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### Acronyms

<i>AfDB</i>	-	<i>African Development Bank</i>
<i>ALCO</i>	-	<i>Abidjan – Lagos Corridor Organization</i>
<i>ATTFP</i>	-	<i>Abidjan Trade &amp; Transport Facilitation Program</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 &amp; 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>ESMP</i>	-	<i>Environmental &amp; Social Management Plans</i>
<i>EU</i>	-	<i>European Union</i>
<i>GCAA</i>		<i>Ghana Civil Aviation Authority</i>
<i>GhIE</i>	-	<i>Ghana Institution of Engineers</i>
<i>GHA</i>	-	<i>Ghana Highway Authority</i>
<i>GIFMIS</i>	-	<i>Ghana Integrated Financial Management Information Systems</i>
<i>GOG</i>	-	<i>Government of Ghana</i>
<i>GSMF</i>	-	<i>Ghana Social Marketing Foundation</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>JICA</i>	-	<i>Japan International Co-operation Association</i>
<i>KfW</i>	-	<i>Kreditanstalt Fur Wiederaufbau</i>
<i>MOFEP</i>	-	<i>Ministry of Finance &amp; Economic Planning</i>
<i>MOT</i>	-	<i>Ministry of Transportation</i>
<i>MMU</i>	-	<i>Mobile Maintenance Unit</i>
<i>OECE</i>	-	<i>Overseas Economic Cooperation Fund</i>
<i>PAP</i>	-	<i>Project Affected Persons</i>
<i>RCS</i>	-	<i>Road Condition Survey</i>
<i>RSDP</i>	-	<i>Road Sector Development Programme</i>
<i>TSP</i>	-	<i>Transport Sector Project</i>

## EXECUTIVE SUMMARY

The 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 network is about 14,536km.

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 statement 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 Target

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

A total of 14,449.02km 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. Roads under construction were excluded as they often have several detours resulting in a misrepresentation of their actual lengths and surface roughness measurements of the actual road profile. Again, they were excluded in order to have a common reporting system with the Abidjan – Lagos Corridor Organization (ALCO) group of which Ghana is a member.

About 2,065km of paved town roads maintained by GHA are not classified as trunk roads and were not studied. For both Paved and Gravel roads studied, condition scores computed for homogeneous sections have been reported. The overall condition mix stands as shown in Table 1 below.

**Table 1: 2014 Road Surface Condition Mix**

Condition Description	Length (km)	Percentage (%)
GOOD	7,499.13	51.90
FAIR	5,687.89	39.36
POOR	1,262.80	8.74
<b>TOTAL</b>	<b>14,449.82</b>	<b>100.00</b>

**Source: GHA Road Maintenance Division Dec' 14**

Generally, there was an increase in the lengths of good and fair roads due to the successful completion of most of the roads under construction in 2013. The increase in good roads was by 1,009.03km representing 15.54% from 6,490.1km in 2013 to 7,499.13km in 2014. The increase in fair roads was by 1,416.49km representing 33.16% from 4,271.4km in 2013 to 5,687.89km in 2014. There was therefore a reduction in length of poor roads by 513.7km representing 28.92% from 1,776.5km in 2013 to 1,262.80km in 2014.

With these results in the road condition mix, it is hoped that GHA 2000 – 2015 strategic plan proposal to achieve a road network condition mix of 70% good, 20% fair and 10% poor will be met by the end of the year 2015.

## Road Surface Condition Mix for the Surveyed Network

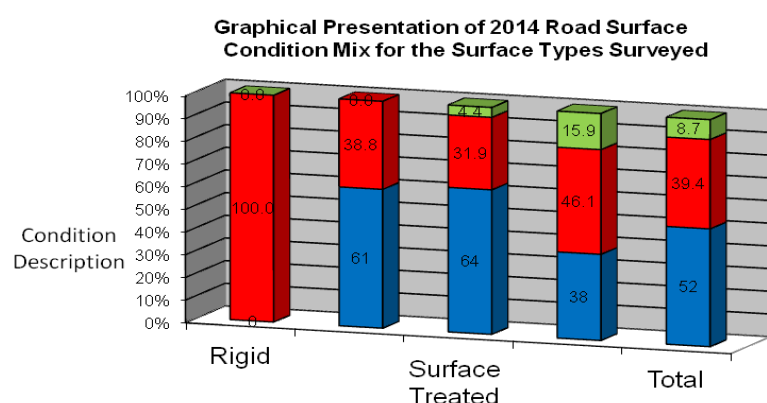
The road network classification is based on surface category and consists of paved surfaces (Asphaltic concrete, Rigid Portland cement concrete or Bituminous surface treated) and unpaved (gravel surfaced and earth) The composition of the trunk road network by surface category is as shown in the Table2 and Figure 1 below.

**Table 2: Composition of the Trunk Road Network by Surface Category**

Surface Type	Condition Description						Total
	Good		Fair		Poor		
	Km	%	Km	%	Km	%	Km
Rigid	0.0	0.0	38.6	100.0	0.0	0.0	38.6
Asphalt	1,346.3	61.2	853.3	38.8	0.0	0.0	2,199.6
Surface Treated	3,753.2	63.7	1,881.3	31.9	257.3	4.4	5,891.8
Gravel	2,399.6	38.0	2,914.7	46.1	1,005.5	15.9	6,319.8
Total	7,499.1	51.9	5,687.9	39.4	1,262.8	8.7	14,449.8

**Source: GHA Road Maintenance Division, December' 2014**

**Figure 1: Graphical Presentation of 2014 Road Condition Mix by Different Surface Types**



	Rigid	Asphalt	Surface Treated	Gravel	Total
POOR	0.0	0.0	4.4	15.9	8.7
FAIR	100.0	38.8	31.9	46.1	39.4
GOOD	0.0	61.2	63.7	38.0	51.9

**Source: GHA Road Maintenance Division, December' 2014**

## Functional Classification of Roads

In 1998, the MRH introduced the new functional classification of roads in Ghana. Under this, trunk roads have been classified into National (N), Inter Regional (IR) and Regional (R) roads. This classification came with alphanumeric numbering system currently in use as shown Table 3

In this classification and for the purpose of this report certain road sections are designated as missing links. Missing links are road sections which were not motorable during the re-measurement exercise; some were due to the absence of appropriate water crossing bodies or the rocky and slippery nature of the road making them impassable.

District Capital town road lengths that currently stand at 2,065km are not part of the reporting trunk road network lengths. However, GHA constructs and maintains them.

Table 4 also lists and defines the National roads and the various major cities, towns and regions that the national roads traverse.

**Table 3: Functional Classification of Trunk Roads**

ROAD CLASS	ASR	BAR	CR	ER	GAR	NR	UER	UWR	VR	WR	TOTAL (KM)	%
N	434.9	560.5	326.9	334.6	259.5	1,003.6	287.5	396.8	418.4	442.9	4,465.6	31
I	334.2	530.7	199.7	369.5	0.0	460.3	61.4	82.9	33.7	304.6	2,377.0	16
R	826.0	938.3	670.2	833.8	199.7	1,472.4	238.6	535.3	963.6	953.8	7,631.7	53
<b>TOTAL (KM)</b>	1,595.1	2,029.5	1,196.8	1,537.9	459.2	2,936.3	587.5	1,015.0	1,415.7	1,701.3	14,474.3	100

**Source: GHA Road Maintenance Division December' 2014,**

**Table 4: National Roads**

Route No	Name	Major Towns Roads Traverse	Regions that the Roads Traverse
N1	Trans West Africa Highway	Aflao, Accra, Cape Coast Takoradi, Elubo	Volta, Greater Accra, Central and Western Regions
N2	Eastern Corridor	Tema, Hohoe, Jasikan, Nkwanta Bimbila, Yendi, Gushiegu-Kulungulu	Volta, Greater Accra and Northern Regions
N3		Kofofidua, Oterpolu, Krobo Odumase	Eastern Region
N4		Accra, Aburi, Mamfe, Kofofidua, Bunso Junction	Greater Accra and Eastern Regions
N5		Asikuma, Ho	Volta Region
N6	Central Corridor	Accra, Suhum, Nkawaw, Konongo, Kumasi, Sunyani, Dormaa Ahenkro Gonokrom	Greater Accra, Eastern, Ashanti and Brong Ahafo Regions
N7		Sawla, Damango and Fulfulso	Northern Region
N8		Assin Fosu, Anwiankwanta, Kumasi Bechem	Central, Ashanti and Brong Ahafo Regions
N9		Tamale, Pusuga	Northern Region
N10		Daboasi junction, Atieku, Dunkwa, Kumasi Techiman, Kintampo, Tamale Bolga and Paga	Western, Central, Ashanti, Brong Ahafo, Northern and Upper East Regions
N11		Bolga, Bawku, Pulimakom	Upper East Region
N12	Western Corridor	Elubo, Enchi, Juabeso, Goaso, Sunyani Wenchi, Bole, Wa, Nadowli Hamile	Western, Ashanti, Brong Ahafo Upper West, and Upper East Regions
N13		<u>Lawra, Han, Tumu, Navrongo</u>	Upper West Region
N14		Sakpeigu, Yawgu	Northern Region
N16		Tumu, Kapulima	Upper West Region
N18		Wa, Han	Upper West Region

**Source: GHA Road Maintenance Division December' 2014,**

# 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 and maintain a safe and reliable trunk road network at optimal cost to support socio-economic development in Ghana.

### 1.3 Policy Objective

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

- **Improving Road Condition:** To ensure the provision, expansion, and maintenance of 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 build 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 seventeen 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 administrative purposes.

The Organisational Chart of the GHA is attached (see Appendix A).



## CHAPTER TWO

### 2. 0 Financial Status Report

The Theme for 2014 Budget is “Rising to the Challenge: Realigning the Budget to meet key National Priorities. The 2014 Budget is based on the next GSGDA II (2014 - 2017) which incorporates a Medium Term Vision and Strategy for the country.

The policy of government outlined in the 2014 Budget Statement is to further enhance the resilience of the Economy against risks and promote accelerated Growth and Development with job creation.

The strategies to be adopted towards the attainment of the goals include:

- ❖ Pursuing prudent macroeconomic and financial measures to reduce the growth of the public debt
- ❖ Continuing to strengthen its prudent expenditure management and revenue mobilization
- ❖ Fast tracking the payroll improvement under the GIFMIS reforms to eliminate waste and abuse.
- ❖ Implementing the productivity elements of Single Spine Salary Structure (SSSS) reforms
- ❖ Continuing suspension of awarding new contracts to enable MDA concentrate on the ongoing projects.

The budget for this year was presented in the Programme Based Budgeting (PBB) approach unlike the Activity Based Budgeting (ABB) approach which was used for the past fifteen years.

The Financial releases from Donors, GOG, and Road Fund are indicated in this Report which enabled Management to implement programmes outlined in the Approved Budget for the Authority.

#### Recurrent Expenditure

Details of the Approved Budget Ceilings and the pattern of releases for the year under review are provided below:

<u>ITEM DETAILS</u>	<u>Budget Ceiling</u> <u>GH¢</u>	<u>Amount Released</u> <u>GH¢</u>	<u>% Released</u>
1. Compensation for Employees	17,802,430.00	19,305,952.89	108.45
2. Goods and Services	595,320.29	243,819.94	40.96
3. Investment – GOG	88,881,895.03	261,584,198.55	294.31
4. Investment - GOG Arrears (As at 31 <sup>st</sup> Dec. 2013)	354,308,167.64	301,422,050.74	85.07
5. Investment - Road Fund	80,973,904.00	104,336,376.50	128.90
6. IGF	552,854.66	2,456,039.20	444.50
7. Investment - Donor	292,586,309.00	730,935,580	249.90

## Routine Maintenance

Total value of Contract Certificates submitted by Contractors for payment during the year was GH¢76,257,400.25, whilst total payments made were GH¢68,625,149.08 inclusive of the previous years' arrears. The unpaid certificates of routine maintenance as at 31<sup>st</sup> December, 2014 amounted to GH¢56,939,592.97.

## GHA Units

An amount of GH¢3,743,376.80 was received from Road Fund Secretariat for MMUs operation during the year under review whilst GH¢ 4,533,070.25 and GH¢745,031.71 were received for Toll operation and Road Condition Survey respectively.

## Periodic Maintenance and Minor Works

The total certificates submitted for payment by Contractors under this programme for the year was GH¢28,364,527.31 and total payment made to contractors for the year amounted to GH¢24,161,206. An amount of GH¢37,195,854.27 was outstanding to Contractors for Periodic Maintenance as at 31<sup>st</sup> December, 2014.

## Development/Capital Projects

The total sum of contractors certificates submitted for payment to Ministry of Finance and Economic Planning (MOFEP) was GH¢386,944,437.82 and total release to the Contractors were GH¢563,006,249.28. The unpaid Certificate as at 31<sup>st</sup> December, 2014 were GH¢216,975,156.53.

The details of the releases from the Government of Ghana and the various Donors are as shown below in Tables 5, 6 & 7.

**Table 5: Summary of Funds Released**

	Release For The Year
<b>Recurrent Expenditure:</b>	<b>GH¢</b>
<b>Item 1 – Compensation – Salaries &amp; Wages</b>	19,286,065.63
<b>Item 2 –Goods &amp; Services</b>	243,819.94
<b>Item 3 – Investment:</b>	
Routine Maintenance	68,625,149.08
Periodic Maintenance & Minor Works	24,161,206.66
IDA – 10% Counterpart Funds	0
KfW – 15% Counterpart Funds	0
Consultancy – Road Fund	0
Fuel for Monitoring	0
Ada Ferries	216,000
Supervision & Data Collection	745,031.71
Compensation	0
GHA Units	3,743,376.80
Release for Tolls Operation	4,533,070.25
Release for Senchi Ferry	2,111,764.75
Axle Load and weighing Management	5,605,480.52
<b>Capital/Investment</b>	<b>GH¢</b>

GOG Contributions	563,006,249.28
DONOR:	\$
UEMOA	0
BADEA	261,587.51
EU	33,614,971.43
IDA/WATTFP	12,481,130.25
ADB	65,608,643.03
KfW	0
ECOWAS	0
SAUDI FUND	347,998.68
NTF	0
OPEC	0
TSP	18,926,176.57
BRAZIL	62,045,981.75
ATTFP	50,358,704.1
<b>TOTAL</b>	<b>243,645,193.32</b>

*Source: GHA Finance Division Dec' 14*

**Table 6: Approved Budget & Releases as at the end of Year 2014**

Expense Item	Budgets GH¢		Receipts/Releases GH¢			GH¢	GH¢
	Approved	Revised	1 <sup>st</sup> Quarter	2 <sup>nd</sup> Quarter	3 <sup>rd</sup> Quarter	4 <sup>th</sup> Quarter	Cum. releases
Personnel Emoluments	17,802,430		4,857,996	4,919,674.2	4,795,815.4	4,732,467.0	19,305,953
Goods and Services	595,320		-			243,819.9	243,820
<b>Total</b>	<b>18,397,750</b>	<b>-</b>	<b>4,857,996</b>	<b>4,919,674</b>	<b>4,795,815</b>	<b>4,976,287</b>	<b>19,549,772</b>
<b>Development</b>							
- GoG	88,881,895	-	72,048,730	68,603,110	68,603,110	334,012,495	543,267,445
- Donor*	292,586,309		107,347,462	43,699,200	39,984,262	63,584,609	254,615,532
(AB Fund Oil Revenue)			-				
<b>Total</b>	<b>381,468,204</b>	<b>-</b>	<b>179,396,192</b>	<b>112,302,310</b>	<b>108,587,372</b>	<b>397,597,104</b>	<b>797,882,978</b>
<b>Maintenance</b>							
- Periodic (Road Fund)	18,670,000		1,972,678.6	5,249,248.4	3,438,829.9	13,088,699.8	23,749,457
- Periodic (MOF)	22,530,000						-
- Routine (Road Fund)	6,223,000		7,800,899.8	7,559,550	11,752,408.8	41,512,290.1	68,625,149
<b>**Others</b>			1,797,505.3	2,112,628	4,330,686.7	16,757,204.5	24,998,025
<b>Total</b>	<b>47,423,000</b>	<b>-</b>	<b>11,571,084</b>	<b>5,249,248</b>	<b>3,438,830</b>	<b>13,088,700</b>	<b>117,372,630</b>
<b>Maintenance (Donor)</b>							
Periodic Maintenance							-
Traffic M'gt & Road Safety Activities							-
Internal Generated Fund			252,508	220,286	220,285.00	1,762,960	2,456,039
<b>Total</b>		<b>-</b>	<b>252,508</b>	<b>220,286</b>	<b>220,285</b>	<b>1,762,960</b>	<b>2,456,039</b>
<b>Grand Total</b>	<b>447,288,954</b>	<b>-</b>	<b>196,077,780</b>	<b>122,691,518</b>	<b>117,042,302</b>	<b>417,425,051</b>	<b>937,261,420</b>
* For List of Donors, please refer to Table:6							
**Others are made up of releases from Road Fund Secretariat for Toll Operations, GHA Units and Training							

*Source: GHA Finance Division Dec' 2014*

**Table 7: Programme & Achievements as at the end of Year 2014**

ACTIVITY	ANNUAL PROGRAMME		APPROVED PROGRAMME/BUDGET					RELEASES				PHYSICAL ACHIEVEMENTS		
	KM	GH¢'Million	KM	CONSOLIDATED FUND	ROAD FUND COMP.	DONOR COMP.	TOTAL	CONSOLIDATED FUND	ROAD FUND	DONOR	TOTAL	KM	CERTIFIED AMT GH¢M	
				GH¢'Million a	GH¢'Million b	GH¢'Million c	GH¢'Million (a+b+c)	GH¢'Million	GH¢'Million	GH¢'Million	GH¢'Million		Consolidated Fund	Road Fund
ROUTINE MAINTENANCE	12,501	62.23	12,501		62.23	-	62.23		68.63	-	68.63	9,532.66		76.257
SUB-TOTAL		62.23			62.23		62.23		68.63		68.63			
PERIODIC MAINTENANCE														
Regravelling/Spot Improvement	411	56.17	33.00	-	3.88	-	3.88	-	5.553	-	5.553	55.47		11.20
Resealing	298	41.52	62.0	-	5.14	-	5.14	-	0.743	-	0.743	3.67		0.36
Overlay	-	-	-	-	-	-	0.00	-	-	-	0.000	-		0.00
Drainage Structures & Bridges	-	6.5	-	-	1.93	-	1.93	-	4.540	-	4.540	-		4.02
** Others	-	1.27	-	-	1.27	-	1.27	-	0.322	-	0.322	-		0.00
SUB-TOTAL	709	105.45	95	0.00	12.22	0.00	12.22	0.00	11.16	0.00	11.16	59.14		15.58
MINOR WORKS														
Partial Reconstruction	185.60	44.26	100.00	5.08	1.63	-	6.71	7.66	5.66	-	13.32	47.27	54.28	0.97
Upgrading	198.50	53.46	35.00	17.45	4.66	-	22.11	33.42	2.46	-	35.87	96.63	121.92	9.00
Rehabilitation of Town Roads	22.70	10.89	15.00	-	2.50	-	2.50	10.28	1.31	-	11.58	89.59	18.28	2.48
Arrears								35.79	17.79					51.01
SUB-TOTAL	406.80	108.61	150	22.53	8.79	0.00	31.32	51.35	27.21	0.00	60.77	233.49	194.48	63.46
DEVELOPMENT														
Construction / Reconstruction	255.3	515.95	97.5	130.85			130.85	78.42		344.24		105.0		132.2
Rehabilitation	67.1	195.04	77.2	153.77			153.77					121.5		200.7
Dualisation	11.0	143.64	20.2	57.96			57.96					1.00		14.5
Bridge Construction		23.60		8.30			8.30	2.68						3.4
Arrears														
SUB-TOTALS	333.39	878.23	194.90	350.88	0.00	0.00	350.88	81.11	0.00	344.24	0.00	227.42		350.87
RECURRENT EXPENDITURE (SUB-TOTAL)				17.80			17.80	19.49						
GRAND TOTAL	1,449.5	1,154.5	439.9	391.2	83.2	0.0	474.5	152.0	107.0	344.2	140.6	520.1	194.5	429.9

\*\*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' 14**

## Audited Accounts

The Board of Directors approved the 2013 Financial Statement of the Authority. The Financial Statement has been submitted to Audit Service by GHA External Auditors Oduro Nyarko and Associates.

## CHAPTER THREE

### 3.0 Achievements

#### 3.1 Road Condition Mix for Year 2014

A total of **14,398.7km** of Paved and Gravel roads were surveyed and classified into Good, Fair and Poor conditions. Roads under construction and missing links were not studied. There was an increase in the lengths of good and fair roads due to the successful completion of most of the roads under construction in 2013. The increase in good roads was by 1,009.03km representing 15.54% from 6,490.1km in 2013 to 7,499.13km in 2014. The increase in fair roads was by 1,416.49km representing 33.16% from 4,271.4km in 2013 to 5,687.89km in 2014. There was therefore a reduction in length of poor roads by 513.7km representing 28.92% from 1,776.5km in 2013 to 1,262.80km in 2014.

Table 8 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 8: Trunk Road Network Statistics (Year 2014)**

Region	Roads Surveyed During RCS 2014				Under Construction	Missing Link	Total Length
	Asphalt	Surface Treated	Rigid	Gravel			
	KM	KM	KM	KM	KM	KM	KM
Ashanti	498.31	804.79	0	292	0	0	<b>1,595</b>
Brong Ahafo	370.9	886.6	0	738.7	0	33.3	<b>2,030</b>
Central	255.4	582.9	0	360.2	0	0	<b>1,199</b>
Eastern	183.8	995.52	0	358.6	0	0	<b>1,538</b>
Greater Accra	220.9	131.7	38.6	68	0	0	<b>459.2</b>
Northern	249.4	653.2	0	2,015.90	0	17.8	<b>2,936</b>
Upper East	66.8	162	0	332.5	26.2	0	<b>587.5</b>
Upper West	0.7	260.1	0	754.2	0	0	<b>1,015</b>
Volta	113.3	906.8	0	395.6	0	0	<b>1,416</b>
Western	240.1	502	0	959.2	0	0	<b>1,701</b>
<b>Subtotal</b>	<b>2,199.6</b>	<b>5,885.6</b>	<b>38.6</b>	<b>6,274.9</b>	<b>26.2</b>	<b>51.1</b>	<b>14,476</b>
<b>Total</b>	<b>14,398.7</b>				<b>26.2</b>	<b>51.1</b>	<b>14,476</b>

*Source: GHA Road Maintenance Division December' 2014,*

##### 3.1.1 Road Network Condition 2010-2014

The 2014 road condition report makes comparison with those of 2010 – 2013, as depicted in Table 9 below. This trend predicts a linear pattern of annual increase of 6.3%. At this positive variance of 6.3, GHA is encouraged to maintain or increase the annual maintenance intervention measures in

subsequent years to keep the steady increase in the good condition of trunk roads in the country. However, the positive trend will decrease, to the detriment of the national target of road condition mix (70% Good, 20% Fair, 10% Poor), if funding for maintenance interventions is not forthcoming within a given year.

The significant decrease of poor roads was as a result of more roads moving into the fair and under-construction zones during the 2013 intervention year.

**Table 9: Comparison of the Surveyed Road Surface Network Condition 2010-2014**

YEAR	GOOD		FAIR		POOR		TOTAL
	Length (km)	(%)	Length (km)	(%)	Length (km)	(%)	Length (km)
2010	3,865	29	5,841	44	3,556	27	13,262
2011	4,566	34	3,758	28	5,019	38	13,343
2012	6,184	46	4,412	33	2,882	21	13,478
2013	6,490.10	52	4,271.40	34	1,776.50	14	12,538
2014	7,128.53	52	5,452.09	39	1,256.80	9	13,837

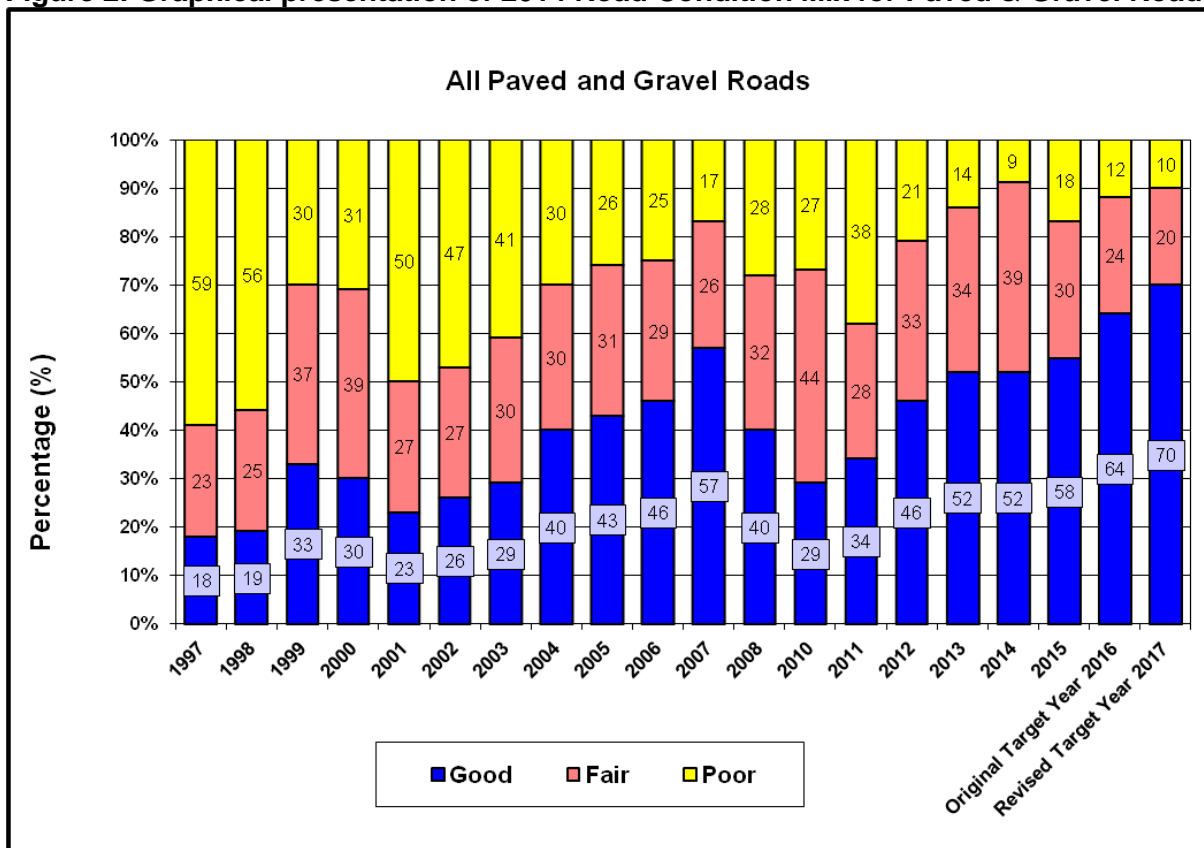
Table 10 and figure 2 also show the progression of road surface condition for both paved and unpaved roads for the period 1997-2014.

**Table 10: Condition Mix of Paved & Unpaved Road Network Condition from 1997 to 2014**

YEAR	GOOD		FAIR		POOR		TOTAL	
	Km	%	Km	%	Km	%	Km	%
1997	2,512.00	18	3,210.00	23	8,233.00	59	13,955.00	100
1998	2,566.00	19	3,377.00	25	7,564.00	56	13,507.00	100
1999	4,433.00	33	4,970.00	37	4,030.00	30	13,433.00	100
2000	3,381.00	30	4,293.00	39	3,448.00	31	11,121.00	100
2001	2,726.00	23	3,152.00	27	5,984.00	50	11,850.00	100
2002	3,089.00	26	3,244.00	27	5,639.00	47	11,972.00	100
2003	3,272.00	29	3,316.00	30	4,540.00	41	11,128.00	100
2004	4,410.00	40	3,294.00	30	3,250.00	30	10,942.00	100
2005	4,739.00	42	3,510.00	31	2,928.00	26	11,177.00	100
2006	5,402.00	0	3,397.00	0	2,924.00	0	11,723.00	100
2007	6,342.00	57	2,970.00	27	1,868.00	17	11,180.00	100
2008	4,696.00	40	3,771.00	32	3,150.00	27	11,618.00	100
2010	3,865.00	29	5,841.00	44	3,556.00	27	13,263.00	100
2011	4,567.00	34	3,758.00	28	5,019.00	38	13,344.00	100
2012	6,183.50	46	4,411.80	33	2,881.90	21	13,477.00	100
2013	6,490.00	52	4,271.00	34	1,777.00	14	12,538.00	100
2014	7,492.33	52	5,643.59	39	1,262.80	9	14,398.72	100

Source: GHA Road Maintenance Division, December 2014

**Figure 2: Graphical presentation of 2014 Road Condition Mix for Paved & Gravel Roads**



Source: GHA Road Maintenance Division, December 2014

### **3.1.2 Comparison of Paved Roads Network Condition 2010 – 2014**

The length of the paved road network (Asphaltic concrete surface, bituminous surface treated and rigid pavements) surveyed in 2014 is about 8,123.82km as against 7,080.00km in 2013, 7,323.00km in 2012, 7,149.00km in 2011 and 7,424km in 2010. The increase in paved roads surveyed may be attributed to the completion of some upgrading projects within the 2013. There has been a linear progression of good paved roads from 43% to 63% from year 2010 to 2014 respectively. The quantum of roads in fair condition reduced significantly from 40% in 2010 to 34% in year 2014 and that of poor roads from 16% to 3%.

Table 11 shows the progression of Paved Road Network Condition from 1997 and 2014 and figure 3 also shows the graphical representation

### **3.1.3 Comparison of Gravel Roads Network Condition 2010 – 2014**

The length of the gravel roads surveyed in the year 2014 was about 6,274.90km compared with 5,457km in 2013, 6,116km in 2012, 6,194km for 2011 and 5,794km in 2010.

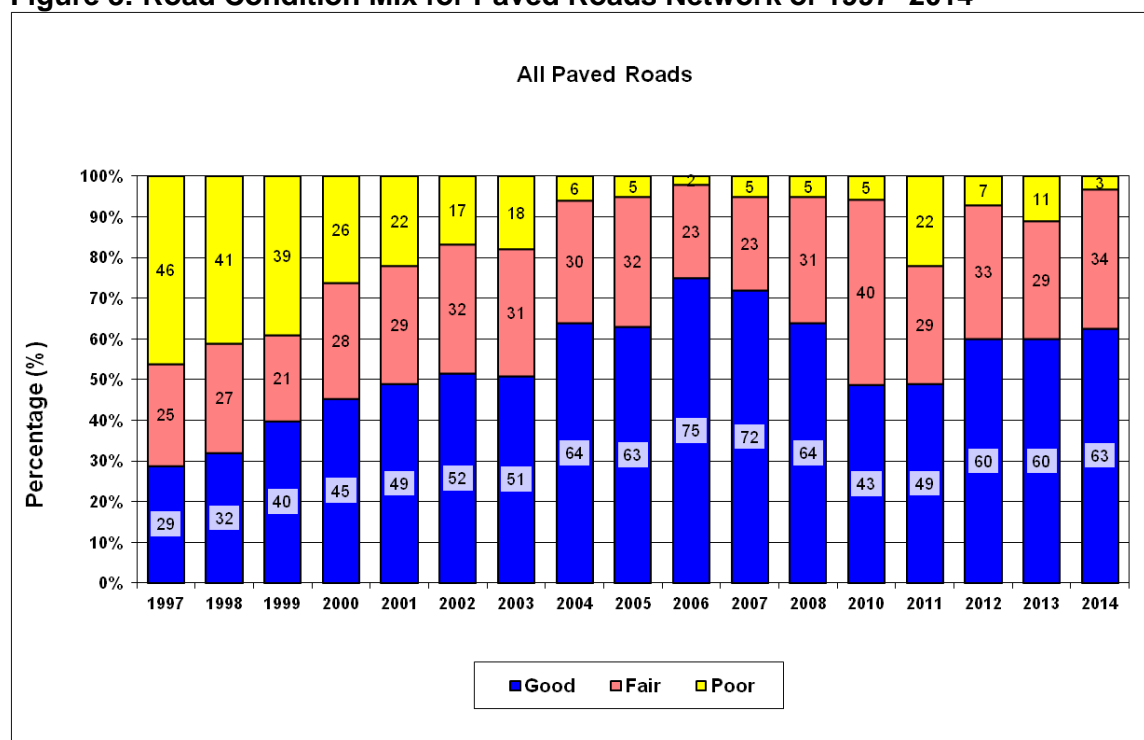
It can be observed from Table11 that there has been a steady increase in good gravel roads, some increase in those in fair condition as well as reduction in roads in poor condition. Table 12 shows the progression of Gravel Road Network Condition from 1997 and 2014 and figure 4 also shows the graphical representation



**Table 11: Paved Roads Network Condition from 1997 to 2014**

YEAR	GOOD		FAIR		POOR		TOTAL	
	Km	%	Km	%	Km	%	Km	%
1997	1,824.00	29	1,572.00	25	2,893.00	46	6,289.00	100
1998	1,934.00	32	1,632.00	27	2,478.00	41	6,044.00	100
1999	2,387.00	40	1,253.00	21	2,328.00	39	5,968.00	100
2000	2,172.00	45	1,373.00	28	1,271.00	26	4,816.00	100
2001	2,581.00	49	1,516.00	29	1,149.00	22	5,246.00	100
2002	2,890.00	52	1,777.00	32	922.00	17	5,589.00	100
2003	2,822.00	51	1,711.00	31	963.00	18	5,501.00	100
2004	3,404.00	64	1,622.00	30	309.00	6	5,335.00	100
2005	3,168.00	63	1,632.00	32	253.00	5	5,361.00	100
2006	4,209.70	75	1,274.10	23	138.60	2	5,622.40	100
2007	3,995.00	72	1,302.00	23	288.00	5	5,585.00	100
2008	3,802.00	64	1,860.00	31	309.00	5	5,948.00	100
2010	3,191.00	43	3,013.00	40	1,220.00	16	7,424.00	100
2011	3,478.00	49	2,062.00	29	1,609.00	22	7,149.00	100
2012	4,386.00	60	2,401.00	33	535.00	7	7,323.00	100
2013	4,278.00	60	2,043.00	29	759.00	11	7,080.00	100
2014	5,093.36	63	2,773.16	34	257.30	3	8,123.82	100

Source: GHA Road Maintenance Division, December' 2014

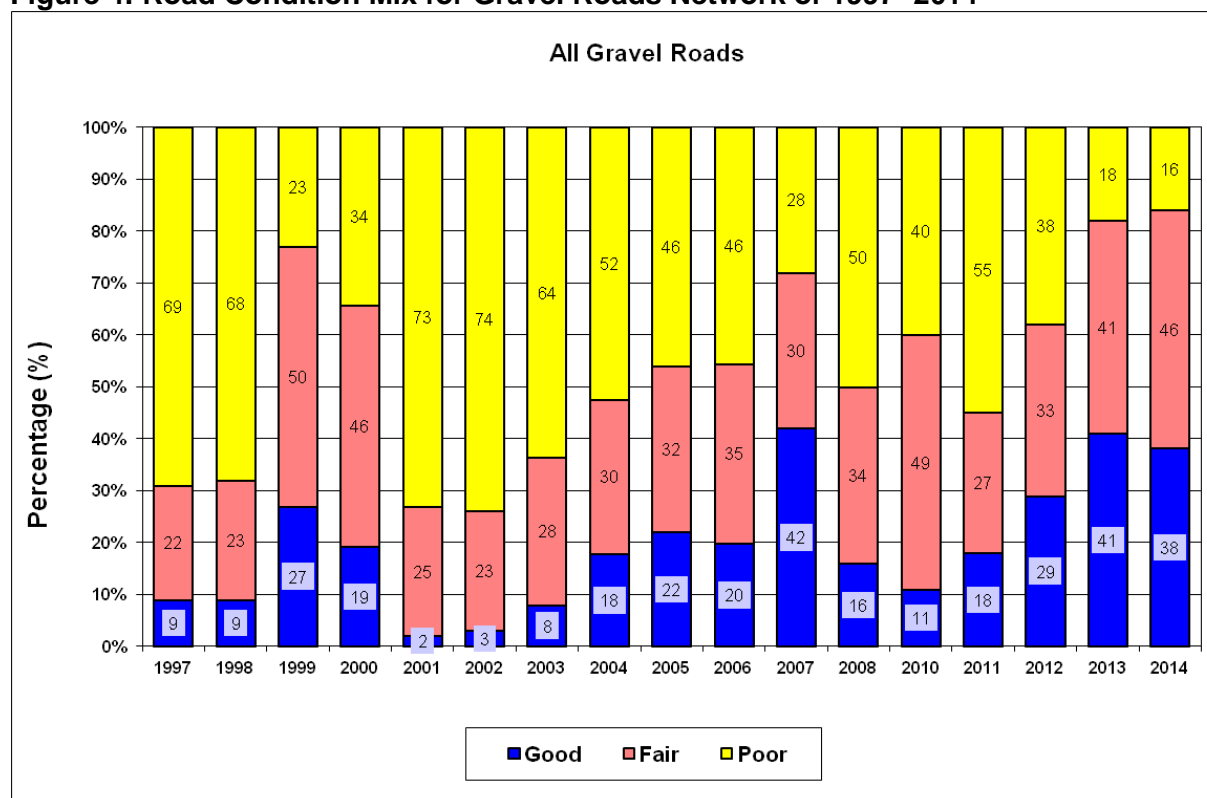
**Figure 3: Road Condition Mix for Paved Roads Network of 1997- 2014**

Source: GHA Road Maintenance Division, December' 2014

**Table 12: Gravel Roads Network Condition from 1997 to 2014**

YEAR	GOOD		FAIR		POOR		TOTAL	
	Km	%	Km	%	Km	%	Km	%
1997	690.00	9.00	1,687.00	22.01	5,290.00	69.01	7,666.00	100
1998	672.00	9.00	1,716.00	22.99	5,075.00	68.00	7,463.00	100
1999	2,016.00	27.01	3,732.00	49.99	1,717.00	23.00	7,465.00	100
2000	1,211.00	19.21	2,926.00	46.41	2,169.00	34.40	6,305.00	100
2001	139.00	2.10	1,631.00	24.70	4,828.00	73.11	6,604.00	100
2002	198.00	3.10	1,468.00	23.00	4,717.00	73.90	6,383.00	100
2003	450.00	8.00	1,598.00	28.40	3,579.00	63.60	5,627.00	100
2004	998.00	17.80	1,671.00	29.80	2,938.00	52.40	5,607.00	100
2005	1,280.00	22.01	1,861.00	32.00	2,675.00	45.99	5,816.00	100
2006	1,191.10	0.00	2,123.40	0.00	2,784.20	0.00	6,098.70	100
2007	2,347.00	41.93	1,670.00	29.84	1,581.00	28.25	5,597.00	100
2008	894.00	15.83	1,911.00	33.85	2,841.00	50.32	5,646.00	100
2010	629.00	10.86	2,828.00	48.81	2,336.00	40.32	5,794.00	100
2011	1,088.00	17.57	1,696.00	27.38	3,410.00	55.05	6,194.00	100
2012	1,759.00	28.76	2,011.00	32.88	2,347.00	38.37	6,116.00	100
2013	2,229.00	40.85	2,248.00	41.19	980.00	17.96	5,457.00	100
2014	2,398.97	38.23	2,870.43	45.74	1,005.50	16.02	6,274.90	100

Source: GHA Road Maintenance Division, December 2014

**Figure 4: Road Condition Mix for Gravel Roads Network of 1997- 2014**

Source: GHA Road Maintenance Division, December' 2014

## 3.2 Projects

### 3.2.1 Procurement of Services

GHA is responsible for monitoring of all development projects and road project components of all regional corridor programmes involving Ghana and other countries in the sub-region. Additionally, GHA provides the main link between the Authority and Development Partners for the efficient coordination of road projects and related facilities.

Generally the objectives of the road projects are to reduce poverty and boost economic development by reducing road accidents, travel time and Vehicle Operating Cost (VOC). These result in reduced road user cost for both passengers and freight.

These objectives are achieved through (i) Procurement of Consultants for specific engineering tasks and (ii) Co-ordination of activities with Development Partners.

#### 3.2.1.1 Receipt of Proposals

Consultants were invited for “expression of interest” in the following Services.

Lot1: Consultancy services for the Detailed design of

- Asutsuare Junction-Volivo (28.3km) and Dufor Adidome-Asikuma Junction (38.4km); Asutsuare –Aveyime(24.0km)

Lot 2: Consultancy Services for the Feasibility Studies and Detailed Design of

- Busunu-Daboya Road

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

#### 3.2.1.2 Receipt of Proposals

Proposals were received from shortlisted Consultants for the following services.

- Individual Consulting Services for Provision of Contract Management
- Consultancy Services for the Design of the Two Storey Office Block for the Greater Accra Regional Office of the Ghana Highway Authority(Ghana Highway Authority)

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

#### 3.2.1.3 Contract Agreement

During the course of 2014, Contract Agreements were signed for the following Services

- Consultancy Services for Corridor Road Safety Study (to be funded by World Bank).
- Consultancy services for the design and construction supervision of one rest stop (to be funded by World Bank).
- Construction of Road Safety Mitigation Measure from Tema-Bamako Road Corridor (to be funded by World Bank).
- Safety studies along the Tema-Bamako Road Project (to be funded by World Bank)
- Consultancy Services for Education and Sensitization on HIV Along the Tema-Paga Road (to be funded by World Bank)

- Consultancy Services for the Installation of LAN for four GHA Offices (to be funded by World Bank)
- Consultancy Services for the Identification and Supervision of Actions to Alleviate Poverty along the Buiepe-Tamale Corridor as Part of the Trunk Road Pavement Strengthening (to be funded by World Bank)
- Consultancy Services for Detailed Design and Supervision of Benchema-Adwufia

#### 3.2.1.4 Status of Consultancy Services

A total of twenty-five (25) Consultancy Services were managed, over the year, by the Authority. The breakdown is as provided in the Table 13 below.

**Table 13: Number and Fund Sources for Services.**

Funding Source	Number of Projects
GoG	1
AfDB	5
World Bank	10
JICA	2
EU	3
BRAZIL	1
PPP	3
Total	25

**Source: GHA Planning Division, December' 2014**

The details of the projects awarded and progress is shown in Table 14 below.

**Table 14: Details of Consultancy Services**

PROJECT ON WATTFP						
Contract Description	Contract/Supplier/Consultant	Contract Dollar Amount	Date Signed Mn/dd/yr	Contractual Start Date Mm/dd/yr	Contractual Completion Date Mm/dd/yr	Remarks
Construction supervision of Rehabilitation/Pavement strengthening of Buipe – Tamale road (103km)	Messrs Yarason Partnership	47,288,771.50	November 10, 2010	18/04/2010	28/02/2014	The project is serving defect liability period.
Consultancy Service for the Installation of LAN for four Regional Ghana Offices.	Samwilliam Quaye	73,303.00	28/02/13	April 26, 2014		Hightech System Engineering is yet to sign his contract for winning the award.
Consultancy Services for the Identification and Supervision of Actions to alleviate Poverty along the Buipe- Tamale Corridor as part of the Trunk Road Pavement Strengthening.	IDEV Consult	107,100.0	26/9/12			The contractor has completed the phase one and submitted his report to Ghana
Consultancy Services for Contract Management Specialist	St.Annes Dev. Ltd	81,075.00	14/04/13	22/04/13	22/04/14	The Consultant has started work.
Consultancy services for design and construction supervision of (2) intervening stations with (1) rest stop areas	SAI/BIJOS CONSULT	388,090.20	May 2, 2013	April 12, 2014		The final detailed design has been completed. For Lot1 and Lot2 the contract was awarded to Mytum Limited(Savelugu) and Noryiri Commercials Limited (Sakamkrom). As at the end of December 2014 Lot1 and Lot 2 had 1.5% against 98.5% and 6.5% against 93.5% respectively.
Consultancy Services for education and sensitization of recommended HIV/AIDS actions	Ghana Social Marketing Foundation	360,115.00		November 9, 2013	2/9/2013	Engaged consultant, MEL Consulting Ltd, is to monitor GSMF consult for the implementation of the action plan.
PROJECTS ON TSP						
Construction Supervision of Rehabilitation of Ayamfuri-Asawinso Road (Lots 1 & 2)	SAI Consulting Engineering Pvt.	20,694,136.81	1/11/2013	15/02/13	1/5/2015	Progress of works as at December Lot1 89.4% achieved as against 39.5%, Lot2 57.3% as against 55.2%
PROJECTS ON ALTTFP						
Consultancy Services for the Supervision of Rehabilitation of Agona Junction-Elubo road.	K2 and Associate, Inc.	22,168,060.23	15/08/2012	24/08/2012	08/01/2015	As at the end December 2014, the progress of works are: Lot1-73.5% against 100%, Lot2-77.1% against 76.1%, Lot3-71.4% against 77.4%.
Consultancy Services for Corridor Road Safety and Socio-Economic Baseline Survey for the Design of Eight(8) Rest Stops at Pre-Selected Location	Delin Consult	581,641.00	2/4/2013		14-Apr	The road safety framework report has been submitted. The validation meeting to discuss feedback on the report from the participation nations was organised on 25th March, 2014. The consultant has submitted the final report to Ghana.
Consultancy Services for economic analysis and engineering Analysis and Engineering Design Studies for Construction of Anyaado Rest Stop	Bans Consult	323,809.25	15/03/13			The final design has been reviewed and submitted to the contractor for pricing. This project is planned to be implemented under Agona-Elubo Road project.

**Source: Ghana Planning Division, December 2014**

PROJECTS ON AfDB							
Akatsi- Afiao Road Highway (Lot 2: Agbozume –Afiao 19.8km and Akatsi By-Pass 7.2km)	Messrs Contera	20,294,000.00	17/12/09	2/4/2010	1/8/2014	At the end of December 2014, 97.1% of the civil works had been completed as against 100% planned.	
Lot 1: Asutuare Junction –Asikuma Junction and Asutuare-Aveyime Junction Road	MCV Inc.,USA			8/9/2014		Kick off meeting was held on 11th September 2014.Detailed design of the road is ongoing.	
Techiman- Kintampo Road Works (appendix No1 Lot 2: Apaaso-Kintampo Section)	Messrs Contera	8,107,000.00	16/10/10	16/10/10	28/02/13	The project is finished and finally taken over from the contractor	
Fufulso-Sawla Road Project Lot 1	ICB	26,678,000.00	30/08/11	3/1/2012	2/1/2015	As at the end of November 2014, the scheduled 97 % of the civil works have been completed as against 98.2% actual.	
Fufulso-Sawla Road Project Lot 2	ICB	8,799,000.00	30/08/12	3/1/2012	2/1/2015	As at the end of November 2014, schedule 95.6% of the civil works have been completed as against 96.9% actual.	
Fufulso-Sawla Road Project (Technical Assistant to Project Co- ordination Unit)	ICB					The Consultant has since been assisting the GHA Project Co-ordination Unit to manage all the AfDB funded road projects	
Fufulso-Sawla Road Project (Project Impact Monitoring and Evaluation)	ICB					As at December 2014, the consultant has submitted their progress report.	
PROJECTS ON DANIDA							
Consultancy Services for Detailed Design of Takoradi-Agona Junction Road				28/11/12		GHA has reviewed the final detailed design report from the consultant.	
Tarkwa-Bogoso- Ayamfuri	Grontmij/Carl Bro	€ 60,467,000.00	27/01/11	24/06/11	23/06/14	The Services are on-going.	
Lot 5: Oti Damango-Bimbilla-Yendi Road	MRH(PMU)	113.492				Consultancy services is ongoing	
Lot 6: Yendi-Sakrogu-Nakpanduri Road	MRH(PMU)						
Dodo-Pepesu- Nkwanta Road	Louis Berger	€ 25,909,000.00					
Rehabilitation of Benchema-Adwufia Road						The Dutch Government, through ORIO, has agreed to fund the Development Phase of this project. The Engineering and Economic Studies have been completed.Approval has been given by Ministerial Tender Review Board for sole sourcing of consultancy service for works to Associated Consultant.GHA awaits decision by Ministry of Finance to loan the outstanding funding package in order to commence the project.	
Consultancy Services for Design Development, Detailed Design, Tender Document Preparation, Tendering Assistance and Construction Supervision of New Bridges in Northern Ghana.	GHA	4,774,000.00				A negotiation was held with selected Consultant,Grontmij A/S, on 18th December,2012. Contract Agreement was subsequently signed in the first quarter of 2012. The services are on going.The Consultant made a presentation of their final design works on the 20th September 2013.The Consultant has submitted final design report for phase 1 covering the bridges at Sissili,Kalangmua,Nanpeni.GHA awaits approval from Ministry of Finance to commence works.	
Public - Private Partnership						This unit is currently facilitating the development of : Accra-Kumasi Public – Private Partnership projects,Accra-Takoradi Prefeasibility studies,Accra-Tema Motorway which commenced the procurement of transaction advisor,Pipe line project has identified and will be registered with the ministry of finance for studies.Currently,the ministry has requested to discontinue the process using the facility of the World Bank.	
Missions from Development Partners World Bank Missions				8-Apr-14	17-Apr-14	There was two mission from TSP within the first quarter	

### 3.2.1.5: Public Private Partnerships

Unsolicited proposals were received from private firms for the following road projects in the course of 2014.

- Sunyani-Sawla-Wa-Hanile
- Lawra-Tumu-Chuchuliga-Navrongo
- Wa-Walewale
- Atebubu-Kwame Danso-Kojokrom

### 3.2.1.6 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.

#### **World Bank Mission**

The GHA received two separate missions from the World Bank. The missions reviewed the progress of TSP and ALTTFP. The mission held meetings with the GHA and the Ministry of Roads and Highways.

#### **JICA Mission**

The GHA also received missions from JICA from the **26<sup>th</sup> May to 30<sup>th</sup> of May 2014**. The mission comprised of a study team currently designing the bridge on the Lower Volta at Volivo. The team undertook an inspection of the site with GHA officials and also discussed the design proposals.

The team also discussed the Phase 2 of the project for the Rehabilitation of National Trunk roads on the N8. The team had meetings with GHA officials on the design and carried out studies on the project.

There was another mission from JICA from the **11<sup>th</sup> November to 19<sup>th</sup> of November 2014**. The purpose of this visit was to identify roads in the West African Sub-Region referred to as Growth Road Corridor, a draft policy report is being proposed by JICA on this project.

#### **AfDB Mission**

An AfDB team carried was in Ghana from 10<sup>th</sup> of March to 28<sup>th</sup> 2014. The Team visited the Tema-Aflao and Fufulso-Sawla Road projects. A wrap up meeting was held with the MRH, GHA and other stakeholders.

There was a second visit from the 20<sup>th</sup> of October to 4<sup>th</sup> of November 2014 to supervise the Tema-Aflao and Fufulso-Sawla Road projects. The mission paid field visits to these projects and held meetings with all stake holders about the projects

### 3.3 Development Projects

The approved programme for the year covers the construction of 194.84Km of trunk roads at an estimated cost of Three Hundred and Fifty million, Eight Hundred and Eighty Thousand, Ghana Cedis (GH¢350,880,000.00).

#### 3.3.1 New Projects

Table 15 gives the list of project that commenced in the year under review.

**Table 15: Projects Awarded in Year 2014**

NO.	PROJECT	STATUS	SOURCE OF FUNDING
1	Eastern Corridor roads .Lot 5 & 6	Commencement date was 19 <sup>th</sup> May, 2014 for completion by 19 <sup>th</sup> November, 2016	Brazilian Development Bank (BNDES)
2	Construction of two (2) combined GRA intervening stations and GHA rest stops on the Tema-Paga corridor. lot1: Savelugu rest stop and lot2: Sakamkrom	Commencement date was 26 <sup>th</sup> August, 2014 and 25 <sup>th</sup> August, 2014 for completion by 26 <sup>th</sup> June, 2015	WORLD BANK
3	Addendum No.1 for Construction of Navrongo-Tumu(25Km)	Commencement date was 21 <sup>st</sup> October, 2014 for completion by 21 <sup>st</sup> October, 2016	GOG
4	Addendum No.5 for the asphaltic overlay of Nkawaw - Atibie Road (9Km)	Commencement date was 7 <sup>th</sup> July, 2014 for completion by 31 <sup>st</sup> December, 2015	GOG

*Source: GHA Contracts Division, December' 2014*

#### 3.3.2 Completed Projects

Five (5) projects were substantially completed over whilst two (2) projects were finally completed in the year. The details of the projects are as shown in Table 16.

#### 3.3.3: 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, the ECOWAS Fund and the Chinese Government. Project status details are shown in Appendix B.



**Table 16: Completed Projects**

NO .	Project	Status	Sources of Funding
1	Construction of Seven Bridges(Lot 2:Kalangmua,Sissili and Nanpeni)	Final completion of project on 6 <sup>th</sup> June, 2014	BADEA/GOG
2	Continuation of the Rehabilitation of Anyinam – Konongo Road(47km); Addendum No. 1, Nkawkaw Bypass(15.3km)	Final completion of the project on 9 <sup>th</sup> January, 2014.	GOG
3	Rehabilitation of Buipe Tamale Road(103.4km)	Works substantially completed on 29 <sup>th</sup> April, 2014.	WB
4	Construction of Steel Bridges Over River Gyanwali Along Yala – Sombisi Road (Wa – Walewale Road) Lot 1	Works substantially completed on 20 <sup>th</sup> February, 2014.	GOG
5	Construction of Navrongo-Tumu road (32km)	Works Substantially completed on 24 <sup>th</sup> July,2014	GOG
6	Reconstruction of Kpando-Worawora-Dambai Phase3(Worawora-Dambai Section Km 81-151)	Sectional substantial completion from Km81+000-Km123+000)on 25 <sup>th</sup> June,2014	GOG
7	Upgrading of Sogakope-Adidome 0-7km.Upgrading of Asiekpe-Mafi-Kumasi(8.35km)Upgrading of Sogakope Secondary High School Access Road(0-1.8km) (Lot4)	Sectional substantial completion of Sogakope Senior High School(1.8km), Asiekpe-Mafi Kumasi(5.2km), Sogakope-Adidome(7km) on 15 <sup>th</sup> May,2014	GOG

**Source: GHA Contracts Division, December' 2014**

### 3.3.4 Ongoing Bridge Projects

- ❖ 2 No. Interchanges on Tetteh Quarshie – Madina Road Project. Atomic junction interchange – Progress is 96%. Legon Interchange – Progress is 80%
- ❖ Construction of Seven (7) Bridges.  
The project is divided into two (2) lots;
- Lot 2.** Construction of Bridges over River Kalangmua, Sissili, and Nanpeni. Final Completion Inspection was undertaken over in June, 2014. Project is in defects liability period.
- ❖ **Apedwa - Bunso Road Project –**  
Construction of an Interchange at Suhum. Progress is 98%. Construction of Bridge over River Kua – Progress is 98%. Works on the bridge has now resumed.

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

**The project has been divided into five (5) Lots:**

**Lot 1.** Construction of Steel Bridge over River Gyanwali at Kundugu on the Yala-Kundungu-Sombisi Road. 35m Span. Progress is 80%.

**Lot 2.** Construction of Steel Bridge over River Kudage on the Sombisi – Tantali Road-35m Span. The overall percentage of work done on this lot is about 50%.

**Lot 3.** Construction of Steel Bridge over River Gongonwu on the Tantali –Tuvuu Road-35m Span. The overall percentage of work done on this lot is 99%. Substantial completion was conducted in March 2014. Project is in Defects Liability Period

**Lot 4.** Construction of Steel Bridge over River Gongonwu on the Tuvuu- Yikpabongo Road-70m. The initial location of the bridge was inaccurate. Construction of the bridge has been relocated to the Upper West Region on the Wa – Hamile road at Kamba. The Contractor is yet to take Possession of Site.

**Lot 5.** Construction of Steel Bridge over River Kulpawn on the Luari-Jadima Road-140m. The overall percentage of work done on this lot is **15%**. Works have stalled due to delay in payment of certificates.

❖ **Construction of Austrian Bridges (Phase 2)**

1. Mishuo- Designs and Tender Document completed. The contract will be procured when approval for 2015 budget is granted.

❖ **Twifo Praso- Designs and Tender Document completed. The contract will be procured when approval for 2015 budget is granted.**

❖ **Construction of Toll Plaza, office block and ancillary works**

Construction of Toll Plaza, office block and ancillary works on the Accra – Nsawam Road  
The damaged toll booths have been reconstructed and Substantial Completion Inspection was undertaken in May 27, 2014. The Project is the Defect Liability Period.

Construction of Toll plaza, office block at Akim Sekyere on the Anyinam-Nkawkaw Road.  
Filling of excavation with boulders and gravel has been completed. Construction of the office block is ongoing. Progress is 35%

Construction of Toll Plaza at Badukrom on the Cape Coast – Takoradi Road. Design of additional lane stabilization has been completed. Contractor is currently constructing the office block and gravel fill works are ongoing. Progress is 12%

❖ **Rehabilitation of Adomi Bridge.**

Possession of site for the commencement of works at site was given to the Contractor on 10<sup>th</sup> March, 2014. Section eighteen of the new decks has been installed. Progress is 65.33%

## **Supply of and Services to Facilitate Flow of Traffic during the Rehabilitation of the Adomi Bridge**

- Deployment of Two Ferries. The Contract for the supply of the ferries was awarded to M/S Janson Bridging International of Netherlands. Installation of the outstanding equipment on the ferries was undertaken during the latter part of the year by M/S Janson Bridging. The ferries are in operation now.

- ❖ **Construction of six bridges in Northern Ghana funded by Danida.**  
M/S Grontmij A/S in association with M/S HAG Consult. Draft final design is completed and has been submitted to GHA for review and comments.
- ❖ **Construction of ramps to existing 6 No. Foot bridges on the George Bush Motorway – (N1).** Drawings for the ramps to the 6 No. Foot bridges have been completed. Contractor has set up his camp at Abelenkpe. Works have stalled due to lack of funds.
- ❖ **Construction of 2 No. underpasses on the George Bush Motorway – (N1).** Review of design drawings is completed. Comments from the review of the drawing have been submitted to Contractor. Review of Bill of Quantities submitted by the Contractor has been completed.
- ❖ **Construction of 4 No. Foot bridges on the Tetteh Quarshie – Madina Road.** Design of the footbridges has been completed. Drawing for the footbridges is 100% complete. Works have stalled due to lack of funds.
- ❖ **Construction of 6 No. Foot bridges on the Madina –Pantang Road.**  
Works have been suspended due to lack of funds.
- ❖ **Construction of bridge over River Pra at Twifo-Praso.**  
Sale of Tender documents are ongoing. Submission of bids is on 28<sup>th</sup> January, 2015.
- ❖ **Construction of bridge over the White Volta at Mishuo.**  
Sale of Tender documents are ongoing. Submission of bids is on 28<sup>th</sup> January, 2015.
- ❖ **Emergency repair works on the Buipe Bridge located on the Kintampo Tamale Road.**  
The Bridge Maintenance Unit of GHA has mobilized to site and works are ongoing.
- ❖ **Emergency repair works on the Yapei Bridge located on the Kintampo. Tamale Road.**  
Repair works on the bridge have been completed.
- ❖ **Emergency repair works on the bridge over Fure River on the Prestea-Samreboi Road.**  
Preparation to replace the existing bridge is ongoing.
- ❖ **Rehabilitation of the Dunkwa Bridge.** Preparation of Tender document is ongoing.
- ❖ **Rehabilitation of the Nasia Bridge on the Tamale – Bolgatanga road.** Inspection of the bridge has been undertaken and preparation of the Tender document is ongoing.
- ❖ **Rehabilitation of the Pwalugu Bridge on the Tamale.**  
Bolgatanga road. Inspection of the bridge has been undertaken and preparation of the Tender document is ongoing.
- ❖ **Reconstruction of the Iture Bridge near Elmina on the Cape Coast–Takoradi Road.**  
Inspection report has been submitted to the Ministry of Roads and Highways.

- ❖ **Rehabilitation of the Ankobra Bridge.**  
Inspection of the bridge has been undertaken.

### 3.3.4.1: Bridge Maintenance Units Activities

- ❖ Structural assessment of the Kaneshie foot bridge completed within the third quarter
- ❖ Repair of Bailey Bridge over River Tano on Samreboi – Enchi Rd was completed within the third quarter
- ❖ Domwine Bailey bridge repairs was completed within the third quarter
- ❖ Repair of Yensiso Bridge. Progress is 60%
- ❖ Replacement of deck of bridge at Nkumkum. Progress is 45%
- ❖ Erection of Bailey bridge over River Mogla at Nakpali. Progress is 40%
- ❖ Erection of Temporary Bailey Bridge at Kpeshie. Progress is 100%. This was completed within the 4<sup>th</sup> quarter.
- ❖ Repair works on bridge at Asutsuare. Progress 100%. This was completed within the fourth quarter.

### 3.3.4.2: National Bridge Statistics

Terms of Reference for the update of the bridge register has been completed. Bidding process will start in January, 2015. The Table below shows the National Bridge Statistics and their condition.

**Table 17: Total number of Bridges based on their condition**

<b>The National Bridge Statistics</b>								
	GOOD		FAIR		POOR		OVERALL TOTAL	
<b>REGIONS</b>	No.	%	No.	%	No.	%	No.	%
Greater Accra	4	33	6	50	2	17	12	3
Volta	14	27	35	67	3	6	52	13
Eastern	5	13	33	83	2	5	40	10
Central	13	19	39	58	15	22	67	19
Western	21	36	37	63	1	2	59	15
Ashanti	2	6	33	92	1	3	36	9
Brong Ahafo	3	11	22	81	2	7	27	7
Northern	18	33	36	65	1	2	55	14
Upper East	5	20	10	38	6	23	26	7
Upper West	2	15	9	69	2	15	13	3
<b>TOTAL</b>	<b>87</b>	<b>25</b>	<b>260</b>	<b>71</b>	<b>35</b>	<b>5</b>	<b>387</b>	<b>100</b>

Source: GHA Bridges Division Dec' 2014

## 3.4. Survey and Design

### 3.4.1 Review of Design Drawings & Reports

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

- ✚ Rehabilitation of Anyinasu- Sekyedumase Road (10.2km)
- ✚ Site inspection report of bus stop at Agya Herbal Township
- ✚ Agona Junction - Elubo Road
- ✚ New Obuase - Asawinso Road
- ✚ Fufulso - Sawla Road
- ✚ Subik Road Diversion Project
- ✚ Upgrading of Sandema - Wiaga - Wiesi Road
- ✚ Upgrading of Missiga - Kulungugu Road
- ✚ Prefeasibility Study Analysis Report For The Accra - Takoradi Road Dualisation PPP Project
- ✚ Project proposal (Expansion of Tema – Michel Camp Road, Community Road and Ashiaman Interchange Project)
- ✚ Project proposal (Tema – Aflao Highway Project)
- ✚ Akyem public road improvement (Overpass tunnel to Beige Junction)
- ✚ Odumase – Asawinso Road
- ✚ Emergency works for the upgrading of Ho – Adidome road (Lot 2). Resurvey and redesign of modified sections (3.7km)
- ✚ Design report of Accra – Tema Motorway widening and renovation project
- ✚ Technical review of Adenta – Dodowa Road Project
- ✚ Upgrading of Oyibi- Ashaiman Road (11.7km) Lot 2
- ✚ Vetting of Oyibi – Ashiaman geometric and drainage designs
- ✚ Upgrading of Kintampo – New Longoro Road (Km 0+00 - 15+000)
- ✚ Feasibility studies for Walewale – Gambaga (30km), Bolgatanga – Bawku, Atebubu – Kwame Danso – Kojokrom (95km), and Jema – Nkoranza (36km)
- ✚ Review of Likpe – Todome Cave Road Design
- ✚ Sogakope Axle Load Station
- ✚ Ho – Adidome Revised Geometric Design Drawings
- ✚ Field verification of proposed geometric and drainage designs of Eastern corridor road project – Lots 5&6 (210km)
- ✚ Site inspection report on drainage problem in the Kikam Township as part of the Agona Junction – Elubo road Project.
- ✚ Geometric and drainage design drawings for the upgrading of Missiga – Kulungugu road (km 5+500 – 10+400)
- ✚ Geometric and drainage design drawings for the rehabilitation of a section (2.5km) of the New Abirem – Aduasena road

## 3.5 Quality Control on Projects

GHA ensures Quality Control (QC) and Quality Assurance (QA) of on-going and completed Development and Maintenance projects through its materials laboratories in all the regional offices and a well resourced laboratory in Accra. Some of the activities carried out during the year are as follows.

- Conducted and completed roughness measurement on the trunk road network as part of the 2014 Road Condition Survey.
- Performed deflection test on Southern Apron of Kotoka International Airport for Bans Consult.
- Performed deflection test on Old Ada Road (Spintex Road-Sakumono Junction) for DUR.
- Structural Integrity assessment of a section of the Kintampo – Buipe Road

- Performed DCP and deflection tests on some roads in Tema and on the Kumasi – Techiman (Daaso-Nkenkaasu Section) Road.
- Undertook FWD measurements on the Tamale Airport Project
- Undertook FWD measurements on the ICT Park at the Free Zone enclave, Tema



Geotechnical Investigations was also on the following project

- Geotechnical investigations on Agona Junction – Elubo Road, and a newly constructed railway line from Atikume to Aflao (Diamond Cement Factory)

### 3.6 Project Preparation Activities

Various activities which pertain to project preparation namely vetting and approval of Interim Payment Certificates, vetting of all Variation Orders for approval, preparation of Engineer's Estimate for procurement of new projects, preparation of Bill of Quantities, Tender Documents and opening and evaluation of tenders, etc. were carried out on new and ongoing projects where appropriate.

A total of 688 certificates were vetted and passed at the close of the year 2014 which is broken down as follows;

-  Development Projects - 157
-  Maintenance Projects - 487

In Addition, 44 Invoices for consultancy services and 40 variation orders were processed. Please find below the total corrections made to interim payment certificates submitted for payment for the year 2014:

**Table 18: Corrected Invoices on Interim Payment Certificates**

	Number of Projects Vetted	Submitted Amount GH¢	Corrected Amount GH¢
1 <sup>st</sup> Quarter	13	12,085,917.39	10,742,778.13
2 <sup>nd</sup> Quarter	14	10,579,606.21	10,257,593.98
3 <sup>rd</sup> Quarter	28	9,768,792.02	8,920,557.64
4 <sup>th</sup> Quarter	2	149,619.51	140,597.21
<b>Totals</b>		<b>32,583,935.13</b>	<b>30,061,526.96</b>
<b>Savings</b>			<b>2,522,408.17</b>

### 3.7 Axle Load Control Programme

Fifteen (15) Permanent Weighbridge Stations (PWS) have been established to date in the various corridors. The operations at all the weighbridge stations are detailed in Table 19 below.

**Table 19: Status of Permanent Weighbridge Stations**

Town/City	Location	Strategy	Status	Remarks
1. Tema	Aflao-Elubo road (Coastal Corridor)	Corridor/cordon	Privatised	Operational.
2. Afiénya	(Eastern Corridor)	Corridor/cordon	Privatised	Operational.
3. Asuoyeboah		Corridor/cordon	Privatised	Operational.
4. Yapei	Tema – Paga Road (Central Corridor)	Corridor	Privatised	Operational.
5. Bolgatanga	Tema – Paga Road (Central Corridor)	Corridor	Privatised	Operational.
6. Elmina	Aflao-Elubo road (Coastal Corridor)	Corridor	Privatised	Operational.
7. Agona Junction	Aflao-Elubo road (Coastal Corridor)	Corridor	Privatised	Operational.
8. Bogoso	(Western Corridor)	Corridor /Hotspot	Privatised	Undergoing rehabilitation and repair works
9. Offinso	Tema – Paga Road (Central Corridor)	Corridor/cordon	Privatised	Operational.
10. Boankra	Tema – Paga Road (Central Corridor)	Corridor/cordon	-	Operational.
11. Akatsi	Aflao-Elubo road (Coastal Corridor)	Corridor	Privatised	Operational.
12. Mim		Hotspot	Privatised	Operational.
13. Sefwi Bekwai		Hotspot	Privatised	Operational.
14. Asokwa		Corridor	Privatised	Undergoing rehabilitation and repair works
15. Jema	Tema – Paga Road (Central Corridor)	Corridor	Privatised	Operational.

**Source: GHA Plant & Equipment Division Dec' 2014**

#### Mobile Vans

The GHA Axle Load Control Mobile Vans operated from the Head Office and the GHA Regional Offices during the year. Some of the roads monitored by the mobile vans were; Accra - Kumasi Road, Accra - Tema Motorway, Takoradi - Agona Junction Road, Takoradi - Cape Coast, Ayamfuri - Bogoso - Tarkwa Road, Tema - Sogakope Road, Techiman - Wenchi Road, Kumasi - Techiman, Anwiankwanta - Asokwa Road and Sunyani - Goaso Road among others.

#### High Speed Weigh In Motion (HSWIM)

Nine (9) HSWIM have been installed at Tema, Dawa, Nsawam, Elmina, Bolgatanga, Agona Junction, Boankra, Akom and Ngleshie Amanfrom. Data was obtained from five (5) of the sites, namely; Ngleshie Amanfrom, Dawa, Elmina, Bolgatanga and Agona Junction during the year. The status of the four (4) remaining sites is as shown in Table 20.

**Table 20: Status of Non- Operational HSWIM Sites**

HSWIM Site	Status
Tema	Repair of damaged electrical cables completed. Supplier is yet to assess the equipment and validate the data.
Doboro	Data sensors damaged due to depression of pavement surface. Treatment of pavement surface is required for re-installation of the data sensors.
Boankra	Connection of power to the site is on going.
Akom	Reconstruction of damaged cabinet house is yet to commence for re-installation of data cabinet

*Source: GHA Plant & Equipment Division Dec' 2014*

### **Portable Weighing Scales**

Portable weighing scales were also used for monitoring. These were used at New Akrade, and Juapong to control overloading of trucks using the ferries located at Senchi and at Adidome and Asuoyeboah Weighbridge Station.

### **Axle Load Control at the Ports**

The four (4) Axle Weighers at the terminals at Tema Ports and two (2) portable weighing pads located at the loading points were all operational during the year. The two (2) Axle Weighers at the Takoradi Port were also operational. Additional Axle Weigher is required at the Golden Jubilee Terminal to control over loading of trucks loading from that terminal.

### **Installation of Axle Load Control Database System**

A Database System has been installed at fourteen (14) operational stations and the Head office. The Database System facilitates the compilation of data at the axle load stations and reporting in general. Upgrading of the system to improve the integrity of the data obtained from the weighing stations has been completed.

#### **3.7.1 Statistics from the Axle Load Stations**

The GHA started the implementation of the permissible limits without tolerance and the graduated overloading fees in the Eight Schedule of Road Traffic Regulations, 2012 (L.I. 2180) in February 2014. This implied that 6-axle vehicles were to load up to a maximum permissible weight of 60 tonnes. Vehicles which exceeded the required permissible limit were made to shed off the excess load and pay the corresponding overloading fee.

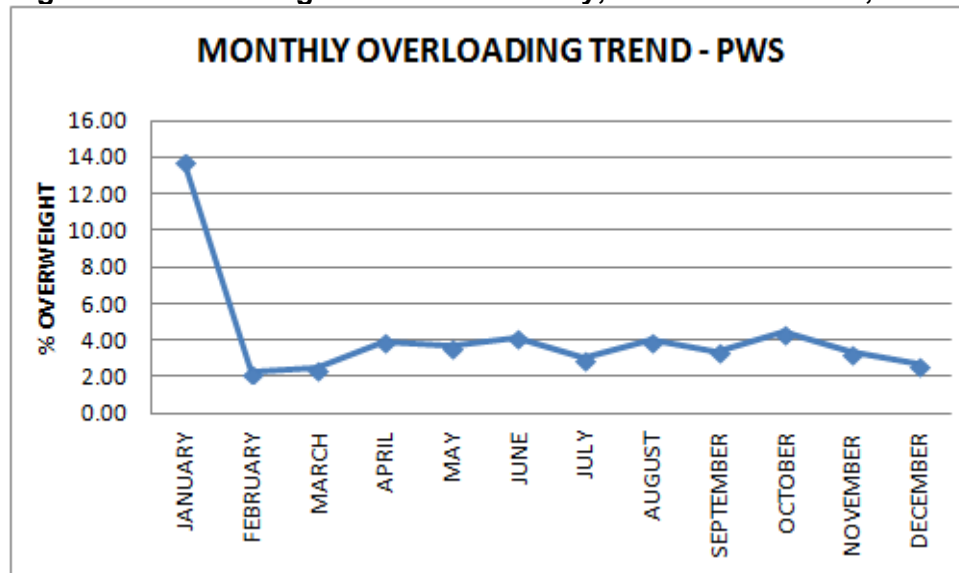
Figure 5 below shows a significant decline in the overloading trend from 13.79% in January, 2014 to 2.71% in December, 2014. The records show that less than 5% of vehicles weighed were overloaded between February 2014 and December, 2014. This achievement has resulted from the strict enforcement of the new graduated overloading fees and the removal of excess load after payment of overloading fees by offending drivers. The education and sensitization programme as well as effective monitoring with the weighing vans also contributed immensely to the decline in overloading trend.

The quarterly overloading trend shown in Figure 6 also indicates a decline from 4.65% at the end of the 1<sup>st</sup> quarter of 2014 to 3.31% at the end of the 4<sup>th</sup> quarter of 2014. There has been a gradual decline 17.84% at the end of the 1st quarter, 2013 to 3.31% at the end of the 4<sup>th</sup> quarter, 2014 as shown in Figure 7.

Figure 8 provides information on the level of overloading recorded at the various weighbridge stations for 2014.

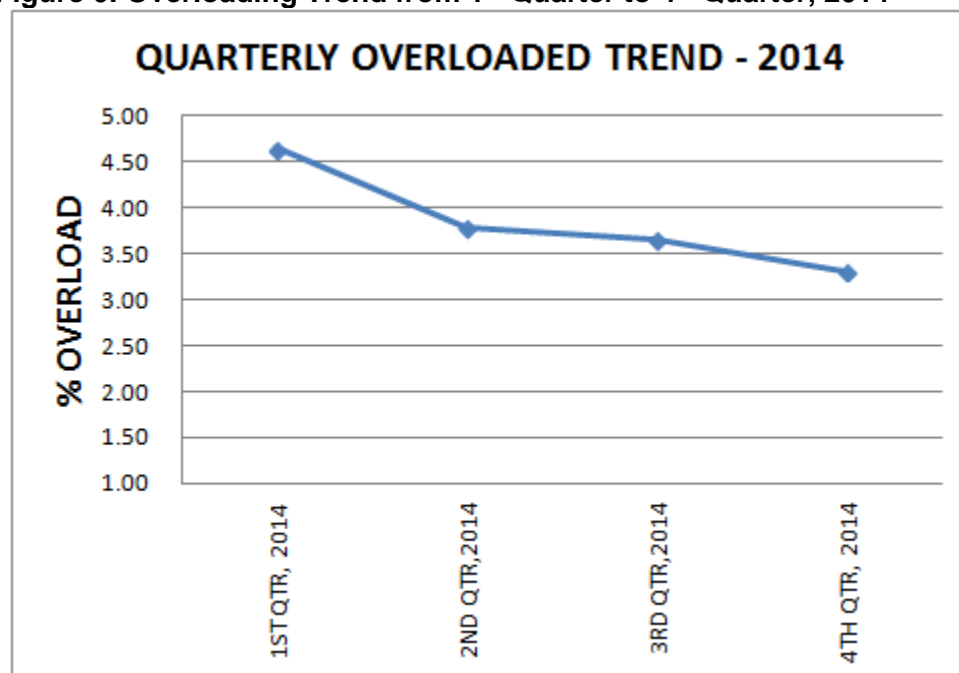


**Figure 5: Overloading Trend from January, 2014 to December, 2014**



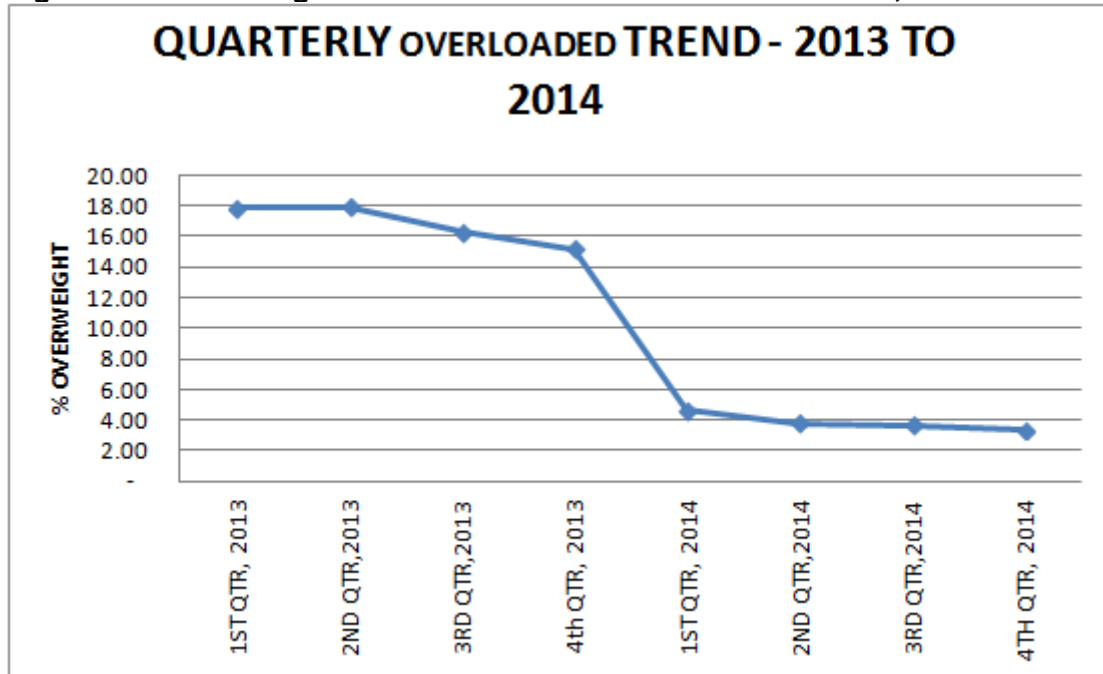
*Source: GHA Plant & Equipment Division Dec' 2014*

**Figure 6: Overloading Trend from 1<sup>st</sup> Quarter to 4<sup>th</sup> Quarter, 2014**



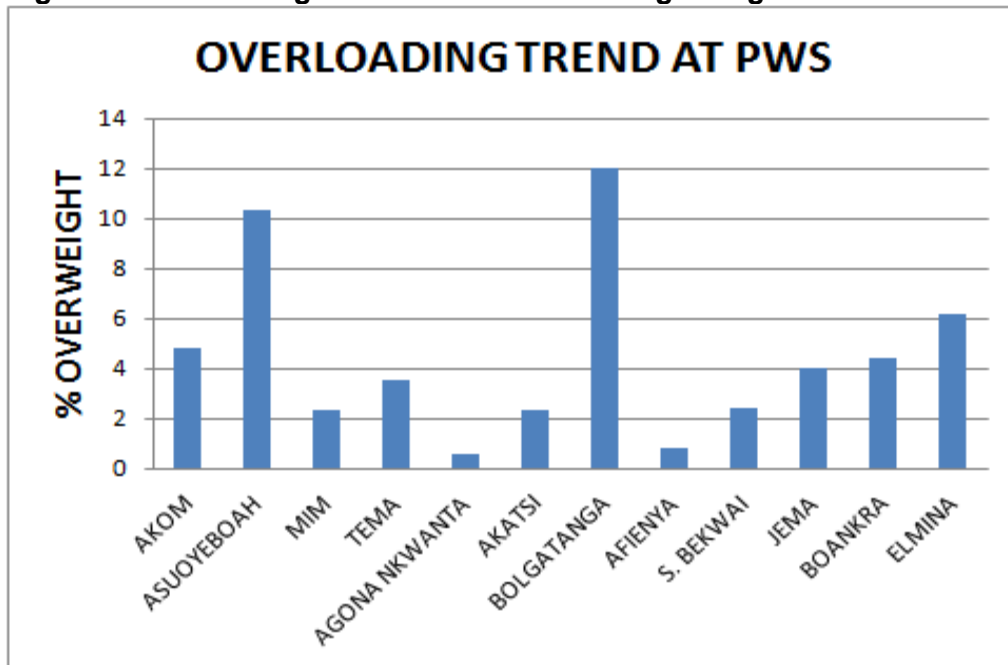
*Source: GHA Plant & Equipment Division Dec' 2014*

Figure 7: Overloading Trend from 1<sup>st</sup> Quarter 2013 to 4<sup>th</sup> Quarter, 2014



Source: GHA Plant & Equipment Division Dec' 2014

Figure 8: Overloading Trend at Permanent Weighbridge Stations - 2014



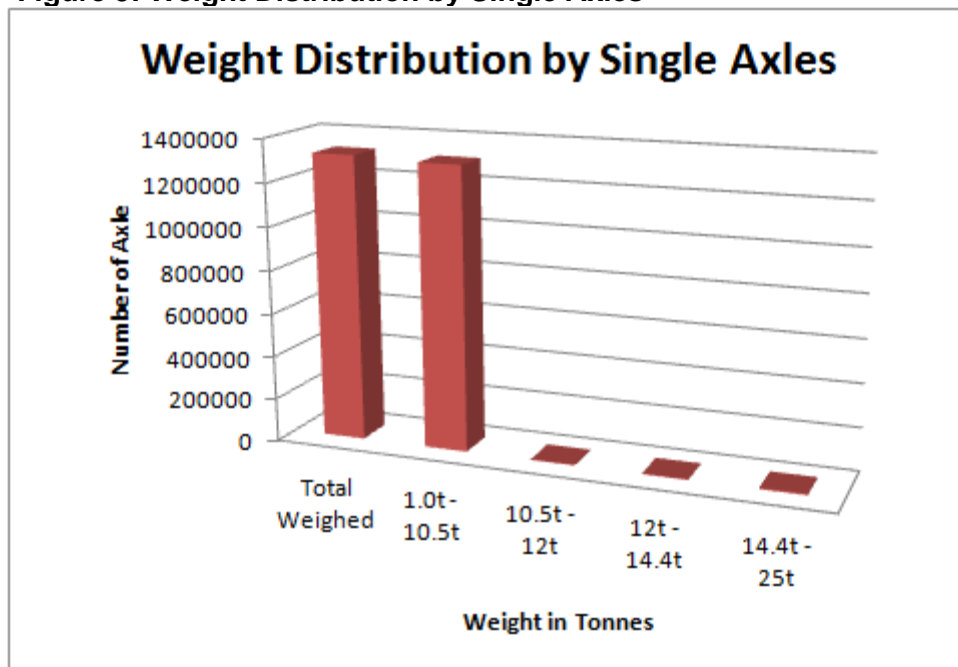
Source: GHA Plant & Equipment Division Dec' 2014

### Statistics from HSWIM Sites

Data from five High Speed Weigh-in-Motion Stations estimates that, 99% of single axles weighed between 1tonne and 10.5 tonnes whilst the remaining 1% represent weights exceeding 10.5 tonnes as shown in Figure 9.

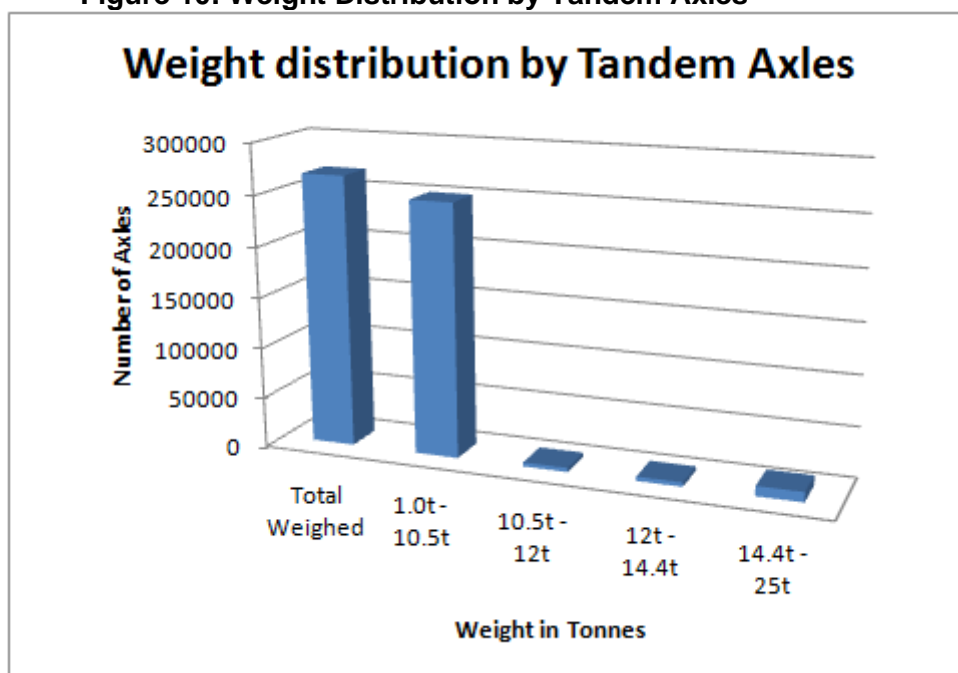
With respect to tandem axles, 93% weighed between 1tonne and 10.5 tonnes whilst 7% weighed above 10.5 tonnes. The records estimated 90% of tridem axle weights to be between 1 tonne and 8.4 tonnes and 10% above 8.4tonnes. Figures 10 and 11 show weights distribution of tandem and tridem axles respectively.

**Figure 9: Weight Distribution by Single Axles**



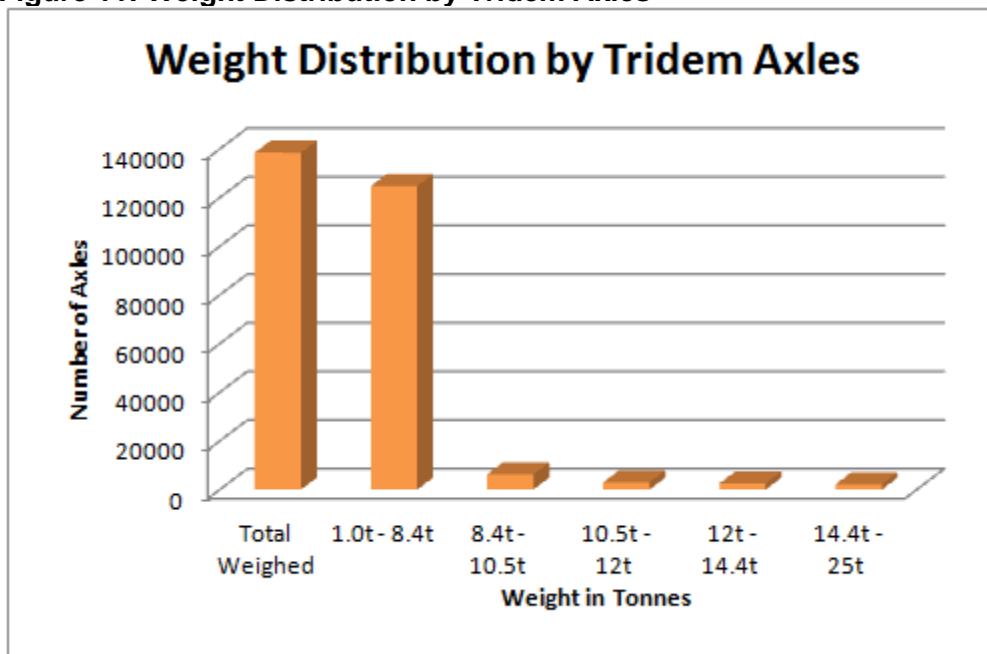
*Source: GHA Plant & Equipment Division Dec' 2014*

**Figure 10: Weight Distribution by Tandem Axles**



*Source: GHA Plant & Equipment Division Dec' 2014*

Figure 11: Weight Distribution by Tridem Axles



Source: GHA Plant & Equipment Division Dec' 2014

### Returns on Overloading Fees

The total over loading fees collected during the year under review amounted to **GH¢ 3,010,562.93**.

## 3.8 Road Safety Activities

Road safety activities carried out on trunk roads included the following

- Road Safety Audit;
- Accident black spot investigations;
- Road Safety Works;
- Environmental management

Notable among these activities was Installation of Solar Street Lights on the Kasoa – Takoradi Road. The project is still ongoing

### 3.8.1 Resettlement Action Plan (RAP)

#### RAP for the Agona Junction – Elubo Road Project

The payment of compensation on the Agona Junction - Elubo is still ongoing. Consultation with the project affected persons is also ongoing.

#### RAP implementation on the Ayamfuri - Asawinso (TSP) Road project

To date, a total number of **nine hundred and twenty eight (928)** PAPs have received their compensation amounting to **Gh¢ 1,681,179.82** in both Lots. There is however **four hundred and eighty six (486)** PAPs (including owners of graves/tombs) yet to be paid compensation. The Table below is the summary of compensation as at **17th December, 2014**.

**Table 21: Summary of Compensation Payments**

LOT 1					
ITEM	NUMBER OF PAPS	NO. OF PAPS PAID (PART PAYMENT)	AMOUNT PAID GH¢	NO. OF PAPS TO BE PAID	AMOUNT TO BE PAID (PART PAYMENT) IN GH¢
CROPS	227	176	126,046.744	51	23,582.858
STRUCTURES	264	87	290,715.607	177	900,197.758
CEMETERIES*	43	21*	8,556.009*	22	8,963.458
<b>TOTAL</b>	<b>534</b>	<b>284</b>	<b>425,318.359</b>	<b>250</b>	<b>932,744.053</b>
LOT 2					
Crops	422	364*	483,089.32*	58	87,052.92*
Structures	215	138	714,917.224	77	143,546.06
Cemeteries*	243	142*	57,854.91	101	14,777.03*
<b>TOTAL</b>	<b>880</b>	<b>644</b>	<b>1,255,861.46</b>	<b>236</b>	<b>245,376.01</b>

\*Full payment Source: GHA Road Safety & Environment Division Dec' 2014

### HIV/AIDS Education & Sensitization

The Authority participated in HIV/AIDS education programme on the Agona Junction - Elubo (Lot 3), on the Agona Junction - Elubo Road Project (Lot 1 and Lot 2) and Akatsi - Ziope Road Projects. GSMF also conducted training programmes for peer educators in Paga, Bolga, Buipe and Kintampo as part of the implementation of the HIV/AIDS Action Plan on the Tema-Paga Road Corridor.

### Environmental and Social Impact Assessment (ESIA)

HIV/AIDS education programme was held on the Agona Junction - Elubo (Lot 3), Agona Junction - Elubo Road Project (Lot 1 and Lot 2) and Akatsi - Ziope Road Projects. GSMF also conducted training programmes for peer educators in Paga, Bolga, Buipe and Kintampo as part of the implementation of the HIV/AIDS Action Plan on the Tema-Paga Road Corridor.

In November 2014 an ALCO team and officials of Ministry of Roads and Highways (MRH) and Ghana Highway Authority (GHA) undertook a supervision mission to monitor the implementation of the ESMP on the ALTTFP. The mission included visits to the following sites:

- The entire 110km Agona Junction – Elubo Road Project (LOTS I, II and III) ;
- Camp and Quarry sites operated by Contractors responsible for LOTS I, II and III road works and a meeting with the supervising Consultant (K2 and Associates) and Contractors working on the project.

## 3.9 Road Maintenance Projects

In the 2014 fiscal year, Periodic maintenance of 95km was approved at the cost of GH¢12.22 million. However a total of 99.57 km was achieved at a cost of GH¢15.579 million. This represents 127.49% achievement.

A total of 100km length of road was approved for minor rehabilitation at a cost of GH¢31.32 million, however a total of 740.73 km were rehabilitated at a cost of GH¢256.199 million.

This represents 817.95 % achievement. Table 23 and Figure 12 show the achievements in both routine and periodic maintenance projects

### 3.9.1 New Projects

There were no new projects awarded during the year under review.

### 3.9.2 Ongoing Projects

There are currently one hundred and seventy-six (176) on-going road maintenance projects.

**Table 22: Summary of Ongoing Periodic Mtce. Projects per Activity**

Activity	No. of Projects	Length (Km)
Regravelling	10	114.5
Resurfacing (Partial Reconstruction)	22	327.75
Resealing	2	37
Upgrading	55	954.15
Town Roads	9	140.9
Drainage Structures	75	
<b>TOTAL</b>	<b>176</b>	<b>1,574.3</b>

*Source: Road Maintenance Division Dec' 2014*

**Table 23: Achievements in Maintenance Projects: 2014**

ACTIVITY	2014 PLANNED PROGRAMME		2014 APPROVED PROGRAMME		2014 APPROVED PROGRAMME (REVISED)	2014 APPROVED PROGRAMME ACHIEVEMENT				CUMM. ACHIEVEMENT	CUMM. ACHIEVEMENT (%)
	UNITS		UNITS			1ST QUARTER	2ND QUARTER	3RD QUARTER	4TH QUARTER		
<b>ROUTINE MTCE</b>											
Grass Cutting	Km	50,003	Km	50,003	50,003	12,500	12,500.00	11,400.00	12,000.00	48,400	96.79
Culvert Cleaning & Desilting	No.	23,162	No.	23,162	23,162	7,250	7,550.00	6,700.00	3,500.00	25,000	107.93
Ditch/Drain Cleaning	Km	6,960	Km	6,960	6,960	2,178	2,287.00	1,780.00	1,190.00	7,435	106.83
Grading	Km	10,916	Km	10,916	10,916	3,417	2,420.00	2,650.00	1,700.00	10,187	93.32
Pothole Patching & Grade High Shoulders	Km	4,693	Km	4,693	4,693	1,469	1,379.00	984.00	940.00	4,772	101.68
<b>PERIODIC MTCE</b>											
Regravelling/Spot Improvement	Km	411.0	Km	33	60	17.77	26.20	11.50	0.00	55.47	168.09
Resealing	Km	298.00	Km	62.0	62.0	1.62	0.00	0.00	2.05	3.67	5.92
Overlay	Km	0.00	Km	0.0	0.0	0.00	0.00	0.00	0.00	0.00	0.00
Drainage Structures & Bridges	GH¢/M	6.5	GH¢/M	1.9	1.9	0.64	0.00	0.18	1.00	1.82	94.30
<b>MINOR REHABILITATION</b>											
Partial Reconstruction	Km	185.60	Km	50.80	50.80	35.13	0.00	0.00	12.14	47.27	93.05
Minor Upgrading	Km	198.50	Km	35.00	120.00	32.29	51.34	0.00	13.00	96.63	80.53
Rehab. of Town Roads	Km	22.7	Km	15	100	40.56	25.86	0.00	23.17	89.59	89.59

*Source: GHA Maintenance Division Dec' 2014*

### 3.9.3 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** which, is based at Techiman in the Brong Ahafo Region is responsible for the northern sector of the country. **MMU II** is based at Suhum in the Eastern Region, is responsible for the southern sector of the country.

Both units carry out routine and periodic maintenance works on the roads in their respective sectors.

The total cost of work done by MMUI and MMUII during the year under review is GH¢1.13 million and GH¢6.47 million respectively.

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 taking care of all bridges in the southern sector and the northern sector of the country respectively.

Details of work executed during the year by the units are as shown in the Table 24 below.

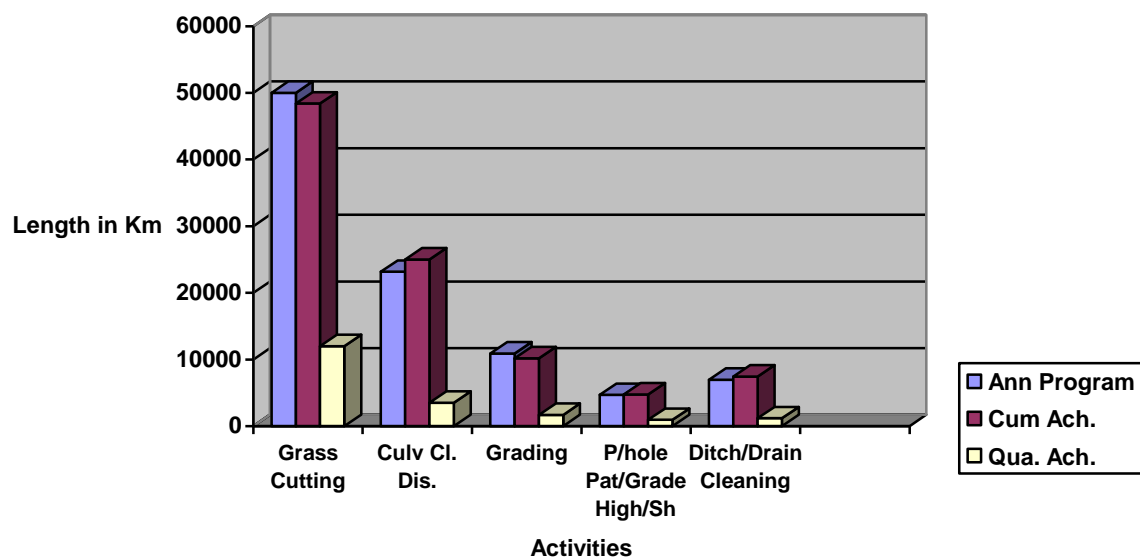
**Table 24: Achievements by Mobile Maintenance Units Projects 2014**

<b>Progress Report on Works Executed By GHA Units as at 31st December, 2014</b>							
<b>GHA Units</b>	<b>Road Name</b>	<b>Activity</b>	<b>Length km</b>	<b>Project Cost GH¢M</b>	<b>Cumulated Achievemnt %</b>	<b>Total cost of Work done to date GH¢M</b>	<b>Remarks</b>
MMU I	Napkanduri - Bunkpurugu (km 20-37.4)	Upgrading	17	10.80	5.93	0.64	Project suspended due to inavailability of funds
	Asokwa Weigh Bridge Project	Retaining Wall, 0.9 J-Drains and construction of Pavement Structure		0.60	60.00	0.49	On-going
MMU II	Tema end of the Motorway Road	Construction of Additional Lanes	0.7	0.69	86.88	0.60	Put on hold
	Kpedze - Kpoeta Road	Rehabilitation	12	2.25	70.21	1.58	On-going
	Tetteman Junction - Tetteman	Rehabilitation	2.5	0.53	43.46	0.23	On-going
	Essuehyia-Otuam Road	Rehabilitation	16	4.09	51.71	2.11	On-going
	Teshie Link into Adiriganor Road	Construction of Exit Road from Motorway	1.5	2.01	40.21	0.81	On-going
	Nsawam-Adeiso-Asamankese	Partial Reconstruction and Patching	13	1.95	89.98	1.76	On-going
BMU	River Mogla at Napkali	Erection of Bailey Bridge		0.01	10.00		On-going
	Ada	Erection of Bailey Bridge		0.01	60.00		On-going
	Swedru	Repair of Bailey Bridge		0.045	40		On-going
	Tarkwa-Bogoso Road	Erection of temporary Bailey Bridge		0.23	5		Ongoing
	Kpeshie	Erection of temporary Bailey Bridge		0.230	60		Ongoing

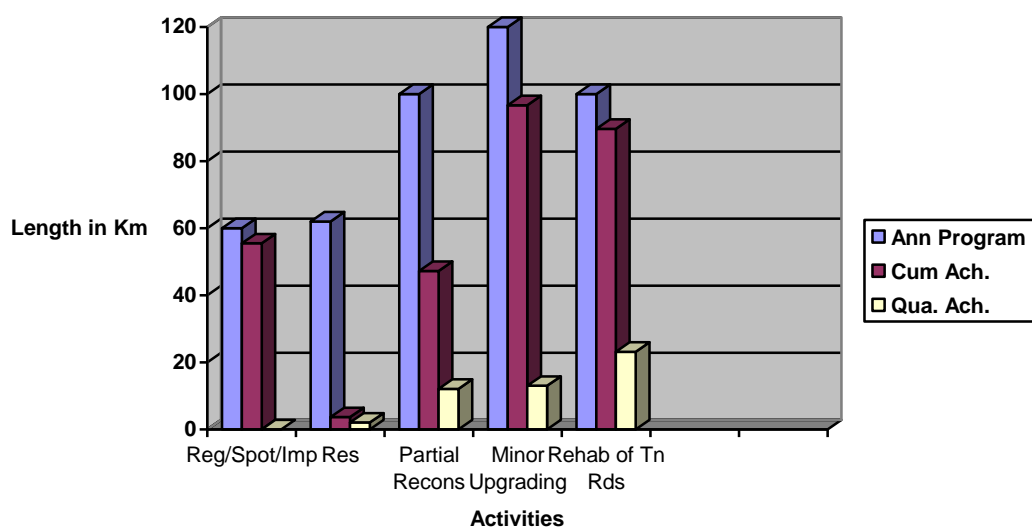
**Source: GHA Maintenance Division Dec' 2014**

Figure 12: Achievements in Maintenance Activities as at the end of Year 2014

### Achievements in Routine Maintenance Programs



### Achievements in Periodic Maintenance Projects



#### Legend

**Reg:** Regravelling  
**Res:** Resealing  
**Spot Imp:** Spot Improvement

**Tn.Rds:** Town Roads  
**Culv. Cl. Dis:** Culvert Cleaning & Desilting



## **3.10 Institutional Strengthening**

### **3.10.1 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 undertook the following major activities to improve the quality of work of staff.

#### **3.10.1.1 E-Government Phase-II Project**

The E-Government phase II project, is still ongoing and the following deliverables have been deployed:

- Provision of Active Directory services
- Provision of Microsoft Exchange Server 2014 services
- Provision of Microsoft Lync Server 2014 services for unified communications
- Provision of Microsoft SharePoint 2014 services
- Provision of Portal Content Management

#### **3.10.1.2 Electronic Document Management Pilot Project**

An Electronic Document Management Pilot Project for the Contracts Division and other divisions that work closely with the Contracts Division started in July 2012. The pilot has been completed and currently the staffs in the Contract divisions are being trained on its usage. The expected benefits of the pilot project include the following:

- Protect important documents by having digital copy.
- Reduce filing time and costs.
- Access needed documents quickly to save time and improve service delivery.
- Eliminate misplaced or misfiled documents.
- Reduce space consumed by file cabinets and reduce storage cost.
- Reduce cost of photocopying.
- Improve security of documents.

#### **3.10.1.3 Provision of Local Area Network (LAN) for Ashanti, Brong Ahafo, Northern & Upper East Regions under WATTEF Programme.**

The contract for the above project has started with the hiring of a consultant for the project. The consultant has been introduced officially to the four regional directors. Bids were issued for the supply and installation of LAN in four regional offices. The evaluation of the bid has been completed and submitted to the Ministerial Tender Review Board for approval.

#### **3.10.1.3 Geographical Information Systems (GIS)**

The Ministry of Roads and Highways and the Ministry of Transport have initiated a programme to consolidate spatial data in the agencies under the two ministries to ease access and retrieval of data. The GHA has nominated officers to serve on a committee for the implementation of the GIS.

### **3.10.2 Human Resource Development**

In line with the Authority's Policy of training and adequately motivating staff to acquire the needed skills knowledge and attitude to enhance performance in the discharge of their duties, organised and co-ordinated various training courses in 2014. Funding for these courses was from the World Bank under the Transport Sector Project (TSP) the West Africa Transport and Transit Facilitation Project (WATTFP), and the Abidjan-Lagos Transport and Transit Facilitation Project (ALTTFP). There was also funding from Government of Ghana (GOG) subvention.

The objectives of training courses organized were to:

- Enable Management formulate policies, Initiate and Manage Changes to enhance organizational development.
- Enable Engineers conduct effective supervision of Projects.
- Enable Managers develop effective Work Units to enhance performance.
- Enable Technical, Administrative and Secretarial Class to provide the needed support for Directors and Managers to achieve organizational goals.

#### **3.10.2.1 Seminar/Conferences/Workshops**

##### **Management Level**

In 2014 a total of Thirty Six (36) 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: "7<sup>th</sup> Conference of Public Service Chief Executives and Chairpersons of Governing Boards/Councils – Kumasi, Road Condition Survey – Kumasi, Training in Conditions of Contract and Dispute Resolution – Accra, Career Women's Forum – Accra, Training in Advance Excel – MIS Training Room, Driving Performance through Talent Management – GIMPA, "My SQL" Software – MIS Training Room and Implementation and Management of FIDIC Professional Services Agreements and FIDIC Procurement Procedures at Engineers Centre.

Foreign programmes organized in the year under review included; "Public Sector Management, Governance" – USA; Public Relations and Working with the Media – UK; the New Bridge across Volta River on the Eastern Corridor - Japan

##### **Middle Level**

Three Hundred and Sixty (360) Managers and Supervisors participated in both local and overseas programmes.

Some of these courses involved seminars and workshops conducted by Management Development Institutions. These courses included; Contract Management Seminar – Accra, Road Safety Audit – Accra, Road Condition Survey – Kumasi, Rehabilitation of the Adomi Bridge – Atimpoku, Training in Condition of Contract and Dispute Resolution – Accra, Effective Facilities Management Course – Accra; Designing with Auto-Cad Civil 3D 2011 – Engineers Centre; Geographic Information Systems (GIS) – Kofi Annan Centre of Excellence; Earthquake Engineering: Basic Concepts for the built Environment – Engineers Centre.

During the year under review five (5) in-house courses were also organized for One Hundred and Sixty Six (166) officers. These included Contract Management, Road Safety

Audit, Road Condition Survey, Training in Advance Excel and Training in Microsoft Word and Excel for Secretarial Staff.

Eight (8) Officers pursued Masters programmes. One (1) Foreign and Seven (7) in our Local Universities.

Foreign Programmes coordinated in 2014 included International Road Federation Workshop, Result Based Management and Performance Indicators, Training and Dialogue Program FY2014-2015 “Trunk Road Management & Maintenance”, Construction Project Counterpart Training for the New Yean Loan for the Construction of the New Bridge across Volta River on the Eastern Corridor and Construction Project Management.

Twenty-Five (25) Assistant and Technician Engineers had their Induction Training in the course of the year. They completed their training in 2014.

**Table 25: Programmes & Number of Staff Trained in 2014**

CATEGORY	ACTIVITY	LOCATION	NO. OF STAFF PROGRAMMED TO BE TRAINED IN THE YEAR	NO. TRAINED IN THE YEAR
<b>MANAGEMENT LEVEL</b>	Seminar/Conference/Workshop	Foreign	4	5
	Seminar/Conference/Workshop	Local	65	10
	Higher Level Training(MBA)	Local	0	0
	In-House Training	Local	10	21
	<b>T o t a l s</b>		<b>79</b>	<b>36</b>
<b>MIDDLE LEVEL</b>	Seminar/Conference/Workshop	Foreign	5	7
	MSc Programme	Foreign	0	1
	Fellowship Programme	Foreign	6	3
	Seminar/Conference/Workshop	Local	80	165
	Higher Level Training(MSc/MBA)	Local	10	7
	HND/BSc. Programmes	Local	6	1
	Short Course in Local Institution	Local	10	10
	In-house Training	Local	264	166
	<b>T o t a l s</b>		<b>381</b>	<b>360</b>
<b>JUNIOR STAFF</b>	HND/BSc. Programmes	Local	4	0
	Seminar	Local	10	10
	In-house Training	Local	95	74
	<b>T o t a l s</b>		<b>109</b>	<b>84</b>

**Source: GHA Training & Development Division Dec' 2014**

### 3.10.3 Plant & Equipment

During the year, 745 jobs were received 690 completed and 55 outstanding at the Central Mechanical Workshop. The summary of the jobs received and completed at the various sections are as follows:

**Table 26: Jobs received and completed**

QUARTER SECTION	1ST		2ND		3RD		4TH	
	Rec`d	Comp`d	Rec`d	Comp`d	Rec`d	Comp`d	Rec`d	Comp`d
Light	83	82	76	76	56	50	57	47
Electrical	67	57	64	64	59	52		
Engine	3	3	10	9	4	1	3	2
Ancillary	19	38	21	30	17	5	17	17
Heavy	10	9	12	10	8	6	13	12
Machine	9	9	6	3	7	7	3	3

Note : Rec`d =Received ,Comp`d =Completed **Source: GHA Plant & Equipment Division Dec' 2014**

#### 3.9.3.1 Ferries

The clearing of the above weed under the Lower Volta Bridge at Sogakope is being executed by a contractor.

#### M/S Sogakope

The ferry makes trips between Ada- Foah to Amedeka and Ada – Foah to Anyanui. However the ferry is very weak and constantly develops leakages on the hull and the schottels which demanded constant welding by the dedicated welders at the unit.

**M/S Okor** has been slipped out of water over several years awaiting repairs. The ferry is deteriorating at an alarming rate.

#### SENCHI – AKRADE FERRIES

The two (2) ferries are running smoothly despite the unprecedented low water levels .The unit has a staff strength of Fifty Six (56). The unit suffered unprecedented water levels which affected the smooth running of the two ferries. This situation made landing and taking off difficult causing damage to the wharf (landing area).However the damage has since been repaired.

### 3.10.4 Procurement

The details of the procurement done in the period under review are provided in the Tables 27 & 28 below.

**Table 27: Shopping (LPO) (GOG Budget)**

Description	1 <sup>st</sup> Quarter	2 <sup>nd</sup> Quarter	3 <sup>rd</sup> Quarter	4 <sup>th</sup> Quarter	Total
Stationery	67,788.06	3,296	64,409.00		135,493.06
Spare parts		2853.73			2,853.73
Battery	2568	12,390	3450	4725.25	23,133.25
Tyres	2600	7,430	18980	3000	32,010.00
Protective items			10,500		10,500.00
Journal Roll		9,998.92	9989.58	4994	24,982.50
Computer & Accessories			5,000	14532	19,532.00
Air conditioners	9644		9444	12850	31,938.00
Diesel		145,665	241,425.00	218656	605,746.00
Oil & Lubricants		19,521		8201.68	27,722.68
Gas Cooker					0.00
Freezer	4500		12,600	1700	18,800.00
fridge	5200		3300	1680	10,180.00
Office equipment	23,294.10	15,272.90	18372	4820	61,759.00
Sollatek Powerback				5425	5,425.00
Blank Pol Cards				4782.25	4,782.25
Head Lamp				834.25	834.25
Filters		3,084.12			3,084.12

**Source: GHA Plant & Equipment Division Dec' 2014**

**Table 28 : Procurement Donor Funded (US\$) – Axle Load**

Description	1 <sup>st</sup> Quarter	2 <sup>nd</sup> Quarter	3 <sup>rd</sup> Quarter	4 <sup>th</sup> Quarter	Total
CPD[m] 35000 Load Cell			28,582		28,582
Flat Screen TV			4,750		4,750
Aluminum Track For Weighing Van			6,000		6,000
Nissan Navara			USD64,600		USD64,600

**Source: GHA Plant & Equipment Division Dec' 2014**

## CHAPTER FOUR

### 4.0 Administrative Activities

#### 4.1 Human Resource

As at 31st December, 2014, staff strength of the Authority stood at 1,678 (as against the establishment of 2,512) comprising 739 being 44.05% senior staff and 939 being 55.95% junior staff as shown in the Table 29 below;

The data and the graph on Age Distribution is shown in Table 30 and Figure 13

**Table 29: Human Resources Strength – GHA Staff Structure as at 31<sup>st</sup> December, 2014**

GHA HUMAN RESOURCE STRENGTH -STAFF STRUCTURE 31ST DECEMBER, 2014																
DESCRIPTION OF	ACTUAL	VACANCY	HQ	GAR	VR	ER	CR	WR	ASH	BAR	NR	UER	UWR	MMU	BMU	
OCCUPATION	STRENGTH													I&II		
TOP EXECUTIVES	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
DIRECTORS	26	1	20	1	1	1	1	1	1	1	1	1	1	0	0	0
ENGINEERS (FROM ASSIST. ENGR. TO PRIN. ENGR.)	136	37	98	3	3	5	1	3	5	5	4	2	2	3	2	2
OTHER PROFESSIONAL STAFF	50	33	25	3	2	3	3	2	4	2	3	0	3	0	0	0
ADMINITVE AND OTHER MANAGERIAL STAFF	262	133	140	11	10	17	13	9	13	11	9	7	9	9	4	4
TECHNICIAN ENGINEER STAFF	152	98	81	5	5	4	8	4	7	7	6	8	6	5	6	6
TECHNICAL AND SUPERVISORY STAFF (I)	70	75	20	3	3	8	6	6	7	5	6	2	0	2	2	2
WORKS SUPERINTENDENTS	39	-39	12	0	3	8	4	1	1	5	1	0	0	1	3	3
SENIOR STAFF	739	338	400	26	27	46	36	26	38	36	30	20	21	20	17	17
TECHNICAL AND SUPERVISORY STAFF (II)	98	22	23	5	6	8	9	9	7	11	9	3	6	2	0	0
FOREMEN	3	-3	2	0	0	0	0	0	0	0	1	0	0	0	0	0
ROAD OVERSEERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLERICAL STAFF	132	95	44	6	7	18	10	8	13	11	6	4	4	1	0	0
SKILLED WORKERS	303	213	86	11	8	16	14	21	31	18	15	10	9	43	21	21
SEMI-SKILLED	403	157	134	14	18	39	32	17	24	25	32	20	19	19	10	10
TRAINEES / APPRENTICES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JUNIOR STAFF	939	484	289	36	39	81	65	55	75	65	63	37	38	65	31	31
GRAND TOTAL	1678	822	689	62	66	127	101	81	113	101	93	57	59	85	48	48
TECH.& SUPERVISORY STAFF (I) = (SNR.TEC.OFFR. TO CHF.TEC.OFFR.)																
TECH.& SUPERVISORY STAFF (II) = (TEC.OFFR GDII & TEC.OFFR GDI)																

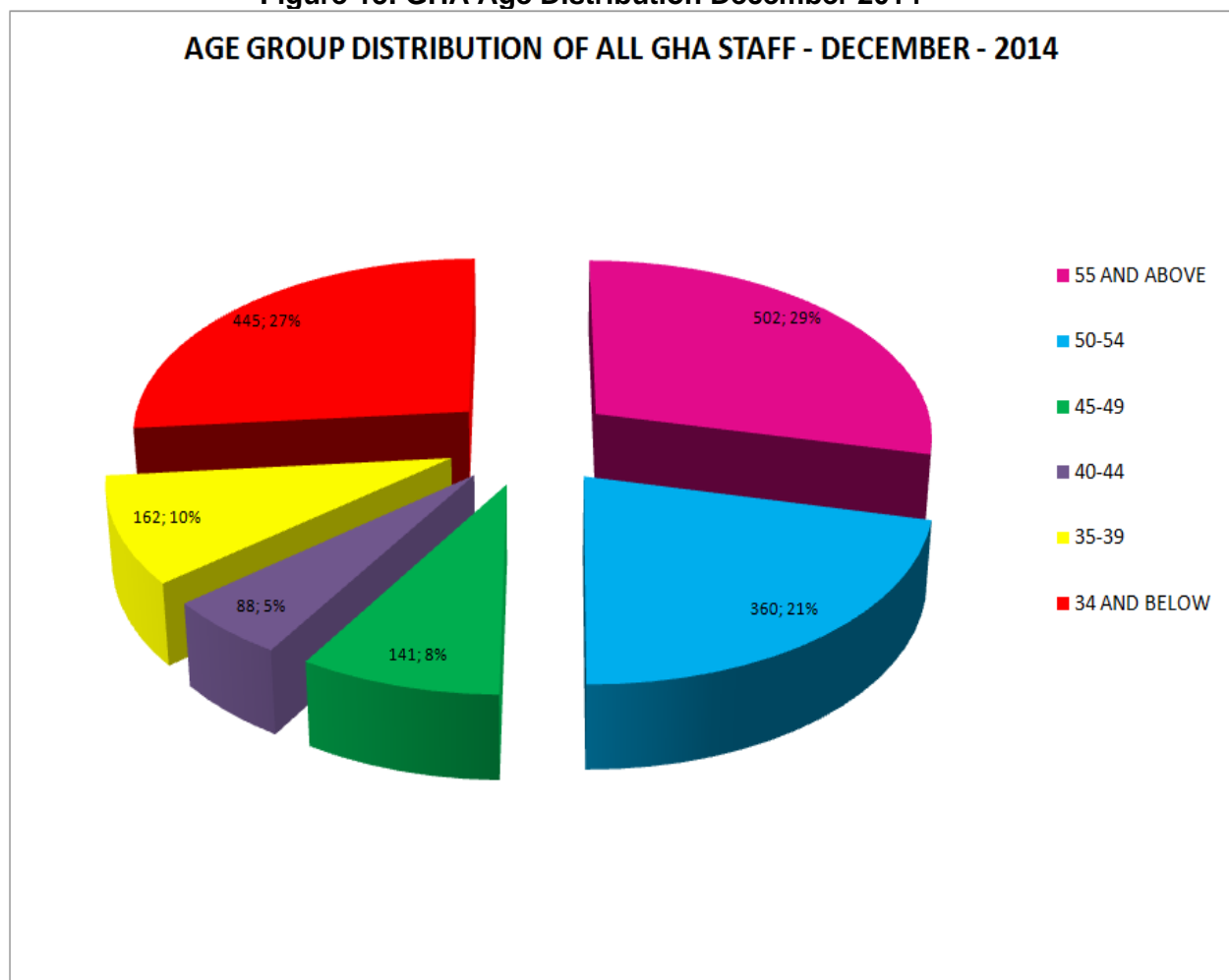
**Source: GHA Human Resource Division Dec' 2014**

**Table 30 : Staff Age Group Distribution**

AGE GROUP DISTRIBUTION OF ALL GHA STAFF - DECEMBER - 2014							
	55 AND ABOVE	50-54	45-49	40-44	35-39	34 AND BELOW	TOTAL
OCCUPATION CATEGORY							
ADM./ OTHER MANAGERIAL STAFF	107	59	21	12	19	44	262
CLERICAL STAFF	42	23	6	2	4	55	132
ENGINEERS	26	31	20	10	11	68	166
FOREMAN/CHARGEMAN	2	0	0	0	1	0	3
OTHER PROFESSIONAL STAFF	8	12	5	5	12	8	50
SEMI-SKILLED STAFF	115	87	30	23	48	100	403
SKILLED WORKERS	95	79	34	20	35	40	303
SUPERINTENDENT	24	13	2	0	0	0	39
TECH.& SUPERVISORY STAFF (I)	19	25	10	5	5	6	70
TECH.& SUPERVISORY STAFF (II)	1	1	1	3	12	80	98
TECHNICIAN ENGINEER STAFF	43	30	12	8	15	44	152
	482	360	141	88	162	445	1678

Source: GHA Human Resource Division Dec' 14

**Figure 13: GHA Age Distribution December 2014**



Source: GHA Human Resource Division Dec' 2014



### 4.1.1 Staff Turnover

The table below gives the man-power status for the various quarters of the year. As at the end of the year, 225 staff members have exited the authority, through compulsory retirement, resignations, deaths, vacation of post and dismissals.

**Table 31: Man-Power Status for Year 2014**

Man-Power Status For Year 2014			
QUARTER	SENIOR STAFF	Junior STAFF	TOTAL
1 <sup>ST</sup>	813	1,090	1,903
2 <sup>ND</sup>	782	985	1,767
3 <sup>RD</sup>	742	964	1,706
4 <sup>TH</sup>	739	939	1,678

### 4.1.2 Staff Recruitment /Promotions

From the beginning of the year to the end of the third quarter of year 2014, no approval was received from the Public Services Commission on the request the Authority sent to them for approval to replace exited staff. However, approval was granted at the latter part of the fourth quarter to replace one-hundred and two (102) 2012/2013 exited staff .The Authority then submitted a request to the Ministry of Finance for financial clearance to replace them.

## 4.2 Public Affairs Issues

Press coverage was organized for activities of the GHA as follows:

- Closure of Adomi Bridge and commencement of Senchi ferry services at Senchi and Old Akrade
- Meet-The-Press
- Board Visits to Adomi
- Dunkunaa Interchange
- Inauguration of GHA Board

### Advertisements/Announcements

Twenty four (24) advertisements and announcements were published in the newspapers, Radio and TV stations. Details are given below:

- ✚ Construction of Two (2) Combined CEPS Intervening Stations and GHA Rest Stops on the Tema-Paga Corridor
- ✚ Motor Vehicles exempted from Payment of Road-Bridge Tolls.
- ✚ Supply of Thermal Papers
- ✚ Slope failures on AyiMensah-Peduase Road.
- ✚ Routine Maintenance of Trunk Road (Pothole patching on Paved Roads).
- ✚ Closure of Adomi Bridge and Commencement of Ferry Services at Senchi and Akrade.
- ✚ Traffic Diversion on Accra-Tema Motorway.

- + Construction of Two (2) Combined CEPS Intervening Stations and GHA Rest Stops on the Tema-Paga Corridor
- + Routine Maintenance of Trunk Road Potholes Patching on Paved Roads – Addendum.
- + Supply and installation of Local Area Network Equipment at Four (4) Regional Offices.
- + Extension of Bid Submission Deadlines-Supply and Installation of Local Area Network Equipment at Four (4) Regional Offices.
- + Asphaltic Concrete Overlay of GHA Car Park.
- + Diversion of Traffic at Dunkonaa Junction near Weija Shoprite on Mallam-Kasoa Highway.
- + Estate Maintenance Work.
- + Prepaid (Advance) Pobiman Toll Stickers For Sale
- + Supply and Installation of Computer Hardware, Software and Accessories
- + Scrap Metals For Sale at Highways Head Office
- + Supply and Installation of Computer Hardware, Software and Accessories – Addendum
- + National Competitive Tender (NCT) Printing of 2015 Desk Diaries, Wall Calendars and Pocket Size Diaries.
- + Closure of Buipe and Yapei Bridge over the Black and White Volta Rivers.
- + Construction of Steel Bridge Over River Pra along Twifo Praso-Dunkwa Road, Lot 7.
- + Construction of Steel Bridge over White Volta River along Mishua-Wayema Road. Lot 6.
- + Routine Maintenance of Trunk Roads, Reshaping and Spot Regravelling of Unpaved Roads.
- + Intermittent Disruption of Ferry Services between Senchi and Old Akrade on the Lower Volta River.

### 4.3 Legal Issues

These civil cases received attention in Court during the year under review. Their states are set out as follows in Table 32 below:

**Table 32: Court Cases involving the Authority**

NO.	TITLE	COURT	SUBJECT	REMARKS
1	OTINSHE 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 to the Court of Appeal (CA). All nine grounds of appeal by the Authority upheld by the Court of Appeal. However Authority ordered to pay salaries of dismissed staff from time of dismissal to date Appeal to the Supreme court by the Plaintiffs.
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	JOEMERSA CO. LTD. VRS GHA	High Court, Commercial Division, Sunyani	Damages for wrongful termination of contract	Still Pending
8	CARL JOSIAH REINDORF & OTHERS VRS 1. ATTORNEY GENERAL 2. GHANA HIGHWAY AUTHORITY	High Court, Accra	Compensation	Still Pending
9	LOGLIFE CONFECTIONERY LTD VRS 1. ATTORNEY GENERAL 2. GHANA HIGHWAY AUTHORITY 3. CHINA RAILWAY (WUJU) GROUP CORP.	High Court, Accra	Compensation	Still Pending
10	RAPHAEL CUBAGEE VRS GHANA HIGHWAY AUTHORITY	District Court Sunyani	Demand for With- holding Tax deducted	Judgement in favour of GHA
11	ESTHER BOYE BOATENG VRS 1. JOYCE ANSONG 2. GHANA HIGHWAY AUTHORITY	High Court, Koforidua	Compensation	Pending
12	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 1st Defendant by the Authority	Pending
13	1. NICHOLAS MAMPHI NYANTEY 2. LYDIA OPPONG VRS 1. ARMAH ASHITEY 2. GHA	High Court, Koforidua	This is an accident case and the Plaintiffs who were affected persons sued the Authority and its driver	The case is pending
13	KWESI ATTAH VRS 1. KINGSLEY KWAKYE 2. SOWAH S. ADJETEY 3. GHA	High Court, Koforidua	This is an accident case and the Plaintiff who was an affected person sued the Authority and its driver among others.	This case is pending
14	1. MRS FLORENCE N. AGYEMAN 2. MR. CHARLES OWUSU AGYEMAN VRS 1. E.C.G. LTD 2. AARSLEF GHANA JV 3. DOPEL ENGINEERING LTD 4. GHA	Kumasi High Court	Plaintiff first sued 3 Defendants and later joined the Authority for Court to compel Defendants rebuild or pay current value of their house and replace family belongings and jewellery that got burnt by fire during the relocation of E.C.G. lines along Kumasi- Konongo Road	This case is pending

15	FREDERICK NYARKO VRS GHANA HIGHWAY AUTHORITY	High Court (Fast Track division) Accra	Plaintiff sued the Authority for payment of compensation money due him for property demolished. The Authority is holding on to the compensation money until Plaintiff has sorted out one Grace Narkie who was entitled to a share of another compensation money mistakenly paid to Plaintiff.	The case is pending
16	WEIGHTRON INTERNATIONAL LTD. VRS 1. GHANA HIGHWAY AUTHORITY 2. THE HON. ATTORNEY GENERALS & MINISTER FOR JUSTICE	High Court (Fast Track Division) Accra	Plaintiff sued the Authority to recover money for weighbridge Equipment supplied, installed and serviced by Plaintiff. Principal sum paid to Plaintiff leaving interest payment to be negotiated.	The case pending
17	ELVIS KWAKU AGYEMANG-BADU VRS GHANA HIGHWAY AUTHORITY	High Court (Industrial & Labour Division) Accra	Plaintiff sued the Authority for the payments of outstanding salaries and benefits up to his retirement date - 1st Sep. 2011.	The case is pending
18	MERCY KABUKI TETTEHFIO (NEE AKROFI) VRS GHANA HIGHWAY AUTHORITY	High Court (Labour Division) Accra	The Plaintiff claimed that she was compulsorily retired by the Authority even though she has not yet reached the compulsory retirement age of 60 years.	The case is pending
19	1. AMOAKO ABABIO & CO 2. VALUATION DEVELOPMENT SERVICE VRS 1. GHANA HIGHWAY AUTHORITY 2. ATTORNEY GENERAL	High Court (Fast Tract), Accra	Writ filed by Plaintiffs to recover from the Authority proposal fees for a Valuation exercise for clients which the GHA failed to pay against the advice of LVB of the Lands Commission.	The case is pending
20	DOUGLAS CARL BOTWEA VRS GHANA HIGHWAY AUTHORITY	High Court (Commercial division) Kumasi	Plaintiff is claiming payment of compensation due him for the destruction of his 2 No. properties during the construction of the Kumasi - Konongo Road.	The case is pending
21	GREATEST MOMENT VENTURES & OTHERS VRS GHANA HIGHWAY AUTHORITY & OTHERS	High Court, Accra	Plaintiffs claim that construction of the West Hill Mall at Dunkonaa has affected their business operations therefore sued for damages for loss of business.	The case is pending

**Source: GHA Legal Services Division Dec' 2014**

## 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.

Table 33 below outlines some of the key activities undertaken in the year under review.

**Table 33: Details of Some Activities Carried Out in 2014**

No.	ACTIVITY DESCRIPTION	STATUS
1	Special Audit on Central Materials Laboratory	Completed
2	Asset Verification Report for Road Safety & Environment Division	Completed
3	Stores Audit	Completed
4	Audit of Office Accommodation at Central Mechanical workshop	Completed
5	Stock taking	Completed
6	Audit of Environment, Health & Safety measures at CMW	Completed
	Audit of Revolving Fund	Ongoing
7	Tolls audit at Senchi ferries	Completed
8	Tolls and axle load audit at Ashanti Region	Completed
9	Tolls and axle load audit at Northern Region	Completed(Report is yet to be submitted)
11	Upper East Region Axle Load & Tolls Audit	Completed(Report is yet to be submitted)
12	Audit of commercial activities at the Central Mechanical Workshop (CMW)	Completed
13	Audit of Environment, Health & Safety measures at CMW	Completed
14	Special Audit Investigation at Sunyani	Completed(Report is yet to be submitted)
15	Audit of compensation payment	Completed
16	Reconstruction Of Asankragwa – Enchi Road (56km) IPC 34, IPC 35 &IPC36	Completed
17	Construction of Ho Fume Road (km 0+000 – 7+000) and (km 28+700 – 40 + 100) IPC 12 IPC 13	Completed
18	Review of Rehabilitation of Ayamfuri New Obuase – Asawinso Road. Lot 2 (Km 26.2 – 52.2)	Completed
19	Accra –Kumasi Highway Dualization Project Lot 6(Kwafokrom –Apedwa Section) (Ch 33+100 – Ch 64+800) IPC 14	Completed
20	Review of Rehabilitation of Ayamfuri – New Obuase – Asawinso Road (Km 0 - 26) Lot 1 (IPC 5)	Ongoing
21	Review of Upgrading of Sefwi Bekwai – Eshiem – Asankragua Road Project (IPC10)	Ongoing
22	Review of Rehabilitation of Tarkwa – Bogoso – Ayamfuri Road Project (IPC 14)	Ongoing
23	Examination of Head Office Payment Vouchers (2013)	Completed

24	Review of the Synoptic Control ledger	Completed
25	Examination of Journal Vouchers (Head Office) 2013	
26	2013 Cash Account audit Head Office Region (GCB-Euro, GCB dollar, GCB-pound account and Bank of Ghana main account)	Completed
27	Examination of Axle Load Payment Vouchers for the period January – April 2013.	Completed
28	Examination of Headquarters main account Payment Vouchers for the period January, 2013 – April 2013	Completed
29	Examination of Journal Vouchers (Central Administration accounts) 2013	Completed
30	Review of Synoptic Control Journal. (C.A.A) 2013	Completed
31	Review of Monthly Expenditure Returns from all the Regions (2014)	Completed

**Source: GHA Internal Audit Division Dec' 2014**

## CHAPTER FIVE

### 5.0 Conclusion/Recommendations

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 was 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 with adequate injection of resources. The road condition mix for the year 2014 stood at 52% good, 34% fair and 14% poor.

Due to inadequate funding from the Central Government in the area of expenditure under Goods and Services, Salary and Non Salary Related Allowances, the IGF potentials within the jurisdiction of Ghana Highway Authority (GHA) were tasked and strictly and assiduously harnessed. This ensured that the Authority had additional resources which met some expenses. This greatly reduced tension among staff.








Efforts were made to reduce the wastage and abuse in the System to ensure efficiency and effectiveness. Approval for expenditures was cautiously done to avoid excess expenditure.

The MOFEP also directed that with effect from January 2014, all MDAs/MMDA should pay their own utility bills instead of forwarding them to Ministry of Finance for payment. In this view, Head Office of GHA paid GH¢80,000 for electricity and Telephone bills monthly.

It is important to note that GHA plays important role in the National Economy due to the nature of the service it provides. The approved budget for Goods and Services per month was GH¢49,610.00 which works out to GH¢595,320.00 for the year. It is sad to note that only GH¢243,819.94, which is about 41% of the approved budget for the year, was released during the year under review. The release done in was done in bulk during the last quarter of the year.

### 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
-  Enforce Axle Load control laws to protect the investments made in roads.
-  Open new Toll stations to ensure that funds are readily available for road maintenance
-  Reducing Accident Fatalities on the trunk road network through improvement of safety measures
-  Reducing Travel Time on heavily trafficked trunk road sections through grade separation.
-  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

From the beginning of the year to the end of the third quarter of year 2014, no approval was received from the Public Services Commission on the request the Authority sent to them for approval to replace exited staff. However, approval was granted at the latter part of the fourth quarter to replace one-hundred and two (102) 2012/2013 exited staff. The Authority then submitted a request to the Ministry of Finance for financial clearance to replace them.

This is a very serious issue considering that the authority needs technical staff in all sectors of its operations

Other major constraints facing the Authority are categorized below:

-  Overage vehicles in all the Departments of the Authority
-  Poor contractor capacity and performance.
-  Delay in payment of compensation due to long valuation procedures and inadequate budgetary allocation.
-  Inadequate release of funds for Recurrent, Investment and capital Investments.

## 5.3 Conclusion

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

The capacity and skill of the technical and supporting staff need to be improved through local/overseas short courses, workshops and further studies. It is also cardinaly important that shortfall in staff numbers is quickly addressed in order that the general performance of the Authority will improve.

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