National Road Safety Commission

THE ROADS BETWEEN US–ACCRA

Ghana’s Response to the Road Safety Challenge

Date: 7–8th November, 2012

Presented by:
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Executive Director
• Background
• Introduction
• Study into working conditions of commercial vehicle drivers and Ghana’s response to the road safety challenge
• Findings
• Recommendations
• Conclusion
Ghana, a country with the Safest Road Transportation System in Africa
## ROAD TRAFFIC CRASH SITUATION IN Ghana

<table>
<thead>
<tr>
<th></th>
<th>2001 - 2011</th>
<th>2012 (provisional as at Sept,)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Road Traffic Crashes reported</td>
<td>125,657</td>
<td>10,898</td>
<td>136,555</td>
</tr>
<tr>
<td>Number of deaths</td>
<td>21,265</td>
<td>1,713</td>
<td>22,978</td>
</tr>
<tr>
<td>Number Seriously Injured</td>
<td>63,867</td>
<td></td>
<td>170,392</td>
</tr>
<tr>
<td>Number Slightly Injured</td>
<td>96,078</td>
<td></td>
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</tbody>
</table>

**Note:** Provisional data as of September for 2012.
Annual Distribution of Fatalities by Sex

<table>
<thead>
<tr>
<th>Gender</th>
<th>Fatalities (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>73.5</td>
</tr>
<tr>
<td>Female</td>
<td>26.5</td>
</tr>
</tbody>
</table>
TOTAL NUMBER OF VEHICLES REGISTERED IN GHANA BY CATEGORY

Number of Registered Vehicles by Category:
- BUSES AND COACHES
- R/C TRUCKS UP TO 16TONS
- R/C TRUCKS FROM 16-22 TONS
- R/C TRUCKS ABOVE 22 TONS

Year:
- 2000
- 2001
- 2002
- 2003
- 2004
- 2005
- 2006
- 2007
- 2008
- 2009
- 2010
Cost of Road Traffic Crashes in Ghana

- Human Costs, 28%
- Medical Cost, 5%
- Lost Output, 43%
- Administration Cost, 8%
- Property Damage, 16%

Source: Estimation of cost of road traffic accidents in Ghana, 2006 (BRRI)

- Road Traffic Crashes cost the nation 1.6% of GDP
- Translates to US$ 418 MILLION (2010)
Introduction

• There is increase in the demand for vehicular travel in Ghana with increase in socio-economic activities.

• Very strong social and economic factors influence and control the normative pattern of the work of drivers operating commercial transport, especially in Ghana.

• There is the need therefore to assess the risk factors relating to driver working conditions which have a bearing on their safety on the road.
Study Objectives

• Generally, the goal was to improve understanding of the occupational factors responsible for certain commercial vehicle driver behaviour that affects safety on the road for the purpose of ensuring appropriate policy response.

• Specifically, among others, to;
  1. provide an overview of the occupational factors.
  2. assess the magnitude and significance of each factor.
  3. make proposals to reduce these risk factors.
Findings (cont.)

Educational Background.

• 86% of drivers hold a Basic Education Certificate Examination (BECE) and/or Middle School Leaving Certificate (MSLC).

• Highest level of education for most drivers was the Junior High School (JHS).

• Literacy rate of drivers is 14.4%. This is lower than national average of 21%.
Findings (cont.)

Driver Eligibility

Training

- 16.5% of drivers acquired skills through formal driver training schools whereas 83.5% through informal means.

Type of License

- Most drivers possessed high category licenses above ‘B’. But most licenses do not match type of vehicle operated.

Current License Validity

- 52.4% of drivers possessed expired licenses while 19% possess cover notes awaiting issuance of new licenses.
Findings (cont.)

Driver Competence

- Nearly 85% of drivers have over 5-years’ driving experience.

Knowledge

- About 62% of drivers possessed good knowledge on road traffic regulations as well as responding to mechanical faults.
Occupational Characteristics

Vehicle Ownership and Mode of Engagement

- Nearly 80% of drivers do not own the vehicles they drive. The mode of engagement is highly informal and very unstructured.
- As a result, the driver: vehicle ratio is about 1:3.

Trip Characteristics

Routing and Scheduling

- 47% of routing and scheduling done by Unions, 28% by employers in formal operations, 23% by those in informal operations who are not union members.
Findings (cont.)

- 61% of drivers are short to medium distance operators whilst 39% operate long distance.

- 66% of drivers drive for more than the 5-working days a week with most of them working as long as 12hrs each day.

- Nearly 20% work up to 20hrs each day with little or no rest.

- 43% attribute trip frequency to the need to meet sales targets whilst 30% take more trips for personal gains after meeting daily targets.
Recommendaons

• Terms of Employment
Drivers should be trained with guarantees from employers before engagement.

• Code of Practice
A formal contractual framework incorporating the code of practice should be agreed for the appropriate legal instruments to operate and to provide some level of security.

• Driver Training
A common curriculum for driver training should developed and used by all training institutions. Among others, establish professional driver training institutions
Recommendations (cont.)

- **Working Hours**
  Explicitly define permissible working hours

- **Rest Stops**
  Adequate rest stops should be provided along the major highways to encourage drivers and passengers to rest before continuing the trip

- **Rewards and Incentives**
  Institute safety related rewards at the Union level to motivate drivers and operators towards good safety practices
Recommendations (cont.)

- **Safety Commitment at the Transport Service Provider Level**
  Encourage commitment to safety by Union managers and vehicle owners, including quality training, compliance, vehicle maintenance, rewards.

- **Enforcement of Rules and Regulations**
  There should be a consistent level of enforcement across the country to influence driver behaviour towards effective compliance.

- **Role of Government**
  There is the need to establish a national transport regulatory system to streamline the entry barrier requirements of commercial road transport operations.
  Encourage commercial transport service providers to institute policies, programmes, procedures and systems that enhance road safety in their organizations.
Recommendations (cont.)

• Fatigue
There should better control of fatigue related factors in regulation, policy and risk management.

• Health
Unions and vehicle owners must run periodic health checks on their members and employees respectively.
SOME MAJOR POLICY RESPONSES
THIRD NATIONAL ROAD SAFETY STRATEGY (NRSS III) AND ACTION PLANS

1. UN Declared 2011 – 2020 Decade of Action for Road Safety

2. Developed a Third National Road Safety Strategy 2011 – 2020 (NRSS III): Target is:
   a). To halt the trend of road traffic crashes, fatalities and injuries by 2015
   b) To reduce fatalities and injuries by 50% by 2020

3. Saving 10,000 lives
4. Saving 70,000 injured persons
REPUBLIC OF GHANA

MINISTRY OF TRANSPORT

NATIONAL ROAD SAFETY COMMISSION

ACTION PLANS (2011-2013)

October 2011
PUBLIC PRIVATE PARTNERSHIP IN ROAD SAFETY MANAGEMENT
Mandatory Driver Training

L.I 2180
REGULATION 125
continuing education of commercial vehicle drivers

(1) A licensed/registered commercial road transport operator shall organize periodic re-training/refresher courses for its members.

(2) A commercial vehicle driver shall attend at least one refresher course in driving and road safety each year organized by a certified institution approved by the Licensing Authority in consultation with the NRSC.

(3) A commercial vehicle driving permit shall not be renewed or upgraded unless applicant shows evidence of compliance with (2) above.

\[ y = 61.212x + 737.53 \]
Fatalities (2001-2011)

\[ y = 48.273x + 1643.5 \]
Conclusion

- Several factors are responsible for the rapid increase in the demand for vehicular transport, including unreliable and unavailable public transport systems.

- Commercial vehicle driver safety is thus very important in providing drivers with the required physical and psychological tools and techniques required to effectively deal with the safety issues the arise whilst driving.

- This is especially very important as it can be deduced from the presentation that, there is a strong relationship between driver working conditions and road traffic safety.
Thank you for your attention

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