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## ABBREVIATIONS & ACRONYMS

<i>AfDB</i>	-	African Development Bank
<i>BADEA</i>	-	Arab Bank for Economic Development in Africa
<i>BMU</i>	-	Bridge Maintenance Unit
<i>CAGD</i>	-	Controller & Accountant General Department
<i>CATB</i>	-	Central Advisory Tender Board
<i>DANIDA</i>	-	Danish International Development Agency
<i>DFR</i>	-	Department of Feeder Roads
<i>DLP</i>	-	Defects Liability Period
<i>DTF</i>	-	Dutch Trust Fund
<i>DUR</i>	-	Department of Urban Roads
<i>EU</i>	-	European Union
<i>GHA</i>	-	Ghana Highway Authority
<i>GCAA</i>	-	Ghana Civil Aviation Authority
<i>GIFMIS</i>	-	Ghana Integrated Financial Management Information Systems
<i>GOG</i>	-	Government of Ghana
<i>GSGDA</i>	-	Ghana Shared Growth & Development Agenda
<i>IPC</i>	-	Interim Payment Certificate
<i>IGF</i>	-	Internally Generated Fund
<i>JBIC</i>	-	Japan Bank for International Co-operation
<i>JICA</i>	-	Japan International Co-operation Agency
<i>KfW</i>	-	Kreditanstalt für Wiederaufbau
<i>MMU</i>	-	Mobile Maintenance Unit
<i>MOF</i>	-	Ministry of Finance
<i>MOT</i>	-	Ministry of Transport
<i>NITA</i>	-	National Information Technology Agency
<i>OECE</i>	-	Overseas Economic Cooperation Fund
<i>PAP</i>	-	Project Affected Persons
<i>RAP</i>	-	Resettlement Action Plan
<i>RCS</i>	-	Road Condition Survey
<i>RPF</i>	-	Resettlement Policy Framework
<i>SMEC</i>	-	Snowy Mountains Engineering Corporation
<i>TSDP</i>	-	Transport Sector Development Programme
<i>WATTFP</i>	-	West Africa Transport and Trade Facilitation Project

## APPENDICES

<b>Appendix</b>	<b>A</b>	<b><i>GHA Organisational Structure</i></b>
<b>Appendix</b>	<b>B</b>	<b><i>Status Report for Development Projects March 2015</i></b>
<b>Appendix</b>	<b>C</b>	<b><i>Action Plan the Year 2015 Survey &amp; Design Division</i></b>

## 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*

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.

The current staff strength stands at **1,605** against an Establishment of 2,529 This comprised 716 being 41.6% Senior Staff and 889 being 58.4% Junior Staff

# CHAPTER ONE

## 1.0 INTRODUCTION

### 1.1 Establishment

The NRC Decree 298 of December 1974 establishing Ghana Highway Authority has been superseded by Act 540 of December 1997 to reflect changes, which have occurred in the road sub-sector. GHA is charged with the responsibility for the administration, development and maintenance of **trunk roads** and related facilities in the country.

### 1.2 Mission Statement

The Ghana Highway Authority is to provide and maintain a safe and reliable trunk road network, to support socio-economic development in the country.

### 1.3 Policy Objective

To accelerate the realization of the Mission Statement, the Authority has devised the following objectives :

- **Improving Road Condition:** To ensure the provision, expansion, and maintenance of Trunk Road Transport Infrastructure by increasing the proportion of the trunk road network and roads in District Capitals in good condition.
- **Reducing Accident Fatalities:** To work with the National Road Safety Commission and other stakeholders to reduce accident fatalities on the trunk road network
- **Reducing Travel Time:** To ensure the provision of affordable, safe and accessible transport system by dualisation of heavily trafficked Trunk Road Sections
- **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 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

A constituted Board of Directors governs the Authority. The Board has 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 twenty eight Area Offices nation-wide. The Internal Audit and Legal Divisions, though directly responsible to the Chief Executive, are under the Administration Department for management purposes.

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

## 1.7 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 2 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 2: 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			
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,

### 1.7.1 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 3: 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

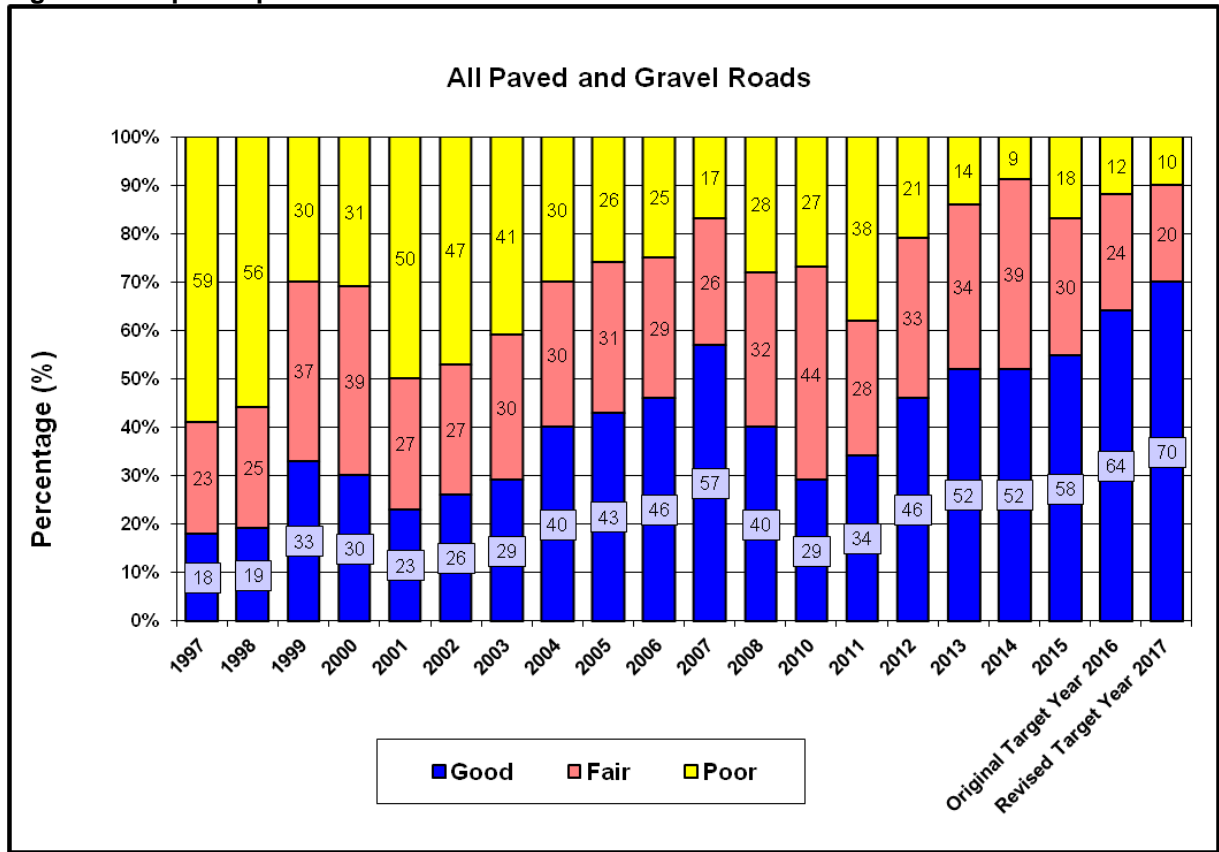
Table 4 and figure 1 also show the progression of road surface condition for both paved and unpaved roads for the period 1997-2014.

**Table 4: 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 1: Graphical presentation of 2014 Road Condition Mix for Paved & Gravel Roads**



Source: GHA Road Maintenance Division, December 2014

### **1.7.2 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 5 shows the progression of Paved Road Network Condition from 1997 and 2014 and figure 2 also shows the graphical representation

### **1.7.3 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.

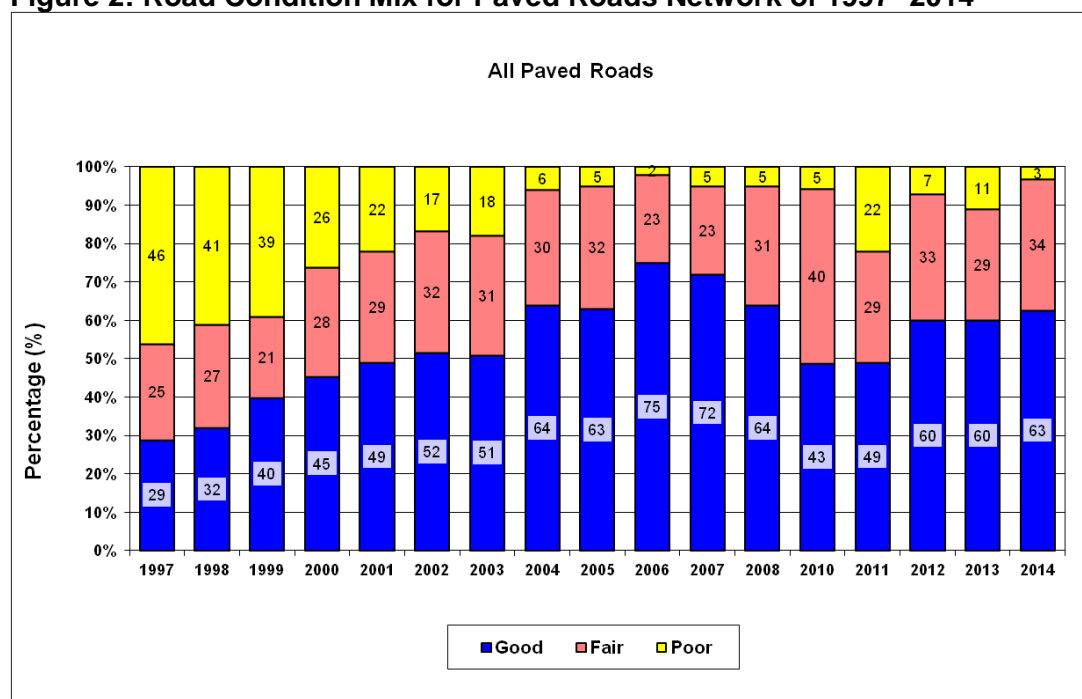
It can be observed from Table 6 that there has been a steady increase in good gravel roads, some increase in those in fair condition as well as reduction in roads in poor condition. Table 6 shows the progression of Gravel Road Network Condition from 1997 and 2014 and figure 3 also shows the graphical representation

**Table 5: 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 2: Road Condition Mix for Paved Roads Network of 1997- 2014**



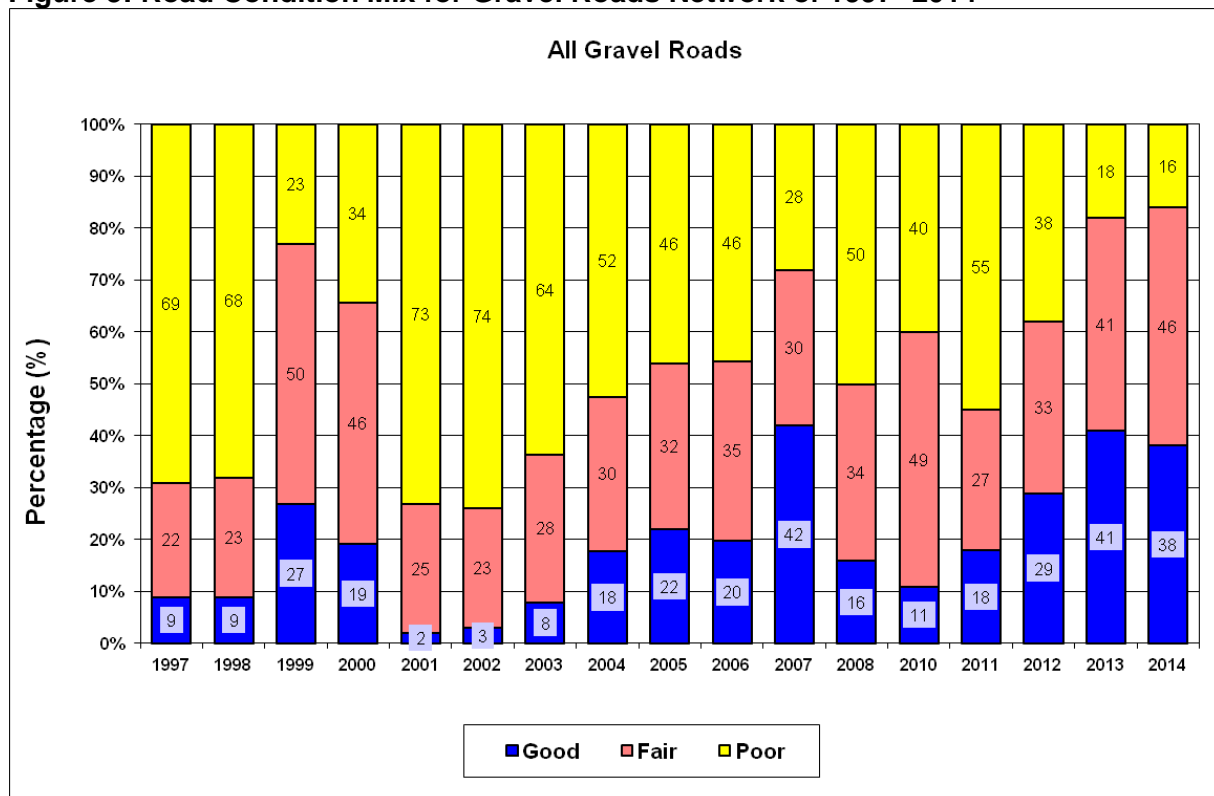
Source: GHA Road Maintenance Division, December' 2014

**Table 6: 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 3: Road Condition Mix for Gravel Roads Network of 1997- 2014**



Source: GHA Road Maintenance Division, December' 2014

## 1.8 Ghana Highway Authority's Approved Program & Achievements

The approved program, achievement and expenditure as at the end of the 1<sup>st</sup> Quarter of 2015 is shown in Table 7

**Table 7: Approved Program & Achievement and Expenditure to Date 31<sup>st</sup> March 2015**

ACTIVITY	ANNUAL PROGRAMME		APPROVED PROGRAMME/BUDGET					RELEASES				PHYSICAL ACHIEVEMENTS		
	KM	GHe'Million	KM	CONSOLIDATED FUND GHe'Million a	ROAD FUND COMP. GHe'Million b	DONOR COMP. GHe'Million c	TOTAL GHe'Million (a+b+c)	CONSOLIDATED FUND GHe'Million	ROAD FUND GHe'Million	DONOR GHe'Million	TOTAL e'Million	KM	CERTIFIED AMT GHe'Million	%
<b>ROUTINE MAINTENANCE</b>	12,501	62.23	12,501		62.23	-	62.23		7.80	-	11.19	3,523.22	17.54	28.2
<b>SUB-TOTAL</b>		<b>62.23</b>			<b>62.23</b>		<b>62.23</b>		<b>7.80</b>		<b>11.19</b>			
<b>PERIODIC MAINTENANCE</b>														
Regravelling/Spot Improvement	411	56.17	33.00	-	3.88	-	3.88	-	1.72	-	1.72	17.77	2.09	53.8
Resealing	298	41.52	62.0	-	5.14	-	5.14	-	0.00	-	0.00	1.62	0.13	2.6
Overlay	-	-	-	-	-	-	0.00	-	-	-	0.00	-	0.00	-
Drainage Structures & Bridges	-	6.5	-	-	1.93	-	1.93	-	0.25	-	0.25	-	0.64	32.9
** Others	-	-	1.27	-	1.27	-	1.27	-	0.00	-	0.00	-	0.00	0.0
<b>SUB-TOTAL (A)</b>	<b>709</b>	<b>104.18</b>	<b>96</b>	<b>0.00</b>	<b>12.22</b>	<b>0.00</b>	<b>12.22</b>	<b>0.00</b>	<b>1.97</b>	<b>0.00</b>	<b>1.97</b>	<b>19.38</b>	<b>2.86</b>	<b>20.1</b>
<b>MINOR WORKS</b>														
Partial Reconstruction	185.60	44.26	100.00	5.08	1.63	-	6.71	3.32	0.00	-	3.32	69.16	4.64	69.2
Upgrading	198.50	53.46	35.00	17.45	4.66	-	22.11	24.82	10.26	-	35.08	31.88	20.14	91.1
Rehabilitation of Town Roads	22.70	10.89	15.00	-	2.50	-	2.50	-	0.00	-	0.00	40.56	6.76	270.4
Arrears									17.79				51.01	
<b>SUB-TOTAL (B)</b>	<b>406.80</b>	<b>108.61</b>	<b>150.00</b>	<b>22.53</b>	<b>8.79</b>	<b>0.00</b>	<b>31.32</b>	<b>28.14</b>	<b>28.05</b>	<b>0.00</b>	<b>38.40</b>	<b>141.60</b>	<b>82.55</b>	<b>263.6</b>
<b>SUB-TOTALS (A+B)</b>	<b>1,116.10</b>	<b>212.79</b>	<b>246.27</b>	<b>22.53</b>	<b>21.01</b>	<b>0.00</b>	<b>43.54</b>	<b>28.14</b>	<b>30.02</b>	<b>0.00</b>	<b>40.37</b>	<b>160.98</b>	<b>85.41</b>	<b>283.69</b>
<b>DEVELOPMENT</b>														
Construction / Reconstruction	255.3	515.95	97.5	130.85			130.85	5.38		104.82		26.10	132.00	100.9
Rehabilitation	67.1	195.04	77.2	153.77			153.77					19.30	58.00	37.7
Dualisation	11.0	143.64	20.2	57.96			57.96							0.0
Bridge Construction		23.60		8.30			8.30							0.0
Arrears								38.62						
<b>SUB-TOTALS</b>	<b>333.39</b>	<b>878.23</b>	<b>194.90</b>	<b>350.88</b>	<b>0.00</b>	<b>0.00</b>	<b>350.88</b>	<b>44.00</b>	<b>0.00</b>	<b>104.82</b>	<b>0.00</b>	<b>45.40</b>	<b>190.00</b>	<b>138.60</b>
<b>RECURRENT EXPENDITURE (SUB-TOTAL)</b>				<b>17.80</b>			<b>17.80</b>	<b>4.86</b>						
	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>17.80</b>	<b>0.00</b>	<b>0.00</b>	<b>17.80</b>	<b>4.86</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>GRAND TOTAL</b>	<b>13,950.2</b>	<b>1,153.2</b>	<b>12,941.9</b>	<b>391.2</b>	<b>83.2</b>	<b>0.0</b>	<b>474.5</b>	<b>77.0</b>	<b>37.8</b>	<b>104.8</b>	<b>51.6</b>	<b>3,729.6</b>	<b>292.9</b>	<b>450.5</b>

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

**Source: GHA Road Finance Division, March' 2015**

## CHAPTER TWO

### 2.0 ADMINISTRATION DEPARTMENT

The 2015 budget is based on Ghana Shared Growth and Development Agenda (GSGDA 2014 – 2017), which incorporates a Medium Term Vision and Strategy for the country.

Last year, the Contribution of Construction sub-Sector Growth to industry Sector was 12.8% as against a Target of 6.7% (GSS).

The policy of government indicated in the 2015 Budget Statement is to continue to enhance the resilience of the Economy against volatilities and promote Economic growth with job creation.

The strategies to be adopted by Government to attain the goal include among others are;

- ❖ Continuation of the policy of net freeze on employment into all sectors of the Public Service excluding Education and Health.
- ❖ Non- replacement of deploying public sector employees in over staffed areas;
- ❖ Continue to implement the existing price adjustment mechanisms for utility tariffs and fuel prices.
- ❖ 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 total Revenue and grants including oil for the 2015 budget is estimated at GH¢32.5billion equivalent to 24% GDP.

This is the second year that the national budget has been presented in the Programme Based Budgeting (PBB) approach unlike the Activity Based Budgeting (ABB) approach which was used for almost fifteen years.

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) should be strictly and assiduously harnessed. This is to ensure that the Authority gets adequate funding to meet expenses to reduce tension in the System. To this end, the Regional Offices together with the IGF Subcommittee should explore the revenue potential within the Authority.

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



The MOFEP 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 alone will have to pay GH¢80,000 for electricity and Telephone bills monthly. It behooves every staff to conserve energy. Also Management can introduce prepaid Telephones and ceiling is given to each Directorate/Director to reduce telephone bills.

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 is GH¢24,809.75. This figure is not adequate to meet operational expenses of the Authority.

## 2.1 Finance Division

### 2.1 .1 Financial Status Report

As have been repeatedly reported in previous reports, the Authority is constrained by undue delay in the release of funds. Details of the Approved Budget Ceilings for the year 2015 and the pattern of releases as at 31<sup>st</sup> March, 2015 are provided below:

ITEM DETAILS	<u>Budget Approved</u> GH¢	<u>Amount Released</u> GH¢	<u>% Released</u>
1. Compensation for Employees	18,417,738.00	5,013,803.13	27.2
2. Goods and Services	297,717.89		0
3. Investment - GOG	212,669,087.91	-	
4. Investment - GOG Arrears (As at 31 <sup>st</sup> Dec. 2014)	216,925,156.53		
5. Investment - Road Fund	96,296,688.92	18,864,505.65	19.6
6. IGF	1,802,282.00	142,427.00	7.9
7. Investment - Donor	286,810,596.52	126,533,430.95	44.12

### 2.1.2 Recurrent Expenditure

Details of the Approved Budget Ceilings for the year 2015 and the pattern of releases as at 31<sup>st</sup> March 2015 are provided in Table 8

### 2.1.3 Expenditure Incurred & Releases

#### 2.1.3.1 Routine Maintenance

An amount of GH¢56,939,592.97 was outstanding for routine maintenance as at 31<sup>st</sup> December, 2014. Contract Certificates raised for work done during this quarter amounted to GH¢23,523,258.02. Payment made for the first quarter by Road Fund

Secretariat was GH¢10,624,425.37. The outstanding certificates stood at GH¢69,838,425.62 as at 31<sup>st</sup> March, 2015.

### 2.1.3.2 Periodic Maintenance & Minor Works

An amount of GH¢37,195,854.27 was outstanding as at 31<sup>st</sup> December, 2014, for works done under Periodic Maintenance & Minor Works. The certificates submitted for works done for this quarter amounted to GH¢2,817,995.66. Payment made for the quarter by Road Fund Secretariat was GH¢5,422,141.06. The total outstanding Certificates as at 31<sup>st</sup> March, 2015 were GH¢35,517,579.49.

### 2.1.3.3 Development/Capital Projects

An amount of GH¢216,975,156.53 was outstanding as at 31<sup>st</sup> December, 2014 for GOG Funded Projects. Certificates submitted for work done for the first quarter amounted to GH¢153,740,927.41. There was no release in the quarter under review. The total unpaid certificates as at 31<sup>st</sup> March, 2015 amounted to GH¢370,716,083.34.

**Table 8: Approved Budget for the Year 2013 & Releases as 31<sup>st</sup> March 2015**

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		
Personnel Emoluments	18,417,738		5,013,803				5,013,803	
Goods and Services	297,718		-				-	
<b>Total</b>	<b>18,715,456</b>	<b>-</b>	<b>5,013,803</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,013,803</b>	
<b>Development</b>								
- GoG	212,669,088	-	72,048,730				72,048,730	
- Donor*	286,810,597		126,533,431				126,533,431	
(AB Fund Oil Revenue)			-					
<b>Total</b>	<b>499,479,685</b>	<b>-</b>	<b>198,582,161</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>198,582,161</b>	
<b>Maintenance</b>								
- Periodic (Road Fund)	18,670,000		5,422,141.1				5,422,141	
- Periodic (MOF)							-	
- Routine (Road Fund)	70,140,000		10,624,425.4				10,624,425	
<b>**Others</b>			2,817,912.0				2,817,912	
<b>Total</b>	<b>88,810,000</b>	<b>-</b>	<b>18,864,478</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>18,864,478</b>	
<b>Maintenance (Donor)</b>								
Periodic Maintenance							-	
Traffic M'gt & Road Safety Activities							-	
Internal Generated Fund	1,802,282		142,427				142,427	
<b>Total</b>	<b>1,802,282</b>	<b>-</b>	<b>142,427</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>142,427</b>	
<b>Grand Total</b>	<b>608,807,423</b>	<b>-</b>	<b>222,602,870</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>222,602,870</b>	

\* For List of Donors, please refer to Table:9

\*\*Others are made up of releases from Road Fund Secretariat for Toll Operations, GHA Units and Training

**Source: GHA Road Finance Division, March' 2015**

### 2.1.4 Revolving Fund & Financial Position of the Fund

There was no transfer of money to the Revolving Fund during the first quarter of 2015 due to non-release of Subvention from Central Government. The Unit operated through its Internally Generated Fund.

### 2.1.5 Audited Accounts

The 2014 Financial Statement of the Authority is being finalized for Auditing.

**Table 9: Summary of Funds Released**

	<b>1<sup>st</sup> Quarter 2015</b>	<b>Cumulative For The Year</b>
<b>Recurrent Expenditure:</b>	<b>Gh¢</b>	<b>Gh¢</b>
Item 1 – Compensation – Salaries & Wages	5,013,803.13	5,013,803.13
Item 2 –Goods & Services	-	-
<b>Item 3 – Investment:</b>		
Routine Maintenance	10,624,425.37	10,624,425.37
Periodic Maintenance & Minor Works	5,422,141.06	5,422,141.06
Consultancy – Road Fund/ Training	-	-
Fuel for Monitoring		
Ferries (Senchi & Ada)	1,000,000.00	1,000,000.00
Supervision & Data Collection (Rd Cond. Survey)	-	-
GHA Units	957,912.00	957,912.00
Release for Tolls Operation	860,000.00	860,000.00
Axle Load and weighing Management	-	-
<b>Capital/Investment</b>		
GOG Contributions (both current & arrears)		
	<b>\$</b>	<b>\$</b>
DONOR: UEMOA	-	-
BADEA	-	-
EU	5,372,566.82	5,372,566.82
IDA/WATTFP	362,239.14	362,239.14
ADB	12,430,299.28	12,430,299.28
KfW	-	-
ECOWAS	-	-
SAUDI FUND	-	-
NTF	-	-
OPEC	-	-
TSP	4,165,998.23	4,165,998.23
ALTTFP	16,93,951.63	16,93,951.63
BRAZIL	10,173,169.48	10,173,169.48
<b>TOTAL</b>	<b>34,198,224.58</b>	<b>34,198,224.58</b>

\*Exchange Rate \$ 1 = Gh¢ 3.7 **Source: GHA Road Finance Division, March 2015**

## 2.1.7 Revenue from Tolls

### 2.1.7.1 Road and Bridges Toll

Total revenue from toll operations for the first quarter of 2015 amounted to GH¢14,476,146.32. This represents 8.37% increase as compared to the amount of GH¢13,358,629.55 collected for the first quarter of 2014.

The increase of GH¢1,117,516.77 was due to the cash collection exercise at some of the Toll stations as well as other factors including increase in vehicular traffic.

**Table 10: Comparative Revenue Performance Table for Manual & Automated Stations for the 1<sup>st</sup> Quarter 2015 & 4<sup>th</sup> Quarter 2015**

<b>Toll Revenue Type</b>	<b>1<sup>st</sup> Quarter 2015 GH¢</b>	<b>1<sup>st</sup> Quarter 2014 GH¢</b>	<b>Increase / Decrease GH¢</b>
Toll Revenue from Roads and Bridges	14,476,146.32	13,358,629.55	1,117,516.77
Toll Revenue from Ada Ferry	Ferry Under Repairs	10,056.60	(10,056.60)
Toll revenue from Senchi & Akrade Ferries	1,321,546.00	355,505.00	966,041.00
<b>Total</b>	<b>15,797,692.32</b>	<b>13,724,191.15</b>	<b>2,073,501.17</b>

Source: GHA Road Finance Division, March 2015

**Table 11: Comparative Actual Toll Revenue against the Target for the 1<sup>st</sup> Quarter, 2015**

<b>Toll Revenue Type</b>	<b>Actual GH¢</b>	<b>Target GH¢</b>	<b>Variance GH¢</b>
Toll Revenue from Roads and Bridges	14,476,146.32	14,834,787.78	(358,641.46)
Toll Revenue from Ada Ferry	Ferry Under Repairs	15,884.88	(15,884.88)
Toll revenue from Senchi & Akrade Ferries	1,321,546.00	1,253,383.95	68,162.05
<b>Total</b>	<b>15,797,692.32</b>	<b>16,104,056.61</b>	<b>(306,364.29)</b>

Source: GHA Road Finance Division, March 2015

## 2.2 Human Resource Division

The Human Resources Division has the responsibility for the key practice areas of **human resource planning & evaluation, rewards, employee relations and motivation** to help achieve the corporate goals of the organisation.

### 2.2.1 Human Resources Planning & Evaluation

As at 31<sup>st</sup> March, 2015, staff strength of the Authority stood at **1,605** against an Establishment of 2,529. This comprised 716 being 41.6% Senior Staff and 889 being 58.4% Junior Staff as shown in the table below;

**Table 12: Human Resource Strength – GHA Staff Structure as of 31<sup>st</sup> March, 2015**

GHA HUMAN RESOURCE STRENGTH -STAFF STRUCTURE 31ST MARCH, 2015																
DESCRIPTION OF OCCUPATION	ACTUAL STRENGTH	VACANCY	HQ	GAR	VR	ER	CR	WR	ASH	BAR	NR	UER	UWR	MMU	BMU	I&II
TOP EXECUTIVES	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
DIRECTORS	25	2	15	1	1	1	1	1	1	1	1	1	1	1	0	0
ENGINEERS (FROM ASSIST. ENGR. TO PR	140	32	102	3	3	5	1	3	5	5	1	3	2	3	2	
OTHER PROFESSIONAL STAFF	50	37	27	2	2	3	3	2	3	2	3	1	2	0	0	
ADMIN'TIVE AND OTHER MANAGERIAL ST	247	234	132	10	10	16	11	8	13	11	9	6	8	9	4	
TECHNICIAN ENGINEER STAFF	145	30	76	5	5	4	8	4	6	6	6	7	7	5	6	
TECHNICAL AND SUPERVISORY STAFF (I)	69	260	16	3	4	9	6	7	7	5	5	3	0	2	2	
WORKS SUPERINTENDENTS	37	-37	11	0	3	7	4	1	1	5	1	0	0	1	3	
SENIOR STAFF	716	559	382	24	28	45	34	26	36	35	26	21	20	20	17	
TECHNICAL AND SUPERVISORY STAFF (II)	94	-94	21	5	6	7	10	9	7	11	8	2	6	2	0	
FOREMEN	3	-3	2	0	0	0	0	0	0	0	1	0	0	0	0	
ROAD OVERSEERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CLERICAL STAFF	129	90	41	6	7	18	11	8	13	10	6	4	4	1	0	
SKILLED WORKERS	290	193	80	11	9	16	12	16	31	17	17	11	9	41	20	
SEMI-SKILLED	373	179	110	13	18	38	30	17	24	26	32	18	19	18	10	
TRAINEES / APPRENTICES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
JUNIOR STAFF	889	365	254	35	40	79	63	50	75	64	64	35	38	62	30	
GRAND TOTAL	1605	924	636	59	68	124	97	76	111	99	90	56	58	82	47	
TECH.& SUPERVISORY STAFF (I) = (SNR.TEC.OFFR. TO CHF.TEC.OFFR.)																
TECH.& SUPERVISORY STAFF (II) = (TEC.OFFR GDII & TEC.OFFR GDI)																

Source: GHA Road Human Resource Division, March' 2015

**Table 13: Age Group Distribution – Whole of GHA 31<sup>st</sup> March 2015**

AGE GROUP DISTRIBUTION OF ALL GHA STAFF - MARCH - 2015							
	55 AND ABOVE	50-54	45-49	40-44	35-39	34 AND BELOW	TOTAL
OCCUPATION CATEGORY							
ADM./ OTHER MANAGERIAL STAFF	114	51	16	6	23	37	247
CLERICAL STAFF	50	16	2	3	4	54	129
ENGINEERS	26	31	21	10	17	63	168
FOREMAN/CHARGEMAN	1	1	0	0	1	0	3
OTHER PROFESSIONAL STAFF	9	12	6	5	10	8	50
SEMI-SKILLED STAFF	116	79	21	27	50	80	373
SKILLED WORKERS	110	67	25	25	25	38	290
SUPERINTENDENT	23	12	2	0	0	0	37
TECH.& SUPERVISORY STAFF (I)	22	23	6	3	9	6	69
TECH.& SUPERVISORY STAFF (II)	1	1	1	5	13	73	94
TECHNICIAN ENGINEER STAFF	46	23	13	6	18	39	145
	<b>518</b>	<b>316</b>	<b>113</b>	<b>90</b>	<b>170</b>	<b>398</b>	<b>1605</b>

Source: GHA Road Human Resource Division, March 2015

### 2.2.2 Recruitment of Key Staff to Replace Exited Key Staff

At the latter part of the fourth (4<sup>th</sup>) quarter 2014, approval was received from the Public Services Commission based on the request the Authority sent to them for approval to replace one hundred and two (102), 2012/2013 exited staff. The Authority then submitted a request to Ministry of Finance for its financial clearance to replace them

### 2.2.3 Labour Turn Over

Details of staff exits including compulsory retirements, resignations, deaths and vacation of post are shown in the table below.

**Table 13: Labour Turn Over**

Exits	Senior Staff	Junior Staff	Total
Retirement	23	40	63
Resignation	1	1	2
Deaths	3	2	5
Dismissals	2	3	5
Vacation of Post	-	-	
Total	29	46	75

Source: GHA Road Human Resource Division, March 2015

### 2.3 Internal Audit Division

The Division made available to management various reviews, recommendations and undertook a series of control activities during the first quarter of 2015. The table below shows details of some of the key activities undertaken by the Division in period under review and their status.

**Table 14: Details of Some Audit Activities Carried in 1<sup>st</sup> Quarter 2015**

No.	ACTIVITY DESCRIPTION	STATUS
1.	Special Audit of Revenue Accounting & Cash Lodgement at Central Materials Laboratory	Completed
2.	Investigation into Alleged Toll Ticketing Malpractices at Senchi Ferries	Completed
3.	Payroll Audit for the period January-March 2015 for Western & Eastern Regions	Completed
4.	Payroll Audit for 2014 for all Regional & Unit Offices of GHA	Ongoing
5.	Examination and review of IPC Nos. (8,9,10,11,12,13) on the <b>Agona Junction- Elubo Lot 1(0-30km) Road</b>	Completed
6.	Examination and review of IPC Nos. (16,17,18,18A) on the <b>Constrcution of Ho-Fume Road (km 0-7) and (km 28.7-40.1)</b>	Completed
7.	Audit & examination of IPC Nos. (5,7,9A,11,12,13,14,15,17,18) on the <b>Rehabilitation of Ayamfuri – Asawinso Lot 2 (km 26-52.2) Road Project</b>	Completed
8.	Examination and review of IPC Nos. (8,9,10,11,12) on <b>Agona Junction – Elubo Lot 2 Road Prject (30-80km)</b>	Ongoing
9.	Examination of Addendum No. 5 for the <b>Asphalt overlay of Nkawkaw-Atibie (Cont. Of the Rehabilitation of Anyinam – Konongo Road)</b>	Ongoing
10.	Examination Addendum on the <b>Construction of Navrongo –Chuchuliga – Tumu Road (32.6km)</b> and Addendum No.1 on the Construction of Navrongo to <b>Navrongo – Tumu Road (25km)</b>	Ongoing
11.	Examination and review of IPC Nos. (8,10,12) on the <b>Agona Junction – Elubo lot 3 (80-110km) Road Project</b>	Ongoing
12.	Examination and review of Rehabilitation of IPC Nos. (10,16) on the <b>Ayamfuri – Asawinso Lot 2 (New Obuasi- Asawinso)</b>	Ongoing
13.	Examination and review of IPC on <b>Fufulso-Sawla Road (Larabanga-Sawla Rd) Lot 2 (147.5km)</b>	Ongoing
14.	Examination of IPC Nos (13,14) on the <b>Sefwi Bekwai –Eshiem-Asankragwa km (10-56 )</b>	
15.		
16.	Examination of IPC Nos. (22,23,24) on the <b>Fufulso-Sawla Road (Larabanga –Sawla Rd) Lot 1(147.5km)</b>	Ongoing
17.	Review and examination of IPCs on the <b>Eastern Corridor Road Project Lot 1 Asikuma Junction-Hohoe Road (0km-45km)</b>	On-going

18.	Audit of Journal Vouchers and Synoptic Control Journal for 2012	On-going
19.	Examination of Payment Vouchers for the year 2014 (Central Mechanical Workshop)	Completed
20.	Stores Audit for 4 <sup>th</sup> quarter 2014	On-going
21.	Stock taking for 2014	On-going
22.	Financial Report( Revolving fund- 2014 full year)	On-going
23	Review of Bank Register for 2013	On-going

**Source: GHA Road Internal Audit Division, March 2015**

## **2.4 Legal Services Division**

These civil cases received attention in Court during the year under review. Their states are set out as follows in Table 15 below:



**Table 15: Court Cases involving the Authority**

TITLE	COURT	SUBJECT	REMARKS
OTINSHE LAND CASE NUUMO ADJEI KWANKWO VRS GHA & ORS	High Court, Accra	Trespass	Pending
GOTOURISM VRS GHA	High Court, Accra	Trespass	Pending
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.
TOGBE LUGU AWADALI VRS GHA	High Court - Ho	Compensation	Still Pending
WILLIAM SARPONG VRS GHA	High Court, Kumasi	Compensation	Still Pending
JAMES MANU VRS GHA	High Court, Kumasi	Compensation	Still Pending
JOEMERSA CO. LTD. VRS GHA	High Court, Commercial Division, Sunyani	Damages for wrongful termination of contract	Still Pending
CARL JOSIAH REINDORF & OTHERS VRS 1. ATTORNEY GENERAL 2. GHANA HIGHWAY AUTHORITY	High Court, Accra	Compensation	Still Pending
LOGLIFE CONFECTIONERY LTD VRS 1. ATTORNEY GENERAL 2. GHANA HIGHWAY AUTHORITY 3. CHINA RAILWAY (WUJU) GROUP CORP.	High Court, Accra	Compensation	Still Pending
RAPHAEL CUBAGEE VRS GHANA HIGHWAY AUTHORITY	District Court Sunyani	Demand for With- holding Tax deducted	Judgement in favour of GHA
ESTHER BOYE BOATENG VRS 1. JOYCE ANSONG 2. GHANA HIGHWAY AUTHORITY	High Court, Koforidua	Compensation	Pending
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
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
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
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	Plainiff 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 is 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

22	GHANA FEDERATION OF THE DISABLED VRS 1. ATTORNEY GENERAL 2. GHANA HIGHWAY AUTHORITY 3. MILLENNIUM DEV. AUTHORITY	High Court Human Rights Division, Accra	Plaintiff sued in relation to Tetteh Quarshie Mallam Highway. The interest of the Disabled was not catered for.	Case is still pending
23	SALIFU ABDULAI AND OTHERS VRS 1. GHANA HIGHWAY AUTHORITY 2. CHINA INT. WATER AND ELECTRIC CORPORATION	High Court Fast Track Division, Accra	Plaintiff sued in relation for the value of articulator vehicle when it hit a road block on the by-pass and sommersaulted.	Case still in progress
24	JONAS ADOMAKO OWUSU VRS 1. MILLENNIUM DEV. AUTHORITY 2. LANDS COMMISSION 3. ATTORNEY GENERAL	High Court Commercial Division, Accra	Claim for compensation for properties affected by Tetteh Quarshie Mallam Highway	Case adjourned without a date
25	MADAM DORA KAI ANANG VRS 1. GHANA HIGHWAY AUTHORITY 2. DEPT. OF URBAN ROADS	High Court, Accra	Claim for compensation for property affected by road construction around Teshie-Tebibianor	Case is still in progress
26	GREEN AGRICULTURAL FARMS LTD VRS 1. FRIMPS OIL CO. LTD 2. GHANA HIGHWAY AUTHORITY	High Court Land Division, Accra	Plaintiff claim there was a relocation of a public bath terminal without plaintiffs consent	Case is dormant
27	EDWARD KOBBLAH PENU VRS 1. MILLENNIUM DEV. AUTHORITY 2. GHANA HIGHWAY AUTHORITY	High Court Human Rights Division, Accra	Claim for compensation for properties affected by Tetteh Quarshie Mallam Highway.	Case has been adjourned to 20th October, 2014
28	EDWARD LARBI APPIAH VRS GHANA HIGHWAY AUTHORITY	High Court, Accra	Plaintiff claiming compensation for his farm affected by Pantang Mamfe Road Project	Case adjourned without a date
29	FREDERICK ATATSI VRS GHANA HIGHWAY AUTHORITY	Commission on Human Rights and Administrative Justice (CHRAJ) Accra	Claim for compensation in respect of properties affected by Tema Sogakope Road Project	Case is still pending
30	INVENT MEDIA VRS GHANA HIGHWAY AUTHORITY	High Court, Fast Track Division, Accra	Plaintiff claims billboard erected near Tetteh Quarshie Interchange was forcibly removed.	Case is pending
31	1. AMA ASANTEWAA 2. NANA AMA YEBOAH 3. DORIS ONUMAH VRS 1. CHINA INT. WATER & ELEC. CORP. 2. GHANA HIGHWAY AUTHORITY	High Court, Accra	Compensation Case involves Head of Family and Plaintiff	Remaining half of compensation duly paid
32	MAX GLOVER VRS 1. GLO GHANA LIMITED 2. GHANA HIGHWAY AUTHORITY	High Court, Denu	Plaintiff claims that cables laid had passed through his private land.	Case adjourned to 10th November, 2014

33	TOP OIL VRS 1.ALHAJI YUSSIF 2.GHANA HIGHWAY AUTHORITY	HighCourt, Land Division, Tema	Payment of Compensation to the Plaintiff Top Oil	Case is still pending
34	KOJOGA ADRA VRS NDC AND 5 OTHERS	Supreme Court	Interpretation of Constitution as to whether Public Servants can hold Exec. Positions in Political Parties	Case has been adjourned to 17th July, 2015
35	NANA KOFI ARKESSI II & 131 OTHERS VRS 1.GHANA HIGHWAY AUTHORITY 2.ATTORNEY GENERAL'S DEPT 3.JYNES CONSTRUCTION CO.	High Court Sekondi, Takoradi	Plaintiff sued for injunction to restrain development of Agona Junction to Elubo road Lot I	Case is still pending
36	TOTAL FILLING STATION VRS 1.GHANA HIGHWAY AUTHORITY 2.JAPAN MOTORS	High Court, Ho	Plaintiff sued the Authority for supply of petroleum products	Case is still pending
37	JAPAN MOTORS TRADING CO LTD. VRS GHANA HIGHWAY AUTHORITY	High Court, Commercial Division	Plaintiff sued for the supply of two water tankers	Case is still pending
38	ONUA FRANCOS CO. LTD. VRS GHANA HIGHWAY AUTHORITY	High Court Commercial Division	Plantiff sued for the recovery of work executed for GHA	Case is still pensing

**Source: GHA Legal Division March 2015**

## 2.5 Management Information Systems Division

### 2.5.1 In-house Activities

The Division continued its function of providing overall co-ordination and supervision of the Authority's data operations, computer systems, networking and hardware services. The training of staff on the use of computer and other related equipment has been an on-going process.

The Director of MIS delivered a paper on Information Security at a seminar at the Management Conference at Sewfi Wiawso. The technical team of the division continued their routine visits to the toll booths namely Kasoa, Ashiaman and Accra-Tema motorway and did routine maintenance on the equipment in the toll booths.

### 2.5.2 Digitization of Data in Contract Division

Work on the digitization of documents in the Contract Division for the management of documents has been completed. A training session was organised by the Consultant for the Chief Executive, Deputies and other selected Directors to give them insight as to how the Smart Search Software works. The rest of the staff in the Contract Division are yet to be trained.

### **2.5.3 E-Government Phase-II Project By NITA**

NITA in conjunction with IPMC continued their training of selected GHA staff in the management of Portals, Office Automation and Lync (Exchange server) under the E-Government Phase II programme.

### **2.5.4 Provision of Local Area Network for Ashanti, Brong Ahafo Northern & Upper East**

#### **Regions under WATTEF**

Under the WATTEP programme, the contract for the installation of Local Area Networks (LAN) has been awarded to Hightech Engineering Services Ltd and works have started. These four regional offices will eventually be connected to NITA's network and they will be able to have all the services that NITA's including internet provision.

## **2.6 Public Affairs Division**

### **Press Activities**

A visit was made to Adomi to assess the progress of the Adomi Bridge Rehabilitation Project

### **Immigration Assistance**

The Division assisted seven (7No.) expatriates who were engaged on G.H.A. projects to acquire Residence and Work permits.

## **2.7 Training & Development Division**

A summary of the training and the development programme for the year 2015 is presented in Table 16. The details of various programs that were organised during the quarter is also shown in Table 16.

**Table 16: Training & Development Programme for the Year 2015**

			NO. OF STAFF	NO. TRAINED	NO. TRAINED	NO. TRAINED	NO. TRAINED	REASONS FOR ACHIEVEMENT
	ACTIVITY	LOCATION	TO BE TRAINED	IN 1ST	IN 2ND	IN 3RD	IN 4TH	
CATEGORY			IN THE YEAR	QUARTER	QUARTER	QUARTER	QUARTER	
<b>MGT. LEVEL</b>	Seminar/Conference/ Workshop	Foreign	1	2				Challenges facing Communication & Information Organisations in Africa - Nairobi, Kenya Seminar on the Design of New Roads, the Extension & Reinforcement of Highways - Yamaussoukro, Cote D'voire
	Fellowship	Foreign	4	0				
	Seminar/Conference/ Workshop/ (In-house)	Local	52	32				GHA Management Conference - Sefwi Wiawso, Workshop in Public Procurement Civil Service Trng. Centre, Development of Monitoring & Evaluation Systems for the Transport Sector, Engineering Week Celebration - Tamale
	Local Institution	Local	20	0				
<b>MIDDLE LEVEL</b>	Seminar/Conference/ Workshop	Foreign	4	2				Short trip to IIRamas -Malaysia facilities, Malaysia
	Higher Level Training	Foreign	0	0				
	Fellowship	Foreign	10	2				Contract Mgt. for Highway Projects including Private Partnership Engineering Procurement construction models for execution of works - India Workshop on Administration of Environmental & Social consideration Process for Implementation of a Japanese ODA loan Project - Japan
	Seminar/Conference/ Workshop (In-house)	Local	307	38				GHA Management Conference - Sefwi Wiawso, Seminar on Accident on Site are Available, It a matter of choice - Engineers Centre, Workshop in Public Procurement - Civil Service Trng. Centre, Workshop on Interchange Planning, Operational Analysis & Geometric Design - Engineers Centre, Workshop on Output Performance Based Road Contracts (OPRC) - Min. of Rds. & Highways Conf. Room, Development of monitoring & Evaluation Systems for the Transport Sector, Engineering Week Celebration - Tamale
	Higher Level Training (MSc/MBA)	Local	7	2				MSc in Road Transportation Engineering, KNUST
	HND/BSc. Programme	Local	4	0				
	Local Institution	Local	31	14				Government e-workspace' Project Training Sessions - NITA
<b>JUNIOR STAFF</b>	HND/BSc. Programmes	Local	4	0				
	Seminar/Wkshop/ In-house	Local	40	0				
		TOTAL	484	92				

**Source: GHA Training & Development Division March 2015**

**Table 17: Training & Development Program organized in the 1<sup>st</sup> Quarter of 2015**

NO	LOCATION	COURSE TITLE	NO. OF PARTICIPANTS	LEVEL	COUNTRY/ VENUE
1	FOREIGN	Challenges Facing Communication and Information Organisation in Africa	1	Mgt.	Nairobi, Kenya
2	FOREIGN	Seminar on the Design of New Roads, the Extension and Reinforcement of Highways	1	Mgt.	Yamaussoukro, Cote D'voire
3	LOCAL	Two Day Training Workshop in Public Procurement	1	Mgt.	Civil Service Training Centre
4	LOCAL	GHA Management Conference	29	Mgt.	Sefwi-Wiawso
5	LOCAL	Development of Monitoring and Evaluation System for Transport Sector	1	Mgt.	
6	LOCAL	2015 Engineering Week Celebration	1	Mgt.	Tamale
7	FOREIGN	Short trip to Itramas-Malaysia facilities	2	Middle	Malaysia
8	FOREIGN	Contract Management for Highway Projects including Private Partnership Engineering Procurement Construction Models for Execution of Works	1	Middle	India
9	FOREIGN	Training and Dialogue Program FY2014 - 2015 Workshop on Administration of Environmental and Social Consideration process for Implementation of a Japanese ODA Loan Projects	1	Middle	Japan
10	LOCAL	GHA Management Conference	10	Middle	Sefwi-Wiawso
11	LOCAL	Seminar on Accident on site are available, it a matter of choice	4	Middle	Engineers Centre
12	LOCAL	Workshop in Public Procurement	9	Middle	Civil Service Training Centre
13	LOCAL	Government e-workspace' Project Training Session	14	Middle	NITA
14	LOCAL	5-Day Workshop on Interchange Planning, Operational Analysis and Geometric Design	2	Middle	Engineers Centre
15	LOCAL	Development of Monitoring and Evaluation System for Transport Sector	2	Middle	
16	LOCAL	Workshop on Output Performance Based Road Contracts (OPRC)	8	Middle	Min. Rds. & Highways Conf. Room
17	LOCAL	2015 Engineering Week Celebration	3	Middle	Tamale
18	LOCAL	MSc in Road and Transportation Engineering	2	Middle	KNUST
		TOTAL	92		

**Source: GHA Training & Development Division March 2015**

## CHAPTER THREE

### 3.0 MAINTENANCE DEPARTMENT

#### 3.1 Road Maintenance Division

##### 3.1.1 Maintenance Projects

- **Routine Maintenance**

The approved program for the year under review is 10,674km at a cost of GH¢70.14 million. A total of GH¢ 23.52 million was spent in the 1st quarter, this represents 33.54% achievement.

- **Periodic Maintenance & Minor Works**

A total of 114.32km length of road was approved for periodic maintenance and minor works and the break down is 81.4km at a cost of GH¢19.29 million and 32.92km at a cost of GH¢8.02 million respectively.

#### **GOG (Road Fund & Consolidated Fund) Projects**

##### **On-going Projects**

Currently there are two hundred and six (206) on-going maintenance projects. The breakdown into various activities is as below:

ACTIVITY	No. OF PROJECTS	LENGTH (km)
Regravelling	10	114.5
Resurfacing (Partial Reconstruction)	22	327.18
Resealing	2	37
Upgrading	59	1028.15
Town Roads	9	140.9
Drainage Structures	104	
<b>TOTAL</b>	<b>206</b>	<b>1647.73</b>

*Source: GHA Road Maintenance Division March 2015*

##### **Completed Projects**

No project was completed within the quarter under review.

##### **New Projects**

The Regions have submitted their Tender Evaluation Report for review and recommendation of award of new Reshaping and Spot Improvement and Construction of Speed Calming Devices contracts.



### 3.1.2 2015 Road Condition Survey

#### Data Collection

2014 Annual Road Condition survey data analysis was completed in the 1<sup>st</sup> quarter of 2015. The final report was completed in the quarter.

#### Software Development

The software developer will deliver the final product at the 2015 Road Condition Survey Refresher Seminar.

### 3.1.3 Achievements of GHA Units (MMUI, MMUII, & BMU)

#### **MMUI**

The Unit is based at Techiman and is responsible for the Northern Sector of the country.

An amount of GH¢400,000.00 was released by the Road Fund Secretariat on 25<sup>th</sup> February, 2015 for the Sectional Resealing of Sawla - Bole - Bamboi Road Project (153km).

#### **MMUII**

This Unit is based at Suhum in the Eastern Region and is responsible for the Southern Sector of the country.

#### **BMU**

The Bridge Maintenance Unit (BMU) has been charged with the responsibility of maintaining and repairing defective bridges and major culverts in the country. The Unit has two camps, one at Kukurantumi in the Eastern Region, taking care of the southern sector and the other at Techiman in the Brong Ahafo Region responsible for all bridges in the northern sector of the country.

Details of work executed by the various Units are shown in table 18 below

**Table 18: Details of Works by MMUI MMUII & BMU**

GHA Units	Road Name	Activity	Length km	Project Cost GH¢M	Cumulated Achievement%	Total cost of Work done to date GH¢M	Remarks
MMU I	Napkpanduri - Bunkpurugu (km 20-37.4)	Upgrading	17	10.80	10.00	0.20	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
	Sawla-Wa Road (km 0-47) Lot 1	Resealing	47	6.64	6.40	0.40	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 Road Maintenance Division March 2015

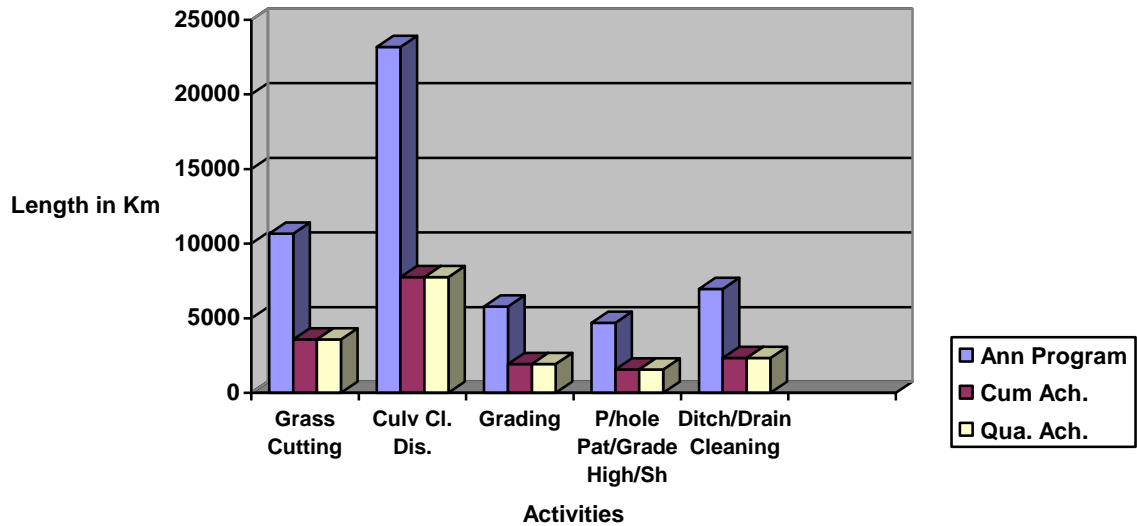
**Table 19: Achievements in Routine & Periodic Mtce. Projects –as at 31<sup>st</sup> March 2015**

ACTIVITY	2015 PLANNED PROGRAMME		2015 APPROVED PROGRAMME		1ST QUARTER ACHIEVEMENT	2ND QUARTER ACHIEVEMENT	3RD QUARTER ACHIEVEMENT	4TH QUARTER ACHIEVEMENT	CUMM. ACHIEVEMENT	ACHIEVEMENT (%)
	UNITS		UNITS							
<b>ROUTINE MTCE</b>										
Grass Cutting	Km	10,674	Km	10,674	<b>3,580.06</b>				<b>3,580.06</b>	<b>33.54</b>
Culvert Cleaning & Desilting	No.	23,162	No.	23,162	<b>7,768.53</b>				<b>7,768.53</b>	<b>33.54</b>
Ditch/Drain Cleaning	Km	6,960	Km	6,960	<b>2,334.38</b>				<b>2,334.38</b>	<b>33.54</b>
Grading	Km	5,798	Km	5,798	<b>1,944.65</b>				<b>1,944.65</b>	<b>33.54</b>
Pothole Patching & Grade High Shoulders	Km	4,692.8	Km	4,692.8	<b>1,573.97</b>				<b>1,573.97</b>	<b>33.54</b>
<b>PERIODIC MTCE</b>										
Regravelling/Spot Improvement	Km	62.0	Km	62.0	<b>8.03</b>				<b>8.03</b>	<b>12.95</b>
Resealing	Km	19.40	Km	19.40	-				<b>0.00</b>	<b>0.00</b>
Overlay	Km	181.50	Km	181.50	-				<b>0.00</b>	<b>0.00</b>
Drainage Structures & Bridges	GH¢'M	4.50	GH¢'M	4.50	<b>0.169</b>				<b>0.17</b>	<b>3.76</b>
<b>MINOR REHABILITATION</b>										
Partial Reconstruction	Km	20.91	Km	20.91	-				<b>0.00</b>	<b>0.00</b>
Minor Upgrading	Km	10.73	Km	10.73	<b>1.141</b>				<b>1.14</b>	<b>10.63</b>
Rehab. of Town Roads	Km	1.28	Km	1.28	<b>1.309</b>				<b>1.31</b>	<b>102.28</b>

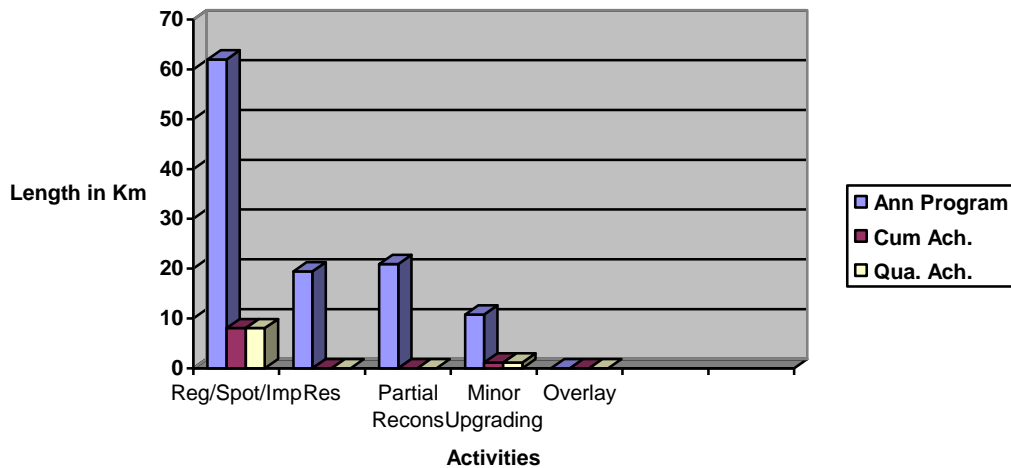
**Source: GHA Road Maintenance Division March 2015**

**Figure 4: Achievements in Maintenance Projects**

**Achievements in Routine Maintenance Programs  
As at End of 1<sup>st</sup> Quarter 2015**



**Achievements in Periodic Maintenance as At the end of the 1<sup>st</sup> Quarter 2015**



**Legend**

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

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

## 3.2 Plant & Equipment Division

### 3.2.1 Operations

The availability of supervisory vehicles and other pieces of plant and equipment in Head Office, Regions and the Units was very high. This is due to the diligence of the Mechanical Staff at the various workshops. This could further be enhanced if funds were made available for the purchase of spare parts. Regions no longer operate earth moving equipment and thus the availability of such equipment is low. Nonetheless the availability of heavy equipment in the MMUs and BMU was high.

#### Central Mechanical Workshop

During the quarter, 183 jobs were received, 175 completed and 8 outstanding at the Central Mechanical Workshop.

The summary of the jobs received and completed at the various sections are as follows:  
Summary of jobs received and completed at the various sections are as follows:

**Table 20: Details of Completed Jobs (GHA)**

Month Section	January		February		March		Total	
	Recd	Comp.	Recd	Comp.	Recd.	Comp.	Recd.	Comp.
Light	25	22	17	15	30	26	72	63
Electrical	17	9	20	15	22	18	59	42
Engine	1	0	1	1	1	1	3	2
Ancillary	9	12	8	34	8	2	25	48
Heavy	4	1	8	3	5	8	17	12
Machine	2	2	4	4	2	2	8	8
							183	175

*Source: GHA Plant & Equipment Division March'2015*

#### Kumasi Zonal Workshop

### 3.2.2 Completed Jobs (Private Jobs):

During the quarter, the breakdown of the number of jobs received and completed at the workshop are as follows:

Job Type	No. Received	No. completed
Maintenance/Serviceing	10	10
Repairs(Major & Minor)	11	11
<b>Total</b>	<b>21</b>	<b>21</b>

#### Head office

Revenue generated from private jobs undertaken during the quarter amounted to Twelve Thousand and Fifty Ghana Cedis (**GH¢12,050.00**) mainly from the heavy section.

### **Kumasi Zonal Workshop**

Three Thousand, One Hundred and Seventy Two Ghana Cedis (**GHC3,172.00**) was generated for the quarter from lease of space.

### **3.2.3 Ferries**

#### **Ada Ferries**

The clearing of the water hyacinth weed under the Lower Volta Bridge at Sogakope has been executed by a contractor.

#### **M/S Sogakope**

It is making trips between Ada- Foah to Amedeka and Ada – Foah to Anyanui. The ferry is very weak and constantly develops leakages on the hull and the schottels which meant that there is constant welding, some of the plates were replaced during the quarter under review.

The ferry needs a complete re - plating

#### **M/S Okor**

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

#### **Senchi Ferries**

The Senchi and Akrade ferries started operations on the 10<sup>th</sup> of March, 2014 at Senchi near Akosombo with a skeletal staff of two (2) coxswains and seven (7) mechanical staff.

Twenty (20) ferry attendants and three (3) coxswains are now manning the ferries. A maximum of two shifts (05 Gmt- 14 Gmt) and (14 Gmt- 20 Gmt) are in operation with a standby staff.

Senchi ferry made 1,206 trips whiles Akrade ferry made 1,035 trips. Senchi ferried 18,090 vehicles whiles Akrade also ferried 14,745 vehicles.

### **3.2.4 Stores & Supplies Section**

The Stores and Supplies Division of Ghana Highway Authority is charged with the responsibility of;

- ❖ Procurement of General Goods (spare parts, oils & lubricants, tyres, batteries etc) using the guidelines of the Public Procurement Authority.
- ❖ Stocking of goods in designated warehouses at the Central and Regional stores.
- ❖ Issuing out of goods and as and when, necessary using requisitions submitted by the end users of the goods.
- ❖ Updating of stock levels of all goods at the warehouses quarterly and yearly.

### 3.2.4.1 Local Purchasing

The under-listed items were procured using Selective Tendering. All procurement processes have been completed and items are yet to be supplied.

**Table 21: Supply of Stationery GHA/PPA/PQ/05/14**

Item	Description	Quantity	Item	Description	Quantity
1	A4 Paper	500 Reams	11	Arch file	500 Each
2	Flat files	500 Each	12	Bag envelope	50 Packets
3	Perforator	10 Each	13	Envelope A4 Size	50 Packets
4	Blue pens	50 Packets	14	Official envelope (white)	50 Packets
5	Office clips	50 Packets	15	Correction pen	50 Packets
6	Carbon paper	20 Packets	16	Cello tape	50 Rolls
7	Office pins	20 Packets	17	Calculator (16 digits)	10 Each
8	Stapler machine	20 Each	18	Ink pad	20 Each
9	Stapler pins	20 Each	19	Eraser	20 Packets
10	Endorsing ink	20 Bottles	20	Pencil (Lead)	20 Packets

*Source: GHA Plant & Equipment Division March'2015*

**Table 22: Supply and Installation Of Photocopier Machine GHA/PPA/PQ/06/14**

ITEM	DESCRIPTION	QUANTITY
1	Photocopier Machine	2

**Table 23: Supply of stationery (Books) GHA/PPA/PQ/07/14**

ITEM	DESCRIPTION	QUANTITY
1	Stocktaking Sheets	50
2	Stores Receipt Vouchers	100
3	Store Issue Vouchers	100
4	Regional Requisition Books	100
5	Store Ledger Books	50
6	Waybill Books	50
7	Fuel, Oil & Lubricant Requisition Vouchers	100

*Source: GHA Plant & Equipment Division March'2015*

The under-listed items were procured using the L.P.O.

**Table 24: LPO Purchases 1<sup>st</sup> Quarter 2015**

L.P.O No.	Description	JANUARY	FEBUARY	MARCH
O556936	EPSON TMT 20	4,800.00		
O556938	Toner Catridge		1,509.60	
O556943	Toner Catridge 64A		2,280.00	
O556945	Split A/C		2,700.00	
O556942	17 Plate Battery		560.00	
O556946	275/70 R16		3,480.00	
O556927	17 Plate Battery		520.00	
O556947	Toner Catridge 64A		2,280.00	
O556944	233/75 R15 Tyres			3,400.00
O552572	Oil SAE 40 (208 Ltr)			3,747.63
O552816	A/C Split			2,900.00
O552818	A/C Split			2,800.00
O552817	A/C Split			2,500.00
O552574	Diesel Effimax			39,960.00
O556948/49/30	Stationery			4,681.00
O552820	A/C Split			2,500.00
O552821	A/C Split			2,900.00
O552811/12	Cleaning Detergent			2,895.00
O552577	Diesel Effimax			39,960.00

**Source: GHA Plant & Equipment Division March'2015**

## 2.2.5 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 25 below.

### 2.2.5.1 Mobile Vans

Five (5) Mobile Weighing Vans operated during the first quarter. Three (3) of the mobile vans operated in the Regions namely Ashanti, Central and Brong Ahafo whilst the remaining two operated from the Head Office. The three vans in Western, Ashanti and Upper East were non- operational during the period under review.

### 2.2.5.2 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 quarter. The status of the four (4) remaining sites is as shown in Table 26.



**Table 25: Status of Permanent Weighbridge Stations**

Town/City	Location	Strategy	Status	Remarks
1. Tema	Aflao-Elubo road (Coastal Corridor)	Corridor/cordon	Privatised	Operational.
2. Afienya	(Eastern Corridor)	Corridor/cordon	Privatised	Operational.
3. Asuoyeboah		Corridor/cordon	Privatised	Operational.
4. Yapei	Tema – Paga Road (Central Corridor)	Corridor	Privatised	Breakdown of Equipment. Damaged parts have been replaced. Calibration and verification is yet to be done by GSA.
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	Break down of equipment
9. Offinso	Tema – Paga Road (Central Corridor)	Corridor/cordon	Privatised	Operational.
10. Boankra	Tema – Paga Road (Central Corridor)	Corridor/cordon	-	Break down of equipment
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 March' 2015**

**Table 26: 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 March' 2015**

### 2.2.5.3 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 reporting period. 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.

#### **2.2.5.4 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.

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

Figure 5 and 6 below shows an increase in the overloading trend from 3.74% in January, 2015 to 5% in March, 2015 and the details at the various stations respectively. During the quarter under review, the weighing scales at the Tema Port were reading very low which led to vehicles exiting the Port with excess load. This could have contributed to the increase in the percentage overweight during the quarter.

#### **2.2.5.6 Portable Weighing Scales**

Three (3) out of four (4) portable weighing scales were used for monitoring. Two (2) were used at New Akraide and Juapong to control overloading of trucks using the ferries located at Senchi and one (1) was used at Asuoeyeboah Weighbridge Station. The portable scales have become old and are not functioning properly. Immediate replacements are required to ensure effective operations at these control points. The quarterly overloading trend shown in Figure 5

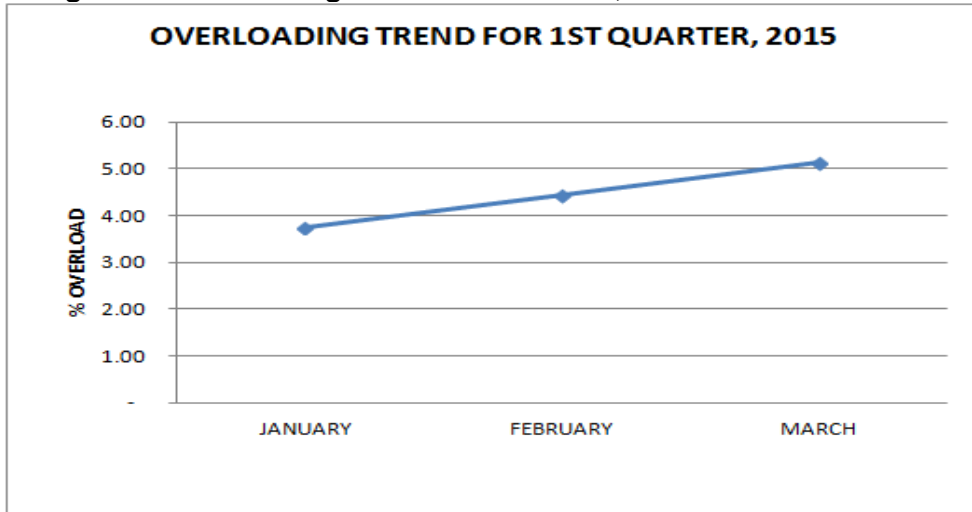
#### **2.2.5.7 Statistics from HSWIM Sites**

Data from four High Speed Weigh-in-Motion Stations estimates that, 99% of single axles weighed between 1tonne and 12 tonnes whilst the remaining 1% represent weights exceeding 12 tonnes as shown in Figure 6.

With respect to tandem axles, 81% weighed between 1tonne and 10.5 tonnes whilst 19% weighed above 10.5 tonnes. The records estimated 74% of tridem axle weights to be between 1 tonne and 8.4 tonnes and 26% above 8.4tonnes. Figures 7, 8 and 9 show weight distribution of tandem and tridem axles respectively.

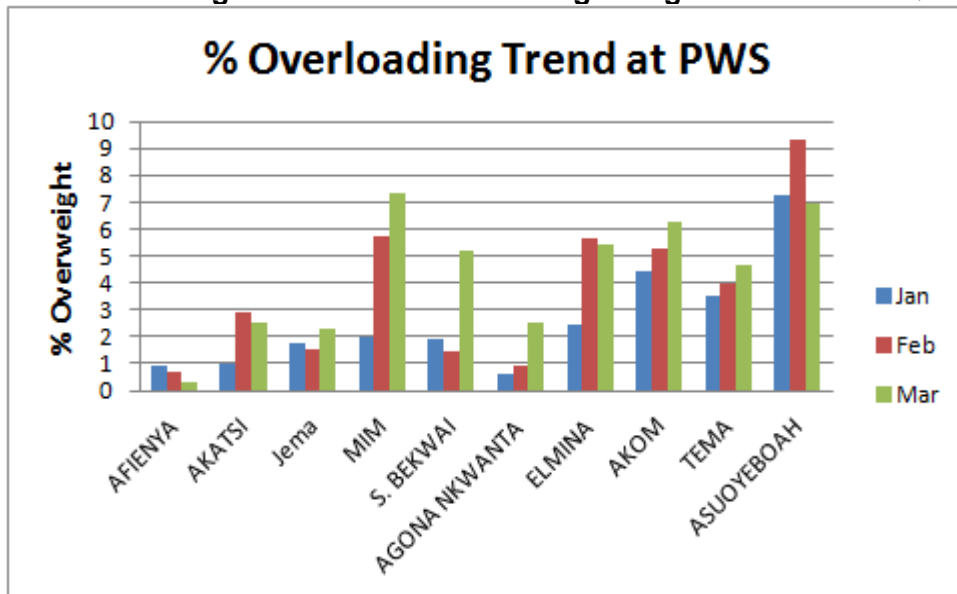
The total fines collected during the quarter under review amounted to **GH¢909, 892.67**.

**Figure 5: Overloading Trend - 1st Quarter, 2015**



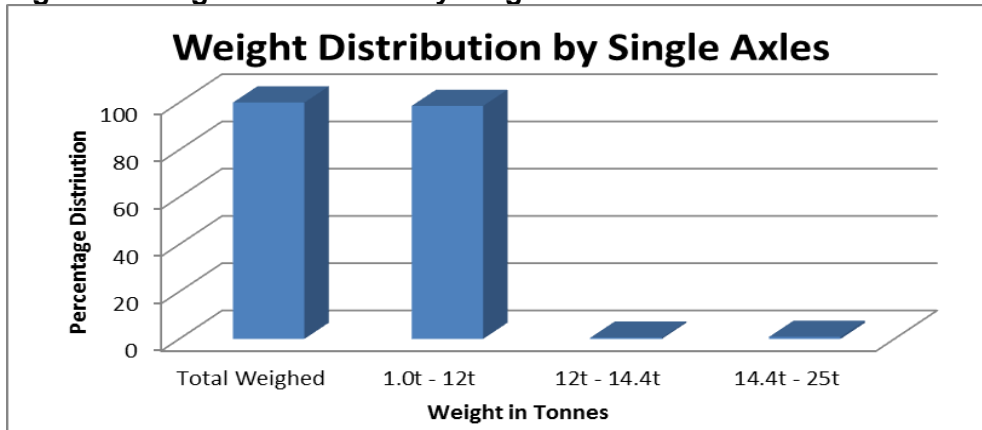
*Source: GHA Plant & Equipment Division March' 2015*

**Figure 6: Overloading Trend at Permanent Weighbridge Stations - 1st Quarter, 2015**



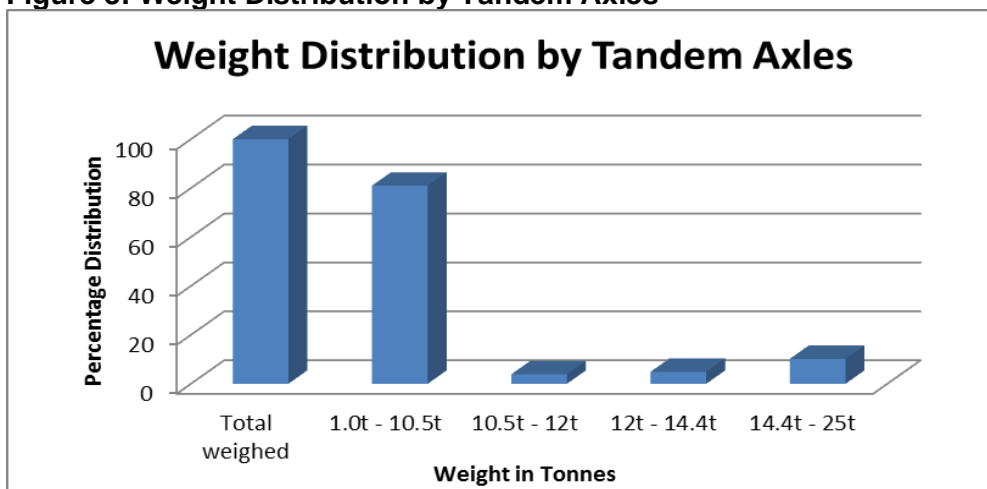
*Source: GHA Plant & Equipment Division March' 2015*

**Figure 7: Weight Distribution by Single Axles**



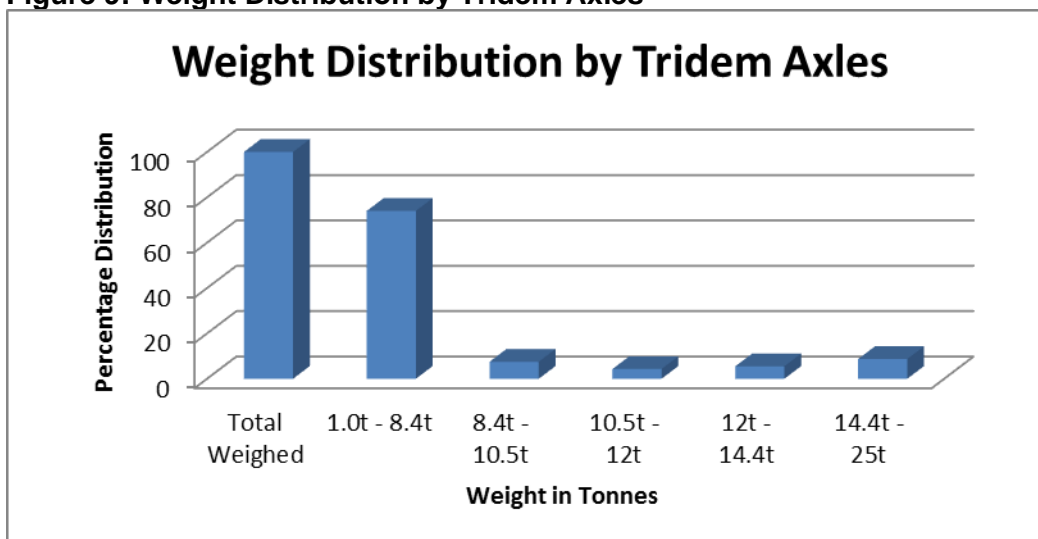
**Source: GHA Plant & Equipment Division March' 2015**

**Figure 8: Weight Distribution by Tandem Axles**



**Source: GHA Plant & Equipment Division March' 2015**

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



**Source: GHA Plant & Equipment Division March' 2015**

## CHAPTER FOUR

### 4.0 DEVELOPMENT DEPARTMENT

#### 4.1 Bridges Division

##### 4.1.1 On-Going 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-Kundugu- 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%. Project is in Defects Liability Period.
  - Lot 4.** Construction of Steel Bridge over River Gongonwu on the Tuvuu- Yikpabongo Road- 70m. 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%**.

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

**Construction of bridge over the White Volta at Mishuo**

Evaluation of the bids has been completed.

**Construction of bridge over River Pra at Twifo-Praso**

Evaluation of the bids has been completed.

❖ **Construction of Toll Plaza, office block and ancillary works on the Accra – Nsawam Road**

The damaged toll booths have been reconstructed and substantial completed The Project is in 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 49%

❖ **Construction of Toll Plaza at Badukrom on the Cape Coast – Takoradi Road.**

Progress is 12%

❖ **Rehabilitation of Adomi Bridge.**

Progress is 70%.

❖ **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.

❖ **Construction of 2 No. underpasses on the George Bush Motorway – (N1).** As reported earlier, 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.**

Construction is currently on-going at the site.

❖ **Construction of bridge over River Pra at Twifo-Praso.**

Bids were opened during the quarter and evaluation of the bids has been completed.

❖ **Construction of bridge over the White Volta at Mishuo.**

Bids were opened during the quarter and evaluation of the bids has been completed.

- ❖ **Emergency repair works on the Buipe Bridge located on the Kintampo Tamale Road.**  
Repair works on the bridge have been completed.
- ❖ **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.  
Preparation of the Tender document is ongoing.
- ❖ **Rehabilitation of the Pwalugu Bridge on the Tamale-Bolgatanga Road.**  
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.
- ❖ **Construction of bridge over River Becheliu and River Navaribie on the Navrongo – Chuchuliga – Tumu Road.** Design drawings have been completed and submitted to Quantities Division for preparation bill of quantities.
- ❖ **Production of As-built drawing for Buipe Bridge.** Progress is 80%
- ❖ **Production of As-built drawing for Yapei Bridge.** Progress is 80%
- ❖ **Replacement of existing bridge over River Luwhe.**  
Contractor has submitted design drawing to GHA for review. Comments from the review of the design drawing have been sent to the Contractor.
- ❖ **Rehabilitation of Obogu – Ofoase – Gyadem – Bodwesango – Adansi – Asokwa Road (km 7.0 – 63.4). Design of bridge over River Pirekum.**  
Progress of the bridge design is 30%

#### **3.3.4.1: Bridge Maintenance Units Activities**

- ❖ 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%. Works have stalled due to high water level
- ❖ Repair of Yapei Bridge. Progress is 100%
- ❖ Repair of Buipe Bridge. Progress is 100%

### 3.3.4.2: Bridge Management & Maintenance System (BMMS)

Terms of Reference for the update of the bridge register has been completed. Request for approval to procure the works have been sent to the Public Procurement Authority.

## 4.2 Contracts Division

### Budget for the year

The approved programme for the year covers the construction of 194.9Km of trunk roads at an estimated cost of Three Hundred and Fifty million and Eighty and eighty Thousand Ghana Cedis (GH¢350,880,000.00). The table below shows the achievements in various activities under the development projects.

**Table 27: Annual Program & Achievements in Various Contracts Activities**

ANNUAL REPORT								
ACTIVITY	ANNUAL PROGRAMME		APPROVED PROGRAMME		PHYSICAL ACHIEVEMENTS			%ACHIEVED
	KM	GHC'Millions	KM	GHC'Millions	KM	US \$	GHC'Millions	
CONSTRUCTION/ RECONSTRUCTION	255.29	515.95	97.50	130.85	3.14	2.49	17.09	3.22
REHABILITATION	67.13	195.04	77.20	153.77	14.42	5.97	0.00	18.67
DUALIZATION	10.92	143.64	20.20	57.96	0.06	0.00	0.04	0.28
BRIDGES		23.60	0.00	8.30	0	0	-1.56	
<b>TOTAL</b>	<b>333.34</b>	<b>878.23</b>	<b>194.90</b>	<b>350.88</b>	<b>17.62</b>	<b>8.46</b>	<b>15.57</b>	<b>22.17</b>

Construction/Reconstruction also includes Upgrading

**Source: GHA Contracts Divisions March 2015**

The following projects were handed over during the quarter.

Construction of Ho-Nyive-Honuta-Kpedze Road (15.5km) Tokokoe-Avee-Shia (8.5km) and Nyive-Atikpui Road (6.0km).The taking over inspection was held on the 16<sup>th</sup> of January 2014. The projects were GOG funded.

### On-Going Projects

The status of ongoing development projects are shown in Appendix B. The Government of Ghana is supported in financing some of these projects by development partners such as BADEA, IDA, AfDB, KfW, EU, SAUDI Fund and ECOWAS Fund

## 4.3 Materials Division

The Materials Division of Ghana Highway Authority is made up of five (5) sections namely:

### Soils and Aggregates



- ✚ Foundations
- ✚ Pavement
- ✚ Bituminous Products
- ✚ Research

All these sections in addition to their peculiar assignments trained newly recruited engineers, students on industrial attachment and National Service Personnel.

### **The Soils and Aggregates Section undertook the following**

- ✚ Testing of construction materials and causes of distresses on roads and structures.
- ✚ Laboratory analysis and research into the use of new materials and chemicals, to ascertain their effectiveness in the improvement of road pavement materials.
- ✚ Equipment Calibration.
- ✚ Concrete Mix designs

### **The pavement section conducted the following activities;**

- ✚ Evaluation of the performance of some existing pavements
- ✚ Review of progress reports from road projects
- ✚ Performed deflection tests on Buipe – Tamale Road and FWD tests on the Tamale Airport Project.

### **The foundation section reviewed of progress reports from the following road projects**

- ✚ Geotechnical investigations and some verification on Ayanfuri - Asawinso Road.
- ✚ Geotechnical Investigation for a proposed bridge site on the Obogu-Ofoase-Gyadem-Adansi-Asokwa Road Project

### **Bituminous Products**

The Bituminous Products Section undertook the following activities during the quarter under review:

- ✚ Review of progress reports from road projects
- ✚ Tests on bitumen samples and asphalt mixes submitted by Bitumen Marketers, Contractors and Consultants.
- ✚ Asphaltic Concrete mix designs checks for Agona Junction – Elubo Road, Ayanfuri – Asawinso Road, Asikumah Jtc – Hohoe Road and core density tests on some portions of Urban Roads in Accra, Tema and Takoradi.
- ✚ Supervised Two students to carry out tests on their Research Thesis on modified bitumen

The table shows the details of various test that were carried out during the quarter

**Table 28: Materials Test Results**

SOURCE	MONTH			No. OF TESTS	AMOUNT IN Gh. CEDIS			TOTAL IN Gh CEDIS
	JANUARY	FEBRUARY	MARCH		JANUARY	FEBRUARY	MARCH	
Concrete test	235	187	180	602	7,035.00	5,600.00	5,410.00	18,045.00
Shmidt Hammer	-	-	-	0	-	-	-	-
Pavement Investigations	0	0	0	0	-	-	-	-
Aggregate tests	11	9	13	33	3,330.00	2,680.00	3,925.00	9,935.00
Bitumen Tests	13	12	17	42	7,788.00	7,358.00	11,429.00	26,575.00
Soils tests	17	5	6	28	9,905.00	6,705.00	7,670.00	24,280.00
Foundations & Geotechnical Inv.	1	2	0	3	260.00	770.00	-	1,030.00
<b>GRAND TOTAL</b>	<b>277</b>	<b>215</b>	<b>216.3333</b>	<b>708</b>	<b>28,318.00</b>	<b>23,113.00</b>	<b>28,434.00</b>	<b>79,865.00</b>

*Source: GHA Materials Divisions March 2015*

## 4.4 Planning Division

The Planning Division is responsible for the planning of the trunk road network and the establishment of reliable traffic data base in the country. The Division is also responsible for the initiation, identification, and preparation and monitoring of all GHA development projects and road project components of all regional corridor programmes involving Ghana and other countries in the sub-region. Additionally, the Division provides the main link between the Authority and Development Partners for the efficient coordination of road projects and related facilities.

The Planning Division in pursuance of the foregoing operates through four sections namely:

- Highway Network Planning
- Highway Traffic Management
- Transport Economics
- Project Monitoring and Evaluation

### 4.4.1 Projects Objectives

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). This 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. The major procurement activities undertaken included preparation of Terms of Reference, Request for Proposals, Evaluation of Proposals and preparation of Consultancy Contract Agreements.

Statuses of on-going Consultancy on on-going projects are as shown in Table 29 below

**Table 29: Status of On-going Consultancy Services**

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 Yaroson Partnership	47,288,771.50	11/10/2010	18/04/2010	28/02/2014	The project is serving defect liability period. Defect liability ends on 29 April,2015
Consultancy Service for the Installation of LAN in GHA Four Regional Offices.	Messers Samwilliam Quaye	73,303.00	28/02/13	26-Apr		Installation has been done in Brongahafo and Upper East region. It is planned that by 30th April 2015 the other two regions will be completed
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			Services is ongoing
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 submitted his third quarterly report.
Consultancy services for design and construction supervision of (2) intervening stations with (1) rest stop areas	SA/BUOS CONSULT	388,090.20	5/2/2013	12-Apr		The contractor has performed 55% against 70% at Sakamkrom and 40% against 70% at Savelugu.
Consultancy Services for education and sensitization of recommended HIV/AIDS actions	Ghana Social Marketing Foundation	360,115.00		11/9/2013	2/9/2013	Till date the consultant has educated 14,084 and 11,448 has been sensitized on HIV prevention,treatment and care through one-on-one and large group discussion
<b>PROJECTS ON TRANSPORT SECTOR PROJECT(TSP)</b>						
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	As at the end of March Lot 1-47.01% against 68.96%, Lot 2-67.92% against 69.30%,
<b>PROJECTS ON ABIDJAN LAGOS TRADE AND TRANSPORT FACILITATION PROJECT (ALTTFP)</b>						
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 of March Lot 1-85.98% against 89.63%, Lot 2-86.65% against 86.55%, Lot 3-93.26% against 100%
Consultancy Services for Corridor Road Safety Study	Delin Consult	581,641.00	2/4/2013		14-Apr	The consultant has submitted his final report to GHA.This indicate the completion of the project.
Consultancy Services for economic analysis and engineering design for baseline survey for the design of eight rest stops at pre-selected areas	Bans Consult	323,809.25	15/03/13			The consultant has submitted the final design. This project is planned to be implemented under Agona-Elubo Road project.
<b>PROJECTS ON AFRICAN DEVELOPMENT BANK (AfDB)</b>						
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	The project is serving its defect liability period
Lot 1: Asutuare Junction –Asikuma Junction and Asutuare-Aveyime Junction Road						The consultant has submitted the 1st progress report after inception report for detailed engineering studies.AfDB has approved on the acquisition of survey on additional assignment of right of way as an addendum1
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 serving defect liability period.
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 February 2015, the scheduled 98.8 %.




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 February 2015, schedule 97.01%.
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					The services is still ongoing
<b>PROJECTS ON DANIDA</b>						
Consultancy Services for Detailed Design of Takoradi-Agona Junction Road						The Consultant has submitted the final detailed design report to GHA. The project has not started.
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	ASSOCIATED CONSULTANT	113.492				Currently, the consultant is reviewing the preliminary designs submitted by the contractor.
Lot 6: Yendi-Sakrogu-Nakpanduri Road	ASSOCIATED CONSULTANT					
Dodo-Pepesu- Nkwanta Road	Louis Berger	€ 25,909,000.00				As at the end of month March the contractor has worked 65.73% against 100%
Rehabilitation of Benchema-Adwufia Road						The method used for the selection of consultant is sole sourced. Request For Proposal has been submitted to the consultant. The consultant has submitted his technical and financial proposal to GHA. GHA is finalising the evaluation.
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				The consultant is preparing tender document with bills of quantity. This will be submitted to GHA for review.
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 WATTFP and ALTTFP within the first quarter.

**Source: GHA Planning Division March 2015**

## 4.5 Quantity Surveying Division

### Interim Payment Certificates

A total of 254 certificates were vetted and passed at the close of the first quarter of the year 2015. The breakdown is as follows:

-  50 Development Projects
-  21 Maintenance of toll plazas and weighbridge stations requests.
-  115 Maintenance Projects

In Addition, 12 Invoices for consultancy services and 66 estimates and variation orders were processed.

- ✚ 32 development projects
- ✚ 145 maintenance projects
- ✚ 16 Invoices for consultancy services were processed.

The table below gives details of certificates that were vetted and corrected.

**Table 30: Certificates Vetted & Corrected**

IPC	Project	Submitted Amount GH¢	Corrected Amount GH¢
7	Upgrading of Akatsi – Ziope Road 36km	4,938,727.10	3,761,308.49
3A	Pothole Patching on Kasoa Road	42,256.43	39,998.88
4	Upgrading of Juabeso – Akontombra Road	1,960,393.89	1,883,773.33
	<b>TOTAL</b>	<b>6,941,377.42</b>	<b>5,685,080.70</b>
	<b>Savings</b>		<b>1,256,296.72</b>

Source: GHA Quantity Surveying Division March 2015

## 4.6 Road Safety & Environment Division

4.6.1 The Division has responsibility for the following areas

- ✚ Road Safety Audit;
- ✚ Environmental Impact Assessment;
- ✚ Social Impact Assessment;

### 4.6.3 Road Safety Audit (RSA)

Road Safety Audits were carried on the following Trunk roads during the period under review

- ✚ Road Safety Audit (stage 4) on emergency works for the upgrading of Ho – Adidome Road (Lot 1,2,3)
- ✚ Road Safety Audit (stage 3) and workzone safety on the Rehabilitation of Dodi Pepesu – Nkwanta road project (46.6km)
- ✚ Road Safety Audit (stage 4) on Madina – Pantang Road (5.6km)

A total of 250 Road Signs have been installed during the quarter under review on the following roads.

- ✚ Sogakope – Ho (22 No.)

- ✚ Tema – Sogakope (58 No.)
- ✚ Accra – Kumasi – Techiman – Sunyani (74 No.)

Road Safety assessment was carried out on the Hazardous section of River Fia Bridge on the Jema – Nkoranza road and Road Safety works also carried on Sogakope Bridge approach.

#### **4.6.4 The Environmental Unit**

The Unit visited the Ayamfuri - Asawinso road project (TSP) to assess the impact of the project on the existing Diaso market which was not captured in the earlier social interventions.

The Unit continued to review, revise and update environmental and social impact assessment reports for road projects submitted by Consultants. In addition to the above, officers of the unit undertakes supervision and monitoring of Environmental and Social Management Plans (ESMP) on ongoing development and maintenance projects.

Contractors are now becoming aware of the integration of environmental and social issues on road projects, but air pollution, noise pollution and reinstatement of borrowed pits continue to be a challenge.

The Environmental and Social Management Plans (ESMP) are monitored through site visits and project meetings.

#### **Environmental and Social Impact Assessment (ESIA)**

The Unit visited the Ayamfuri - Asawinso road project (TSP) to assess the impact of the project on the existing Diaso market which was not captured in the earlier social interventions.

The Unit continued to review, revise and update environmental and social impact assessment reports for road projects submitted by Consultants. In addition to the above, officers of the unit undertakes supervision and monitoring of Environmental and Social Management Plans (ESMP) on ongoing development and maintenance projects through site visits and project meetings.

Whereas Contractors are becoming aware of the integration of environmental and social issues on road projects, air pollution, noise pollution and reinstatement of borrowed pits continue to be a challenge.

#### **HIV/AIDS**

The Unit monitored the activities of GSMF under the HIV/AIDS Education and Sensitization Campaign along the Tema-Paga Road Corridor. The monitoring team visited Nsawam, Konongo, Kubease, Kumasi, Abuakwa, Akom, Techiman, Kintampo and Buipe.

## **4.7 Survey & Design Division**

The following areas of activities that the Division covered:

- Topographical Survey
- Road Geometric Design
- Right-of-Way Clarification
- Review and Checking of Design Drawings
- Site Meeting Attendance
- Site Inspections

### **4.7.1 Right Of Way Clarification**

Five (5) Right-of-way clarifications were carried out for developers along the following roads:

- Tema - Aflao Road (N1)
- Kasoa - Bawjiase Road (R15)
- Mallam Junction - Winneba Road (N1)

### **4.7.2 In-House Survey and Design Works & Review**

The following activities were carried out:-

- Wa – Walewale ( Wiase Junction – Sombisi 50km)

The following Design drawings were reviewed and comments were forwarded to the respective Regional Directors for redress:

- Eastern Corridor (Lots 5&6) – Detailed Design
- Techiman – Kintampo road
- Alabokazo – Atuabo road project (10.5km)
- Design review for approval for underpass for Fetish mining area across IR6 road.
- Design review for approval for temporary diversion route for IR6 road adjacent to Bokitsi mining pit.

### **Site Inspection**

- Access request from Metro Mass Transit Ltd to their Achimota plant site
- Asikuma - Have Road

# CHAPTER FIVE

## 5.0 CONCLUSION/RECOMMENDATIONS

### 5.1 The Way Forward

The Authority will strive 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/development and maintenance of trunk road network
- ✚ Reducing Accident Fatalities on the trunk road network
- ✚ Reducing Travel Time on heavily trafficked trunk road sections
- ✚ Ensure that road development and maintenance programmes are executed with environmental and social mitigation measures
- ✚ Adequately recruit, train and motivate all categories of requisite staff and provide the needed logistics to undertake the services.
- ✚ Monitor and control axle loads on roads to reduce road deterioration

### 5.2 Constraints

#### Reduced Budget Allocation

Government in the 2015 Fiscal Statement indicates reduction of Deficit. In this regard new projects may not be awarded. The Goods and Services approved for the Authority was half of last year's budget, therefore there is urgent need to reduce the Authority expenditure and also adopt pragmatic measures to increase the IGF generation. The approved budget for goods and services that caters for operational expenses is woefully inadequate. The Authority started paying its own Utility bills since last year. There is therefore the urgent need for Management to be circumspect in approving expenses.

#### Transportation

As reported in previous reports, vehicle situation in most Division is nothing to write home about. Almost all the vehicles are old which makes it difficult for staff to respond to request from regions and on-going project to resolve technical problems.

#### Equipment needed for Field Activities.

The equipment listed below is urgently needed in the Materials Division to undertake subsurface investigations.

- ✚ Drilling Rig
- ✚ Rock Coring Machine



- ✚ Geophysical Test Instruments
- ✚ Dynamic Cone Penetrometer (DCP – TRL and DIN)

### **Inadequate Staff**

Most of Divisions are under-staff in both technical and non-technical staff. Some of them are operating with only about 45% capacity of its technical human resources requirements and thus put immense pressure on existing staff thus affecting efficiency in most Divisions.

## **Recommendations**

### **Hardware and Software Needs**

There is an urgent need for the Authority to acquire state of the art software for most of the divisions to bring efficiency in work output.

### **Training of Staff**

There is a need for periodic technical training of all categories of staff within the Authority through local/overseas short courses, workshops and further studies, to improve their skills to enhance their output and to discharge the various multifaceted tasks that must be addressed by the authority.

## **5.3 Conclusion**

Despite all these challenges GHA continues to discharge its duties creditably. The GHA will also continue with its programs for the maintenance, rehabilitation and reconstruction of sections of the network to ensure reasonable level of service. The Ghana Highway Authority requires support from our development partners and GOG to be able to implement planned and approved programmes.