

AFRICAN ROAD SAFETY CONGRESS

5-7th February 2007

Accra

NATIONAL POLICIES AND PLANS OF ACTION

A case study of Ghana

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FORMAT OF PRESENTATION

1. Introduction
2. Reforms in the road transport industry
3. Framework for road safety management in Ghana
4. National road safety strategies and action plans 2001-2005 and 2006-2010
5. The way forward

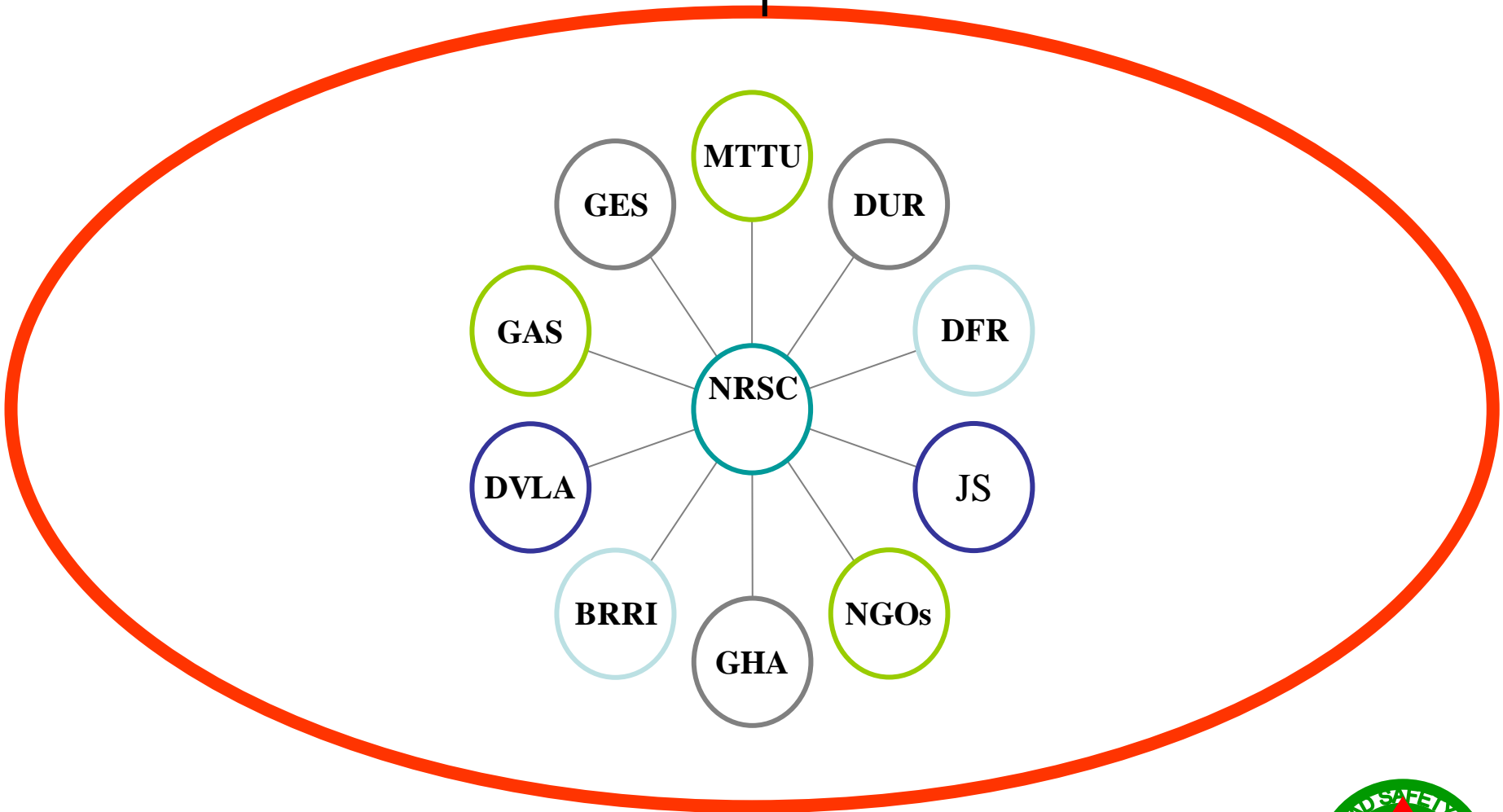


2. REFORMS IN THE ROAD TRANSPORT INDUSTRY

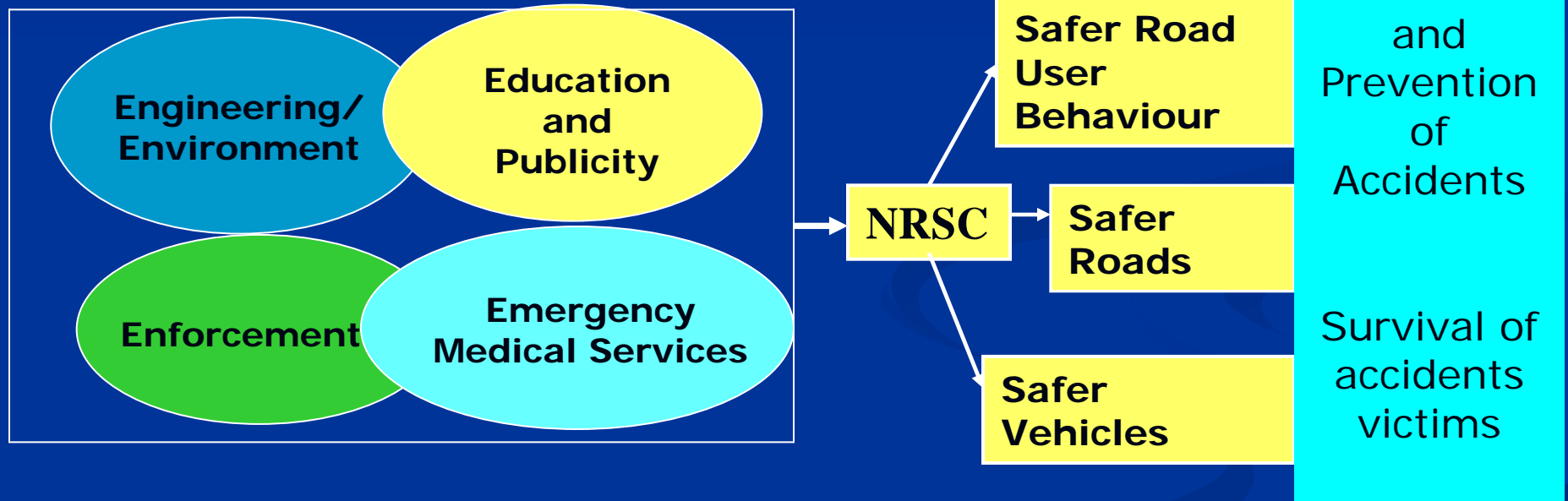
- **DRIVER AND VEHICLE LICENSING AUTHORITY (DVLA)**
Restructured with the mandate to establish standards for driver testing, licensing, vehicle inspections and registration.
- **NATIONAL ROAD SAFETY COMMISSION**
Established by an Act of Parliament, ACT 567 in 1999 with an expanded mandate.
- **Government support to other institutions:**
 - **Building and Road Research Institute (BRRI)**
 - **Motor Traffic and Transport Unit (MTTU)**
 - **Road Agencies (GHA, DUR, DFR)**



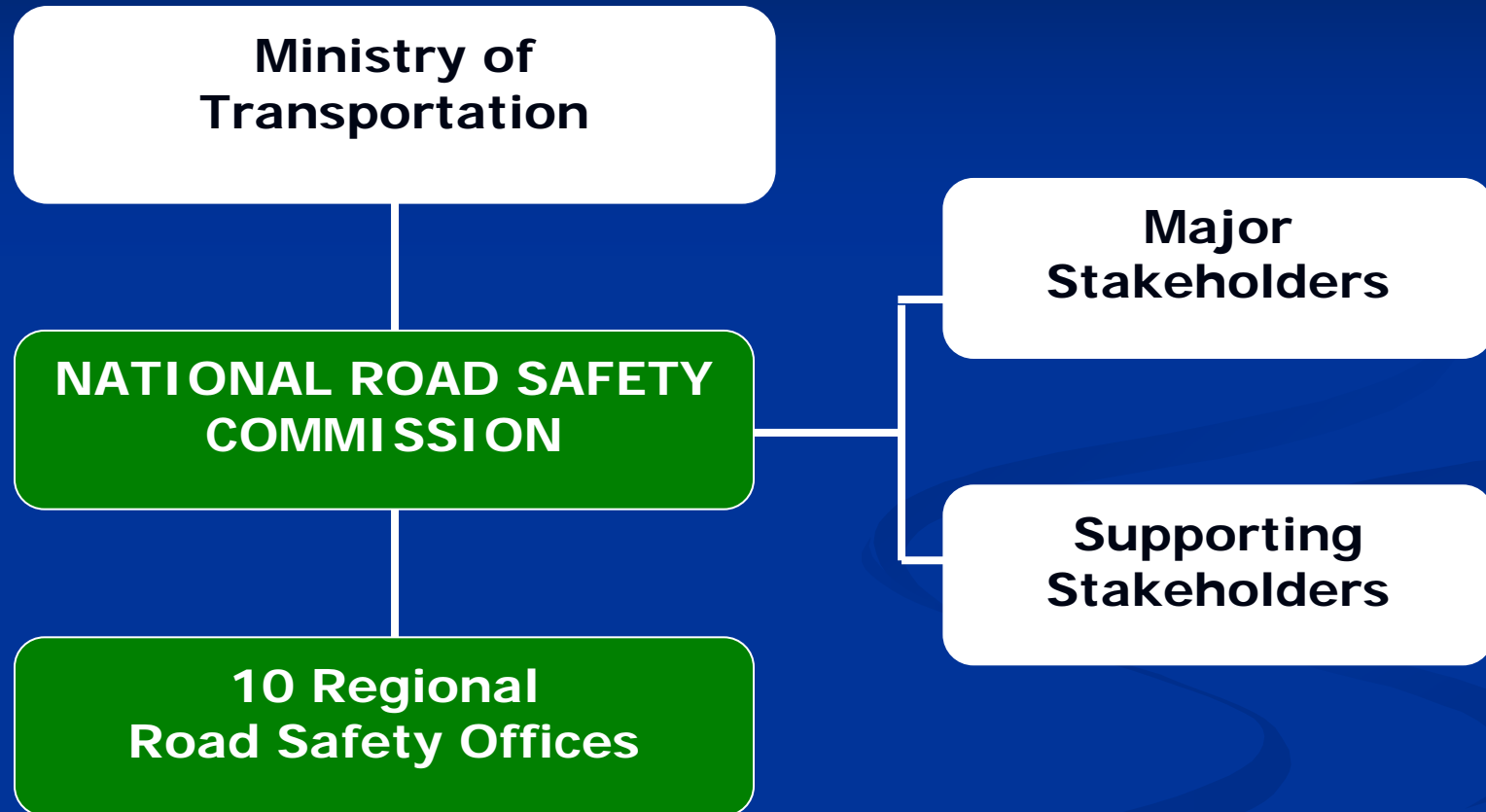
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ROLE OF NRSC



3. FRAMEWORK FOR ROAD SAFETY MANAGEMENT IN GHANA (continued)

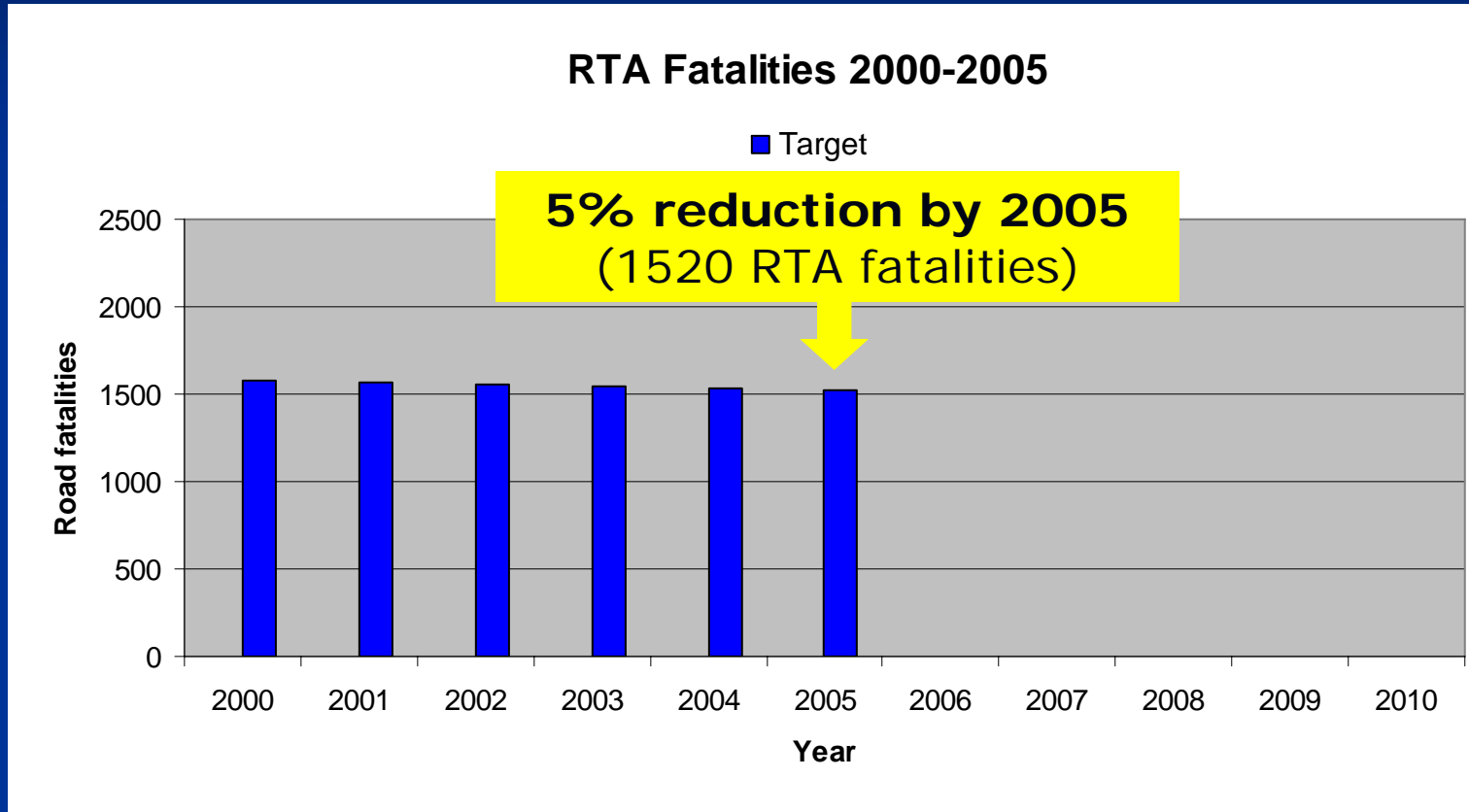


4. NATIONAL ROAD SAFETY STRATEGIES AND ACTION PLANS 2001-2005 AND 2006-2010

- **TARGETS**
- **FOCUS AREAS**
- **PROCESS**
- **IMPLEMENTATION**
- **EVALUATION**



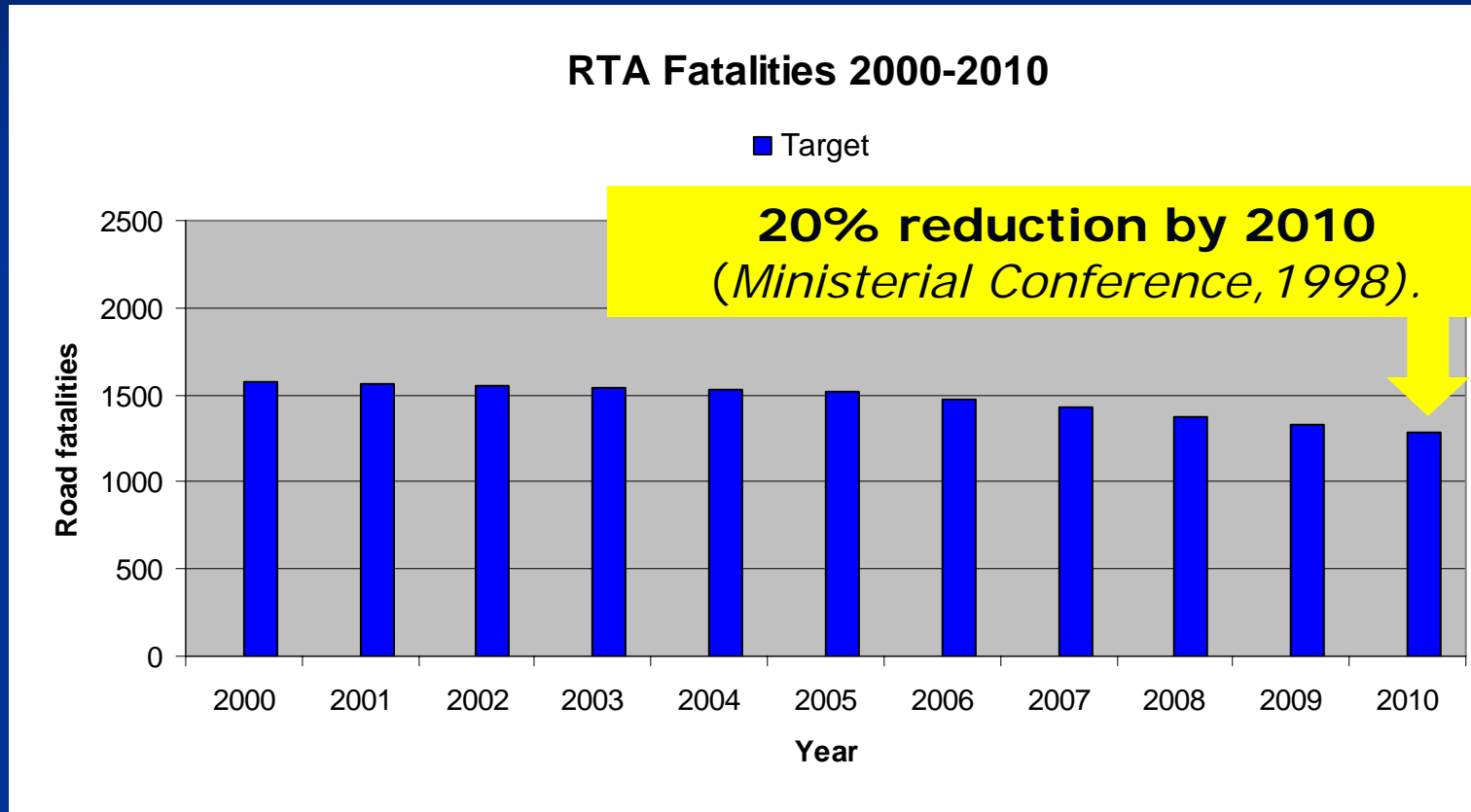
4. (STRATEGIES) TARGETS FROM NRSS 1



Basis: 1600 RTA fatalities (1998)



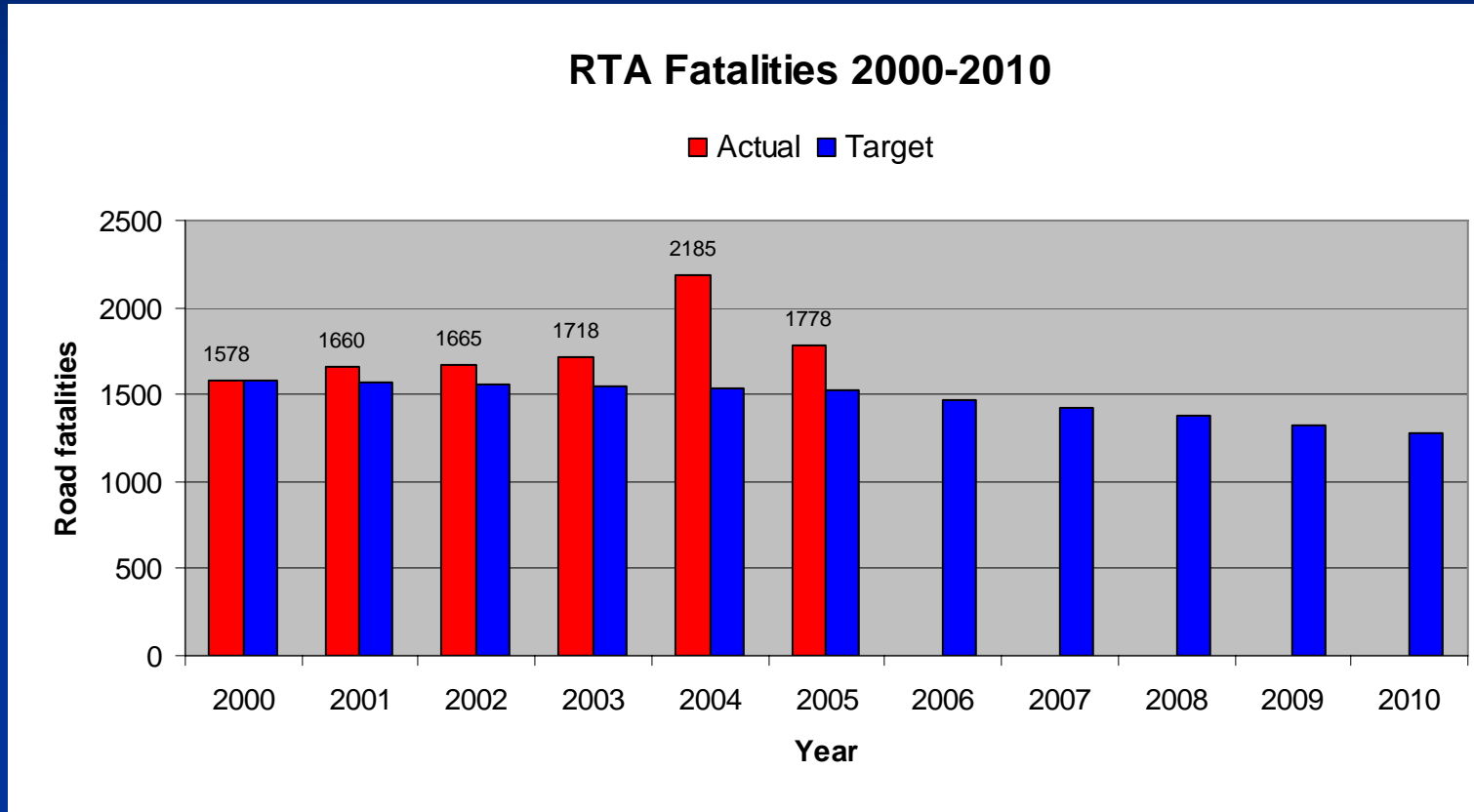
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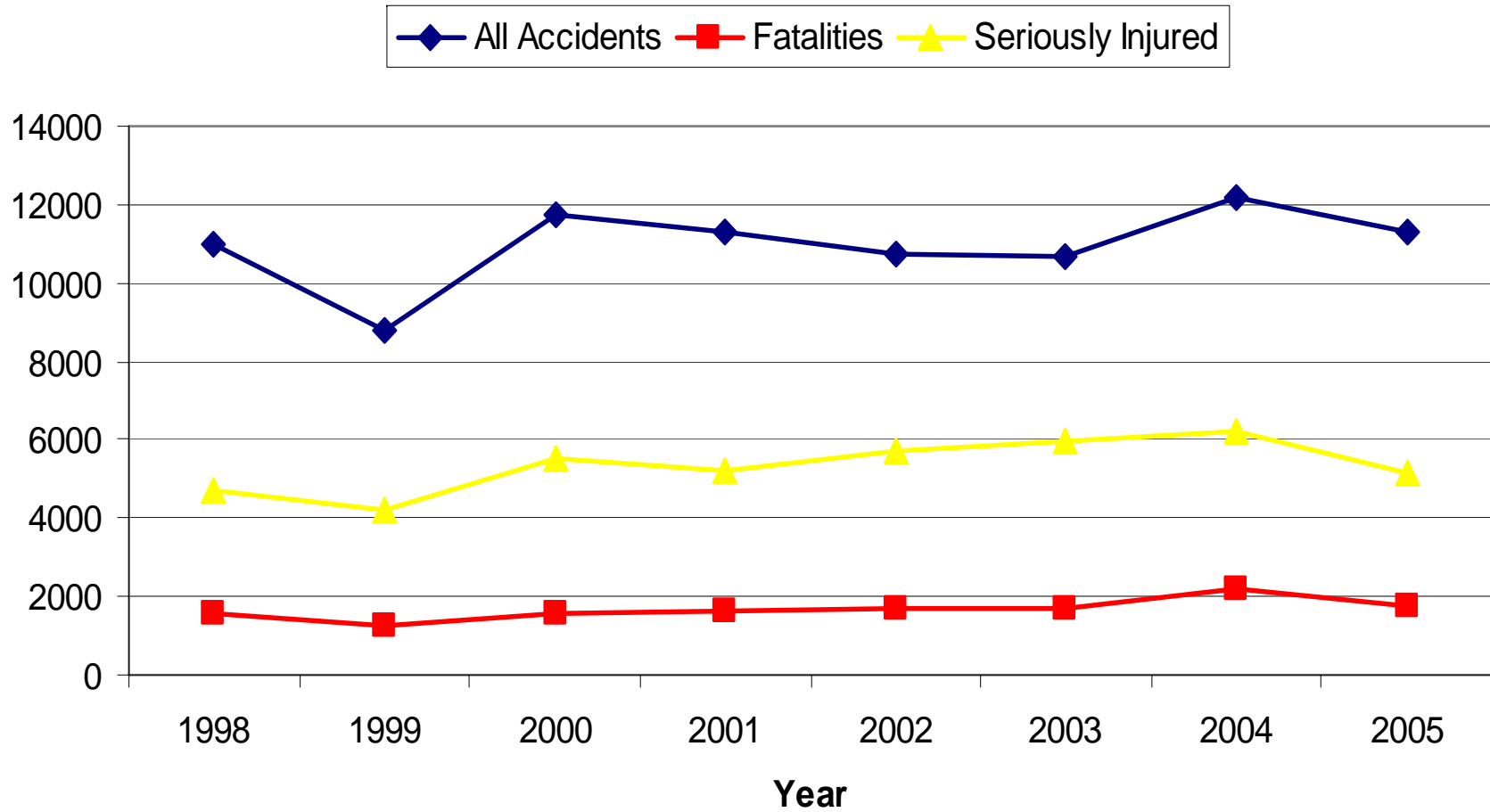


RTA trends in Ghana

Year	All Accidents	Fatalities	Seriously Injured	Registered Vehicles	Fatalities per 100,000 Population
2000	11714	1578	5513	511063	8.37
2001	11291	1660	5209	567780	8.59
2002	10718	1665	5739	613153	8.40
2003	10644	1718	5977	643824	8.38
2004	12164	2185	6220	703372	10.36
2005	11328	1784	5147	767067	8.22

RTA trends in Ghana

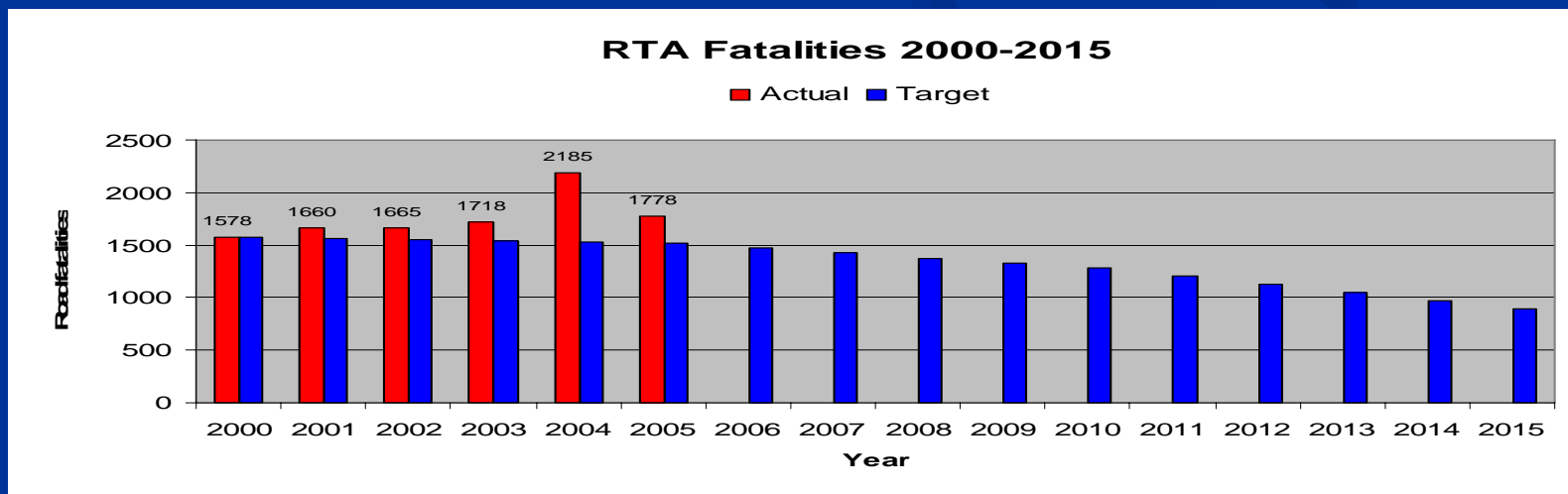
Trend in National Road Traffic Accident 1998-2005



4. (STRATEGIES) TARGETS FROM NRSS 2

“To reduce RTA fatalities systematically on a year-on-year basis and achieve a total of less than 1000 by the year 2015”

- In line with the intention to reduce RTA fatalities per 10,000 vehicles from 19 in 2006 to a single digit by 2015.*
- In line with the African Ministers 2005 Declaration “Reduce RTA fatalities by 50% in 2015”.*



4. (STRATEGIES) TARGETS

NRSS 1:

- Pedestrian and Child Safety
- Over speeding
- Driving under the influence of alcohol
- Promotion of use of seat belts and crash helmets
- Identification and treatment of hazardous spots

NRSS 2:

- Pedestrian and Child Safety
- Safety of bus passengers



4. (STRATEGIES) PROCESS

1. Institutions with a bearing on road safety were identified and the MAJOR STAKEHOLDERS selected.
2. The road safety situation was discussed for improved UNDERSTANDING AND APPRECIATION.
3. A four-person TECHNICAL TEAM guided the development of a national strategy.
4. CONSULTATIONS with the stakeholders were held to identify their potential contributions to the strategy.



4. (STRATEGIES) PROCESS

5. Two JOINT WORKSHOPS were held for all stakeholders at the beginning and finalisation of the process.

6. The Hon. Minister of Transportation launched the strategy to demonstrate POLITICAL COMMITMENT.

7. Detailed 2-year ACTION PLANS were developed for each of the major stakeholders.



MINISTRY OF TRANSPORTATION

NATIONAL ROAD SAFETY COMMISSION
Custodian of NRSS 1

1. Permanent specialised staff at the NRSC
2. Mechanism for coordination
3. Education programme for school children
4. National road safety campaigns
5. Regional Road Safety Offices
6. Monitoring and evaluation of NRSS 1
7. New strategy for 2006-10 (NRSS 2)
8. National accident database
9. Management system

SUPPORTING STAKEHOLDERS

- Global Road Safety Partnership + other NGO's
- Ghana Education Service
- The Judicial Service
- Universities (KNUST)
- Metropolitan/Municipal Dist. Assemb.
- Communities
- Ghana Association of Driving Schools
- Drivers Associations
- Transport Unions
- Development partners
- Private companies

Driver and Vehicle Licensing Authority

New driver licenses
Driving school standards
Better vehicle testing
Capacity building

Road Authorities (3)

Road safety units in all road authorities
Improvement of worst accident spots
"Safe roads to school"
Safety audits
Safety standards and guidelines

Building and Road Research Institute

Develop national accident database
Annual accident data report
Train police and engineers
Conduct special studies and research

Motor Traffic and Transport Unit

Collaboration with NRSC campaigns on speeding and driving under the influence of alcohol
Collaboration with BRRRI on accident reporting

National Ambulance Service

National secretariat equipped
Acquisition of ambulances
Information to the general public

4. (STRATEGIES) IMPLEMENTATION



4. (STRATEGIES) EVALUATION

- Interviews with stakeholders
- Desk study of relevant documentation
- Brainstorming sessions
- Comparison of actual and forecast RTA data
- Stakeholder Evaluation Workshop



4. STRATEGIES - The EVALUATION

POSITIVE FINDINGS:

- Increased overall awareness and commitment
- All road agencies have operational road safety units
- Funding has increased significantly
- Active commitment and support from GoG
- Increased knowledge about RTA factors and impacts



4. STRATEGIES - The EVALUATION

NEGATIVE FINDINGS:

- Inadequate human and financial resources (compared to the extreme size and complexity of the road safety problem).
- Commitment, organisation and co-ordination of efforts among stakeholders seemed inadequate.
- Absence of a well-articulated vision for road safety.



5. THE WAY FORWARD

- Sustainable funding mechanisms
- Capacity Building in Traffic Enforcement Agencies
- Creation of a dedicated traffic police
- Focused campaigns
- Collaboration with NGOs and Civil Society
- Countrywide road safety education in schools



5. THE WAY FORWARD

- Development of medical response capability
- Establishment of motor courts
- Reliable and timely accident statistics
- Actualization of Road Traffic Act 683
- International cooperation in the sub-region



Thank you for your Attention

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