
Missing Link ¹	487	3
Total	15,360	100

Source: GHA Road Maintenance Division Dec' 12

¹ The Missing Links are not part of roads that are surveyed. No roads exist on the missing link.

CHAPTER ONE

1.0 Introduction

1.1 Establishment

The Ghana Highway Authority was initially established under NRC Decree 298 in December 1974. This has been superseded by Act 540 of December 1997 to reflect changes, which have occurred in the road sub-sector..

1.2 Mission Statement

To provide a safe and reliable trunk road network at optimal cost by taking advantage of modern technology in road building and new income generating methods to facilitate socio-economic development in the country.

1.3 Policy Objective

To accelerate the realization of the mission statement, the Authority has devised the following objectives :

- **Improving Road Condition:** To ensure the provision, expansion, and maintenance of Trunk Road Transport Infrastructure by increasing the proportion of the trunk road network and roads in District Capitals in good condition.
- **Reducing Accident Fatalities:** To work with the National Road Safety Commission and other stakeholders to reduce accident fatalities on the trunk road network
- **Reducing Travel Time:** To ensure the provision of affordable, safe and accessible transport system by dualisation of heavily trafficked Trunk Road Sections, and also creating by passes to built up major towns and cities along the Trunk roads.
- **Environmental and Social Mitigation Measures:** To mitigate the impact of the road development and maintenance program on the environment and people
- **Improving Quality of Systems Delivery:** To assist Ministry of Roads & Highways (MRH) and other Ministries, Departments & Agencies (MDA's) to develop and strengthen the appropriate legal, institutional and regulatory framework and regulate all modes of transport to ensure an efficient transport system that will promote quality delivery of services.
- **Administration & Human Resources:** To recruit, train and adequately motivate staff and provide the needed logistics to undertake the services.

1.4 Governing Body

The Authority is governed by a constituted Board of Directors. The Board consists of ten members including a chairman, with the Chief Executive of GHA as a member.

1.5 The Directorate

The Authority has a Managing Director, designated as Chief Executive. Under him, there are three (3) Deputy Chief Executives: the Deputy Chief Executive (Administration); the Deputy Chief Executive (Development); and the Deputy Chief Executive (Maintenance).

1.6 Departments, Divisions and Regions/Road Area Offices

Under the three Departments, there are sixteen Divisions, in the Head Office, each of which is headed by a Director, and ten Regional Offices headed by Regional Highway Directors. The GHA also has Area offices nation-wide. The Internal Audit Division, though directly responsible to the Chief Executive, is under the Administration Department for management purposes. Organisational Chart of the GHA is attached (Appendix A).

CHAPTER TWO

2. 0 Financial Status Report

The policy of Government outlined in the 2012 budget statement is to reduce the budget deficit to a sustainable level, improve the exchange rate and, reduce further the single digit inflation during the year.

The strategies adopted towards the attainment of this goal include among others fiscal discipline, reduction of waste and improvement in revenue generation mechanism

In pursuit of its social democratic agenda to promote a better Ghana for all, Government identified the following areas for consideration:

- ❖ Expansion in infrastructure,
- ❖ Investing in Ghana's human capital
- ❖ Providing transparent and accountable governance

It is important to note that infrastructure is the pivot for national development and Ghana Highway Authority (GHA) plays a critical role in the provision of road infrastructure. The Approved Budget for Goods and Services per month was **GH¢116,666.66**. It is important to note that the Administration and Services item 1 and 2 were merged together and known as Goods and Services. As at the end of the year 64% of the Approved Budget for Goods and Services was released. During the year, Management adopted measures to control expenditure and increased in IGF generations.

The draft financial status report s are attached as appendix B
The details of the releases and of the Government of Ghana and the various Donors are as shown below.

Table 4: Summary of Funds Released

	Release For The Year
Recurrent Expenditure:	GH¢
Item 1 – Compensation – Salaries & Wages	22,694,82.00
Item 2 –Goods & Services	897,780.12
Item 3 – Investment:	
Routine Maintenance	64,795,021.12
Periodic Maintenance & Minor Works	18,846,650.48
IDA – 10% Counterpart Funds	-
KfW – 15% Counterpart Funds	-
Consultancy – Road Fund	90,957.14
Fuel for Monitoring	-
Ada Ferries	216,000.00
Supervision & Data Collection	-
Compensation	53,643.36
GHA Units	4,236,672.40
Others (Axleload, Tolls, Weighbridge)	1,784,411.00
Total	90,032,355.54
Capital/Investment	
GOG Contributions	344,004,515.00
	GH¢
DONOR: UEMOA	24,657,740.60
BADEA	13,332,288,.81
EU	10,566,976.16
IDA/WATTFP	11,200,702.72
ADB	91,206,231.14
KfW	-
ECOWAS	3,524,781.17
SAUDI FUND	8,041,197.95
NTF	439,078.24
OPEC	354,644.50
TOTAL	172,899,646.29

Source: GHA Finance Division Dec' 12

Table 5: Approved Budget & Releases as at the end of Year 2012

Expense Item	Budgets		Receipts/Releases Amounts are in Thousands of GH¢				
	Approved	Revised	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter	Cum. releases
Compensation for Employees	10,010,334		4,145,296.53	4,971,531.00	8,491,904.00	5,014,095.35	22,622,826.88
Goods and services	1,400,000			244,851.68		652,928.44	897,780.12
Total	11,410,334	-	4,145,297	5,216,383	8,491,904	5,667,024	23,520,607.00
Developmet							
- GoG	33,000,000		53,763,188.03	36,836,580.40	155,843,243.53	97,559,502.99	344,002,514.95
- Donor*			63,046,566.35	48,584,180.79	30,040,687.92	31,228,211.23	172,899,646.29
Total	33,000,000	-	116,809,754	85,420,761	185,883,931	128,787,714	516,902,161.24
Maintenance							
- Periodic (Road Fund)			5,562,083.04	147,673.18	968,531.75	12,058,954.72	18,737,242.69
- Periodic (MOF)							-
Sub Total Periodic							
- Routine (Road Fund)			9,931,850.27	17,716,536.81	4,945,031.80	29,427,891.56	62,021,310.44
Other Release (RF) Ada Ferry and GHA Units Axle Load, etc.			2,233,072.80	448,607.64	1,138,702.44	4,974,411.20	8,794,794.08
Total	-	-	17,727,006	18,312,818	7,052,266	46,461,257	89,553,347.21
Maintenance (Donor)							
Periodice Maintenance							-
Traffic M'gt & Road Safety Activities							-
Internally Generated Funds						396,998.58	396,998.58
Total	-	-	-	-	-	-	396,998.58
Grand Total	44,410,334	-	138,682,057	108,949,962	201,428,101	180,915,995	630,373,114.03

* Donor is made up of different donors, please refer to Table:6 for details

The dollar has been fixed at GH¢1.9 to 1US\$

Source: GHA Finance Division Dec' 2012

Table 6: Programme & Achievements as at the end of Year 2012

ACTIVITY	ANNUAL PROGRAMME		APPROVED PROGRAMME/BUDGET					RELEASES				PHYSICAL ACHIEVEMENTS		
	KM	GH¢ Million	KM	CONSOLIDATED FUND GH¢ Million a	ROAD FUND COMP. GH¢ Million b	DONOR COMP. GH¢ Million c	TOTAL GH¢ Million (a+b+c)	CONSOLIDATED FUND GH¢ Million	ROAD FUND GH¢ Million	DONOR GH¢ Million	TOTAL e' Million	KM	CERTIFIED AMT GH¢ Million	%
ROUTINE MAINTENANCE	10,674	30.66	10,674		30.66	-	30.66		64.80	-	64.80	10,674.00	30.66	100.0
Arrears from 2011							0.00				0.00			
SUB-TOTAL		30.66			30.66		30.66		64.80		64.80			
PERIODIC MAINTENANCE		282.02		17.46										
Regravelling/Spot Improvement	709	66.93	103.80		3.93		3.93		2.49		2.49	155.57	5.89	149.9
Resealing	183	36.60	8.8		0.90		0.90		0.44		0.44	3.23	0.33	36.7
Overlay	-	-	-		-		0.00		-		0.00	-	0.00	-
Drainage Structures & Bridges	-	7.38	-		3.49		3.49		2.50		2.50	-	4.87	139.5
Traffic Mgt & Road Safety Activities	-	2.22	-		0.66		0.66		0.77		0.77	-	1.09	164.5
** Others	0	0.22	0.00		0.22		0.22		4.13		4.13	-	2.77	1259.1
Arrears from 2011	-	-	-		-		0.00				0.00	-	-	-
SUB-TOTAL	892	113.35	113	0.00	9.20	0.00	9.20	0.00	10.33	0.00	10.33	158.79	14.95	141.0
MINOR WORKS														
Partial Reconstruction	315.30	79.23	17.20	0.29	2.67		2.96		1.26		1.26	10.58	1.82	61.5
Upgrading	269.45	72.91	12.10	2.22	2.22		4.44		7.90		7.90	22.98	13.37	301.1
Rehabilitation of Town Roads	40.68	16.53	3.10		0.86	-	0.86		0.69		0.69	1.94	1.74	202.3
Arrears from 2011							0.00				0.00			
SUB-TOTAL	625.43	168.67	32	2.51	5.75	0.00	8.26	0.00	9.85	0.00	9.85	35.50	16.93	109.6
DEVELOPMENT														
Construction / Reconstruction								34.40		172.90	207.30			
Bridge Construction														
Arrears from 2011														
SUB-TOTALS	0.0	0.00	0.0		0.00	0.00	0.00	34.40	0.00	172.90	207.30	0.00	0.00	
RECURRENT EXPENDITURE (SUB-TOTAL)				11.41			17.50							
GRAND TOTAL	12,191.4	312.68	10,819.0	2.51	45.61	0.00	48.12	34.40	84.98	172.90	292.28	10,868.3	62.54	

**Others = Crop Compensation, Fuel for Ferry Operation, Head Office Monitoring Operations, Renovation of Buildings, Consultancy Services, Improvement of Hazardous Sections

Source: GHA Finance & Road Maintenance Divisions Dec' 12

CHAPTER THREE

3.0 Achievements

3.1 Road Condition Mix for Year 2012

A total of 13,477km of Paved and Gravel roads were surveyed and classified into Good, Fair and Poor conditions. Roads under construction and missing links (roads that are not motorable) were not studied however their motorability were examined but not classified as Good, Fair and Poor.

The length of road in Good condition is 6,184km representing 46% of the network surveyed. Fair condition stood at 4,412km representing 33% and Poor condition roads constitute some 2,882km representing 21%.

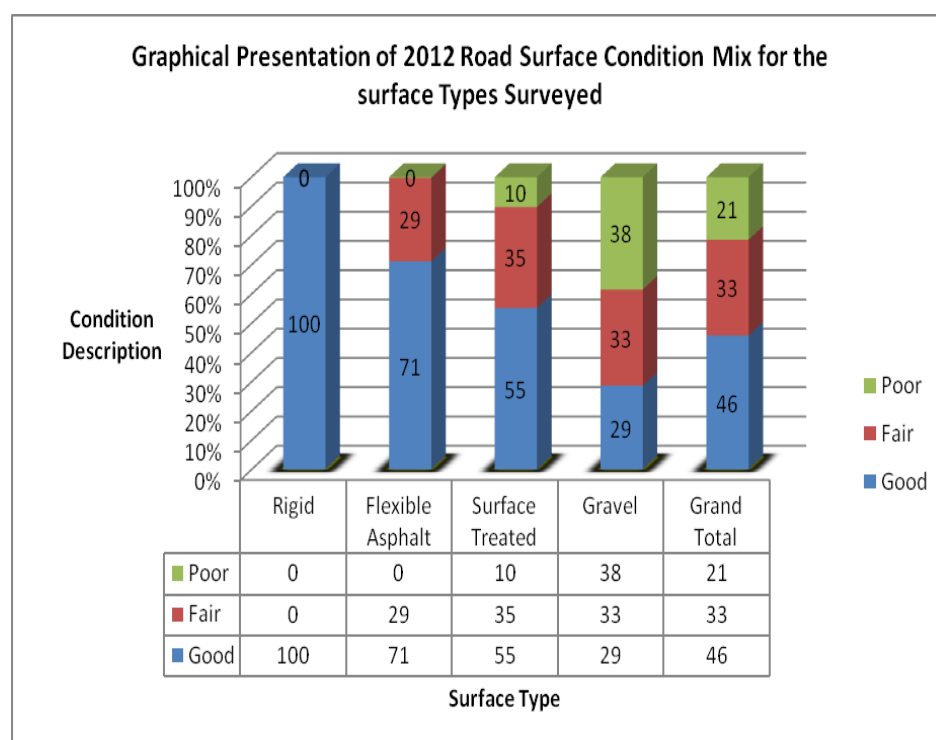
The table below shows the statistics of the whole trunk road network classification surveyed in the period under review on regional basis. The length of roads of any surface type can be obtained regionally and also from national summaries

Table 7: Trunk Road Network Statistics (Year 2012)

	Roads Surveyed During RCS 2012				Under Constructi on	Missing Link	Total Length
	Asphalt	Surface Treated	Rigid	Gravel			
	KM	KM	KM	KM			
Ashanti	510.2	589.9	0.0	389.0	225.1	181.7	1,896
Brong Ahafo	369.6	906.1	0.0	616.0	191.9	58.3	2,142
Central	253.4	564.3	0.0	222.5	158.3	0.0	1,199
Eastern	138.1	1,045.3	0.0	302.6	64.9	52.6	1,604
Greater Accra	231.3	186.0	38.6	37.4	7.2	0.0	501
Northern	246.4	378.3	0.0	2,306.1	82.7	185.1	3,199
Upper East	69.3	142.5	0.0	371.1	37.4	0.0	620
Upper West	0.0	193.1	0.0	759.0	124.6	0.0	1,077
Volta	113.3	723.0	0.0	235.3	373.6	0.0	1,445
Western	170.9	490.7	0.0	877.3	130.2	9.7	1,679
Subtotal	2,102.5	5,219.2	38.6	6,116.3	1,395.9	487.4	15,360
Total	13,476.6				1,395.9	487	15,360

Source: GHA Road Maintenance Division December' 2012,

Figure 1: Graphical Presentation of 2012 Road Condition Mix by Different Surface Types



Source: GHA Road Maintenance Division, December' 2012

3.1.1 Road Network Condition 2010-2012

The 2012 road condition report makes comparison with that of 2010 and 2011. The length of roads in good condition increased from 3,865km (29%) in 2010 to 4,566km (34%) in 2011 and to 6,184(46%) in 2012

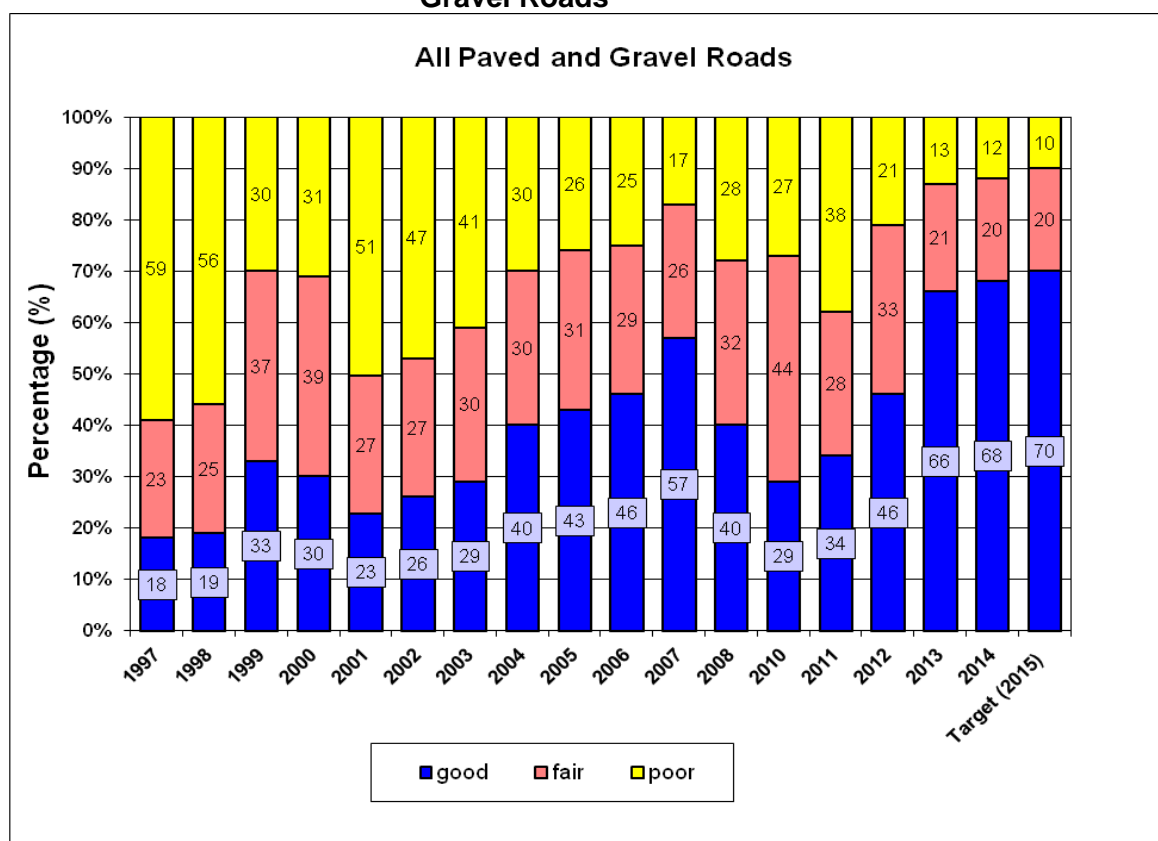
The Fair decreased from 5,841km (44%) in 2010 to 3,759km (28%) in 2011 and rose to 4,412km (33%) in 2012 There was an increase of poor roads from 3,556km (27%) in 2010 to 5,019km (38%) in 2011 and a significant decrease of poor roads to 2,882km (21%) in 2012 as more roads move into good zone. Table 5 shows the progression of Entire Road Network Condition from 1997 and 2012 and figure also shows the graphical representation

Table 8: Condition Mix of Paved & Unpaved Road Network Condition from 1997 to 2012

	GOOD		FAIR		POOR		TOTAL	
YEAR	Km	%	Km	%	Km	%	Km	%
1997	2,512	18	3,210	23	8,233	59	13,955	100
1998	2,566	19	3,377	25	7,564	56	13,507	100
1999	4,433	33	4,970	37	4,030	30	13,433	100
2000	3,381	30	4,293	39	3,448	31	11,121	100
2001	2,726	23	3,152	27	5,984	51	11,850	100
2002	3,089	26	3,244	27	5,639	47	11,972	100
2003	3,272	29	3,316	30	4,540	41	11,128	100
2004	4,410	40	3,294	30	3,250	30	10,942	100
2005	4,739	43	3,510	31	2,928	26	11,177	100
2006	5,402	46	3,397	29	2,924	25	11,723	100
2007	6,342	57	2,970	26	1,868	17	11,180	100
2008	4,696	40	3,771	32	3,150	28	11,618	100
2010	3,865	29	5,841	44	3,556	27	13,263	100
2011	4,567	34	3,758	28	5,019	38	13,344	100
2012	6,184	46	4,412	33	2,882	21	13,477	100

The lengths do not include Ongoing Projects and Missing Links

Figure 2: Graphical presentation of 2012 Road Condition Mix for Paved & Gravel Roads



Source: GHA Road Maintenance Division, December 2012

3.1.2 Comparison of Gravel Roads Network Condition 2010 – 2012

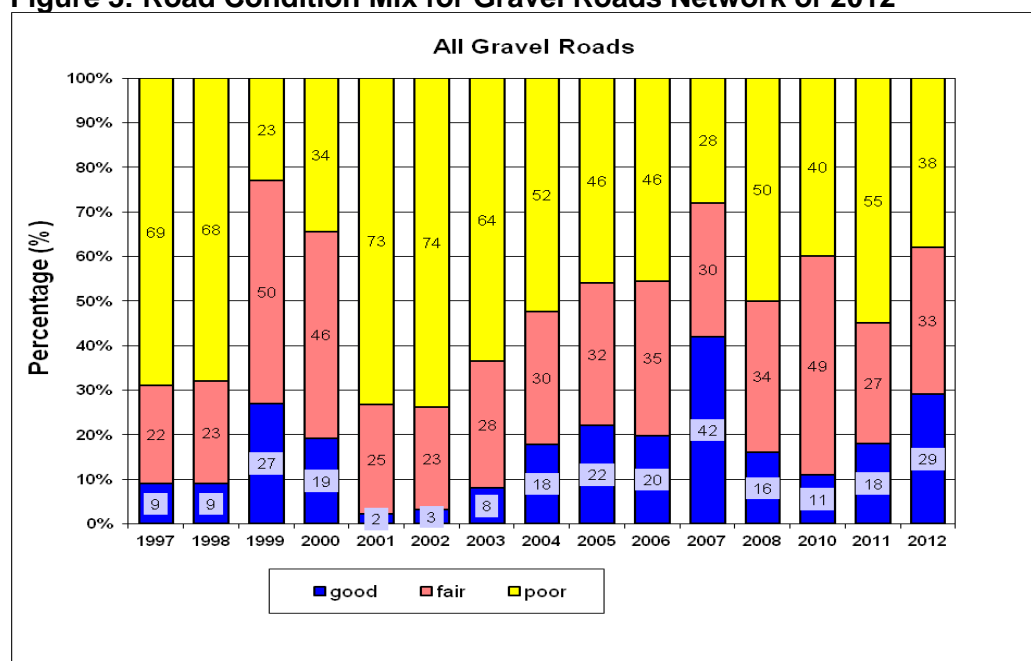
The length of the gravel roads surveyed during the 2012 was about 6,116km compared with 6,194km for 2011 and 5,839km in 2010. The surface condition of gravel roads in good condition increased from 674km (12%) in 2010 to 1,088km (18%) in 2011 and to 1,755km (29%) in 2012. Fair roads increased by 315km (5.2%) in 2011 and 2012 whereas poor roads decreased by 1,063km (17.4%) from 3,410km to 2,347km in 2011 and 2012. Table 6 shows the progression of Gravel Road Network Condition from 1997 and 2012 and figure also shows the graphical representation

Table 9: Gravel Roads Network Condition from 1997 to 2012

YEAR	GOOD		FAIR		POOR		TOTAL	
	Km	%	Km	%	Km	%	Km	%
1997	690	9	1,687	22	5,290	69	7,666	100
1998	672	9	1,716	23	5,075	68	7,463	100
1999	2,016	27	3,732	50	1,717	23	7,465	100
2000	1,211	19	2,926	46	2,169	34	6,305	100
2001	139	2	1,631	25	4,828	73	6,604	100
2002	198	3	1,468	23	4,717	74	6,383	100
2003	450	8	1,598	28	3,579	64	5,627	100
2004	998	18	1,671	30	2,938	52	5,607	100
2005	1,280	22	1,861	32	2,675	46	5,816	100
2006	1,191	20	2,123	35	2,784	46	6,099	100
2007	2,347	42	1,670	30	1,581	28	5,597	100
2008	894	16	1,911	34	2,841	50	5,646	100
2010	629	11	2,828	49	2,336	40	5,794	100
2011	1,088	18	1,696	27	3,410	55	6,194	100
2012	1,759	29	2,011	33	2,347	38	6,116	100

The lengths do not include Ongoing Projects and Missing Links

Figure 3: Road Condition Mix for Gravel Roads Network of 2012



Source: GHA Road Maintenance Division, December' 2012

3.1.3 Comparison of Paved Roads Network Condition 2010 – 2012

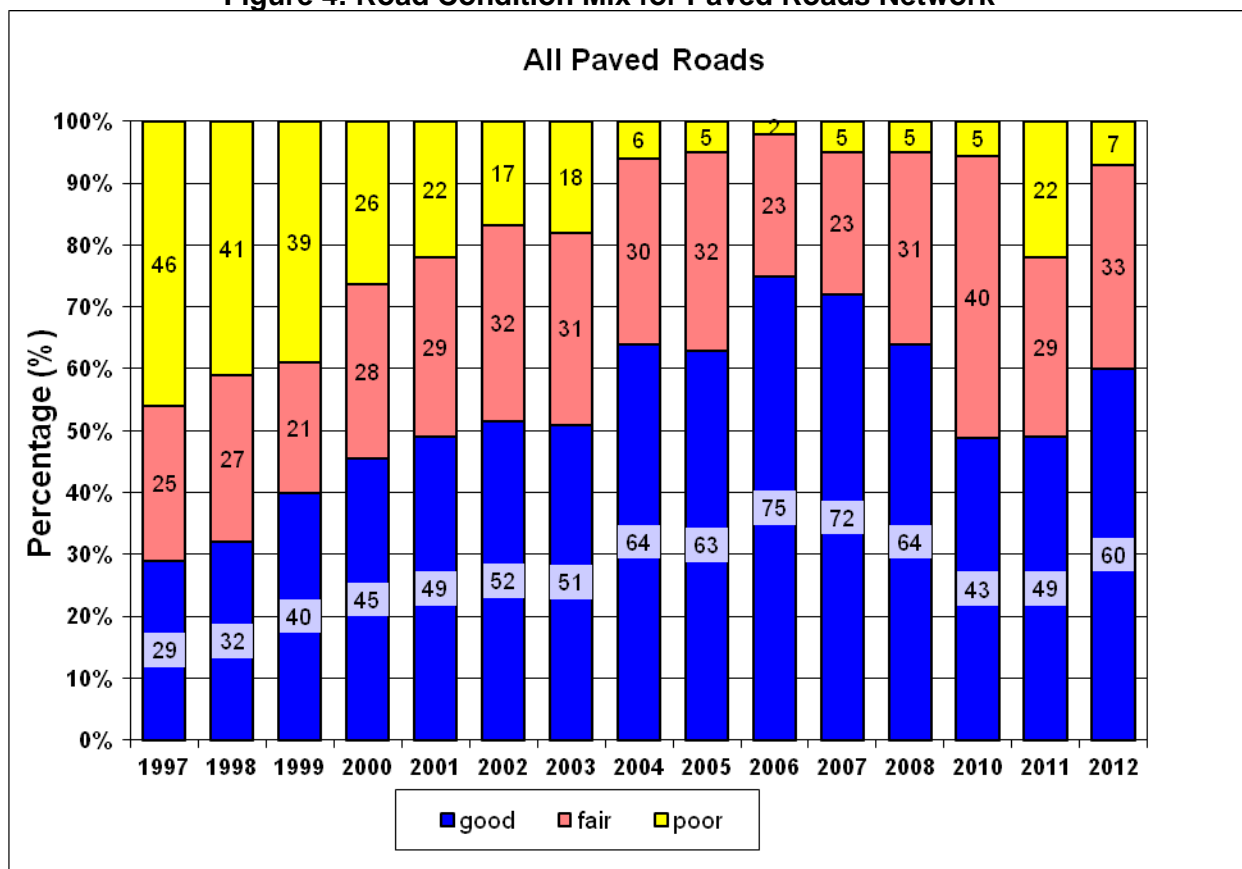
The length of paved roads in Good condition decreased from 4,210km (75%) to 3,995 (72%), roads in Fair condition increased moderately from 1,274km (23%) to 1,302km (23%) and the length of roads in Poor condition increased from 139km (2%) to 288km (5%).

Table 7 shows the progression of Paved Road Network Condition from 1997 and 2012 and figure 4 also shows the graphical representation

Table 10: Paved Roads Network Condition from 1997 to 2012

	GOOD		FAIR		POOR		TOTAL	
YEAR	Km	%	Km	%	Km	%	Km	%
1997	1,824	29	1,572	25	2,893	46	6,289	100
1998	1,934	32	1,632	27	2,478	41	6,044	100
1999	2,387	40	1,253	21	2,328	39	5,968	100
2000	2,172	45	1,373	28	1,271	26	4,816	100
2001	2,581	49	1,516	29	1,149	22	5,246	100
2002	2,890	52	1,777	32	922	17	5,589	100
2003	2,822	51	1,711	31	963	18	5,501	100
2004	3,404	64	1,622	30	309	6	5,335	100
2005	3,168	63	1,632	32	253	5	5,361	100
2006	4,210	75	1,274	23	139	2	5,622	100
2007	3,995	72	1,302	23	288	5	5,585	100
2008	3,802	64	1,860	31	309	5	5,948	100
2010	3,191	43	3,013	40	1220	16	7,424	100
2011	3,478	49	2,062	29	1609	22	7,149	100
2012	4,386	60	2,401	33	535	7	7,323	100

Figure 4: Road Condition Mix for Paved Roads Network



Source: GHA Road Maintenance Division, December' 2012

3.2 Projects

3.2.1 Procurement of Services

During the year, there was procurement of Consultants for various road projects and other activities. The major procurement activities undertaken included the following:

- Identification of Social Interventions for Poverty reduction on Buipe-Tamale Road (to be funded under WATTFP).
- Feasibility Studies and Detailed Design of Strategic Roads (to be funded by GoG).

The Expressions of Interest (EOI) dossiers received from interested Consultant were evaluated and necessary action taken.

3.2.1.1 Receipt of Proposals

Proposals were received from shortlisted Consultants for the following services.

- Design development, Detailed Design, tender Document Preparation, Tendering Assistance and Construction Supervision of New Bridges Project in the Northern Ghana (to be funded by DANIDA).

- Road Safety Study and Socio-Economic Baseline Survey for the Design of Eight Rest Stops at Pre Selected Locations (to be funded under World Bank).

The proposals were evaluated and recommendations for award of Contracts were made.

3.2.1.2 Contract Agreement

During the course of 2012, Contract Agreements were signed for the following Services

- Detailed Design of Takoradi- Agona Junction Road (to be funded by DANIDA).
- Construction Supervision for the Rehabilitation of Agona – Elubo Junction Road (to be funded by World Bank).
- Construction Supervision for the Rehabilitation of Ayamfuri-Asawinso Road (to be funded by World Bank).

3.2.1.3 Status of Consultancy Services

A total of fourteen (14) Consultancy Services were managed, over the year, by the Division.

The breakdown is as provided in the table below.

Table 11: Number and Fund Sources for Services.

Funding Source	Number of Projects
GoG	2
AfDB	4
World Bank	3
JICA	1
EU	2
BADEA	2
Total	14

The details of the projects awarded and progress is attached as Appendix B

3.2.1.4 Development Partners' Missions

The GHA held meetings with officials of some Development Partners to address issues relating to on-going projects and studies as well as projects yet to be undertaken by the government. These were:

World Bank Mission

The GHA also received two separate missions from the World Bank during the year under review the details are as follows: The missions reviewed the progress of WATTFP and TSP, ALTTFP. The division played a key role during this mission.

World Bank Implementation Support Mission on Public Private Partnership Project

There was a project preparation mission visit on the above subject between 30th April -11th May, 2012. The mission held a meeting with the GHA and the Ministry of Roads and Highway.

3.2.1.5 Public Private Partnerships

Unsolicited proposals were received from private firm for the following road projects in course of 2012.

- Accra-Tema Motoway
- Elubo-Goaso-Sunyani Road
- Accra-Kumasi Road

3.2.1.6 Projects under Preparation

Construction of Concrete Bridges in the Northern Sector.

A negotiation was held with selected Consultant, Grontmij A/S, on 18th December, 2012. Contract Agreement is yet to be signed.

3.2.1.6 ORIO Funded Projects

Rehabilitation of Benchema-Adwufia Road

The Dutch Government, through ORIO, has decided to fund the Development Phase of this project. The Engineering and Economic Studies are nearing completion. The Implementation of the works will commence as soon as the necessary approvals are obtained from ORIO.

3.3 Development Projects

The approved programme for the year covers the construction of 170.5KM of trunk roads at an estimated cost of One Hundred and Thirty Seven million, Six Hundred and Fourteen Thousand, Four Hundred and Sixty Cedis (GH¢137,614,460).

3.3.1 New Projects

The table below gives the status of new development projects in their preparatory stages.

Table 12: Status of New Projects under Preparation

No.	Project	Status	Sources of Funding
1	Construction of Toll Plaza at Badukrom on the Cape Coast – Takoradi Road (Lot 1)	Contractor mobilizing	GoG
2	Construction of Toll Plaza (Toll Booths/Office Block and Ancillary works) on the Accra- Nsawam Road	Works in progress	GoG
3	Construction of Toll Plaza at Akim Sekyere on the Anyinam-Konongo Road	Contractor mobilizing	GoG
4	Rehabilitation of Ayamfuri - Asawinso Road, Ayamfuri – New Obuasi Road (26km) Lot 1	Contract signed on 21/12/12	IDA
5	Rehabilitation of Ayamfuri - Asawinso Road, New Obuasi – Asawinso Road (26.2km) Lot 2	Contract signed on 21/12/12	IDA
6	Construction of Dodo Pepesu – Nkwanta Road	Contractor on site. Earthworks in progress	EU
7	Rehabilitation of Agona Junction – Elubo (110km): Lot 1 (km 0-30)	Camp preparation in progress	IDA
8	Rehabilitation of Agona Junction – Elubo (110km): Lot 2 (km 30-80)	Camp preparation in progress	IDA
9	Rehabilitation of Agona Junction – Elubo (110km): Lot 3 (km 80-110)	Camp preparation in progress	IDA

Source: GHA Contracts Division Dec' 2012

3.3.2: On-Going Development Projects

Fifty-nine (59) road projects were ongoing during the year. The Government of Ghana is supported in financing some of these projects by development partners such as BADEA, IDA, AfDB, KfW, EU, SAUDI Fund and the ECOWAS Fund. and the Chinese Government. Project status details are shown in Appendix C.

3.3.3: Bridge Maintenance Activities

There are two Bridge Maintenance Units (BMU) with the responsibility of maintaining and repairing defective bridges and major culverts in the country. The unit has two camps, one at Kukurantumi in the Eastern Region, taking care of the southern sector and the other at Techiman in the Brong Ahafo Region responsible for all bridges in the northern sector of the country. The units undertook the following activities.

- ❖ Widening of deck of 31.8m span bridge on at Asuokaw 'on Asamankese – Adeiso rd. E/R (route R38). Progress is still 80%. Works suspended due to bad road condition of Asamankese – Suhum road. This is because the traffic

on Asamankese-Adeiso road will be diverted to the Asamankese – Suhum road when works start.

- ❖ Construction of Bailey bridge over River Fure on the Prestea – Samreboi Rd. Progress is 75%. The road is such that heavy equipment cannot be moved to the site. Works to resume when road condition has improved.
- ❖ Widening of Ankwaoso Bridge. Progress is 100%.
- ❖ Repair of rail/road Bridge over river Birim on Akim Oda-Ayeribi road E/R Progress is 50%
- ❖ Replacement of Accra Tema motorway Toll Booth Canopy
Works on the fabrication of the trusses is completed at the BMU camp. Works suspended. Progress is 60%. Toll operator is yet to relocate service lines.
- ❖ Construction of 81m span Universal Bailey Bridge over River Mole on the Busunu - Daboya Road. Progress of work is 98%.
- ❖ Construction of 31.5m span Universal Bailey Bridge at Kusawgu, N/R. Progress of work is 100%.
- ❖ Repair of Bailey Bridge at Nkroful. Progress is 95%
- ❖ Repair of Bailey Bridge on River Amazure. Progress is 95%
- ❖ Repair of Bailey Bridge over river Tano on Samreboi – Enchi Rd Progress is 65%
- ❖ Construction of 31.5m span Universal Bailey Bridge over River Tano at Dadiesoaba on Mehame – Dadiesoaba Rd B/A. Progress is 60%.
- ❖ Repair works on the Ayikai Dobro Bridge Project. Progress is 100%.

3.3.3.1 Ongoing Bridge Projects

- ❖ 3 No. Interchanges on Achimota – Ofankor Road Substantially completed and Ghana Highway Authority has taken over.
- ❖ 2 No. Interchanges on Tetteh Quarshie – Madina Road Project. Atomic junction interchange – Progress is 96%. Legon Interchange – Progress is 80%
- ❖ 2 No. Interchanges, 1 No. railway bridge, 1 No. bridge over River Densu.
(Nsawam by - pass Road)
- ❖ Construction of Seven (7) Bridges

The project is divided into two (2) lots;

Lot 1. Construction of Bridges over River Aboabo, Birim, Asuboni, and Ochie. Physical Progress is 98%. Substantially completed and Ghana Highway Authority has taken over.

Lot 2. Construction of Bridges over River Kalangmua, Sissili, and Nanpeni. Physical Progress is 98% Substantially completed and Ghana Highway Authority is yet to take over.

❖ Apedwa Bunso Road- Interchange at Suhum and Bridge over River Asuboni

❖ Construction of Austrian Bridges on Wa – Walewale road (5No. Bridges).

The bridges have been divided into five Lots:

Lot 1. Construction of Steel Bridge over River Gyanwali at Kundugu on the Yala-Kundungu- Sombisi Road. 35m Span. Commencement Certificate for this lot is yet to be issued by the Ministry of Finance and Economic Planning.

Lot 2. Construction of Steel Bridge over River Kudage on the Sombisi – Tantal Road-35m Span. Commencement Certificate has been issued by the Ministry of Finance and Economic Planning.

Progress of Works

- Excavation for foundation of abutment walls is 100% complete.
- Blinding for foundation is 100% complete.
- Tying of reinforcement for bases is also 100% complete.
- The overall percentage of work done on this lot is about **7%**.

Lot 3. Construction of Steel Bridge over River Gongonwu on the Tantal – Tuvuu Road-35m Span. Commencement Certificate has been issued by the Ministry of Finance and Economic Planning.

Progress of Works

- Substructure works completed. Assembling of superstructure components is ongoing.
- The overall percentage of work done on this lot is **65%**.

Lot 4. Construction of Steel Bridge over River Gongonwu on the Tuvuu-Yikpabongo Road- 70m. Commencement Certificate has been issued by the Ministry of Finance and Economic Planning.

Progress of Works

- Contractor has completed excavation for the first abutment and is fixing reinforcement. The progress on this Lot is **15%**

Lot 5. Construction of Steel Bridge over River Kulpawu on the Luari-Jadima Road-140m. Commencement Certificate for this lot has been issued by the Ministry of Finance and Economic Planning.

Progress of Works

- Contractor has completed all piling works and has also completed 3 pile caps. The overall percentage of work done on this lot is about **10%**.
- ❖ Construction of Austrian Bridges (Phase 2)
 1. Mishuo- designs and Tender document completed. The contract will be procured in 2013.
 2. Twifo Praso- designs and Tender document completed. The contract will be procured in 2013.
- ❖ Rehabilitation of Adomi Bridge.: Preliminary design has been approved. Detailed Design is ongoing.
- ❖ Construction of six bridges in Northern Ghana funded by Danida:. Procurement of consultants is ongoing.

3.3.3.2: National Bridge Statistics

The table below shows the National Bridge Statistics and their condition.

Table 13: Total number of Bridges based on their condition

Update of the National Bridge Statistics - Year 2012								
	Good		Fair		Poor		Overall Total	
Regions	No.	%	No.	%	No.	%	No.	%
Greater Accra	4	33	6	50	2	17	12	3
Volta	14	27	35	67	3	6	52	15
Eastern	5	13	33	83	2	5	40	11
Central	8	27	21	70	1	3	30	9
Western	21	36	37	63	1	2	59	17
Ashanti	2	6	33	92	1	3	36	10
Brong Ahafo	3	11	22	81	2	7	27	8
Northern	18	33	36	65	1	2	55	16
Upper East	9	35	15	58	2	8	26	7
Upper West	2	15	9	69	2	15	13	4
Total	86	25	247	71	17	5	350	100

3.4. Survey and Design

During the year, Survey and Design works were completed work on the following projects:

3.4.1 Review of Design Drawings and Reports

The following designs and reports submitted by Consultants/Developers were reviewed to ensure they met the GHA Design Standards:





- ✚ The 2009 Feasibility Report for application of an Orio Grant for the rehabilitation of the Benchema – Adwufia Road.
- ✚ Road Junction Design for Messrs Atetier F&F Ltd.
- ✚ Preliminary scheme for a planned shopping mall on Mallam – Kasoa Road.
- ✚ Rehabilitation of Obogu – Ofoase – Gyadem – Bodwesango – Adansi Asokwa Road.
- ✚ Design drawings for the ongoing Bomfa Junction – Asiwa – Bekwai Road and the proposed Dagyamso – Adumasa – Kuntense Road.
- ✚ Design of Subika Bypass, Gyedu Bypass and improvement of Ntotroso – Kenyasi Road.
- ✚ Construction of Bame – Dzolokputa Road (16.5km) and resealing of Dzolokputa – Kpeve Road (11.6km).
- ✚ Revised Geometric Alignment Drawings for the Rehabilitation of Anhwiankwanta – Manso – Aboe – Adumase Road.
- ✚ Final Engineering Design Report and design drawings for the Adumasa Road Diversion Project.
- ✚ Design of access to Goli filling station at Presec Junction, Legon.
- ✚ Access to Allied Oil Station at Kronum along Kumasi – Offinso Road.
- ✚ Design of access for a Gas filling station at Redco Junction on Madina – Pantang Road.
- ✚ Design of Benchema – Adwufia Road.

The following sites were inspected to recommend solutions to geometric and drainage design challenges that had been reported or spotted.

- ✚ Asikuma – Hohoe Road
- ✚ Ho – Adidome Road
- ✚ Madina – Pantang Road
- ✚ Mallam – Kasoa Road
- ✚ Ho – Fume Road
- ✚ Mallam Interchange (flooding of underside)
- ✚ Bawdjiase Junction at Kasoa to ease Traffic congestion
- ✚ Abotokyi, Akuapim to mitigate Flooding of residences and a school

3.5. Axle Load Control Programme

Thirteen (14) Permanent Weighbridge Stations (PWS) have been established to date in the various corridors namely:

-  The Aflao-Elubo road which forms the Coastal Corridor on which we have the PWS stationed at the following towns: **Akatsi, Tema, Elmina and Junction**
-  The Tema – Paga Road which forms the Central Corridor we have the PWS stationed at the following towns **Boankra, Offinso, Yapei and Bolgatanga**
-  The Western Corridor the PWS is stationed at: **Bogoso**
-  On the Eastern Corridor the PWS is stationed at **Afienya**

The other PWS are stationed at the following towns: **Asuoyeboah** (Kumasi – Gonokrom) **Sefwi Bekwai Mim and Asokwa**

The operations at all the weighbridge stations have been privatised. Except for the Asokwa station where Operation is, yet to commence at due to outstanding works on both the parking area and weighing equipment Yapei Weighbridge Station where the equipment is undergoing repairs, all the other stations are operating regularly.

To ensure additional checks on the road network to deter road users from overloading additional measures such as underlisted below have also been put in place

Mobile Vans

Five more Vans were procured with funding from the World Bank during the year under review. This brings the total number of Mobile Vans to eight.

Portable Weighing scales

Four Portable weighing scales were used for monitoring. Two were used on the Adomi bridge, One at Adidome and One at Asuoyeboah.

High Speed Weigh In Motion (HSWIM)

Eight HSWIM have been installed at Tema, Dawa, Nsawam, Elmina, Bolgatanga, Agona Junction, Boankra, and Akom.

The software for online data retrieval and analysis for the Dawa Station have commenced on trial basis. It will be replicated at the remaining six Stations. Contract for one additional HSWIM with EU funding was awarded during the year under review.

Axle Load Control at the Ports

The GPHA has awarded a contract for their replacement of the three weighbridges at the Tema Port. EU has provided support for 6 Axle Weighers and 4 portable weighing pads for the Tema and Takoradi ports. GPHA has commenced work on the installation of the new weighbridges.

3.5.1 Statistics from the Axle Load Stations

There has been a gradual decline in the trend of overloading from 27.6% in January, 2011 to 19.3% at the end of June, 2012 and to 15.2% in the last quarter. Much more decline is expected with the intensification of Monitoring in Accra and other regions. The figures below shows the graphical decrease of the trend and overweight.

Figure 5: Overloading Trend

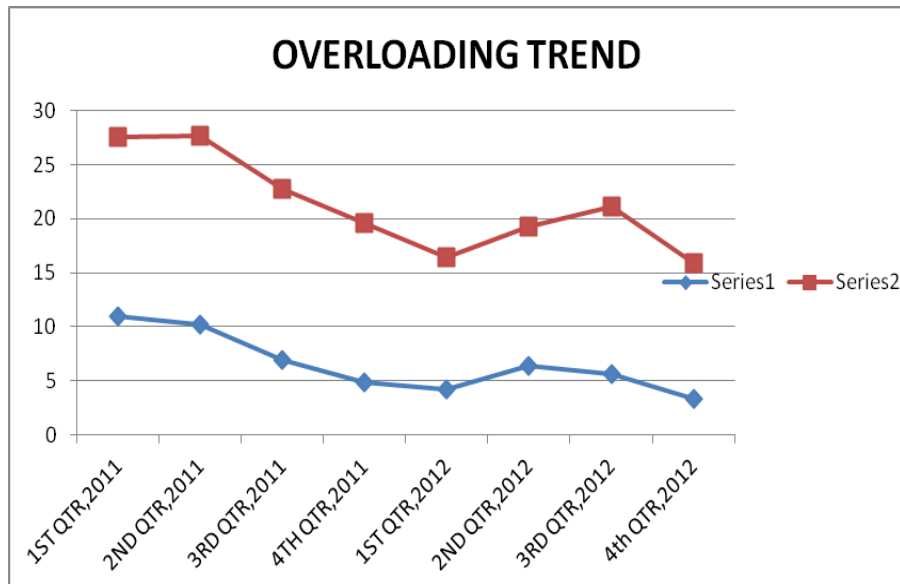


Figure 6: Overweight

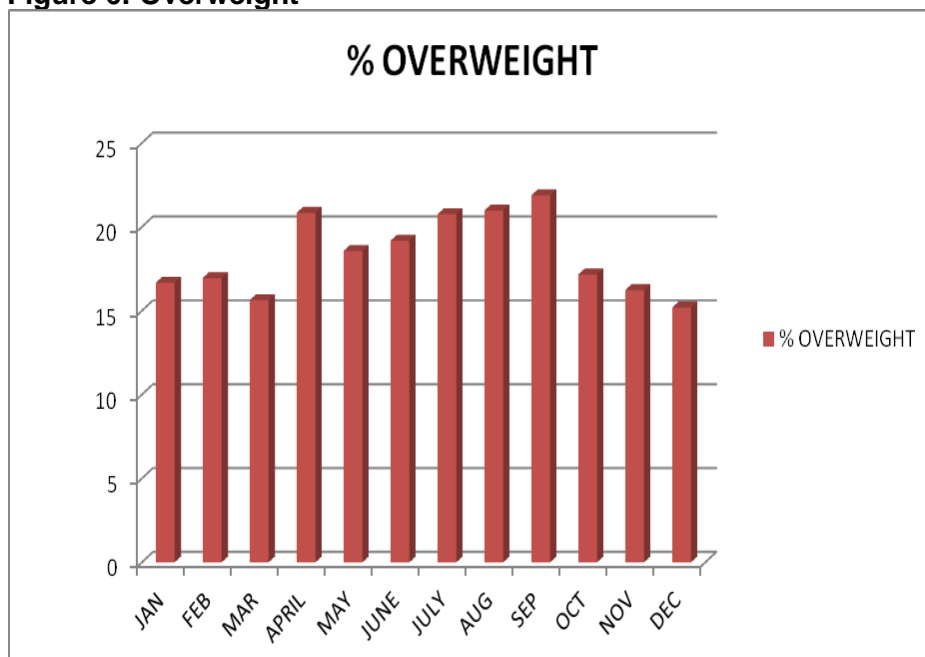
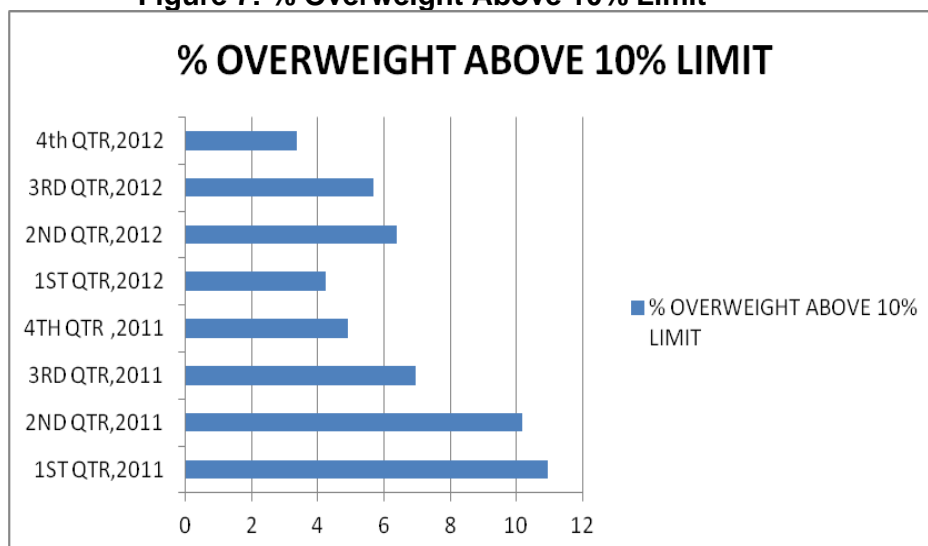


Figure 7: % Overweight Above 10% Limit



Source: GHA Road Safety & Environment Division Dec' 2012

3.5.2 Road Safety Audits (RSA)

Two Road Safety Audits on Trunk roads were carried out at Asutsuare Junction – Asikuma Junction and Tetteh – Quarshie Interchange – Mallam Interchange (N1 Highway)

The projects for installation of Road Safety devices have reached various stages of completion, as indicated in Appendix D

3.5.3 EIA/SIA Study and Reporting

Monitoring of the implementation of the environmental and social management plans on Donor funded road projects was carried out during the year under review.

The projects are:

- Techiman – Kintampo
- Buipe – Tamale and
- Ayanfuri – Bogoso

Procurement process for the Consultancy Service for the identification of social interventions for poverty reduction on the Buipe-Tamale Road has commenced.

HIV/AIDS Education

Resettlement Action Plan (RAP) on Agona junction – Elubo (ALTTEP)

A field visit was conducted by officials of RSED Evaluation and the World Bank to update the Bank on the Resettlement Action Plan (RAP) on the Agona – Elubo road prior to the implementation of the road project

HIV/AIDS OF THE WATTFP

Procurement process for the Consultancy Service for the implementation of HIV/AIDS Action Plan along the corridor is still ongoing.

EIA Permits

Final ESIA reports for Dodo-Pepesu Nkwanta and Tarkwa-Bogoso-Ayamfuri-Asawinso Road projects have been submitted to EPA as part of the process for an environmental permit.

3.6 Maintenance Projects

In the 2012 fiscal year, a planned work of 1,517.43km at an estimated cost of GH¢282.02 million was programmed for periodic maintenance and minor rehabilitation/upgrading works. However, due to limited funding, the projects were downsized to 145km at the cost of GH¢17.46 million. On the other hand, routine maintenance was given top priority with 100% budget approval for a total length of 10,674km at an estimated cost of GH¢30.66million.

3.6.1 Road Funded Projects

Four hundred and fifty six (456) new projects were awarded during the year under review, the projects cover all the different road maintenance activities. Some of the contractors have mobilized and started work whilst some of them are yet to start.

3.6.2 Ongoing Projects

There are currently three hundred and forty-six (346) on-going maintenance projects. Some of the newly awarded projects are included in this number.

Table 14: Summary of Ongoing Periodic Mtce. Projects per Activity

Activity	No. of Projects	Length (km)
Regravelling	26	486.90
Resurfacing (Partial Reconstruction)	16	117.50
Resealing	4	69.00
Upgrading	64	963.10
Town Roads	23	165.30
Drainage Structures	213	0
Total	346	1,801.80

Source: Road Maintenance Division Dec' 2012

3.6.3 Completed Projects

Fifty-One (51) projects were completed within the year under review. Out of these, Fifty (50) were drainage structures/Spot improvement and one (1)

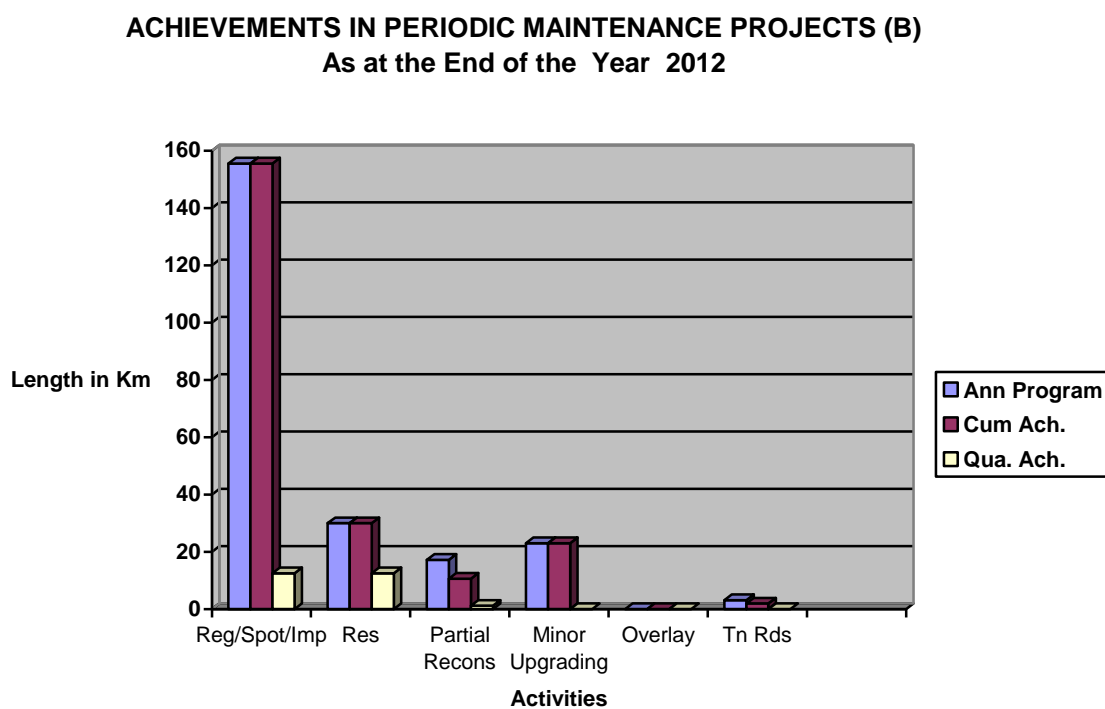
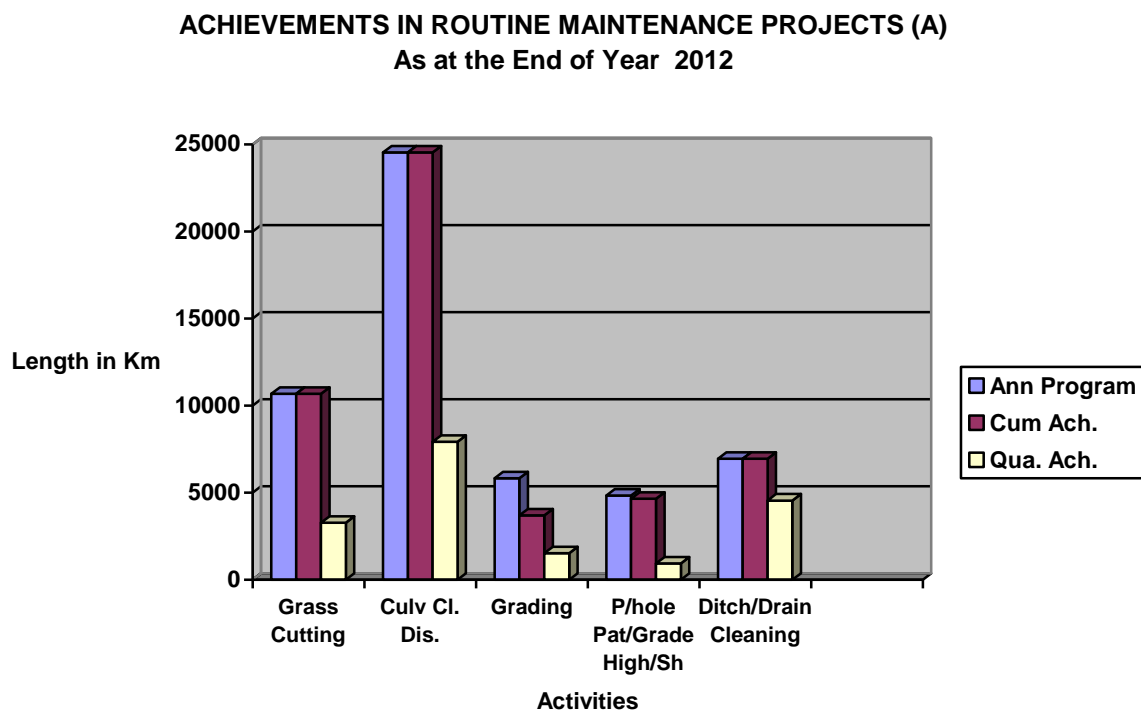
Sectional Regravelling (Prestea-Samreboi).The remaining projects are at various stages of completion. The achievements in the different maintenance activities are shown in the table and figure below.

Table 15: Achievements in Maintenance Projects: 2012

ACTIVITY	2012 PLANNED PROGRAMME		2012 APPROVED PROGRAMME		APPROVED PROGA	1ST QUARTER ACHIEVEMENT	2ND QUARTER ACHIEVEMENT	3RD QUARTER ACHIEVEMENT	4TH QUARTER ACHIEVEMENT	CUMM. ACHIEVEMENT	CUMM. ACHIEVEMENT (%)
ROUTINE MTCE	UNITS		UNITS								
Grass Cutting	Km	10,674	Km	10,674	10,674	3,511	2,324	1,554.00	3,115.20	10,505	98.4
Culvert Cleaning & Desilting	No.	24,528	No.	24,528	24,528	4,881	7,642	4,081.00	5,138.21	21,742	88.6
Ditch/Drain Cleaning	Km	6,960	Km	6,960	6,960	1,004	0	1,400.00	2,115.00	4,519	64.9
Grading	Km	5,838	Km	5,838	5,838	251	637	1,271.00	1,540.00	3,698	63.4
Pothole Patching & Grade High Shoulders	Km	4,836	Km	4,836	4,836	894	1,887	930.00	943.50	4,654	96.2
PERIODIC MTCE											
Regravelling/Spot Improvement	Km	709	Km	103.8	155.57	21.30	42.58	79.20	12.49	155.57	100.0
Resealing	Km	183	Km	8.8	30.0	5.40	5.50	10.60	8.50	30.00	100.0
Overlay	Km	0.0	Km	0.0	0.0	0.00	0.00	0.00	0.00	0.00	0.0
Drainage Structures & Bridges	GH¢'M	7.4	GH¢'M	3.5	4.9	0.79	0.65	1.76	1.67	4.87	100.0
MINOR REHABILITATION											
Partial Reconstruction	Km	315.3	Km	17.2	17.2	0.87	0.00	8.54	1.17	10.58	61.5
Minor Upgrading	Km	269.45	Km	12.1	22.98	6.72	16.26	0.00	0.00	22.98	100.0
Rehab. of Town Roads	Km	40.68	Km	3.1	3.1	0.48	1.46	0.00	0.00	1.94	62.6

Source: GHA Maintenance Division Dec' 2012

Figure 8: Achievements in Maintenance Activities as at the end of Year 2012



Legend

Reg: Regravelling	Tn.Rds: Town Roads
Res: Resealing	Culv. Cl. Dis: Culvert Cleaning & Desilting
Resurf: Resurfacing	Spot Imp: Spot Improvement

3.6.4 GHA Mobile Maintenance Units

The Authority has three Mobile Maintenance units: Mobile Maintenance Unit I (MMU I), Mobile Maintenance Unit II (MMU II) and a Bridge Maintenance Unit (BMU).

MMU I Unit which, is based at Techiman in the Brong Ahafo Region is responsible for the northern sector of the country. The Unit carried out routine and periodic maintenance works on the following roads:

- i. Tepa Junction-Goaso Road km (27-64)
- ii. Partial Reconstruction of Tarkwa Town roads (11.6km)
- iii. Partial Reconstruction of Tarkwa Town roads (11.6km)
- iv. Upgrading of Napkpanduri-Bunkpurugu Road (km 20.0-37.4)
- v. Re-instatement of Road Washouts on Bamboi-Bole-Wa Road (km 127 and 184)

MMU II is based at Suhum in the Eastern Region, is responsible for the southern sector of the country. The Unit carried out sectional partial reconstruction and reseal/shoulder treatment works on the following roads:

1. Construction of Additional Lanes at Tema End of the Motorway
2. Construction of Additional Lanes at Nsutam Toll Point
3. Rehabilitation of Kpedze-Kpoeta Road.
4. Rehabilitation of Denu Junction-Aflao Road
5. Rehabilitation of Selected Roads at Agona Nsaba
6. Maintenance of Nsawam-Adeiso and Selected Roads in Adeiso Town
7. Rehabilitation of Matse-Klave Road
8. Rehabilitation of Ada Town Roads
9. Rehabilitation of Tetteaman Junction-Tetteaman Town Roads
10. Rehabilitation of Elubo Border Area
11. Reconstruction of uneven 28th February Road Court Car Park
12. Reconstruction of uneven Fast Track High Court Parking Area
13. Rehabilitation of Essuuehyia-Otuam Road
14. Construction of Additional Lanes at Accra End of the Motorway
15. Rehabilitation of Bimbila-Yendi Road

BMU

The Bridge Maintenance Unit is responsible for maintaining and repairing defective bridges and major culverts in the country. The Unit has two camps, one at Kukurantumi in the Eastern Region and the other at Techiman in the Brong Ahafo Region.

In the year under review, the Unit carried out repair works on twenty (20) bridges in the country as follows:

Western Region	-	2	Greater Accra Region	-	3
Central Region	-	3	Eastern Region	-	6
Ashanti Region	-	1	Upper West Region	-	5

3.7 Institutional Strengthening

3.7.1 Management Information Systems

The core function of the M.I.S. is the overall co-ordination and supervision of the Authority's computer systems, Data operations, Networking and hardware services. In line with this function the Division under took the following major activities to improve the quality of work of staff.





Installation of Wide Area Network (WAN) To Link Four Regional Offices to the Head Office

The World Bank has offered financial assistance for the above named project under the **WATTFP** project. This project was proposed to the WB about five years ago with the view that by the take off of this project, the four regional offices namely Ashanti, Brong Ahafo, Northern and Upper East would have completed their LAN infrastructure. The WAN connectivity then will then be implemented from each of the regional offices to the Head Office. The project is still in the initial stages since not all the regions have a function Local Area Network (LAN) for the WAN connectivity.

3.7.2 Human Resource Development

These courses included seminars, workshops and career developments courses mostly in-house and in local institutions with funding from Government of Ghana subvention and Donors. Some courses were also organized overseas which exposed staff to new developments best practices in various professional fields. The Training programme for 2012 was therefore designed to achieve the following objectives;

OBJECTIVES

-  To enable Top Management formulate policies, initiate, and manage changes to enhance and sustain organizational development.
-  To enable Engineers conduct effective supervision on projects.
-  To enable Managers develop effective work units for enhanced performance.
-  To enable Technical, Administrative and Secretariat personnel to effectively provide the needed support to Directors and Managers to achieve organizational goals.

Seminar/Conferences/Workshops

Management Level

In 2012 a total of Forty Five (45) Management level personnel participated in various seminars, conferences, workshop, and short courses in both local and foreign institutions.

Some local programmes attended by Management Level Personnel included: Directorate and Directors Meeting and the Sixth Conference of Public Service, Chief Executives, Chief Directors and Chairman of Governing Boards.

Foreign programmes organized in the year under review included; Leading Change: Strategy through to Implementation of RIPA International-UK, Project Accounting & Financial Audit, Contract Compliance and Performance Monitoring and Bridge Design - Fabrication, Inspection & Maintenance.

Middle Level

A total of One Hundred and Seventy-Four (174) Managers and Supervisors participated in both local and overseas programmes. Most of the courses officers participated in were local courses and these included; Women's Day Festival, Urban Transportation System Planning, HR Directors/Managers Course, Disaster Management, Nitacert Awareness Meeting.

Four (4) Officers pursued Masters programmes in Local Universities while six (6) officers pursued Higher National Diploma (HND) Course and First Degree Programmes in various local institutions in the country.

courses pursued outside the country included Leading Change, Strategy through Implementation, Project Accounting & Financial Audit, Contract Compliance & Performance Monitoring, Bridge Design, Fabrication, Inspection & Maintenance.

Junior Staff

Thirty (30) Technical Officers participated in Effective Supervision Course at the Mobile Maintenance Unit (MMU II) Suhum.

The table below gives the details of the numbers that were trained.

Table 16: Programmes & Number of Staff Trained in 2012

CATEGORY	ACTIVITY	LOCATION	NO. OF STAFF TO BE TRAINED IN THE YEAR	NO. TRAINED IN THE YEAR
MANAGEMENT LEVEL	Seminar/Conference/Workshop	Foreign	3	9
	Seminar/Conference/Workshop	Local	48	36
	Higher Level Training(MBA)	Local	0	0
	In-House Training	Local	6	0
	T o t a l s		57	45
MIDDLE LEVEL	Seminar/Conference/Workshop	Foreign	11	16
	MSc Programme	Foreign	4	1
	Fellowship Programme	Foreign	0	1
	Seminar/Conference/Workshop	Local	50	29
	Higher Level Training(MSc/MBA)	Local	7	4
	HND/BSc. Programmes	Local	9	6
	Short Course in Local Institution	Local	6	1
	In-house Training	Local	215	116
	T o t a l s		302	174
JUNIOR STAFF	HND/BSc. Programmes	Local	6	0
	Seminar	Local	50	0
	In-house Training	Local	55	30
	T o t a l s		111	30

Source: GHA Training & Development Division Dec' 2012

3.7.3 Ferries

During the year, two refurbished engines arrived from Germany. The two refurbished engines were installed by a Technician from Germany on M/S SOGAKOPE which is now running both the Ada Foah –Anyanui route (downstream) and Ada Foah – Amedeka route (upstream).

M/S OKOR has been slipped out of water for over five (5) years and is awaiting repairs.

3.7.4 Procurement

The details of the procurement done in the period under review are provided in the tables below table

Table 17: Shopping (LPO) (GOG Budget)

Description	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter	Total
Stationery	-	-	18,972.60	2,595.00	2,1567.60
Spare Parts	-	-	-	16,157.50	16,157.50
Battery	-	-	-	2,575.00	2,575.00
Tyres	-	5,520.00	14,791.10	-	20,311.10
Gas Oil	20,649.60	23,133.60	-	23,133.60	66,916.80
Oil & Lubricants	-	-	-	3,474.16	3,474.16
Rain Coat	-	747.78	-	-	747.78
Overall & Safety boots	-	6,437.50	-	-	6,437.50
Cartridge Assy	-	-	53,820.00	-	53,820.0
Wall Calendars(2013)	-	-	-	5,520.00	5,520.00
Pocket Size Diaries(2013)	-	-	-	2,981.00	2,981.00
Nylon Multi-Filament	-	-	-	8,200.00	8,200.00
TOTAL					196,328.44

Table 18: Procurements Under NCT (GOG)

Description	Qty	Amount
Stationery	2,000 Rm	24,029.90
Desk Diaries (2012)	700	12,950.00
Wall Calendars (2012)	1500	4,875.00
Pocket Size Diaries (2012)	300	2,250.00
Saloon cars (Ford Mondeo)	Six (6)	Yet to be supplied

Table 19 : Procurement Donor Funded

Item	Description	Quantity	Funding Source	Comments
1	Pick-Up (4x4)	Six (6)	IDA	IDA (TSP)
2	Pick-Up (4x2)	Four (4)	IDA	Supplied
3	Mobile Axle Load Control Van	Five (5)	TSP	Supplied
4	Automatic Counter	Three (3)	IDA	IDA (TSP)
5	Laboratory Equipment	Various	BADEA	

CHAPTER FOUR

4.0 Administrative Activities of the Authority

4.1 Human Resource

The Authority started the year 2012 with staff strength of **1,935**. This comprised 800 being 41.34% Senior Staff and 1,135 being 58.66% Junior Staff. However, as at the end of the year under review, the strength stood at **1,903** comprising 794 being 41.72% Senior Staff and 1,109 being 58.28% Junior Staff.

The data and the graph on Age Distribution is shown in table 17 and figure 6

Table 20: Human Resources Strength – GHA Staff Structure as at 31st December, 2012

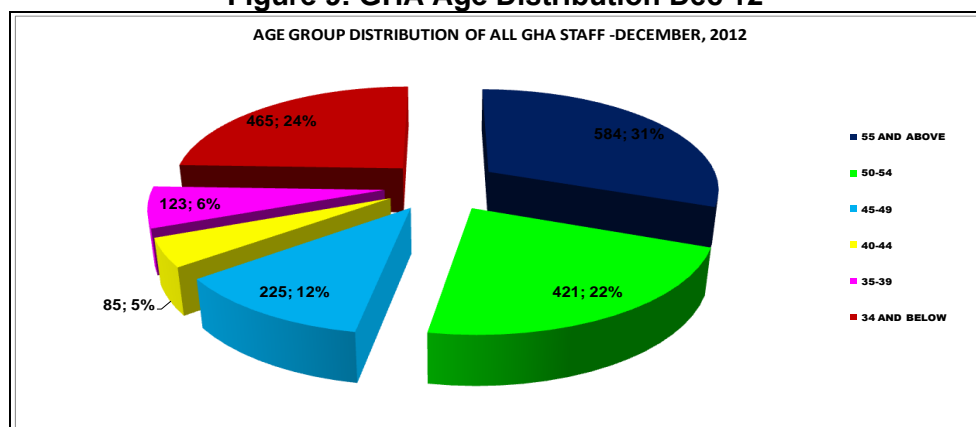
GHA HUMAN RESOURCE STRENGTH - STAFF STRUCTURE 31ST DECEMBER, 2012															
DESCRIPTION OF	ACTUAL	HQ	GAR	VR	ER	CR	WR	ASH	BAR	NR	UER	UWR	MMU	BMU	
OCCUPATION	STRENGTH												I&II		
TOP EXECUTIVES	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
DIRECTORS	33	24	1	1	1	1	1	1	1	1	1	0	0	0	0
ENGINEERS (FROM ASSIST. ENG	124	110	2	1	1	1	1	1	1	1	1	1	2	1	1
OTHER PROFESSIONAL STAFF	34	24	1	1	1	1	1	1	1	1	1	1	0	0	0
ADMIN'TIVE AND OTHER MANAC	315	171	16	11	21	14	14	16	13	9	8	9	9	4	4
TECHNICIAN ENGINEER STAFF	163	71	7	5	6	13	6	11	12	8	5	6	9	4	4
TECHNICAL AND SUPERVISORY	81	18	5	5	8	5	8	9	7	6	4	1	5	0	0
WORKS SUPERINTENDENTS	41	6	5	5	6	3	5	2	6	0	0	0	2	1	1
SENIOR STAFF	794	427	37	29	44	38	36	41	41	26	20	18	27	10	10
TECHNICAL AND SUPERVISORY	75	44	6	2	4	4	4	3	4	0	2	2	0	0	0
FOREMEN	11	5	0	0	4	0	0	0	0	2	0	0	0	0	0
ROAD OVERSEERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLERICAL STAFF	172	63	6	10	17	15	9	11	12	12	7	6	3	1	1
SKILLED WORKERS	362	93	26	13	19	23	20	23	17	23	13	9	62	21	21
SEMI-SKILLED	489	116	23	29	56	42	20	34	27	51	20	17	40	14	14
TRAINEES / APPRENTICES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JUNIOR STAFF	1109	321	61	54	100	84	53	71	60	88	42	34	105	36	36
GRAND TOTAL	1903	748	98	83	144	122	89	112	101	114	62	52	132	46	46

Source: GHA Human Resource Division Dec' 2012

Table 21 : Staff Age Group Distribution

AGE GROUP DISTRIBUTION OF ALL GHA STAFF -DECEMBER, 2012							
	55 AND ABOVE	50-54	45-49	40-44	35-39	34 AND BELOW	TOTAL
OCCUPATION CATEGORY							
ADM./ OTHER MANAGERIAL STAFF	127	81	33	17	11	54	323
CLERICAL STAFF	52	35	14	1	7	63	172
ENGINEERS	14	25	26	11	8	68	152
FOREMAN/CHARGEMAN	2	3	1	1	1	3	11
OTHER PROFESSIONAL STAFF	5	6	4	3	4	12	34
SEMI-SKILLED STAFF	158	109	51	25	39	107	489
SKILLED WORKERS	132	89	51	16	32	42	362
SUPERINTENDENT	28	8	5	0	0	0	41
TECH.& SUPERVISORY STAFF (I)	21	28	21	2	2	7	81
TECH.& SUPERVISORY STAFF (II)	1	1	0	3	9	61	75
TECHNICIAN ENGINEER STAFF	44	36	19	6	10	48	163
	584	421	225	85	123	465	1903

Source: GHA Human Resource Division Dec' 12

Figure 9: GHA Age Distribution Dec'12

Source: GHA Human Resource Division Dec' 2012

4.1.1 Staff Turnover

In 2012 a total of one hundred and ninety-three staff exited the Authority through various means. The breakdowns are as follows:

Table 22: Staff Turn Over

EXITS	SENIOR STAFF	JUNIOR STAFF	TOTAL
Retirements	42	129	171
Resignations	7	4	11
Deaths	4	7	11
Dismissal	0	0	0
Vacation of Post	0	0	0
Total	53	140	193

4.1.2 Staff Recruitment /Promotions

One Hundred and twenty-eight promotions were effected within the year. This includes the promotion of two (2) Chief Engineers (Civil) to the position of Directors.

One hundred and nine (109) staff of various categories were also recruited in the period under review.

4.2 Press Enquiries

Press coverage was organized for the substantial completion inspection of the Achimota-Ofankor Dual Carriage Project.

Advertisements/Announcements

Twenty (20) advertisements and announcements were published in the newspapers, Radio and TV stations on behalf of management. Details are as detailed below

- ✚ Routine Maintenance of Trunk Roads.
- ✚ Routine Maintenance of Trunk Roads (Change of Submission Date).
- ✚ Fufulso-Sawla Road Project – Consultancy Services for Project Sensitization Campaigns.
- ✚ Supply of Saloon Cars and Supply and Installation of Materials Laboratory Equipment.
- ✚ Re: Disclosure of Addendum to Resettlement Action Plan (RAP) for the Upgrading/Realignment/Rehabilitation and Reconstruction of the Agona Junction-Elubo Road.
- ✚ Pothole Patching and Surface Dressing Training.
- ✚ Fufulso-Sawla Road Project – Consultancy Services for Project Sensitization Campaigns.
- ✚ Supply of Saloon Cars and Supply and Installation of Materials Laboratory Equipment.
- ✚ Pothole Patching and Surface Dressing Training.
- ✚ Routine Maintenance of Trunk and Town Roads (Pothole Patching on Paved Roads).
- ✚ Prohibition of Advertisement Billboards along George W. Bush Highway.

- ✚ Consultancy Services for the Identification of Social Interventions for Poverty Reduction on Buiepe-Tamale Road.
- ✚ 50kmph Speed Limits on Assin-Asante Bekwai Road.
- ✚ Senior and Junior Staff Appointments.
- ✚ Addendum – Extension of Submission date of Senior and Junior Staff Appointments.
- ✚ Request for Expression of Interest – Consultancy Services for Feasibility Studies and Detailed Design of Strategic Roads.
- ✚ Relocation of Electricity Facilities along Ayamfuri-Asawinso Road.
- ✚ Enforcement of the Right of Way of the newly constructed George Walker Bush Motorway (Tetteh Quarshie Interchange-Mallam Road).
- ✚ Construction of Speed Calming Measures at selected Locations on the N10 Road, Lots 1 and 2.
- ✚ Re: Disclosure of Updated Resettlement Action Plan (RAP) for the Reconstruction of the Agona Junction-Elubo Road.

4.3 Legal Issues

These cases received attention in Court during the year under review their states are set out as follows in table 19 below:

Table 23: Court Cases involving the Authority

No.	Title	Court	Subject	Remarks
1.	Otinshie land case – Nuumo Adjei Kwankwo vrs GHA & ORS	High Court, Accra	Trespass	Pending
2.	Gotourism vrs GHA	High Court, Accra	Trespass	Pending
3.	Wisdom Awuku & Boadi Acheampong vrs GHA	Fast Track High Court, Accra	Alleged wrongful dismissal	Judgement was given against the Authority. Appeal by the Authority pending at the Court of Appeal
4.	Togbe Lugu Awadali vrs GHA	High Court - Ho	Compensation	Still pending
5.	William Sarpong vrs GHA	High Court, Kumasi	Compensation	Still pending
6.	James Manu vrs GHA	High Court, Kumasi	Compensation	Still pending
7.	Abena Nsiah and ORS vrs GHA	High Court, Human Rights Division, Accra	Compensation	Still pending(most Plaintiffs paid compensation) A few more left to be compensated
8.	JOEMERSA Co. Ltd. Vrs GHA	High Court, Commercial Division, Sunyani	Damages for wrongful termination of contract	Still pending
9	Ebenezer Bediako and 22 others vrs GHA	High Court, Commercial Division, Kumasi	Payment for period worked as employees of the Authority	Still pending
10.	Carl Josiah Reindorf & others VRS 1. Attorney 2. Ghana Highway Authority	High Court, Accra	Compensation	Still pending
11.	Longlife Confectionery Ltd. Vrs 1. Attorney General 2. Ghana Highway Authority 3. China Railway (WUJU) Group Corp.	High Court, Accra	Compensation	Still pending
12.	Raphael Cubagee vrs Ghana Highway Authority	District Court Sunyani	Demand for withholding deducted	Pending
13.	Esther Boye Boateng vrs 1. Joyce Ansong 2. Ghana Highway Authority	High Court, Koforidua	Compensation	Pending

14.	Ghana Highway Authority vrs Emma Pratt	District Court, Tema	Recovery of Duty Post Quarters	Judgement in favour of GHA. Defendant to vacate Duty Post Quarters
15.	Zenith Bank Gh. Ltd. Vrs 1. K.D.V. Lexicon Ltd. 2. Ghana Highway Authority	High Court Commercial Division, Accra	Demand for money allegedly wrongfully paid to the 1 st Defendant by the Authority	Pending

Source: GHA Legal Services Division Dec' 2012

4.4 Internal Audit

Ghana Highway Authority Act 540 of 1997 requires the Internal Audit Division to review and report on all operations, systems, processes, and records undertaken by the Authority including those delegated or contracted out to third parties.

The Internal Audit Agency Act 2003, also mandates the establishment of Internal Audit Units in the Ministries, Departments and Agencies(MDAs).The MDA may upon examination of an internal audit report, take such action as it considers appropriate including recommendations for prosecution and disciplinary action in respect of any breaches found.

Please find below reviews performed on Monthly Financial Reports from all the Regions and Units, Accra Toll Stations Audit and Review of Project Progress Reports.

Table 24: List of Audit Works in 2012

HUMAN WORKS DIMENSIONS	DESCRIPTION	STATUS
ACTIVITEIS	Tema Axle Load Fraud investigation	Staff have been interdicted
	Audit of Automated Toll Plazas	Is a Pilot Project, Consultant and Management have addressed observations, Collection and Management Agreements have been signed with the Consultant ADTS
	Central Mechanical Workshop Audit	Management is addressing all issues raised in audit report
	Central Mechanical Stores Audit	Management is addressing all issues raised in audit report
	Office Accommodation Report	Management is yet to take firm decision on office allocations
	First Quarter Report	Management and ARIC have discussed recommendations
	Second Quarter Report	Management and ARIC have discussed recommendations
	Axle Load Audit Report	Draft submitted to Director of Road Safety and Environment for his response
	Special Investigation on Oscar Mathias Kwabla Amuzu	Report submitted to management
	Sole Source Procurement to MMU/BMU	Draft submitted to Director of Stores and Chief Executive
	Valuation of Properties Audit Bogoso	Report submitted to Valuation and Chief Executive
	Enquiry on IPC & on Contract for Upgrading Sefwi Bekwai – Midwest Co.	Report to Chief Executive
	Nsawam Toll Robbery investigation	Report submitted
	Third Quarter Report	Management and ARIC are yet to discuss recommendations

	Emergency Procurement Audit for Road safety	Report to be submitted to management
	Residential Accommodation Audit	Report under review by Ag. DOA
	Nationwide Vehicle Audit	On going
	Nationwide Toll/Axle Load Audit	On going
	Project Audit Report	Yet to be submitted
	Audit Risk Assessment	On going
	Fourth Quarter Report	Yet to be Submitted to management






CHAPTER FIVE

5.0 Conclusion/Recommendations

The performance of the trunk road network has improved creditably due to the percentage rise of roads in good condition from 4,567km constituting 34% in 2011 to 6,183km constituting 46% in 2012. Also, there is a tremendous reduction in the percentage poor roads from 38% to 21% and a marginal increase in percentage fair from 28% to 33%. It is hoped there will be adequate funding inflow for regular maintenance and rehabilitation to sustain this improvement in the road condition and also to reach the propose target.






5.1 The Way Forward

The Authority as always will strive to continue to uphold its set objectives, which are measurable, relevant, specific, achievable and consistent to its mission statement. The following objectives have been set out in the way forward

-  Improving Road Condition by improvement and maintenance of the trunk road network
-  Reducing Accident Fatalities on the trunk road network
-  Reducing Travel Time on heavily trafficked trunk road sections
-  Ensuring that road development and maintenance programmes are executed with environmental and social mitigation measures
-  Adequately recruiting, training and motivating all categories of requisite staff and providing the needed logistics to undertake the services.

5.2 Constraints

The major constraints facing the Authority are categorized below:

-  Slow procurement of works and services.
-  Overaged vehicles in all the Departments of the Authority
-  Inadequate technical staff and resources to support effective supervision
-  Poor contractor capacity and performance.
-  Delay in payment of compensation due to long valuation procedures and inadequate budgetary allocation.

- ✚ Inadequate supply of Quarry Products
- ✚ Inadequate release of funds for Recurrent, Investment and capital Investments.

It should be noted here however that the donor funded projects enjoy regular release of funds as compared to GOG funded projects

5.3 Conclusion

The GHA will continue with its programs for the maintenance, rehabilitation and reconstruction of sections of the network to ensure reasonable levels of service, inspite of these constraints.

It is being recommended that much attention be paid to routine maintenance activities to sustain the roads The road condition survey be done before the rains sets in

The Ghana Highway Authority requires support from our development partners and GOG to be able to implement planned and approved programs. This is especially so with our rehabilitation and reconstruction programs as government continues to mobilize funds for road maintenance through the Road Fund.

Given the necessary resources, staff motivation and cooperation among all our stakeholders, our performance for next year shall improve tremendously.