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Implementation Status & Results
Ghana
Ghana Urban Transport Project (P100619)

Operation Name: Ghana Urban Transport Project (P100619) | Project Stage: Implementation | Seq.No: 15 | Status: ARCHIVED | Archive Date: 30-Nov-2014

Country: Ghana | Approval FY: 2007

Product Line: IBRD/IDA | Region: AFRICA | Lending Instrument: Specific Investment Loan

Implementing Agency(ies): Department of Urban Roads, Ministry of Local Government and Rural Development

Key Dates

Board Approval Date	21-Jun-2007	Original Closing Date	31-Dec-2012	Planned Mid Term Review Date	15-Apr-2010	Last Archived ISR Date	13-Apr-2014
Effectiveness Date	19-Oct-2007	Revised Closing Date	15-Dec-2014	Actual Mid Term Review Date	16-Jan-2012		

Project Development Objectives

Ghana Urban Transport Project (P100619)

Project Development Objective (from Project Appraisal Document)

The key objective of the project is to:

Improve mobility in areas of participating metropolitan, municipal or district assemblies (MMDAs) through a combination of traffic engineering measures, management improvements, regulation of the public transport industry, and implementation of a Bus Rapid Transit (BRT) system.

Has the Project Development Objective been changed since Board Approval of the Program?

○ Yes ◉ No

Ghana Urban Transport Project (P092509)

Global Environmental Objective (from Project Appraisal Document)

The key objective is to:

Promote a shift to more environmentally sustainable urban transport modes and encourage lower transport-related GHG emissions along the pilot BRT corridor in Accra.

Has the Global Environmental Objective been changed since Board Approval of the Program?

○ Yes ◉ No

Component(s)

Component Name	Component Cost
Institutional Development	13.60
Traffic Engineering, Management and Safety	26.90
Development of a Bus Rapid Transit System	46.00
Integration of Urban Development and Transport Planning for Better Environmental Management	2.00

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Overall Ratings

	Previous Rating	Current Rating
Progress towards achievement of PDO	Moderately Satisfactory	Satisfactory
Progress towards achievement of GEO	Moderately Satisfactory	Moderately Satisfactory
Overall Implementation Progress (IP)	Moderately Unsatisfactory	Moderately Satisfactory
Overall Risk Rating		

Implementation Status Overview

As of November 12, USD 29.8 million had been disbursed from the IDA credit (66.0% of the credit) and $ 6.65 million from the Global Environment Facility grant (95.1% of the grant). There has been substantial progress on project implementation since the formation of the Greater Accra Public Transport Executive (GAPTE) (planning and regulating entity) and Route Service Contracts (RSCs) with operators have been finalised, detailed designs and bid documents for Amasaman corridor completed, the works awarded and under implementation. The first batch of buses for the Quality Bus Services on the Amasaman-CMB corridor are expected to arrive later November / December 2014. A commercial agreement between MOT and Scania has been signed and the leasing arrangements with the operators being detailed. Though MOT has signed a commercial agreement with Scania, should the value for money review come back with an adverse report, there is a chance the purchase may not go forward in which case the operators would need to make alternate arrangements for purchase or lease of buses delaying the start of services on the Amasaman corridor. The value for money review is commissioned by the Ministry of Finance and Economic Planning.

Locations

Country	First Administrative Division	Location	Planned	Actual
Ghana	Ashanti Region	Kumasi		
Ghana	Greater Accra Region	Accra		
Ghana	Ashanti Region	Ejisu Juaben		
Ghana	Greater Accra Region	Ga East		
Ghana	Greater Accra Region	Ga West		
Ghana	Greater Accra Region	Tema		

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Results

Project Development Objective Indicators

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Indicator Name	Core	Unit of Measure		Baseline	Current	End Target
Av. travel time by bus on BRT pilot coridor (min)	☐	Text	Value	44		40
			Date	19-Jun-2013	07-Nov-2014	08-Dec-2014
			Comments	This data is as of November 2012	Quality Bus Service Routes now being implemented instead of BRT. Average travel time for trotro from Amasaman-CBD (74.7min) and Adenta-CBD (86.3min) for 2010 and values for 2013 are 62.8min and 71.8min respectively. The improvement is due to the construction activities in 2010 which were substantially completed in 2012. Update for 2014 is available and will be input after review; subsequent update after completion of works on Amasaman corridor.	
Av. Travel speed on BRT pilot corridor (Km/hr)	☐	Text	Value	20.7 to 30.6		20
			Date	30-Aug-2007	12-Nov-2014	08-Dec-2014
			Comments	Bus - 29 kms/hr TroTro 20.7 kms/hr Passenger Car 30.6 kms /hr	Quality Bus Service Route now being implemented instead of BRT. Average travel speed for trotro from Amasaman-CBD (17.7km/h) and Adenta-CBD (14.5km/h) for 2010 and values for 2013 are 28.2km/h and 26.3km/h respectively. The improvement is due to road improvements in the corridor. Update for 2014 is available and will be input after review; subsequent update after completion of works on Amasaman corridor.	
Direct project beneficiaries	☒	Number	Value			
			Date	21-May-2012	12-Nov-2014	08-Dec-2014

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			Comments	Client to provide information by June 30, 2012	Defined as average weekday bus ridership on Type B corridors. Target is Amasaman -CBD Corridor 77,300pax/day Adenta -CBD corridor 42,700 pax/day. TO be updated after QBS introduced.	
Female beneficiaries	☒	Percentage Sub Type Supplemental	Value			

Global Environmental Objective Indicators

Indicator Name	Core	Unit of Measure		Baseline	Current	End Target
CO2 emissions in BRT corridors (tonnes per annum)	☐	Text	Value	38,259 tonnes p.a.		
			Date	21-May-2012	12-Nov-2014	08-Dec-2014
			Comments		EPA continues to monitor the Tetteh Quarshie and Achimota Interchanges. The following measurements are for PM10 January 2013, June 2013 and December 2013: 201.4ug/m3, 222.2ug/m3 and 298.1m3. -, 83.3ug/m3 and 291.1m3. (source: EPA 2013 Annual Report on Roadside Air Quality Monitoring). Updated values for Tetteh Quarshi and Achimota interchanges are 195.5 mg/ m3 and 181.7 mg/ m3 (dates not provided). A revised indicator to measure GHG emissions meaningfully has been requested.	

Intermediate Results Indicators

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Indicator Name	Core	Unit of Measure		Baseline	Current	End Target
Component 2 - Number of intersections improved in KMA, EJDA	☐	Text	Value	0		12
			Date	30-Aug-2007	08-Aug-2014	08-Dec-2014
			Comments		This activity has been dropped.	
Component 3 - BRT functioning	☐	Yes/No	Value	No	No	Yes
			Date	21-May-2012	16-Apr-2014	08-Dec-2014
			Comments		BRT is no longer being implemented.	
Component 3 - Passenger share of large buses along BRT corridor	☐	Percentage	Value	0.00	0.00	
			Date	21-May-2012	12-Nov-2014	08-Dec-2014
			Comments		This indicator will be measured for the Amasaman corridor and updated after implementation of the QBS.	
Component 4 - Permanent monitoring of air quality along the BRT corridor is in place	☐	Yes/No	Value	No	Yes	Yes
			Date	21-May-2012	08-Aug-2014	08-Dec-2014
			Comments		With the shift to QBS along Amasaman corridor, permanent monitoring is also planned from Q1 of 2015.	
Component 5 - Transport sector M&E plan developed	☐	Yes/No	Value	No	No	Yes
			Date	21-May-2012	12-Nov-2014	31-Dec-2012
			Comments		M and E Plan being developed under a separate project. It was erroneously referred to as "dropped" in the previous ISR.	
Component 1 - GAPTE Established	☐	Yes/No	Value	No	Yes	Yes
			Date	21-May-2012	12-Nov-2014	08-Dec-2014
			Comments		GAPTE established as a company limited by guarantee on April 4, 2014.	
Component 1 - Route services contracts (Pilot Type B licenses) issued (disaggregated: Accra, Kumasi)	☐	Text	Value	0,0	3,0	4,2
			Date	21-May-2012	12-Nov-2014	08-Dec-2014
			Comments		3 RSC's have been finalised for Accra in October 2014;	Accra : 4; Kumasi: 2

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					Kumasi MMDA;s need additional work prior to developing RSCs.	
Component 1 - Total operators in Accra and Kumasi holding type A licenses	☐	Percentage	Value	80.00	1082.00	100.00
			Date	21-May-2012	12-Nov-2014	08-Dec-2014
			Comments		Current Type A permits for Accra - 544; Kumasi - 538. Previous data has not been provided by GAPTE	
Component 1 - Bus companies formed by a group of current operators to bid for route licenses	☐	Number	Value	0.00	3.00	3.00
			Date	21-May-2012	12-Nov-2014	08-Dec-2014
			Comments		Target was not provided pending ITP update of business case and discussions with operators; A traget of 3 is now being entered in the system.	
Component 2 - Intersections improved in AMA, TMA, GEDA, GWDA	☐	Number	Value	0.00	0.00	
			Date	21-May-2012	12-Nov-2014	08-Dec-2014
			Comments		Improvements are limited to QBS routes currently under implementation. Contract have been awarded though works are still to start. The LIent has been requested to update with the number of intersections to be imporoved.	
Component 2 - Functional traffic lights supporting bus priority along BRT and Type B routes	☐	Percentage	Value	0.00	0.00	
			Date	21-May-2012	12-Nov-2014	08-Dec-2014
			Comments	replace outputs by outcome indicator	Baseline and target data requested from DUR	

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Data on Financial Performance (as of 18-Sep-2014)

Financial Agreement(s) Key Dates

Project	Ln/Cr/Tf	Status	Approval Date	Signing Date	Effectiveness Date	Original Closing Date	Revised Closing Date
P100619	IDA-43340	Effective	21-Jun-2007	08-Aug-2007	19-Oct-2007	31-Dec-2012	15-Dec-2014
P092509	TF-90550	Effective	08-Aug-2007	08-Aug-2007	19-Oct-2007	31-Dec-2012	15-Dec-2014

Disbursements (in Millions)

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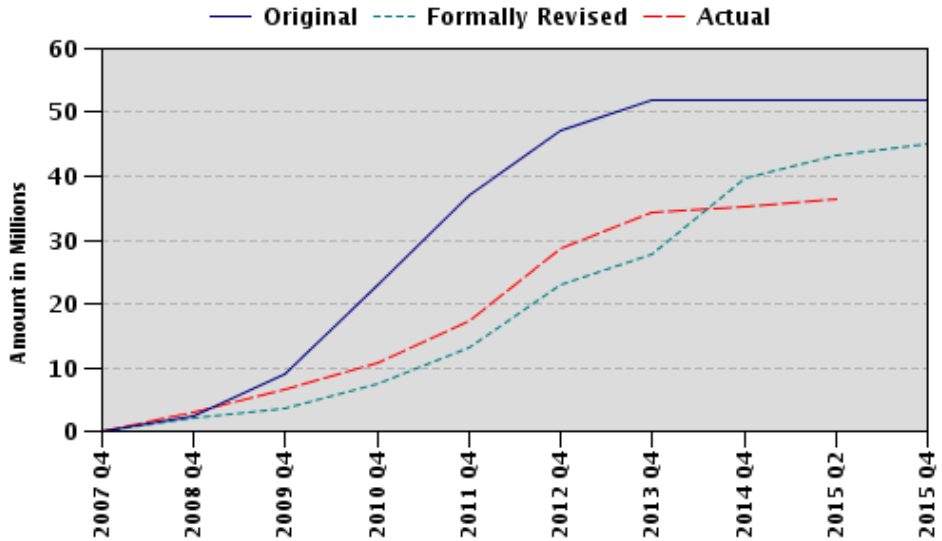
Project	Ln/Cr/Tf	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P100619	IDA-43340	Effective	USD	45.00	45.00	0.00	29.79	15.76	66.00
P092509	TF-90550	Effective	USD	45.00	7.00	0.00	6.66	0.34	95.00

Disbursement Graph



Key Decisions Regarding Implementation

A number of critical actions towards introducing higher level bus services on selected corridors have been completed: Route Service contracts have been concluded, civil works for the bus priority measures are ongoing and the fist batch of buses expected to arrive in Accra by December 2014 for operations to start soon after. For this process to continue going forward, the purchase of buses by MOT, part of which are being leased to the bus operators, needs to be confirmed by the Ministry of Finance and Economic Planning.

Restructuring History

Level two Approved on 12-Dec-2012

Related Projects

P092509-Ghana Urban Transport Project

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