Conclave of Champion Cities in Clean Air & Sustainable Mobility from Asia and Africa

India Habitat Centre, Lodhi Road, New Delhi.

9th APRIL, 2015

PROMOTING ROAD SAFETY IN GHANA

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NATIONAL ROAD SAFETY COMMISSION
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1. About Ghana and NRSC

2. Road Safety Situation

3. Addressing the Challenges

4. Conclusion
Brief Profile of Ghana

- Population: 26m (estimate)
- Land Area: 238,540 sq. km
- Administrative Divisions: 10
- Length of Roads in Ghana: 64,323 km
- Trunk Roads = 20%
- Feeder Roads = 65%
- Urban Roads = 15%

Road Condition
- Roads in Good Condition = 39%
- Roads in Fair Condition = 29%
- Roads in Poor Condition = 32%

Languages spoken in Ghana: 41
- Most Commonly spoken languages in Ghana: 6
- English, Twi (Akan), Ga, Fanti, Hausa, Dagbani

About Ghana and NRSC
About Ghana and NRSC

ESTABLISHMENT
The lead agency in Road Safety Management, established by an Act of Parliament (Act 567 in 1999).

MISSION
To promote best road safety practices for all categories of road users.

VISION
Ghana, A Country with the SAFEST Road Transportation System in Africa

CORPORATE VISION
A reputable organization with a highly motivated staff committed to reducing Ghana’s road traffic crash fatality rate to a single digit.
About Ghana and NRSC

Framework for Road Safety Administration and Management
Road Safety Situation

- A major public health issue
- Everyday 6 people are killed
- More than 2,000 people die annually in Ghana through road traffic crashes.
- 42% of the fatalities (deaths) are pedestrians
- 23% of pedestrian deaths involved children below age 16
- 60% of crashes are caused by speeding
- 18-55 years age group account for 60% of fatalities
- 70% of those who die are males
Road Safety Situation

![Bar chart showing road safety situation by age group.](chart.png)
Road Safety Situation

- Male: 73.7%
- Female: 26.3%
Road Safety Situation

Pedestrian Fatalities - Actual

\[ y = 12.099x + 731.77 \]
Road Safety Situation

Passenger Fatalities - Actual

\[ y = -2.8352x + 411.46 \]
Road Safety Situation

Motorcyclist Fatalities - Actual

![Graph showing the increase in motorcyclist fatalities from 2001 to 2013. The trend line is described by the equation y = 25.665x - 13.269.](image-url)
Road Safety Situation

Child (0-15yrs) Fatalities - Actual

- Equation: $y = 0.3846x + 316.77$
Road Safety Situation

Vehicle Type Involved in Crashes

<table>
<thead>
<tr>
<th>Type of Vehicle Involved in Crashes</th>
<th>Crashes (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>47.9%</td>
</tr>
<tr>
<td>HGV</td>
<td>12.4%</td>
</tr>
<tr>
<td>Bus/Mini Bus</td>
<td>24.1%</td>
</tr>
<tr>
<td>M/cycle</td>
<td>4.9%</td>
</tr>
<tr>
<td>Pick-up</td>
<td>6.8%</td>
</tr>
<tr>
<td>Cycl/Tricycle</td>
<td>2.7%</td>
</tr>
<tr>
<td>Other</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

*Note: The chart shows the percentage of crashes involving different types of vehicles.*
Road Safety Situation

Vehicle Type Involved in Fatal Crashes (2005-2011)

- Car: 49.0%
- HGV: 11.4%
- Tract: 0.2%
- Bus: 10.7%
- Minibus: 12.3%
- Motor Cycle: 5.9%
- Pickup: 6.2%
- Bicycle: 2.1%
- Other: 0.4%
- Unknown: 1.9%
Road Safety Situation

**Fatal Crash Frequency on Road Geometry**

- **Straight & Flat**: 55.0%
- **Curve only**: 4.8%
- **Incline only**: 3.1%
- **Curve & Incline**: 2.2%
- **Bridge**: 1.3%
- **Crest**: 33.6%
Road Safety Situation

Distribution of Fatalities by Road Environment

- Urban: 33.8%
- Non-urban: 66.2%
Road Safety Situation

Distribution of Fatalities by Road User Class

- Ped: 42.75%
- Car: 11.73%
- HGV/LGV: 10.23%
- Bus/Mini Bus: 20.42%
- M/cycle: 6.63%
- Pick-up: 2.91%
- Cycle/T-Cycle: 4.19%
- Other: 1.15%
Road Safety Situation

COLLISION TYPE RESULTING IN DEATHS AND INJURIES

![Graph showing collision type resulting in fatalities]

- Head-On: 44.3, 40.5, 42.6, 40.3, 43.3
- Ran off Road: 15.8, 16.6, 17.3, 20.2, 16.3
- Pedestrian: 6.9, 12.0, 14.4, 14.9, 15.3

Road Safety Situation

COLLISION TYPE RESULTING IN DEATHS AND INJURIES
Road Safety Situation

Fatal Crashes and Light Condition of Roadway

<table>
<thead>
<tr>
<th>Light Condition</th>
<th>Fatal Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day</td>
<td>56%</td>
</tr>
<tr>
<td>Night - No Lights</td>
<td>26%</td>
</tr>
<tr>
<td>Night - Lights OFF</td>
<td>1%</td>
</tr>
<tr>
<td>Night - Lights ON</td>
<td>17%</td>
</tr>
</tbody>
</table>
Road Safety Situation


--Persons Killed (%)--

<table>
<thead>
<tr>
<th>Driver Error</th>
<th>Persons Killed (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>15.8</td>
</tr>
<tr>
<td>Inexperience</td>
<td>1.0</td>
</tr>
<tr>
<td>Inattentive</td>
<td>28.1</td>
</tr>
<tr>
<td>Too Fast</td>
<td>24.8</td>
</tr>
<tr>
<td>Too Close</td>
<td>0.7</td>
</tr>
<tr>
<td>No Signal</td>
<td>0.2</td>
</tr>
<tr>
<td>Improper Overtaking</td>
<td>3.0</td>
</tr>
<tr>
<td>Improper Turning</td>
<td>0.4</td>
</tr>
<tr>
<td>Fatigued/Asleep</td>
<td>0.5</td>
</tr>
<tr>
<td>Other + Lost Control</td>
<td>2.2</td>
</tr>
<tr>
<td>Unknown</td>
<td>23.4</td>
</tr>
</tbody>
</table>
Road Safety Situation

- Lost output (43%)
- Human cost (28%)
- Property damage (16%)
- Administration cost (8%)
- Medical cost (5%)
- Total quantifiable cost (1.6% of GDP) equivalent to GHc 1.169bn in 2012
This is more than all the International Development Aid we receive annually!!!
SOME IMPLICATIONS:
- Public Health.
- Lack of Foreign Direct Investment
- Tourism
- Dented National Image
- Human Resource Capacity
- Unbearable Grief and Pain of Families of Accident Victims.
- Increasing number of widows, orphans etc.
CRASH Prone Roads in Ghana

Road Name

- Aflao – Accra – Cape Coast – Takoradi – Elubo
- Accra – Kumasi – Techiman – Kintampo – Tamale – Navrongo
- Kumasi – Sunyani
- Kumasi – Obuasi
- Sunyani – Techiman
- Tema – Asikuma
- Asikuma - Ho
Addressing The Challenge

NATIONAL ROAD SAFETY POLICY

NATIONAL ROAD SAFETY COMMISSION
Addressing The Challenge

Guidelines for Mainstreaming RS into MDAs and MMDAs
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Managing road safety
Safer Roads & Mobility
Safer Vehicles
Safer User behaviour
Post-crash response

www.who.int/roadssafety/decade_of_action/
Addressing The Challenge

NATIONAL ROAD SAFETY STRATEGY I
2001 – 2005

NATIONAL ROAD SAFETY STRATEGY II
2006 - 2010

NATIONAL ROAD SAFETY STRATEGY III
2011 - 2020
Addressing The Challenge

THE NRSS III, Ghana

IMPROVED ENFORCEMENT
FOREWORD TO THE NRSS III BY H.E THE PRESIDENT.

“…Over the next decade (2011–2020), The National Road Safety Strategy III will be the blueprint for all road safety interventions in the country and for road safety related statutory institutions. The time for action is now and there should be no further excuses. Government will hold all concerned accountable for inaction.

...this should enable the country attain the national vision for road safety.
Addressing The Challenge

NATIONAL FATALITY & SERIOUS INJURY TARGETS

Fatality and Serious Injury Projections

- **Persons Killed**
- **Serious Injuries**

Equations:
- Linear (Persons Killed): $y = -325x + 6094$
- Linear (Serious Injuries): $y = -150x + 2314$

Years: 2011 to 2020

Fatalities & Serious Injuries:
- 2011: 5763
- 2012: 5442
- 2013: 5120
- 2014: 4797
- 2015: 4473
- 2016: 4148
- 2017: 3822
- 2018: 3495
- 2019: 3167
- 2020: 2838
Addressing The Challenge

NATIONAL FATALITY & SERIOUS INJURY TARGETS

\[ y = 46.642x + 2116.5 \]

\[ y = -150x + 2314 \]

Saved 1,773 lives from dying on the road

2163

2583

810
Addressing The Challenge

NATIONAL FATALITY & SERIOUS INJURY TARGETS

- **Do nothing**
  - \( y = 49.806x + 6044.5 \)
  - **6,543**

- **Path to goal**
  - \( y = -325x + 6094 \)
  - **2,838**

**Saved 3705 people from being severely injured on the road**


**Serious Injuries**: 0, 1,000, 2,000, 3,000, 4,000, 5,000, 6,000, 7,000
Addressing The Challenge

Republic of Ghana
MINISTRY OF TRANSPORT
National Road Safety Commission

ACTION PLANS OF THE NATIONAL ROAD SAFETY STRATEGY III
FOR 2015 - 2017

IMPLEMENTING INSTITUTION

<table>
<thead>
<tr>
<th>Institution</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Road Safety Commission</td>
<td>Code</td>
</tr>
<tr>
<td>Driver And Vehicle Licensing Authority</td>
<td>Code</td>
</tr>
<tr>
<td>Ghana Highway Authority</td>
<td>Code</td>
</tr>
<tr>
<td>Department Of Urban Roads</td>
<td>Code</td>
</tr>
<tr>
<td>Department Of Rural Roads</td>
<td>Code</td>
</tr>
<tr>
<td>Motor Transport And Traffic Department</td>
<td>Code</td>
</tr>
<tr>
<td>Ghana National Fire Service</td>
<td>Code</td>
</tr>
<tr>
<td>National Ambulance Service</td>
<td>Code</td>
</tr>
<tr>
<td>Ghana Red Cross Society</td>
<td>Code</td>
</tr>
<tr>
<td>National Disaster Management Organization</td>
<td>Code</td>
</tr>
<tr>
<td>St John Ambulance</td>
<td>Code</td>
</tr>
<tr>
<td>Ghana Health Service (Ghs)</td>
<td>Code</td>
</tr>
<tr>
<td>Local Government Service Secretariat</td>
<td>Code</td>
</tr>
</tbody>
</table>
Addressing The Challenge

INSPECTOR-GENERAL OF POLICE SIGNING ACTION PLAN (2011-2013) DOCUMENT FOR NRSS III
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RSE
Addressing The Challenge

PRACTICAL SOLUTIONS
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ROAD SAFETY AUDIT/INSPECTION
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Engaging Politicians and Political Parties
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Speed Limiters

Spot Fines

THE SPEED CAMERA IS WATCHING YOU

DRIVE SAFELY AND AVOID TRAFFIC OFFENSES

NATIONAL ROAD SAFETY COMMISSION
Addressing The Challenge
Addressing The Challenge

Association of Road Contractors

Association of Automobile dealers
Addressing The Challenge
Addressing The Challenge
Addressing The Challenge

Crossing Aids for School Children
Addressing The Challenge
Addressing The Challenge

Launch of National Passenger Empowerment Campaign
Addressing The Challenge

- **STOP** For **PEDESTRIANS**
  - Stop at the right of way, even when they are in the wrong way.
- **PASSengers**
  - Be Alert!
  - Speak Up!
  - Don't get **Killed** on the Road.
  - Report Reckless Drivers to the nearest Police Post or Call 0299200415.

Sponsored by:
The Insurance Industry & Ghana Road Fund
Issued by: National Road Safety Commission
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ROAD SAFETY WALKS
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To Select A Youth Ambassador for Road Safety Through Beauty Pageant

To Award Transport Organizations for Instituting Measures to Promote Road Safety
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Addressing The Challenge

TOWING SERVICE
Addressing The Challenge

**IMPROVING CONSPICUITY/VISIBILITY:**
Enhancing recognition of parked and slow moving vehicles from a distance (150m minimum and up to 1,000m)
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- A. Gyan
- J. Mensah
- M. Essien
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OPERATIONAL STANDARDS AND ROAD SAFETY OFFICER CONCEPT
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INTERVENTIONS  - NRSC Toll Free Call Centre
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MAINSTREAMING ROAD SAFETY INTO MMDA’s
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Promoting Road Safety related Research.
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Driving as a Profession

National Drivers’ Academy

National Road Safety Commission

Ghana

NDA®
National Drivers’ Academy
for a Positive Driving Attitude...
Conclusion

Fatalities per 10,000 Vehicles

- Year: 2001, Fatality Rate: 29.24
- Year: 2013, Fatality Rate: 11.90

Graph showing the trend of fatalities per 10,000 vehicles from 2001 to 2013, with a linear regression line given by the equation \( y = -1.3525x + 31.464 \)
Conclusion

Trend in Fatalities

Year


Fatalities

TARGET

ACTUAL

2199 2160 1898 1860 1730 1590 1440 1280 1110 930 810

0 500 1000 1500 2000 2500
Conclusion

Trend in Serious Injuries

Year


Serious Injuries

0 1000 2000 3000 4000 5000 6000 7000

5663 5748 5763 5442 4611 4531 4473 4148 3822 3495 3167 2838
Conclusion

As at January, 2015

- **Crashes**
  - 2014: 1147
  - 2015: 928
  - Decrease: -19.09%

- **Killed**
  - 2014: 180
  - 2015: 106
  - Decrease: -41.11%

- **Injured**
  - 2014: 1109
  - 2015: 671
  - Decrease: -39.5%
Conclusion

• The way we travel is a major determinant of how healthy a people we are.

• Often the underpinning causes of poor health and injury are the same and should be identified as part of collaborative working.

• All Stakeholders must see themselves as key actors in creating this safe and healthy transport environment.

• Only ‘advising authorities will not deliver this objective, its time to demand compliance!
End of Presentation
Thank You.