**Danida’s support to the Transport Sector**

**Basic Information**

**Support at-a-glance**

***Duration of support:***

1992 – 2012 (20 years)

***Total disbursement:***

DKK 1 billion (approx..)

***Key national partners:***

Ministry of Roads and Highways, Ministry of Transport, Ministry of Local Government and Rural Development, Ghana Highways Authority, Department of Feeder Roads, Ghana Road Fund Secretariat, National Road Safety Commission, Environmental Protection Agency, and the Office of the Head of Local Government Service.

***Geographical coverage:***

Northern, Eastern, Central, Volta, and Greater Accra Regions benefitted from rural road interventions, while all regions benefitted from institutional support. Ashanti and Western Regions both benefitted from the trunk road rehabilitation projects.

***Key Outcomes:***

Renovated ferries and ferry berths; construction of new ferries; 2 trunk roads rehabilitated with complementary socio-economic interventions; several feeder roads rehabilitated to ensure increased access to economically productive and socially important areas; strengthened central and decentralized institutional capacity in planning, maintenance, policy formulation, road safety, environmental issues, etc.

Danida’s funding to the transport sector mainly comprised support to trunk roads, feeder roads, water transport on the Volta Lake, and to various institutions.

The initial support 1992-1998 was based on a project-approach and included support to the first two phases of the country’s Feeder Roads Programme. Main activities included rehabilitation of existing ferries and ferry berths; construction of new ferries; central and decentralized institution building; development and production of means of transport; road works using labour based methods; development of a road maintenance programming and budgeting system; and provision of technical assistance.

Danida’s Transport Sector Programme Support Phase I (TSPS I: 1999-2003) and Phase II (TSPS II: 2004-2008) both comprised three components namely trunk roads, feeder roads, and institutional support. Support to trunk roads involved the rehabilitation of the 30km Takoradi-Agona Junction Road (Phase I) and the 42km Kumasi-Konongo section of the Accra-Kumasi highway (Phase II). Main activities included upgrading sections of these roads to accommodate additional traffic lanes and incorporating road safety measures to reduce the number of pedestrian casualties. Socio-economic interventions, found to be complementary to the trunk road rehabilitation, were identified and constructed in consultation with communities along the corridor of the project road. These included market stalls, boreholes, public toilets, drains and walkways. Main activities under the feeder roads component were rehabilitation of rural feeder roads using both labour-based and equipment-based methods; routine and recurrent maintenance activities; and provision of rural access interventions (i.e. footbridges, culverts, farm tracks, etc.). Other activities included development of intermediate means of transport (IMT) such as donkey-carts, pushcarts, canoes and IMT hiring promotion centres and social economic interventions such as using of vetiver grass in environmental protection activities. Centralized and decentralized institutional support involved technical assistance in the areas of policy formulation, road safety issues and development of a transport indicators database amongst others. A key activity was the establishment and operationalization of the initial batch of the District Works Department (DWD). The DWD is the department responsible for infrastructure (i.e. roads, water supply, sanitation and building) at the district level, in line with Ghana’s administrative decentralization agenda.

The final phase of support to the transport sector was through the Local Service Delivery and Governance Programme (LSDGP: 2009-2012). Activities were similar to those under the feeder roads component of the transport sector programmes. However, key to this support was the roll out of establishing more DWDs. As part of the centralized and decentralized institutional support, technical assistance was provided under the second phase of the transport sector programme for a period of about four years through a contractual agreement with COWI A/S. However, under the LSDGP, technical assistance was provided through a full-time Danida Advisor contracted for fixed periods over the entire duration of the programme. The Danida Advisor (technical adviser from COWI) was initially located within the Office of the Northern Regional Coordinating Council in Tamale under the second phase of the transport sector programme and later relocated to the Office of the Head of Local Government Service in Accra under the LSDGP.

**Results and Key Achievements**

The Joint Evaluation of the Ghana-Denmark Development Co-operation (1990-2006) Final Thematic Paper on Transport Sector found Danida’s sector support programmes to be relevant to sector needs and existing sector policies, plans and strategies. Support to rural feeder roads and decentralized services which was identified as a key feature of Danida’s support was found to be increasingly relevant as it was in conformity with the country’s strategy of poverty reduction. The strategy laid emphasis on farm-to-market roads and prioritisation of routine maintenance to boost agricultural development and income generation in rural areas so as to enhance economic growth. The Joint Evaluation Report further observed the significant impact made at the local level regarding interventions such as improved rural accessibility from feeder roads rehabilitation, rural access interventions and the intermediate means of transport. The Follow-up Study of the Joint Evaluation of the Road Sub-Sector Programme (1996-2000) recommended that, since a large share of road works is done by the private sector, the government continue to facilitate the development of the private sector in order to create a more mature private sector that is able to compete on a domestic and international level. In relation to the private sector, Danida’s support helped train a number of labour based contractors and supervisors.

**Lessons Learned**

There is a critical need for information on safety at road works (necessary signs and markings) to be disseminated to contractors, supervisors and safety auditors to help prevent fatal accidents on road projects. Similarly, two critical factors that help to reduce road accidents, including pedestrian knock downs, are i)combining road construction with an effective road user education and training and ii)incorporating safety audits in all road designs, construction and maintenance. Stakeholders in the sector found the socio-economic interventions – which were complementary to the trunk road project – a useful innovation and adopted it as a model for donor and government funded trunk road projects. In addition, such interventions ensured the mainstreaming of cross-cutting issues such as gender equality and HIV/AIDS in road projects. Road contractors preferred dealing directly with the districts rather than with the Ghana Road Fund Secretariat in matters of speedy payment for works rendered. Difficulty in obtaining labour in communities makes the enforcement of strict adherence to labour-based standards/methods in feeder road works almost impossible. However, labour-based interventions that lead to significant improvement in livelihoods attract willing labour. Due to the lack of continuity of employment for trained and registered contractors, many ceased to engage in this endeavour or transferred their activities away from the road sector.

**Links**

* Joint Evaluation of the Ghana-Denmark Development Co-operation 1990-2006 (2007): <https://um.dk/en/danida-en/results/eval/Eval_reports/publicationdisplaypage/?publicationID=78EEFD4A-6547-4CB8-A628-C0C3981817E1>
* Follow-up Study of the Joint Evaluation of the Road Sub-Sector Programme in Ghana 1996-2000 (2006): <http://um.dk/en/danida-en/results/eval/Eval_reports/publicationdisplaypage/?publicationID=B91DB354-5F8A-4C4A-B7F2-B7ABB76F6DC0>