



REPUBLIC OF GHANA

DEPARTMENT OF FEEDER ROADS
OF THE
MINISTRY OF ROADS AND HIGHWAYS

DFR ANNUAL REPORT
FOR
YEAR 2010

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DEPARTMENT OF FEEDER ROADS DFR REPORT

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Acronyms and abbreviations

DFR	:	Department of Feeder Roads
DFID	:	Department for International Development
GOG	:	Government of Ghana
HDM	:	Highway Development and Management
RED	:	Road Decision Economic Model
GIS	:	Geographical Information System
RPM	:	Road Prioritisation Methodology
MRH	:	Ministry of Roads and Highways
DCRIP	:	District Capital Roads Improvement Project
GHA	:	Ghana Highway Authority
DUR	:	Department of Urban Roads
AFD	:	Agence Francais de Developement
SIDA	:	Swedish International Development Agency
TSPS	:	Transport Sector Programme Support
DANIDA	:	Danish International Development Agency
FRIP	:	Feeder Roads Improvement Programme
CRIP	:	Cocoa Roads Improvement Programme
HIPC	:	Highly Indebted Poor Countries
MCA	:	Millennium Challenge Account
MiDA	:	Millennium Development Authority
MOFA	:	Ministry of Agriculture
KfW	:	Kreditanstalt für Wiederaufbau
AfDB	:	African Development Bank
EMQAP	:	Export Marketing and Quality Awareness Project
IVRDP	:	Inland Valley Rice Development Programme
TSP	:	Transport Sector Programme
IFAD	:	International Federation for Agricultural Development
JICA	:	Japan International Cooperation Agency
MMDAs	:	Municipal, Metropolitan and District Assemblies
MDAs	:	Ministries, Departments and Agencies

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CHAPTER ONE: EXECUTIVE SUMMARY**1.0 Mission and Vision of DFR****1.0.1 Mission**

To ensure the provision of safe, all weather accessible feeder roads at optimum cost, to facilitate the movement of people, goods and services and to promote socio-economic development, in particular agriculture.

1.0.2 Vision

To ensure that 80% of rural communities in Ghana can access a feeder road within 2Km radius at optimum cost under a decentralized system by 2020.

1.1 Road Network and Condition

The total feeder road network as at December 2001 was 32,600km. In the year 2005 the Department of Feeder Roads (DFR) with funding from the Department for International Development (DFID) engaged the services of consultants to carry out road inventory on all feeder road network in the country. The result of the inventory completed in September 2007 indicated that DFR now has a total feeder road network of approximately 42,000km.

The condition mix of the feeder road network as at December, 2009 is as follows:

Good	39%
Fair	30%
Poor	31%

with the following surface types:

Bituminous surface	:	2,225.3 km	(5%)
Gravel roads	:	25,021.4 km	(59%)
Earth roads	:	14,943.0 km	(36%)

TOTAL : 42,189.9km

The breakdown of the network is as follows:

Engineered network	:	23,858.7km	(56%)
Partially engineered network	:	6,430.2km	(16%)
Un-engineered network	:	11,901.0km	(28%)
42,189.9km			

Executive Summary

It is DFR's policy to always keep the engineered and partially engineered feeder roads in good or fair conditions.

DFR's engineered/partially engineered network now stands at 30,288km.

1.2 Condition Mix

The Condition Mix of the feeder road network has changed slightly from 38% good, 32% fair and 30% poor in December 2008 to 39% good, 30% fair and 31% poor at the close of December, 2009.

The slight change in the condition mix could be attributed to the continued maintenance of the engineered roads and rehabilitation of those in the poor category. (The condition mix is based on approximately 42,000Km network).

	2007	2008	2009
GOOD	35%	38%	39%
FAIR	37%	32%	30%
POOR	28%	30%	31%

1.3 Targets and Achievements as at December 31, 2010

Table 1.1 shows the planned, approved programmes and achievement as at December 31, 2010, whilst Table 1.2 shows the financial programme and disbursement of DFR for both GoG and Donor projects for the period January – December, 2010.

Table 1.1: Physical Target and Achievements (January – December, 2010)

ACTIVITIES	APPROVED ANNUAL PROGRAMME	ACHIEVEMENT AS AT DEC., 2010	
	Km/No.	Km/No.	%
Routine Maintenance	26,590.00	13,600.0	51%
Periodic Maintenance			
2 ND Cycle Sch.	5	-	0%
Town Roads	19.6	38.7	197%
Surfacing	555.4	181	33%
Spot Improvement	358.7	375	105%
Rehabilitation	146.4	98.5	67%
Bridges	17	15	88%
Sub-Total	1,085.10	693.2	64%
Grand Total	27,675.10	14,293.20	52%

Table 1.2: Financial Programme and Disbursement (January - December, 2010)

ACTIVITY	BUDGET FOR 2010			EXPENDITURE FOR JAN - SEPT. 2010			REMARKS
	TOTAL (GOG)	TOTAL (DONOR)	TOTAL (DONOR & GOG)	TOTAL (GOG)	TOTAL (DONOR)	TOTAL (DONOR & GOG)	
	AMOUNT (m \$)	AMOUNT (m \$)	AMOUNT (m \$)	AMOUNT (m \$)	AMOUNT (m \$)	AMOUNT (m \$)	
ROUTINE MAINTENANCE	6.63	0	6.63	1.67	0	1.67	25%
PERIODIC MAINTENANCE							
2 nd Cycle Inst.	0.342	0	0.342	0.023	0	0.02	7%
Town Roads	2.015	13.73	15.745	3.171	6.475	9.65	61%
Surfacing	32.377	0.763	33.14	46.388	0.596	46.98	142%
Spot Improvement	3.963	1.358	5.321	5.983	0.151	6.13	115%
Rehabilitation	4.488	15.115	19.603	7.33	0	7.33	37%
Regravelling	0.11	0	0.11	0	0	0.00	0%
Bridges	6.618	0	6.618	0.264	0	0.26	4%
Consultancy services	0.068	0	0.068	0.01	0	0.01	15%
supp & Training	1.188	2.305	3.493	1.789	0.227	2.02	58%
Sub-Total	51.169	33.271	84.44	64.958	7.449	72.41	86%
GRAND TOTAL	57.799	33.271	91.07	66.628	7.449	74.08	81%

CHAPTER TWO: PLANNING ACTIVITIES

2.0 Introduction

The Department of Feeder Roads has three tools for planning namely;

- i. Road Prioritization Methodology (RPM)
- ii. Highway Development and Management (HDM 4)
- iii. Road Economic Decision Model (RED)

2.1 Digital Mapping of Feeder Roads

2.1.1 Database and Geographical Information System (GIS)

The Database/GIS has 42,190km feeder roads identified by road number and unique identifiers, which enable feeder roads to be identified individually. The road numbers are districts based and indicate the classes of feeder roads, the Regions and Districts in which they are located while the unique identifiers indicate the positions of the feeder roads within the database.

The database has other attributes including drainage structures and settlements as GIS layers. The conditions of drainage structures can be viewed from digital pictures incorporated in the database through ArcView software.

The Database/GIS allows the update of the network by carrying out road inventory, condition and traffic surveys. It also incorporates budget and contract packaging wizards for the preparation of annual maintenance budgets at the Regional level.

By incorporating settlements in Database/GIS access to settlements can be determined and planning of feeder roads improvements can be carried out.

The Department is in the process of incorporating populations of settlements that will enable accessibility index within feeder road corridors to be determined.

2.2 Road Prioritization Methodology (RPM)

The Road Prioritization Methodology (RPM) is a tool used by DFR in prioritizing feeder roads.

The RPM is a process that combines technical (benefit-cost) analysis and community preferences and choices for the prioritization and selection of feeder roads for improvement, at the local, and District levels. The method involves carrying out socio-economic and feasibility studies as well as engineering design studies to prioritize feeder roads for improvement. The prioritized feeder roads are subjected to community prioritization based on their preferences and choices in respect of access to schools, farms, health centres, markets etc. This exercise is a participatory process. The two prioritized lists are harmonized and the number of feeder roads that meet budget allocation are finally

selected for improvement. This method is applied to Periodic Maintenance. DFR with assistance from DFID has already trained seven (7) engineering consultants and four (4) socio-economic consultants in the use of the RPM. Effort will be made to promote the use of the RPM in the Districts for the selection of feeder roads for improvement. A simplified version of the RPM document for selecting roads for spot improvement has been distributed to key stakeholders with the view to sensitizing them for the adoption of the methodology. Its success will optimize the use of limited funds, allow effective planning and enable DFR focus on the achievement it targets for the various programmes.

2.3 Maintenance Performance Budgeting System (MPBS)

In addressing the key issues and also in preserving investments made on improved roads and bridges and to minimize the deteriorating feeder roads network, an effective maintenance management system was required. In 1992, the GOG with assistance from the World Bank and in association with other Development partners put in place the National Feeder Roads Rehabilitation and Maintenance Project (NFRMP). Subsequently in 1994, the Danish International Development Agency (DANIDA) supported DFR to put in place the Maintenance Performance Budgeting System (MPBS).

The MPBS provided operational criteria for the expedient choice of maintenance options in particular pertaining to routine and recurrent maintenance. The MPBS operated alongside other routine and recurrent maintenance systems. After a decade of practicing MPBS, there was the need to review it owing to the following reasons:

- (i) A number of activities were rarely used.
- (ii) Not all activities that actually took place were included in the activity specification list.
- (iii) Some activities could be combined.
- (iv) Specifications were designed for execution by a direct labour organization rather than for use in competitive contracts.
- (v) To ensure uniformity in routine and recurrent maintenance in a management system.

DFR in collaboration with Management Support Team (MST) of Department for International Development (DFID) had a series of meetings in four regions to have a critical look at the various routine maintenance systems. The consensus from these meeting was that there was the need to review the MPBS.

Consequently, DFR came out with a Routine Maintenance Management System and an Operational Manual which unified the MPBS, other routine maintenance systems and the Geographical Information System (GIS) developed by DFR with assistance from DFID.

CHAPTER THREE: DEVELOPMENT PARTNERS ASSISTED PROGRAMME

3.1 District Capital Roads Improvement Project (DCRIP)

3.1.1 Background and Funding

The project was initiated to facelift rural district capitals. The benefits of the project include:-

- mitigating the negative health impacts on the communities resulting from dust
- preventing the defacing of public and private buildings resulting from dust
- savings from capital expenditure on repair, renovation or replacements of these buildings
- environmental enhancements through bitumen surfacing the roads in town and construction of concrete drains to prevent erosion.

The funding is provided by the Ghana Government from the Japanese Counter-Value Fund with an amount of GH¢ 33.2 million.

Coverage

Sixty nine (69) Districts Capitals in all the 10 regions of Ghana.

Activity

Surfacing of 142.55 km nationwide.

The projects have been broken into three phases as indicated below:

S/N	Phase	No. of Districts	Length (Km)
1	One	28	56.00
2	Two	19	39.35
3	Three	22	47.20
	Total	69	142.55

Period

The project period is from 2008 to 2011.

3.1.2 Regional Distribution

The regional distribution of the contracts is as shown in Table 3.1.

Table 3.1: Distribution of DCRIP Contracts

REGIONS	PHASES			TOTAL
	Phase 1 (Km)	Phase 2 (Km)	Phase 3 (km)	
Greater Accra Region (GAR)	4	4	3.7	11.7
Eastern Region (ER)	6	4	4	14
Volta Region (VR)	6	-	6	12
Central Region (CR)	6	8	6	20
Western Region (WR)	6	4	6.05	16.05
Ashanti Region (ASR)	8	7.5	4	19.5
Brong Ahafo Region (BAR)	6	6	6	18
Northern Region (NR)	6	4.2	6.2	16.4
Upper East Region (UER)	4	1.65	2	7.65
Upper West Region (UEW)	4	-	3.25	7.25
TOTAL	56	39.35	47.2	142.55

All contracts in Phases 1 and 2 are in progress and at various stages of completion except for two (2) contracts that have been terminated. Majority of the contractors under the Phase 3 have just commenced works or are mobilizing to site.

The total length of roads under contracts is 142.55km and commitment to date is GH¢38.57million. The total amount certified to date under the three (3) phases is GH¢16.75million.

The beneficiary Districts are as shown in Tables 1.2, 1.3 and 1.4 for Phases 1, 2 and 1.4 respectively.

Table 3.2: Beneficiary Districts of the DCRIP under Phase 1

REGION	DISTRICT	DISTRICT CAPITAL	STATUS (%)	SUPERVISING AGENCY	REMARKS
GAR	Dangme West	Dodowa	100	DFR	
	Ga East	Abokobi	100	DFR	
ER	Birim North	New Abirem	100	DFR	
	Asuogyaman	Atimpoku	100	DFR	
	Akyemansa	Ofoase	60	DFR	
CR	Awutu Senya	Awutu Breku	100	DFR	
	Assin South	Nsuaem - Kyekyewere	100	DFR	
	Upper Denkyira West	Diaso	10	DFR	Terminated
VR	Nkwanta North	Kpasa	8	DFR	Terminated
	Adaklu-Anyigbe	Kpetoe	100	DFR	
	South Dayi	Kpeve	100	DFR	
WR	Ellembelle	Nkroful	50	DFR	
	Sefwi Akontombra	Akontombra	76	GHA	
	Prestea Huni Valley	Bogoso	51	GHA	
AR	Bosome Freho	Asiwa	100	DFR	
	Atwima-Kwawonma	Foase	67	DFR	
	Offinso North	Akomadan	100	GHA	
	Kumawu-Afram Plains	Kumawu	30	GHA	
BAR	Dormaa East	Wamfie	100	DFR	
	Nkoranza North	Busunya	29	GHA	
	Tain	Nsawkaw	100	GHA	
NR	Zabzugu/Tatale	Zabzugu	85	DFR	
	Gushiegu	Gushiegu	100	DFR	
	Kpandai	Kpandai	100	DFR	
UER	Garu Tempane	Garu	51	GHA	
	Builsa	Sandema	100	DFR	
UWR	Sissala West	Gwollu	45	DFR	
	Wa East	Funsi	100	DFR	

Table 3.3: Beneficiary Districts of the DCRIP under Phase 2

REGION	DISTRICT	DISTRICT CAPITAL	STATUS (%)	SUPERVISING AGENCY
GAR	Ga South	Mallam	19	DUR
	Ga West	Amasaman	32	DUR
ER	West Akim	Asamankese	52	GHA
	Upper Manya	Asesewa	15	GHA
CR	Assin North	Assin Fosu	100	GHA
	Agona West	Nsaba	50	GHA
	Twifo Hemang Lower Denkyira	Twifo Praso	56	DFR
WR	Jomoro	Elubo	30	GHA
	Bia	Esaam	50	DFR
AR	Ejisu	Ejisu	40	DUR
	Asante Akim North	Konongo	70	DUR
	Nsuta Kwamang	Nsuta	40	GHA
	Amansie Central	Jacabu	48	DFR
BAR	Nkoransa South	Nkoransa	76	GHA
	Berekum	Berekum	100	DUR
	Asunafo South	Kukuom	40	DFR
UER	Bongo	Bongo	37	GHA

Table 3.4: Beneficiary Districts of the DCRIP under Phase 3

REGION	DISTRICTS IN PHASE3	DISTRICT CAPITAL
GAR	Dangbe East	Ada
	Adenta Municipal Assembly	Adenta
ER	Atiwa	Kwabeng
	Fanteakwa	Begoro
CR	Ajumako Enyan Essiam	Besease
	Agona West	Agona Swedru (Ph. 2)
	Gomoa East	Afansie
WR	Sefwi	Sefwi Wiawso
	Ellembelle	Esiam
	Wasa Amenfi West	Asankragua
ASR	Adansi North	Fomena
	Ejura Sekyedumase	Ejura
VR	Ketu South	Aflao
	North Tongu	Adidome
	Krachi West	Krachi
BAR	Jaman North	Sampa
	Pru	Yeji
	Asunafo North	Goaso
NR	Bole	Bole
	Chereponi	Chereponi
	Tolon/ Kumbungu	Tolon
UER	Bolgatanga	Bolgatanga
UWR	Nadowli	Nadowli
	Sisala	Tumu

Summary

Phase 1 Contracts

Eighteen (18) contracts under phase 1 of the project have been substantively completed. These are:

- Abokobi and Dodowa in the Greater Accra Region
- Kpetoe and Kpeve in the Volta Region
- Atimpoku and New Abirem in the Eastern Region
- Nsuaem Kyekyewere and Awutu Breku in the Central Region.
- Akomadan and Asiswa in the Ashanti Region
- Wamfie and Nsawkaw in the Brong Ahafo Region,
- Gushiegu and Kpandai in the Northern Region
- Sandema in the Upper East Region
- Funi in the Upper West Region

These have all been completed before programmed completion dates and are in defects ~~liability~~ [liability](#) period.

Execution of the projects in Kumawu and Busunya towns have virtually stalled, with physical achievement of 30% and 29%, respectively, as at the end of December, 2010. [Contractor working on the Kumawu contract has abandoned site whilst the Busunya contract has been delayed due to a serious drainage problem in the township that needs to be addressed. Steps are being taken to terminate the employment of the Contractor on the Kumawu contract whilst the necessary variation to the contract to address the drainage problem in the Busunya township is also being looked at.](#)

All the Phase 1 contracts which are behind schedule have been issued with warning letters to expedite progress of works. Two (2) contracts under Phase 2 of the programme have been terminated for non performance. These are Diaso town roads in the Central Region and Kpasa town roads in the Volta Region.

The total amount certified to date is **GHC9,671,538.13**.

Phase 2 Contracts

Development Partners Assisted Programme

Three (3) contracts under Phase 2 have been substantively completed. These are town roads in Assin Fosu in the Central Region and Kukuom and Berekum in the Brong Ahafo Region.

~~One (1) contract under Phase 2 of the programme has been recommended for termination due to non-performance. This is the town road in Asesewa in the Eastern region.~~

All the Phase 2 contractors which are behind schedule have been issued with warning letters to expedite progress of works in order to finish the project within the expected completion period.

The total amount certified to date is **GH¢4,288,458.19**.

Phase 3 Contracts

All the twenty-four (24) contracts under Phase 3 have recently been awarded and work is progressing at all the sites.

The total amount certified to date is **GH¢2,797,546.24**.

3.1.3 Overall Physical progress

On the average, physical completion of the works under Phase 1 is about 77%, whilst that for Phase 2 is about 54%. Works have just commenced on majority of the Phase 3 contracts.

3.1.4 Overall Financial Progress

Details of commitment and certified amounts to date on the three (3) phases are shown in Table 3.5.

Table 3.5: Summary of Financial Progress

Development Partners Assisted Programme

CONTRACTS	COMMITMENT (GH¢)	DISBURSEMENT (GH¢)
PHASE 1	13,546,597.00	9,671,538.13
PHASE 2	9,689,636.09	4,288,458.19
PHASE 3	15,342,039.81	2,797,546.24
TOTAL	38,578,272.90	16,757,542.56

3.2 Bridge Development Programme

The Department of Feeder Roads under its Bridge Development Programme identified 5,000 water crossing points that hamper the provision of basic access to rural dwellers. Out of this number 1,200 sites have been classified as critical for the effective functioning of the rural road network.

The Department with assistance of some development partners like Japan International Corporation Agency (JICA), Department for International Development (DFID) of United Kingdom, Agence Francais de Developement (AFD) (France), Spanish Government and the Government of the Royal Netherlands have been able to construct 150 bridges and major box culverts so far out of the 1,200 critical river crossing points.

It is worthy of mention that the Bridge Development Programme forms part of the Ministry's programme under the Ghana Poverty Reduction Strategy which aims at improving the socio-economic life of the rural dwellers.

The provision of the bridges has facilitated the safe and more economical movement of people, goods and services in the rural communities due to the elimination of long detours and making the network more coherent and interactive.

3.2.1 Ghana/Dutch Bridges Project

3.2.1.1 Background

The Government of Ghana received a credit facility of 16.5 million Euro (with 65% credit and 35% grant) from the Netherlands Government for the supply of steel bridge components for the construction of ninety-four (94) bridges on selected feeder roads in Ghana under the "Ghana/Dutch Bridge Project". GOG provided a counterpart fund for the provision of the following:

- i. Construction of reinforced concrete bridge substructure.
- ii. Clearance and transportation of steel bridge components from Tema Port to the bridge sites.
- iii. Assembling and launching of steel bridges.
- iv. Construction of both the approach and access roads to the bridges and
- v. Construction of sixteen (16) major box culverts in tandem with the bridge project.

The project, which is in three phases, is as detailed below:

Phase I – 31 bridges and 14 major box culverts

Phase II – 30 bridges and 1 major box culvert

Phase III – 33 bridges and 1 major box culvert

3.2.1.2 Status

Out of the Sixty-One (61) bridges launched, forty-seven (47) have been opened to traffic whilst the remaining fourteen (14) have their approach filling ongoing. The remaining thirty-three (33) bridges out of the overall Ninety-Four (94) bridges have both abutments under construction, both abutments cast up to launching level with some approaches being filled before assembling and launching could commence. Fifteen (15) out of the Sixteen (16) major box culverts awarded as part of the bridges have also been completed and opened to traffic.

Table 3.5 shows the regional distribution of the bridges and the number completed.

Table 3.5: Regional Distribution of Dutch Bridges and Number Launched/Completed

Region	BRIDGES		MAJOR BOX CULVERTS	
	No. Awarded	No. Launched/ Completed	No. Awarded	No. Completed
Greater Accra	4	4	2	2
Volta	9	6	0	0
Eastern	9	5	4	1
Central	10	8	1	1
Western	11	6	2	2
Ashanti	13	12	3	3
Brong Ahafo	13	8	1	1
Northern	11	5	0	0
Upper East	8	7	2	2
Upper West	6	2	1	1
TOTAL	94	59	16	15

3.2.2 ACROW - Ghana Bridges Project

3.2.2.1 Background

The ACROW-Ghana bridge project involves a total amount of US\$47.7 million. This consists of a loan amount of US\$37.7 million for the supply of bridge components and a grant amount of US\$7.0 million as seed money for the civil works. Contract for the supply of the bridge components was signed on 17th July, 2009.

The Government of Ghana (GoG) is to pay for the cost of the Civil Works comprising the abutment construction, assembly and launching of bridge and the construction of the approach roads. GoG is also to pay for the cost of consultancy for supervision of the Civil Works.

3.2.2.2 Status

The first phase covering forty-two (42) bridges packaged into 38 lots have been awarded and possession of sites given to the successful contractors who are mobilizing to sites to commence works. All the bridges for the phase 1 contract agreed with ACROW Corporation have been supplied and received into DFR Stores. The cost of the civil works is estimated at GH¢ 27.98million.

Region	Number
Greater Accra	1
Volta	9
Eastern	5
Central	4
Ashanti	5
Western	3
Brong Ahafo	5
Northern	3
Upper East	3
Upper West	4
TOTAL	42

3.2.3 Ghana - Spanish Bridges Project

The Spanish bridge programme involves the construction of fifty two (52) bridges throughout the country.

This involves a facility of Euro 10.0 million under the Second Ghana-Spain Protocol. The supply of the components is in two lots of 26 each. The Government of Ghana will provide a counterpart funding at an estimated cost of GH¢ 15.40million for civil works on 26 bridges.

3.2.3.1 Status

Lot 1

All the twenty-six (26) bridge components have been supplied by a Spanish firm M/s Makiber and stockpiled at DFR yard in Koforidua.

Lot 2

Another Spanish firm M/S Schwart-Hautemont has also supplied the remaining 26 bridge components and they are at the Tema Port. The necessary documents are being processed for the bridge components to be cleared and stockpiled in DFR Stores, Accra.

Works

[Contracts for the Civil Works and installation of the bridges would be in two phases. Contracts for Phase 1 comprising 24 bridges have been awarded at an estimated cost of GH¢15,359,267.33. Details are as shown in the below.](#)

Region	Number
Volta	1
Eastern	5
Central	4
Ashanti	3
Western	3
Brong Ahafo	2

Development Partners Assisted Programme

Northern	2
Upper East	1
Upper West	3
TOTAL	24

3.2.4 Belgium Bridges

Proposal for the supply of the bridge components for 632m length bridges over eight (8) water crossing points is under discussion.

Some of the bridge locations identified are as shown below:

No.	Road Name	River Name	Proposed Span of Bridge (m)	Region	District
1	Kpando Agbenoxoe – Kpando Dafor	Tributary to Volta	180	Volta	North Dayi
2	Galo – Sota – Bomingo	Angor	75	Volta	South Tongu
3	Anlo Jn. – Nsese No. 1 – Nsese No. 2	Pra	50	Eastern	Akyemansa
4	Mankessim – Suprudo – Amissano	Okyi	90	Central	Mfantseman
5	Asempanye – Kushea – Hwidiem	Pra	60	Central	Assin North
6	Fawomanye - Nyamebekyere	Okyi	50	Central	Assin South

3.3 Feeder Roads Improvement Programme (FRIP)

3.3.1 Background

The Feeder Roads Improvement Programme (FRIP) is funded with a grant of €20.6 million from the European Union for the rehabilitation of 1,102km feeder roads.

The Feeder Roads Improvement Project (FRIP) covers eight (8) districts of the Eastern Region and targeted at poverty reduction. The project involves the following districts; Afram Plains, Birim North, Birim South, Fanteakwa, East Akim, Kwahu South, Kwahu West and Kwaebibirem

The project will improve access from farms to market centers.

There has been a deletion and revision of some road links in order to meet the programme budget.

Therefore, a total of 648.1km of feeder roads is to be improved under this programme as follows:

Rehabilitation	:	165.2km
Spot Improvement	:	386.9km
Surfacing	:	96km

Period : **2006-2010**

3.3.2 Status

Phase 1 (Direct Labour) involving 118.4km Spot Improvement and 60.8km of rehabilitation projects were awarded in August 2007. Fifteen (15) contracts were awarded to successful bidders. One additional spot improvement contract of 6km has been awarded bringing the total number of contracts to sixteen (16) and total spot improvement contract of 124.4 km.

All the sixteen (16) Direct Labour contracts (185.2Km) were completed as of 30th June 2010.

Phase 2 (Specific Commitment) involves 96km of surfacing, 104.9km of rehabilitation and 262.5 km of spot improvement. Contracts totaling 463.4km in eight (8) lots were awarded in December, 2007. All the eight (8) contracts have been completed successfully and are currently in one (1) year defects liability period obligations under the Specific Commitment contracts.

Table 3.7 gives the physical and financial status of FRIP as at 31st December, 2010.

Table 3.7: Feeder Road Improvement Programme (FRIP) December, 2010

ACTIVITY	PLANNED PROGRAMME		COMMITMENT		ACHIEVEMENT/ DISBURSEMENT	
	(KM)	(US\$M)	(KM)	(US\$M)	(KM)	(US\$M)
Rehabilitation	328.5	6.40	165.2	6.40	165.2	6.38
Spot Improvement	710.7	8.20	386.9	8.20	386.9	8.18
Surfacing Dressing	97.4	11.93	96.0	11.93	96	11.82
Consultancy & Others						
TOTAL	1,136.6	26.5	648.1	26.50	648.1	26.38

3.4 Ghana Millennium Challenge Account (MCA) Projects

3.4.1 Background

In 2004 the Government of the United States of America established the Board of the Millennium Challenge Corporation (MCC) to work with and reward nations that have demonstrated a commitment to adopting sound political, economic and social policies that will reduce poverty through economic growth. Ghana's participation in the MCC's programme is based on its dedication to three fundamental principles: ruling justly, investing in people and encouraging economic freedom.

On 10th July, 2006 the MCC approved a five-year anti poverty programme for approximately \$547 million known as the Ghana Millennium Challenge Account (MCA) which will focus on rural agriculture, transportation and community development initiatives and will be implemented by the Millennium Development Authority (MiDA).

MiDA is operating in 5 regions and eight (8) main districts as shown in Table 3.8.

Table 3.8: Regions and Districts covered by MiDA programme

REGION	PACKAGING	MAIN DISTRICT	KM
Eastern, Central, Greater Accra	Akwapim South, Manya Krobo, Ewutu-Effutu-Senya, Gomoa, Dangme West, Yilo Krobo	Akwapim South,	181
		Ewutu-Effutu-Senya	205
Volta	North Dayi (Kpando), Hohoe, Keta, South Tongu, Ketu, Akasti	Keta,	7
		Kpando,	44
		Hohoe,	66
		Ketu, South Tongu	49
Northern	Savelugu Nanton, Tolon Kumbrungu, Tamale Metropoplitan, West Mamprusi, Karaga	Savelungu Nanton	55
			337
TOTAL	17	8	944

An amount of US\$57.9 million has been allocated for the rehabilitation and upgrading of 944km feeder roads in 5 main districts in four regions of Ghana, namely, Central, Eastern, Volta and Northern.

Based on the Implementation Entity Agreement (IEA) between MiDA on one part and MRH and its agencies on the other part, DFR is supporting MiDA with technical advice and monitoring services.

Duration: 2008-2012

Activity: Rehabilitation of 849km and Bitumen surfacing of 95km.

3.4.2 Status

Three contract packages in Eastern and Central Regions (LOTS EC1, EC2 & EC3), two in the Volta Region (LOTS VR1 & VR3) and two in the Northern Region (LOTS NR1 & NR2) have been awarded and works are on-going.

3.5 Transport Sector Programme (TSP)

3.5.1 Background

The feeder roads component of the TSP is meant to improve rural access through efficient, sustainable and cost effective spot improvement, rehabilitation and surfacing of feeder roads.

The programme will also provide focus intervention for accessibility in agricultural and horticultural production in selected regions.

The feeder roads component has two sub-components as follows:

1. The first sub-component involves the minor rehabilitation and spot improvement of 682.52Km in all the ten regions.
2. The second sub-component involves the carrying out focus intervention for accessibility improvement in support of agricultural and horticultural production in selected regions to complement various direct interventions being carried out by the Ministry of Food and Agriculture (MOFA). The areas selected for this focuses intervention is the Horticultural belt in the Ga West and Ga East districts in the Greater Accra Region and the catchment area of the Aveyime Rice Project in the North Tongu district of the Volta Region.

DURATION: 2009 – 2015

AMOUNT: US\$ 51.7M

Improvement and Rehabilitation of Feeder Roads	:	
First Year	:	US\$20.0M
Second Year	:	US\$27.5M
Sub-Component One and Sub-Component Two Focus intervention	:	US\$47.5M
Consultancy for Supervision	:	US\$2.5M
Capacity Building	:	US\$0.5M
Vehicle and Office Equipment	:	US\$0.70M
<u>Operation</u>	:	<u>US\$0.50M</u>
TOTAL	:	US\$51.7M

In addition to this amount of US\$51.7M, DFR is expected to benefit from an outstanding amount of US\$8.3M under the Project Management component of the TSP.

3.5.2 Status

3.5.2.1 Consultancy

Request for Proposal (RFP)

No objection for RFP Document for individual 14No assignments received.

Letter of Invitations (LOI) have been sent to short listed consultants to submit proposals with effect from 9th September, 2010. The closing date for submission of proposal was 14th October, 2010.

Evaluation of Technical Proposal received completed and ready for submission to Procurement Team (PT) for review and for onward transmission to Word Bank for No Objection.

Environmental and Social Management Plan (ESMP)

Draft report on the studies has been submitted by consultant. Comment forwarded to him for incorporation into the final report.

3.5.2.2 Works

No Objection has been received from the World Bank for the 'Sample Bidding Document for procurement of small works'.

Subsequently contracts for post-review were advertised in the Ghanaian Dailies on the 14th June 2010, inviting bidders to submit bids. Bids closed on the 21st July 2010. Bids for prior review contracts were advertised on the 2nd July 2010 and closed on 4th August, 2010.

Evaluation reports of bids received have been forwarded to PT. Comment from PT been incorporated in the evaluation report for re-submission.

3.5.2.3 Goods

Procurement process will commence next year.

3.5.2.4 Vehicles

5No 4x4 double cabin Pick-Up vehicles, 2No Cross-Country vehicles and 5No. Saloon cars are being procured by MRH for DFR.

3.5.2.5 Training

Work Plan and Budget for 2010 training programme completed and incorporated into the over-all training programme of the MRH.

No Objections have been given for the 2010 Training programme. As at now:

- Three (3) engineers are currently pursuing Local Post Graduate course at KNUST.
- Two (2) engineers and one quantity surveyor are currently pursuing overseas post-graduate studies.
- One person was also sponsored to attend an overseas short course.

3.5.2.6 Financial Disbursement

Disbursement to date is as ff:

-Works	Nil
-Goods	Nil
-Consultancy and Training	GH¢6, 360.00
-Training	US\$185,403.20 (GH¢ 259,564.20)
-Operation	GH¢123, 423.83

Total disbursement to date: **GH¢389,348.03**

3.6 Local Service Delivery and Governance Programme (LSDGP)

3.6.1 Background

The Local Service Delivery and Governance Programme was formulated with the support of Danida to deepen the Decentralization agenda of Government.

Amount:

The budget for 2010 activities is GH¢6,407,080.00.

The Ghana Road Fund had received GH¢3,203,540 as funding for the first and second quarters.

Duration:

It is a five year programme. The first three years from 2009 to 2011 has earmarked funding for the components. The components are: Institutional Strengthening and Capacity Building and Support to Service Delivery and Local Governance.

The *Support to Service Delivery and Local Governance* component would provide funds for service delivery at the district level. Earmarked funding for rural roads and water and sanitation will be phased out along with the establishment and strengthening of the District Development Fund, which will be the vehicle for financing discretionary investments at local government level. A review which is planned for the end of 2010 will decide on the specific areas of activities to be covered during the last two years of the programme in as much as it deviates from the proposed programme strategy of using the District Development Fund as the only funding modality post 2011. The District Development Fund will ensure additional discretionary funding for local service delivery, stronger Metropolitan, Municipal and District Assemblies incentives and coordinated, demand driven capacity building.

3.6.2 Sub-Components

The Support to Service Delivery and Local Governance component has three sub-components:

Sub-component 2.1: *Support to the District Development Fund* aims to contribute to closing the gap between local expenditure needs and revenue capacity. The District Development Fund, which is discretionary, will provide the District Assemblies with increased opportunity to prioritise and plan for themselves, while at the same time increase harmonisation and alignment. Last, but not least, the District Development Fund introduces performance-incentives. Allocations to the districts are based on an annual nationwide assessment of the districts called the Functional and Organizational Assessment Tool.

Development Partners Assisted Programme

Sub-component 2.2: *Support to Rural Feeder Roads* aims at strengthening effective and responsive service delivery by Metropolitan, Municipal and District Assemblies (MMDAs) through earmarked funding for feeder roads in up to 44 districts in five regions for the first three years of the programme. These districts were selected based on certain criteria including poverty figures, specific sector needs within feeder roads, water supply and sanitation, other Development Partner (DP) support and ensuring continuity of on-going support at the DA level. Investment funding for spot improvement works would be provided by Danida while GoG through the Road Fund's own generated resources will provide funds for routine and recurrent maintenance of the improved roads. The feeder roads improvement will be complemented by community specific socio-economic interventions such as rural access interventions, intermediate means of transportation, etc.

Sub-component 2.3: *Support to Community Water Supply and Sanitation* aims at contributing to poverty reduction by supporting an improvement in health and living conditions in communities through the provision of improved water and sanitation facilities coupled with hygiene promotion & education and by enhancing decentralisation through strengthening the capacity of DAs and mainstreaming water supply and sanitation activities into the planning and budgeting process of the DAs. The strategy adopted is aligned with the national strategies for demand-responsive, decentralised water supply and sanitation and based on 'best practices' from the Danida supported WSSPS (Water and Sanitation Sector Programme Support) Phases I and II as well as from other donor-supported Water and Sanitation programs. The sub-component will be implemented in a number of preselected districts in four regions. Furthermore, the sub-component will provide capacity building to DWDs (District Works Departments) in the districts to be selected and support to NGOs (Non-government Organisations) in the water and sanitation sector.

This report focuses on the activities undertaken from programme commencement to the first quarter of 2010 for the Sub-component 2.2 Rural Feeder Roads.

The target for activities planned for 2010 are as follows:

- i. Spot Improvement of feeder roads - 452km at the cost of GH¢5,535,000.
- ii. Regional Technical Backstopping- 5 regions at the cost of GH¢204,080.
- iii. Consultancy services for Spot Improvement Road Prioritization- 7 districts in CR and 8 districts in ER at the cost of GH¢400,000.
- iv. Routine maintenance - 2,938km at a cost of GH¢9,102,977.

Development Partners Assisted Programme

- v. Socio-economic interventions- selected communities in 44 districts at the cost of GH¢628,000.
- vi. A team from the Head Office of DFR is expected to visit the participating Districts of the LSDGP between October 2010 and November 2010 to provide technical backstopping to participating District Works Department (DWDs) on strategies to ensure effective implementation of the proposed works under the programme.
- vii. A training programme to be organised in the second quarter of 2010 at Koforidua Training Centre (KTC) for Engineers and other technical officers of DFR.
- viii. A training programme for successful LBT Contractors and their Supervisors in November 2010. The objective of the programme is to revive the knowledge and skills of LBT Contractors before commencement of works since majority of the contractors have not been active in LBT works for the past years.

3.6.3 Status

By the end of December, 2010 the achievements are as follows:

- Spot Improvement of feeder roads - 452km were awarded at the cost of GH¢6,180,469. As at March ending, 642km was completed and expenditure as at GH¢1,678,925 was the expenditure at the end of December 2009. Information on expenditure to date is yet to be reported.
- Regional Technical Backstopping- assistance was given during both pre-contract stage and post-contract stage by the DFR Regional offices. Regional offices were requested to submit their programmes and expenditures for reimbursement.
- Consultancy Services for Spot Improvement Road Prioritization- Two consultants were engaged in November to undertake road prioritization in 7 districts in Central Region and 8 districts in Eastern Region at the cost of GH¢202,482. Inception reports submitted. Consultants are undertaking works in consultation with the District Assemblies.
- Socio-economic interventions - Projects were selected and submitted to National Programme Secretariat. The projects are on-going.
- As at June 30, 2010, the DAs were preparing their tenders of Spot Improvement works for advertisement.

Development Partners Assisted Programme

- Funds have also been transferred to the five Regional Offices of DFR involved in the programme and DFR Head Office to facilitate the provision of requisite technical backstopping to Districts participating in the LSDGP. The details of the transfer and expenditure to date are indicated in table below:

Recipient	Funds Transferred (GH¢)	Expenditure-To-Date (GH¢)	Balance Remaining (GH¢)
Head Office, DFR	36,080.00	33,141.95	2,938.05
Greater Accra Region, DFR Office	45,340.00	32,340.00	13,000.00
Volta Region, DFR Office	60,200.00	55,351.80	4,848.20
Eastern Region, DFR Office	51,600.00	51,600.00	0.00
Central Region, DFR Office	50,700.00	49,324.24	1,375.76
Northern Region, DFR Office	62,200.00	46,912.50	15,287.50
TOTAL	306,120.00	268,670.49	37,449.51

- In pursuit of the goal of DFR to revamp Labour-Based Technology for road works (including those to be undertaken under the LSDGP), a training programme was organised from April 6, 2010 to May 15, 2010 at Koforidua Training Centre (KTC) for Engineers and other technical officers of DFR.
- Refresher Training Course for Contractor's Supervisors is currently underway at Koforidua Training Centre (KTC). It commenced on 6th December, 2010 and expected to end in February 2011.

The following activities were planned for 2010:

Spot improvement of 452km, Technical Backstopping activities for the 44 DAs will continue, Consultancy services for socio-economic interventions planned by the DAs, Capacity Building-Training of 30 Labour Based contractors and 90 Engineers in Labour Based Technology, 3 officers to Participate in International Conference on Environmental and Social Impact Assessment.

CHAPTER FOUR: GHANA GOVERNMENT PROGRAMME

4.0 Road Fund

4.0.1 Background

A total amount of GH¢31.68 million was allocated to DFR in 2010 by the Road Fund Board for routine/recurrent and periodic maintenance projects, training, monitoring and supervision of projects, vehicle maintenance etc.

Routine/Recurrent maintenance	:	GH¢9.68million
Periodic Maintenance	:	GH¢20.0million
Ancillary Services (Others)	:	<u>GH¢2.0million</u>
Total	:	GH¢31.68 million

4.0.2 Status

4.0.2.1 Routine / Recurrent Maintenance

The routine maintenance was planned to cover 26,590Km of feeder roads an approved budget of GH¢9.68million, however, the total contract packages awarded for the year under review was GH¢21.28million for 12,707Km of roads. The total length achieved for year 2010 is 6,200Km, representing 49% of the total length of roads awarded. The total value of certified payment is GH¢8.25million which is 49% of the total value of contracts. The amount released by the Ghana Road Fund Board for payment of Routine Maintenance contracts for 2010 was GH¢2.438million. It is anticipated that payment for the outstanding balance and the on-going contracts will roll over to year 2011.

4.0.2.2 Periodic Maintenance

- (a) An estimated amount of GH¢20.0 million was programmed for periodic maintenance for the year 2010.

- (b) Total disbursement for Road fund contracts from January – December, 2010 is GH¢52.14 million, however this disbursement included payment of arrears that has accumulated from the previous year.

4.0.2.3 Ancillary

Disbursement for support services i.e., training, supervision, consultancy etc is GH¢0.60 million.

4.0.3 Summary Releases from January – December, 2010

Routine/Recurrent maintenance	:	GH¢ 2.438 million
Periodic Maintenance	:	GH¢ 51.100 million
Others	:	GH¢ 1.041 million
Total release	:	GH¢54.179 million

4.1 Consolidated Fund (Investment)

4.1.1 Background

The Budgetary allocation under investment for 2010 is GH¢29.709 million.

4.1.2 Status

Disbursement for the first quarter of year 2010 is GH¢16.709 million for both roads and bridges. All the contracts are at various stages of completion.

4.2 COCOBOD Funded Programme

The COCOBOD is currently funding two programmes in the six cocoa producing regions, namely; Eastern, Volta, Western, Central, Ashanti and Brong Ahafo Regions respectively. The programmes are the Reshaping/Spot Improvement Contracts and the Cocoa Roads Improvement Projects (CRIP).

4.3.1 Reshaping/Spot Improvement Contracts

Status

The COCOBOD has been providing about US\$3m annually for spot improvement and reshaping of feeder roads.

An amount of US\$3.8m was received for 2007/2008 year. Contracts have been awarded in all the six regions and are at various stages of completion.

Disbursement for this quarter is GH.

4.3.2 Cocoa Roads Improvement Programme (CRIP)

Background

Ghana COCOBOD has made provision for US\$100million for the surfacing of 600km of cocoa roads in the six cocoa producing regions in the country namely: Eastern, Ashanti, Brong Ahafo, Central, Volta, and Western regions respectively.

The programme is in three (3) phases as follows:

A total of 685.2km cocoa roads are to be completed at an estimated cost of US\$100M.

PH1	211.60km
PH2	221.5km
PH3	252.1km

Status

SUMMARY OF ACHIEVEMENT FOR PERIODIC MAINTENANCE AS AT DECEMBER, 2010

ACTIVITY	TARGET (KM)	ACHIEVEMENT (KM)	PERCENTAGE COMPLETED (%)
PHASE 1	221.6	138.1	62.3
PHASE 2	221.5	110.5	49.9
PHASE 3	252.1	58.63	23.3
TOTAL		307.23	

A total length of 22.0 km was completed in the fourth quarter whilst the cumulative length executed since the start of the programme is 307.23 Km.

Tables 4.1 and 4.2 show the regional distribution of CRIP for the three phases and the physical and financial summaries, respectively.

***RECEIPTS FOR THE 4TH QUARTER**

Amount received from the MOFEP during the period under review is GH¢ 9,653,589.16. This brings the total amount received since the project inception to GH¢ 78,928,829.71.

***DISBURSEMENT FOR 4TH QUARTER**

Disbursement made during the period under review amount to GH¢ 8,744,185.33. This brings the total disbursement made since the inception of the project is GH¢ 78,740,697.57.

Table 4.1: Regional Distribution of Projects (CRIP)

COCOA ROADS IMPROVEMENT PROGRAMME (CRIP)							
REGION	PH1		PH2		PH3		TOTAL
	LOTS	LENGTH	LOTS	LENGTH	LOTS	LENGTH	LENGTH
	(No)	(KM)	(No)	(KM)	(No)	(KM)	(KM)
WR	5	33.3	17	123.1	11	91.6	248
ASR	7	52.2	11	67.3	8	56	175.5
ER	4	28	2	8	5	29.8	65.8
BAR	6	39.2	5	23.1	2	26.7	89.0
CR	4	33.5	0	0	4	40	73.5
VR	5	25.4	0	0	2	8.0	33.4
TOTAL	31	211.6	35	221.5	32	252.1	685.2

Table 4.2: General Summary for CRIP

NO.	PHASE	LENGTH(KM)	CONTRACT PRICE (GHC)
1	PHASE 1	211.6	27,196,508.9
2	PHASE 2	221.5	39,288,210.06
3	PHASE 3	252.1	55,187,573.12
TOTAL		685.20	121,672,292.08

4.3 Revamped Labour Based Technology for Road Construction and Maintenance

Background

The Labour-Based Technology (LBT) for road construction has been identified as a cost-effective and appropriate method of improving rural transportation, whilst addressing issues of economic development and poverty reduction.

The Ministry has decided to revamp the LBT to improve upon the livelihood of rural Ghanaians by creating employment opportunities and facilitating access of the rural population, which is predominately poor, to market and to economic and social goods and services.

This is in furtherance of the Government policy on job creation. Tenders have been received from trained labour based contractors to start work using this approach. Feeder roads selected for rehabilitation and spot improvement under the labour based programme are as follows:

LABOUR BASED CONTRACTS

REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY
GREATER ACCRA	1	Ga South	Ashale Arnan - Fawtekose & Mmapehia Jn. - Mmapehia, Otaten - Fawotekose	9.40	Spot Imp
	2	Dangme East	Talebanya Inc.- Talebanya & Nuhuale -Fantivikorpe ,Tehe Jn - Tehe	11.00	Spot Imp
	3	Dangme East	Ameyawkorpe - Safahukorpe & Adonokorpe - Peterkorpe	8.00	Spot Imp
VOLTA	4	Ho	Adukorpe Jnc - Ziave	6.30	Rehabilitaion
	5	Ho	Klepe - Demetse - Akrofu & Hoviekpe Jnc - Hoviekpe	9.30	Rehabilitaion
	6	Ho	Ho Soldier Barracks - Tokokoe Ph.1	9.80	Spot Imp
	7	Ho	Ho Soldier Barracks - Tokokoe Ph.2	9.80	Spot Imp
EASTERN	8	Yilo Krobo	Huhunya - Torgodo & Others	9.40	Rehabilitaion
	9	Fanteakwa	Owusukrom - Asrebuso	10.00	Rehabilitaion
	10	Upper Manya	Djomoh - Mensah	7.60	Rehabilitaion
	11	Lower Manya	Ayemesu - Gbortsonya	9.30	Rehabilitaion
	12	West Akim	Asamankese - Ametima & others	12.35	Spot Imp
	13	Akuapem North	Asamang - Dakpa	12.30	Spot Imp

LABOUR BASED CONTRACTS

REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY
CENTRAL	14	Assin South	Mankata Jnc - Mankata	10.70	Rehabilitaion
	15	Ajumako-Enyan-Essiam	Obaasa - Onyandze - Kokodo - Engo	7.10	Spot Imp
	16	Ajumako-Enyan-Essiam	Assin Tumfukor - Yaa Boahema	2.30	Spot Imp
	17	Assin North	Essiam - Kyeikrom - Adukweku	6.70	Spot Imp
	18	Assin South	Appiahkrom - Beyeenden	2.80	Spot Imp
WESTERN	19	SWDA	Bowobra - Apentemadi & others	12.50	Spot Imp
	20	JMDA	Anhwiafutu Jn - Kwabre & others	11.40	Spot Imp
	21	ADA	Akpafu Jn - Akpafu & others	9.30	Spot Imp
ASHANTI	22	Ashanti Akyem	Asankare - Dampong	4.90	Rehabilitaion
	23	Sekyere East	Effiduase - Ntumakunso	10.00	Rehabilitaion
	24	Ashanti Akyem South	Adomfe - Brentuokrom	9.00	Rehabilitaion
BRONG AHAFO	25	Asnafo North	Nfrekrom - Nyamebekyere	15.50	Spot Imp
	26	Jaman South	Atuna - Ntabene no.1 & Others	10.00	Rehabilitaion
	27	Dormaa West	Nyamebekyere - Oppongyawkrom & Others	10.40	Rehabilitaion
	28	Sunyani West	Mensahkrom - Tanomu & Others	14.00	Spot Imp

LABOUR BASED CONTRACTS

REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY
NORTHERN	29	Tonlum-Kumbu	Wantugu - Kasuliyilli	14.20	Spot Imp
	30	East Gonja	Bamvim - Dalogyilli	11.10	Spot Imp
	31	Tolum	Katindaa - Koblinahigu	2.65	Rehabilitaion
	32	Central Gonja	Sankunyipale - Mahamuyilli	9.20	Rehabilitaion
UPPER EAST	33	Bongo	Feo - Aniakumkwa & Others	15.00	Spot Imp
	34	Kassena - Nanakana West	Sandema - Katiu & Others	19.60	Spot Imp
	35	Talensi-Nabdan	Tongo - Baare & Others	11.40	Spot Imp
	36	Bawku West	Zebilla - Timonde & Others	12.30	Rehabilitaion
UPPER WEST	37	Sissala West	Kusale - Boti & Others	10.30	Spot Imp
	38	Sissala East	Naabugubelle - Challu & Challu -Nmanduono - Jambugu - Yipanpu	10.00	Rehabilitaion
	39	Sissala West	Kongo - Buo & Bamahu - Konpala	9.60	Rehabilitaion
TOTAL LENGTH				402.5	

NB

Contracts were awarded in October, 2010 and contractors have mobilise to site. These contracts are expected to be completed in April, 2012.

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Status

1. Review of Evaluation reports for nine (9) out of ten regions is completed and contracts will be awarded in January, 2011.
2. Refresher Training Course for Contractor's Supervisors is currently underway at Koforidua Training Centre (KTC). It commenced on 6th December, 2010 and expected to end in February 2011.

CHAPTER FIVE: MINISTRY OF FOOD AND AGRICULTURE PROGRAMMES AND PROJECTS

5.0 Background

These are various programmes being carried out by the Ministry of Food and Agriculture (MOFA); that is, MOFA is the executing Agency.

The Department of Feeder Roads is providing consultancy services involving the design, supervision and monitoring services for the feeder roads component.

These programmes will improve living standards of rural population, contribute to poverty reduction, enhance food security, generate rural employment, and contribute to foreign exchange conservation for the country.

The programmes focus on the promotion of specific crops in selected districts.

5.1 Poverty Focused Rural Transport Programme

5.1.1 Background

This programme is funded by Kreditanstalt für Wiederaufbau (KfW) of Germany with an amount of Euro 8.2M. It forms part of MOFA's Rural Access Programme. The programme involves the rehabilitation of 300km of feeder roads.

Coverage

Six (6) districts in the Ashanti and Brong-Ahafo regions are as shown in Table 5.1.

Table 5.1: Regions and Districts covered by KfW programme

REGION	DISTRICT
Brong Ahafo	Nkoranza, Techiman, Kintampo North, Kintampo South
Ashanti	Sekyere West, Ejura Sekyedumase

5.1.2 Status

Approval for the Pre-qualification evaluation has been received from the Ministry.

5.2 Cashew Development Programme

5.2.1 Background

The Ministry of Food and Agriculture with financial support from the African Development Bank (AfDB) is implementing the Cashew Development Programme in ten (10) districts in five (5) regions of Ghana as shown in Table 5.2.

Table 5.2: Regions and Districts covered by African Development Bank programme

REGION	DISTRICT
--------	----------

Greater Accra	Ga West
Volta	Nkwanta
Brong Ahafo	Wenchi, Jaman, Kintampo
Northern	Yendi, Bole, Gonja West
Upper West	Nadowli, Jirapa-Lambussie

The objective of the project is to increase cashew production in the target districts through the use of improved technologies and expansion of acreage under cultivation. The project will in effect improve living standards of rural population, contribute to poverty reduction, enhance food security, generate rural employment, and contribute to foreign exchange earnings for the country.

5.2.2 Components

The programme has four (4) components which are:

1. Production development
2. Extension and Training
3. Micro Credit Facility
4. Project Management Unit

Under the Production Development Component, the project is to undertake the spot improvement of 200 km of feeder roads in the project area.

5.2.3 Funding Allocation

The total cost of the contracts for the spot improvement of the feeder roads is UA 1.5 million (US\$2.18M).

5.2.4 Status

Out of 200Km, a total of 158 km have so far been completed at the cost of GH¢1.405M (US\$1.48m). Four contracts were terminated due to non- performance. Two new contracts, namely Kokoaga – Asubinya (3.5 km) and Pusupu – Bontibor (6km) feeder roads have been awarded. The contracts have been signed at a total contract sum of GH¢ 302,997.13. The contracts have commenced with clearing of the sites completed. Formation of the roads and concrete works is in progress. The two contracts have recorded an average physical progress of 40%.

5.2.5 Duration

The project period which was originally from 2003 to 2009 has been extended to 2010.

5.3 Export Marketing and Quality Awareness Project (EMQAP)

5.3.1 Background and Funding

The Ministry of Food and Agriculture with financial support from the African Development Bank is implementing a five year Export Marketing and Quality Awareness Project (EMQAP). The budget for the whole programme is UA17m and the budget for the Rural Infrastructure Component (feeder roads) is UA8.17m (US\$11.81m).

The project is being implemented in two (2) phases as follow:

Phase I 83.90km

Phase II 113.0km

5.3.2 Coverage

The Phase I is being implemented in six (6) districts in three regions, whilst the Phase II will be implemented in nine (9) districts in four regions.

5.3.3 Activity

The programme has four components. The feeder roads component involves the improvement of 407km of feeder roads through spot improvement, rehabilitation and Bitumen surfacing.

5.3.4 Status

Four (4) of the contracts under Phase I are at substantial completion whilst the other contracts are at various stages of completion. About 70km of the Phase I roads have been completed, whilst evaluation has been completed in respect of tenders received for the Phase II works. The evaluation report has been sent to the AfDB for their “No Objection”.

5.3.5 Period

The project period is from 2006 to 2011.

5.3.6 Regional Distribution

The regional distribution of the Phase I contracts is as shown in Table 5.3.

Table 5.3: Regional distribution of contracts under Phase I

Region	No. of Contracts
Greater Accra	7
Volta	2
Eastern	1

Contracts for 85.9 km of roads comprising 6 km of upgrading to bituminous surface and 79.9 km of roads for rehabilitation and spot improvement have been signed. Works are on-going and are at various stages of completion.

The regional distribution of proposed projects under Phase II are detailed in Table 5.4

Table 5.4: Regional distribution of proposed projects under Phase II

Region	Length (km)
Greater Accra	13.7
Volta	56.7
Eastern	18.5

Central	24.0
Total	112.9

The proposed projects comprise 25km of spot improvement, 80km of rehabilitation and 8.2km of bituminous surfacing.

5.3.7 Physical progress

On the average physical completion of the works is about 81.2% completed.

5.3.8 Financial Progress

About GH¢2,441,505.11 has been certified as at the end of December, 2010. Details of commitment and certified amounts are shown in Table 5.5.

Table 5.5: Summary of Financial Progress for Third Quarter

CONTRACTS	COMMITMENT (GH¢)	TOTAL CERTIFIED AMOUNT (GH¢)
PHASE 1	4,742,544.74	2,441,505.11
TOTAL	4,742,544.74	2,441,505.11

5.4 Inland Valleys Rice Development Programme

5.4.1 Background

The Ministry of Food and Agriculture (MOFA) with financial support from the African Development Bank is implementing the Inland Valley Rice Development Programme (IVRDP).

The main programme objective is to enhance food security and reduce rice imports. The principal objective is to increase incomes of small holder producers, rice traders and processors of both sexes in the country through the production of good quality local rice.

The programme has five main components. The feeder roads component involves the improvement of 200 km of access roads and construction of 80 km of field tracks within the project area.

The budget for the roads component is UA 2.58 million (US\$3.73 million).

5.4.2 Coverage

The programme is located in five (5) regions namely: Ashanti, Eastern, Central, Brong Ahafo and Western Regions.

5.4.3 Duration

The programme period which was originally from 2004 to 2007 was extended to 2009 but some of the projects have spilled over into 2010.

5.4.4 Status

69 Km access roads has been identified and designed at a cost of US\$4.332M. Eleven (11) Contracts have been signed. Works is on-going and are at various stages of completion. These contracts have recorded average physical progress of about 78% at a certified amount of GH¢1,215,430.68

5.5 New Rice for Africa (NERICA) Rice Dissemination Programme

5.5.1 Background and Funding

The Ministry of Food and Agriculture (MOFA) with financial support from the African Development Bank (AfDB) is implementing a five-year NERICA Rice Dissemination Programme.

Project details

The programme objective is to promote sustainable upland rice based production system, emphasizing on Nericas in rural communities for enhanced local rice production and import substitution.

5.5.2 Coverage

The project is located in four districts in three (3) regions of Ghana as shown in Table 5.6.

Table 5.6: Regions and Districts covered by NERICA programme

REGION	DISTRICT	LENGTH(KM)
VOLTA	Hohoe	4.95
ASHANTI	Ejura Sekyedumase	3.5
NORTHERN	Tolon and Kumbugu	6.9
TOTAL		15.5

5.5.3 Activity

The activities to be undertaken are spot improvement on some proposed roads of 200km in the selected areas. However, only 15.5km were approved for award.

5.5.4 Project period

The project period is from 2005 to 2010.

5.5.5 Status

The status of the contracts are shown in Table 5.7.

Table 5.7: Distribution of NERICA RICE Road Works Contracts

REGION	DISTRICT	CONTRACTOR	PHYSICAL PROGRESS (%)
VOLTA	Hohoe	M/s Aliemma Co. Ltd.	100
ASHANTI	Ejura Sekyedumase	Micador Const. Ltd.	100
NORTHERN	Tolon and Kumbugu	Pro-Land Const. Ltd.	100

5.5.6 Financial Progress

The total commitment to date is **GH¢811,815.86**, whilst the total amount certified to date is **GH¢608,082.44**, as indicated in Table 5.8.

Table 5.8 Summary of Financial Progress

CONTRACTS	COMMITMENT (GH¢)	DISBURSEMENT (GH¢)
NERICA	811,815.86	608,082.44
TOTAL	811,815.86	608,082.44

5.6 Northern Rural Growth Programme

5.6.1 Background

The Ministry of Food and Agriculture with financial support from the African Development Bank and International Federation for Agricultural Development (IFAD) is implementing the Northern Rural Growth Programme.

The budget for the whole programme is UA 68.39 million (US\$99.17m).

5.6.2 Components

The programme has four components as follows;

- Commodity Chain Development
- Rural Infrastructure Development (Roads and Dams)
- Access to Rural Finance
- Programme Co-ordination

The Rural Infrastructure Development has five (5) components as follows:

- 800km of farm access tracks for small irrigation and inland valley schemes
- Improvement of 600km of feeder roads
- Construction of 270 culverts
- Upgrading of 348km of trunk roads to bitumen surface
- Construction of 10 bridges

5.6.3 Coverage

The programme is located in 32 districts in the Northern, Upper East, Upper West and the Savanna Belt of the Brong Ahafo and Volta regions.

5.6.4 Duration

The programme period is from 2006 to 2011.

5.6.5 Status

The evaluation report for bids received for Upper East, Upper West and Northern Regions has been submitted to the African Development Bank (AfDB) for their “No Objection”.

CHAPTER SIX: Financial Implication in the Implementation of the DFR Planned Programmes and Activities for the 2010 Fiscal Year

6.0 Summary Estimates of DFR for the 2010 Fiscal Year

The summary estimates for the 2010 fiscal year is shown in Table 6.1. The total amount approved for DFR programmes and activities for 2010 is GH¢101.052 million out of which GH¢42.709m representing 42.2% is from the Consolidated Fund for wholly GoG projects, matching fund and other administrative expenses. Donor support (IDA) is estimated at GH¢21.929 million which also represents 21.7% of the total estimates, and Road Fund contribution is estimated at GH¢31.68m, that is 31.4% of the budget. Other sources of funding including MOFA's EMQAP Road project fund account for 4.42% of the budget.

Table 6.1: Summary Estimates for 2010 Fiscal Year

ITEM	APPROVED BUDGET FOR 2010 GH¢
Personnel Emoluments	289,343.00
Administration	120,100.00
Service Activity Expense	144,000.00
Investment (Wholly GOG)	42,708,770.00
Road Fund	31,680,000.00
Investment (Donor) IDA	21,929,200.00
COCOBOD	
MOFA (EMQAP)	4,469,691.15
Others (HIPC, GetFund etc.)	0.00
TOTAL	101,051,761.15

CHAPTER SEVEN: CROSS CUTTING ISSUES

7.0 Road Safety

7.0.1 Action Plan

At the request of the National Road Safety Commission, DFR presented its Safety Implementation Status as well as its Road Safety Action Plan. The plan took the form of Pilot Route Action Plan for two roads in the Gt. Accra Region, road safety audit, addressing safety problems at bridge crossing points and vegetation control to improve sight distances in curves was emphasized in the action plan. The Department has also received guidelines for conducting community road safety education programme from the Global Road Safety Partnership.

Some of the safety measures being undertaken on feeder roads include:

- Creation of Road Safety desk unit/desk in DFR.
- Provision of warning signs at narrow bridges, dangerous and sharp bends and steep sections.

The department also plans to undertake the following:

- Road furniture/information signs in towns and villages.
- Identification/Improvement of 'black spot' in the system during road rehabilitation and improvement.
- Road line markings on all tarred feeder roads.

7.1 HIV/AIDS Awareness

Awareness programmes were carried out through contracts to reinforce the HIV/AIDS awareness raising and prevention campaign as part of the District Response Initiative of the Ghana Aids Commission. These have now been extended to cover both GOG and all donor funded projects. The HIV/AIDS Awareness programme forms part of the Labour Core Standards being enforced on all projects in DFR.

CHAPTER EIGHT: HUMAN RESOURCE ISSUES

8.1 Staffing

The Department of Feeder Roads has total staff strength of five hundred and twenty five (585), made up of both technical and non-technical staff of various professional backgrounds.

The Department has interviewed two candidates for engagement as stenographer secretaries for posting to Upper East and Upper West region of DFR respectively. Financial clearance has already been obtained from the Ministry of Finance.

The department is headed by a director with three deputy directors in charge of planning, development and maintenance.

The Department operates in all the ten (10) regions of Ghana and is represented in ninety (90) Area/District centers in line with Government policy on decentralization.

8.1.1 Gender Ratio:

Male		Female	
548		83	
Senior	Junior	Senior	Junior
251	297	32	51

8.1.2 Age Distribution

20 - 25	-	37
26 - 30	-	51
31 - 35	-	55
36 - 40	-	83
41 - 45	-	116
46 - 50	-	104
51 - 55	-	97

55 - 60	-	88
Staff on contract	-	Nil

STAFF STRENGTH

1.	Engineers	-	66
2.	Quantity Surveyors	-	43
3.	Technician Engineers (Area/District Engineers)		90
4.	Technician Engineers (Surveyors)	-	33
5.	Technician Engineers (Laboratory)	-	25
6.	Planning Officers	-	2
7.	Administrative Staff	-	34
8.	Accounts Staff	-	32
9.	Technical Officers	-	42
10.	Work Superintendents	-	37
11.	Foremen	-	35
12.	Technical Assistants	-	33
13.	Artisans	-	47
14.	Drivers	-	50
15.	Others	-	63
TOTAL			<hr/> 631

STAFF WHO LEFT THE SERVICE

NO.	NAME	SEX	STAFF NO	GRADE	DATE	REASON FOR LEAVING
1	Alex Laryea	M	111809	Heavy Duty Driver	1/04/10	Deceased
2	Henry Ashitey	M	80401	Heavy Duty Driver	30/01/10	Deceased
3	Enock Kotei Oko	M	74687	Heavy Duty Driver	10/02/10	Deceased
4	Francis K. Appiah	M	76243	Heavy Duty Driver	30/06/2010	Retirement
5	Rexford Ampofoh	M	41266	Snr. Tech. Officer	1/03/2010	Resigned
6	Daniel Hinson	M	56177	Snr. Tech. Engineer	1/09/2010	Resigned
7	Hannah Adu	F	38405	Labour	15/10/2010	Retirement
8	James Amoesi	M	48278	Chief Technical Asst.	23/08/2010	Retirement
9	Kofitsae Afadzinu	M	70551	Chief Tech. Engineer	20/06/2010	Retirement
10	Johnson G. Chiame	M	57315	Principal Works Supt.	4/03/2010	Retirement
11	W. M. K. Gamali	M	48082	Mechanical Foreman	23/03/2010	Retirement
12	Ayimey Mawunyo	M	34931	Surveyor Labourer	1/07/2010	Retirement
13	Simon Ade	M	44315	Heavy Duty Driver	1/06/2010	Retirement
14	John Nyamkye	M	34309	Works Superintendent	10/12/2010	Retirement
15	Paul Minkah	M	19827	Heavy Duty Driver	10/12/2010	Retirement
16	Musa Kanjagu	M	19845	Heavy Duty Driver	15/07/2010	Retirement
17	Philip K. Ababio	M	51277	Chief Works Supt.	15/07/2010	Retirement
18	Opoku Aikins	M	14804	Chief Engineer	24/07/2010	Retirement
19	James Mbrorum	M	121699	Labourer	21/07/2010	Retirement

8.1.3 Staff Details

The detailed information about DFR staff showing Staff ID, names, date of birth, sex, grade and others are shown in Appendix B.

TRAINING AND DEVELOPMENT

ACADEMIC TRAINING PROGRAMES

NO.	NAME OF OFFICER	SEX	COURSE OF STUDY	DURATION		INSTITUTION	FUNDING	PAID/ UNPAID
				FROM	TO			
1.	Peter K. Yawson	M	MSc -Transport Planning and Engineering	Oct., 2010	Oct, 2011	University of Leeds	TSP (IDA)	Paid
2.	Lawrence K. Abbew	M	MSc- Strategy and Procurement Management	Oct., 2010	March, 2012	University of Birmingham	TSP (IDA)	Paid
3.	Joseph Miezah	M	MSc- Project Planning and Management	Oct, 2010	Oct, 2011	University of Bradford	TSP (IDA)	Paid
4.	Kwame Amoako Boateng	M	MSc-Road and Transportation Engineering	August, 2010	Jan. 2012	KNUST	TSP (IDA)	Paid
5.	Edward Asenso Kensah	M	-do-	-do-	-do-	-do-	-do-	Paid
6.	Menedith Kunnyem	M	-do-	-do-	-do-	-do-	-do-	Paid

TRAINING AND DEVELOPMENT**COMPETENCY BASE TRAINING UNDERTAKEN IN 2010**

NO.	NAME OF OFFICER	SEX	COURSE OF STUDY	DURATION		INSTITUTION	FUNDING	PAID/ UNPAID
				FROM	TO			
1.	Joseph A. M. Idun	M	E- Procurement Strategies for Success	15/11/10	26/11/10	Crown Agents	TSP (IDA)	Paid
2.	Efua Duma Akwetia Mensah	F	Procurement of Works	9/9/10	14/8/10	KTC	TSP (IDA)	Paid
3.	Ben Nelson Abledu	M	-do-	-do-	-do-	-do-	-do-	Paid
4.	Lawrence Abbew	M	-do-	-do-	-do-	-do-	-do-	Paid
5.	Constance Sackey	F	ICT Training for Secretaries	5/8/10	7/8/10	C.S.T.C	GOG	Paid

PROMOTION UNDERTAKEN

NO	NAME OF OFFICER	SEX	PREVIOUS GRADE	PROMOTED TO	NATIONAL DATE OF PROMOTION	EFFECTIVE DATE OF PROMOTION
1	John Obeng Asiedu	M	Principal Engineer	Chief Engineer		1/4/2009
2	Francis Nknnu	M	Snr. Tech. Engineer	Prin. Tech. Engineer	–	1/1/2009
3	Isaac K. Adomako	M	Snr. Tech. Engineer	Prin. Tech. Engineer	–	1/1/2009
4	Dickson K. Ayi	M	Snr. Tech. Engineer	Prin. Tech. Engineer	–	1/1/2009
5	Benjamin A. Eshnn	M	Snr. Tech. Engineer	Prin. Tech. Engineer	–	1/1/2009
6	A.K. Dnduagba	M	Snr. Tech. Engineer	Prin. Tech. Engineer	–	1/2/2009
7	John Asamoah	M	Snr. Tech. Engineer	Prin. Tech. Engineer	–	1/2/2009
8	Heavy Abeasi	M	Snr. Tech. Engineer	Prin. Tech. Engineer	–	1/2/2009
9	S. K. Wuaku	M	Snr. Tech. Engineer	Prin. Tech. Engineer	–	1/2/2009
10	Walter Alsu	M	Snr. Tech. Engineer	Prin. Tech. Engineer	–	1/4/2009
11	Seth Osei Nkitiah	M	Engineer	Senior Engineer	1/1/2007	1/1/2008
12	Kobina Brentuo	M	Engineer	Senior Engineer	1/1/2007	1/1/2008
13	K.A. Baffoe	M	Engineer	Senior Engineer	1/2/2007	1/5/2008
14	Abdulai Briamah	M	Engineer	Senior Engineer	–	1/2/2010
15	Gregory Amissah	M	Engineer	Senior Engineer	–	1/2/2010
16	S. Acquah-Mensah	M	Asst. Engineer	Engineer	–	1/1/2009
17	Edward K. Asenso	M	Asst. Engineer	Engineer	–	1/1/2009
18	Meridith Kunnyem	M	Asst. Engineer	Engineer	–	1/1/2009

PROMOTION UNDERTAKEN

NO	NAME OF OFFICER	SEX	PREVIOUS GRADE	PROMOTED TO	NATIONAL DATE OF PROMOTION	EFFECTIVE DATE OF PROMOTION
19	David Kofi Mintah	M	Technician Engineer	Snr. Tech. Engineer	–	1/2/2009
20	Kingstey Enest Amoako	M	Prin. Tech. Officer	Asst. Chief Tech. Officer	–	1/3/2009
21	Charles Wuisberg	M	Prin. Tech. Officer	Asst. Chief Tech. Officer	–	1/5/2009
22	Raymond Opoku Mensah	M	Prin. Works Supt.	Chief Works Supt.	–	1/5/2009
23	Sebastian Kello	M	Prin. Works Supt.	Chief Works Supt.	–	1/5/2009
24	Philip Kofi Ababio	M	Prin Works Supt.	Chief Works Supt.	–	1/5/2009
25	Alex Kpodo	M	Snr. Works Supt.	Prin. Works Supt.	1 - 01 06	1/1/2010
26	Enest Gyimah	M	Snr. Works Supt.	Prin. Works Supt.	–	1/2/2009
27	E. Teye Amanor	M	Snr. Works Supt.	Prin. Works Supt.	–	1/11/2009
28	Hayford Attah	M	Snr. Works Supt.	Prin. Works Supt.	–	1/1/2010
29	Issaic Okyere	M	Foreman	Works Supt.	–	1/2/2010
30	Theodone Mensah	M	Jnr. Foreman	Foreman	–	1/1/2009
31	Collins Okyei Nimako	M	Jnr. Foreman	Foreman	–	1/1/2009
32	Enoah Frimpong	M	Jnr. Foreman	Foreman	–	1/1/2009
33	James Anwesi	M	Asst.Chief Tech.Asst.	Chief Tech. Asst.	–	1/2/2009
34	Albert Morris Quansah	M	Asst.Chief Tech.Asst.	Chief Tech. Asst.	–	1/2/2009
35	Richmond Owusu Nyarko	M	Jnr. Foreman	Foreman	–	1/1/2009

CHAPTER NINE: CHALLENGES AND THE WAY FORWARD

9.0 Challenges

- Inadequate contractor capacity
- Inadequate supply of quarry products [in some regions](#)
- Contractors obsolete plants and equipment
- Delay in the payment of works done
- Delay in replenishment of funds
- Delay by the Regional Tender Review Boards in giving concurrent approval
- ~~Inadequate funds for the payment of sitting allowances for Regional Tender Review Boards and Regional Tender Committees.~~
- Inadequate consultants' capacity
- Difficulty of contractors in accessing credit and high cost of capital
- Inadequate [project preparation](#), supervision and monitoring of contracts due to ~~inadequate~~ [low](#) staffing [levels](#) and logistical support, [especially, supervision vehicles](#)

9.1 Way Forward

- Decentralization

The realignment of the department as part of the MRH is in progress. Under the realignment DFR's district staff will become part of the Local Government Service. DFR will then be responsible for planning, monitoring and provision of technical services for the MMDAs and MDAs.

DFR will have implementation functions of projects of national and strategic character.

- [Capacity building for Contractors/Consultants](#) ~~capacity building~~
- ~~Support contractors to acquire equipment~~
- [Increasing the use of Revamping of Labour Based Technology for road works](#)
- Alternate source of funding [to improve the payment regime](#)
- Timely payment for works done
- The use of the Otta Seal [and alternative technologies for](#) ~~technology in~~ road surfacing

Challenges and Way Forward

- Training of Contractors, ~~and~~ Consultants and DFR staff
- Adequate time should be given to project preparation, supervision and monitoring with improved logistical support
- ~~Effective revision of design and monitoring~~ Stringent enforcement of contract conditions
- ~~Effective supervision of projects and stringent enforcement of contract conditions~~
- Introduction of sanctions (e.g. punitive measures, blacklisting etc.) for non-performance contractors and consultants in consultancy agreement
- Limit contractors to contiguous regions

APPENDIX A: Department of Feeder Roads Programme and Achievement (Jan. – Dec. 2010)

ACTIVITIES	APPROVED ANNUAL PROGRAMME			FINANCIAL EXPENDITURE		PHYSICAL ACHIEVEMENT		TOTAL EXPENDITURE
	Km/No.	GOG US\$(M)	DONOR US\$(M)	GOG US\$(M)	DONOR US\$(M)	Km/No.	%	US\$(M)
Routine Maintenance	26,590.0 (+12,707.0)	25.061	0.000	1.130	0.000	6,20013,600	4951%	1.130
Periodic Maintenance								
2 ND Cycle Sch.	5.0	0.342	0.000	0.000	0.000	-	0%	0.000
Town Roads	19.6	2.015	13.730	1.742	4.427	27.9	142%	6.169
Surfacing	555.4	13.947	0.763	32.438	0.596	144.5	26%	33.034
Spot Improvement	358.7	3.963	1.358	3.711	0.151	293.3	82%	3.862
Rehabilitation	146.4	4.488	15.115	5.693	0.000	89.8	61%	5.693
Bridges	17.0	6.618	0.000	0.132	0.000	9.0	53%	0.132
Sectional Regravelling	16.0	0.110	0.000	0.000	0.000	-	0%	0.000
Consultancy services		0.068	0.000	0.010	0.000	-		0.010
Institutional supp & Training		1.188	2.305	0.650	0.139	-		0.789
Sub-Total	1,118.1	32.738	33.271	44.376	5.313	564.5	50%	49.7
Grand Total	27,708.1	57.799	33.271	45.506	5.313	2,926.4	11%	50.8

**APPENDIX B: STAFF LIST OF DEPT OF FEEDER ROADS AS AT
31ST DECEMBER 2010**