



Uganda Road Safety Capacity Building Workshop 1-2nd March 2018; Kampala, Uganda



Lessons from Ghana and Ethiopia

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Overview of the Presentation

- **Worldwide Road Safety Statistics**
- **Overview of Road Safety Issues Sub-Saharan Africa**
- **Lessons From Ghana**
- **Lessons From Ethiopia**
- **Issues for Discussion**



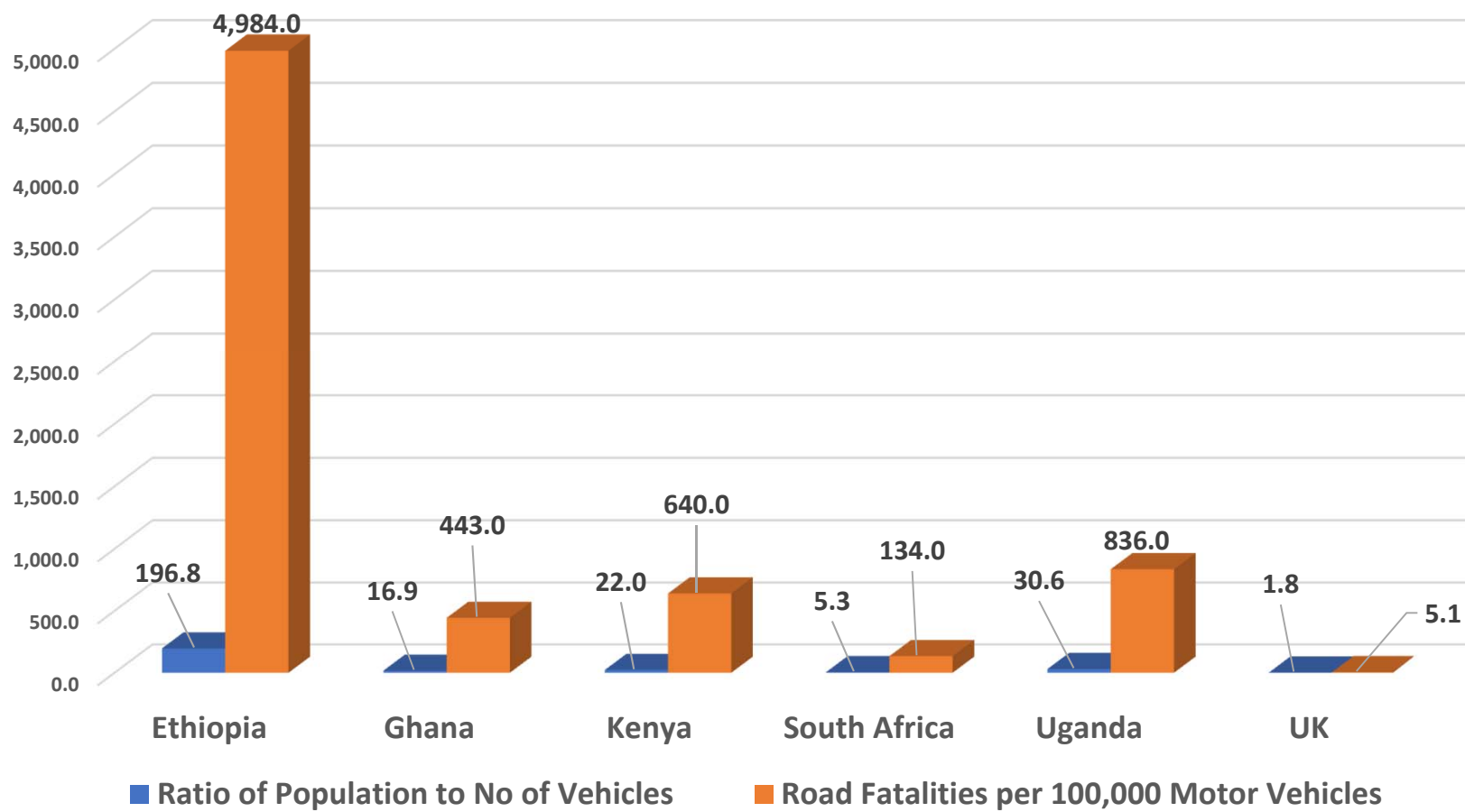
Country Profiles From WHO's "Global Report on Road Safety 2015"

	Attribute/Country	Ethiopia	Ghana	Kenya	South Africa	Uganda	UK
1	Lead Agency	National Road Safety Council Office	National Road Safety Commission	National Transport and Safety Authority (NTSA)	Road Traffic Management Corporation	National Road Safety Council	Department for Transport (Great Britain)
2	Population	94,100,756	25,904,598	44,353,691	52,776,130	37,578,876	63,136,265
3	Total Registered Vehicles (2013)	478,244	1,532,080	2,011,972	9,909,923	1,228,425	35,582,650
4	Ratio of Population to No of Vehicles	196.8	16.9	22.0	5.3	30.6	1.8
5	Has Fatality Reduction Strategy	Yes 50% 2011-2020	Yes 50%; 2011-2020	Yes 50% 2009-2014	Yes 50%; 2011-2015	No	Between 37–60% (by 2020)
6	Percentage Heavies	19%	8%	8%	3.50%	Not Known	1.40%
7	Reported Road Traffic Fatalities	3,362 (2013) 79%M 21%F	2240 (2012) 77%M 23%F	3191 (2013); 65% M 35% F	13802 (2010-11) 76%M 24% F	2,937 (2013) 79M, 21 F	1770 (2013) 74%M 26%F
8	WHO Estimated Accident Rate per 100,000 Populaion	25.3	26.2	29.1	25.1	27.4	2.9
9	Road Fatalities per 100,000 Motor Vehicles	4,984.0	443.0	640.0	134.0	836.0	5.1



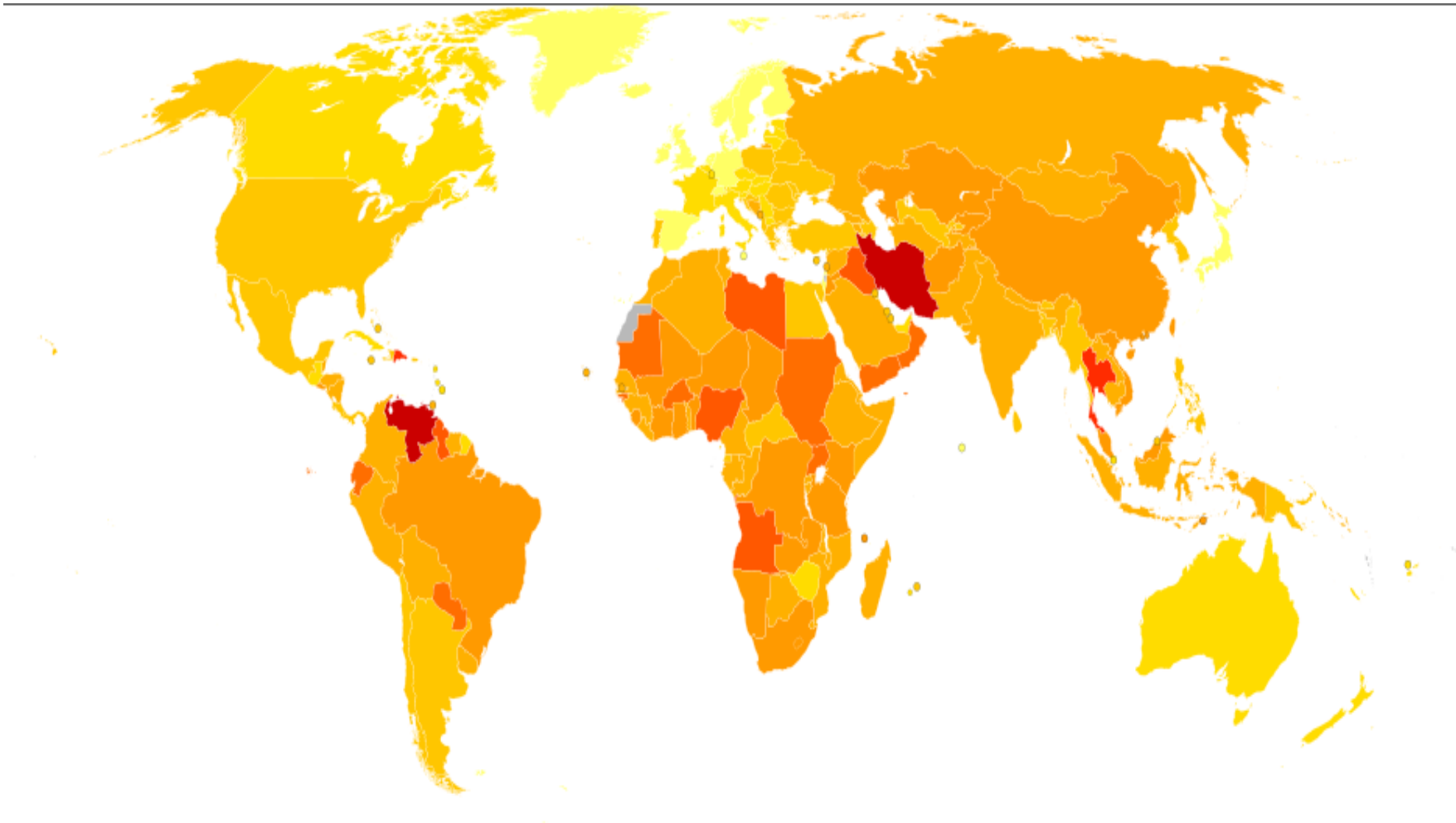
Country Profiles From WHO's "Global Report on Road Safety 2015)

Profiles of Six Countries





Death rates from road traffic accidents by country, per 100,000 inhabitants,





UN SUSTAINABLE DEVELOPMENT GOALS

- **Goal 3.6 - By 2020, halve the number of global deaths and injuries from road traffic accidents.**
- **Goal 11.2 - By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations eg women, children, persons with disabilities and the elderly.**



FACTS ON GLOBAL ROAD SAFETY

- About 1.3 million people die each year on the world's roads and between 20 and 50 million sustain non-fatal injuries.
- Road traffic injuries are the leading cause of death among young people, aged between 15 and 29.
- “Vulnerable road users” account for around 46% of global road traffic deaths. This proportion is greater in low income countries than in high-income countries.
- Controlling speed is an important way of reducing road traffic injuries, particularly among pedestrians, cyclists and motorcyclists. Less than one-third of countries have taken necessary measures - for example low-speed zones – to reduce speed in urban areas



FACTS ON GLOBAL ROAD SAFETY cont.

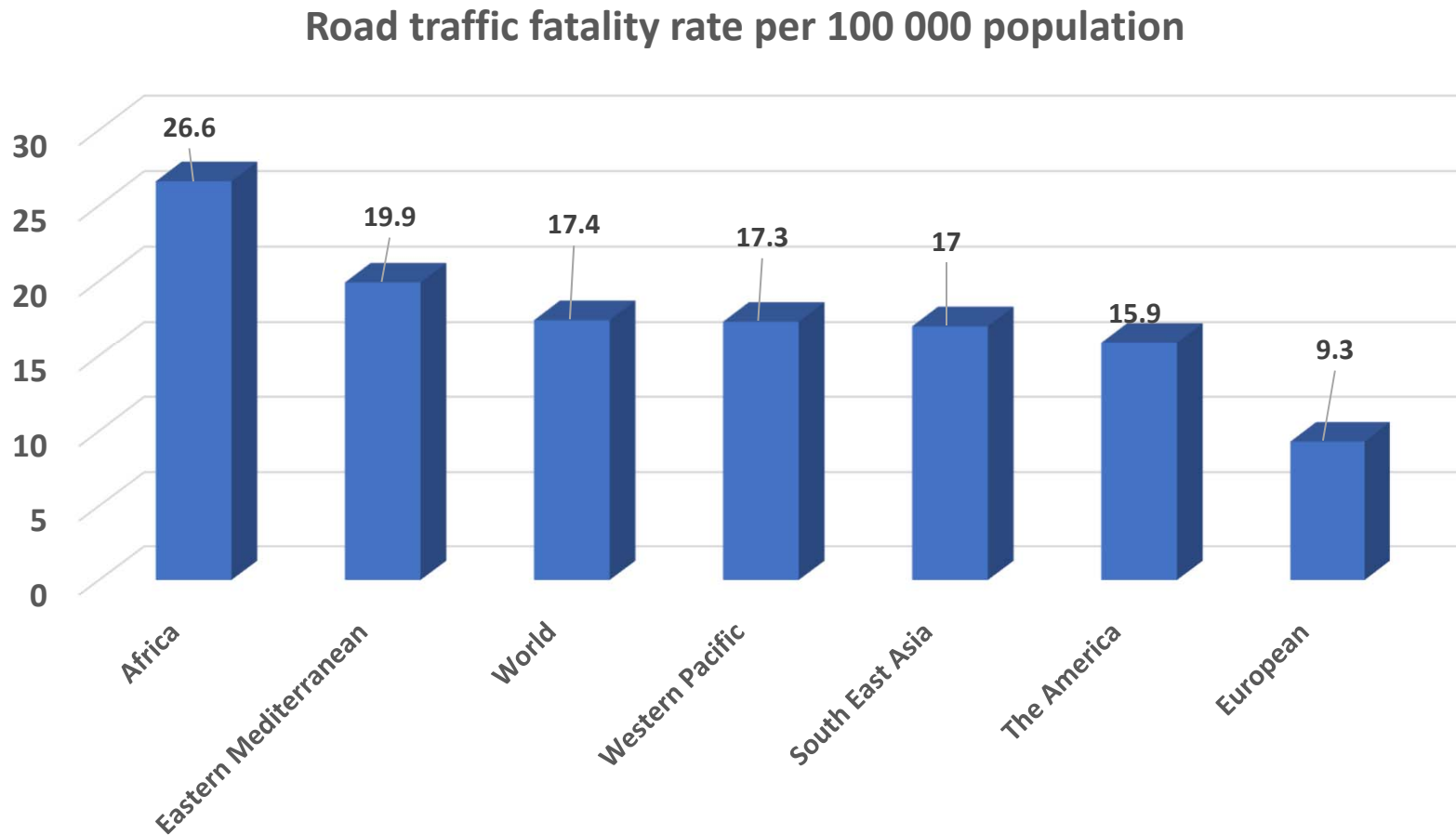
- **Drinking and driving** increases the risk of a crash, which could result in death or serious injury. **Less than half** of countries Worldwide have drink–driving laws set at WHO limit of 0.05 gram per decilitre (g/dl) for adult drivers.
- **Wearing a good-quality helmet** can reduce the risk of death from a road crash by almost 40% and the risk of severe injury by over 70% yet only 40% of countries have motorcycle helmet laws
- **Wearing a seat-belt** reduces the risk of death among front-seat passengers by 40-65% and can reduce deaths and among rear-seat car occupants by 25-75%. Only 57% of countries require seat-belts.



FACTS ON GLOBAL ROAD SAFETY cont.

- **The use of child restraints** can reduce deaths of children by between 54% and 80% in the event of a crash. Less than half of all countries have laws requiring the use of child restraints in vehicles.
- **Prompt, good-quality pre-hospital** care can save many people injured in road traffic crashes. About 76% of Countries have pre-hospital care systems, ranging from those with highly qualified staff to those that rely on bystanders
- **Road traffic injuries can be prevented.** A number of countries, mainly high-income countries, have made significant progress over the last few decades in reducing their road traffic death rates.
- **Now is the time to act** -Road traffic injuries are predicted to become the fifth leading cause of death by 2030, resulting in 2.4 million deaths a year. This projected ranking would be the result of an increase in road traffic deaths and reductions in deaths due to other health conditions.

WHO Road traffic fatality rates per 100000 population, by region(2015)



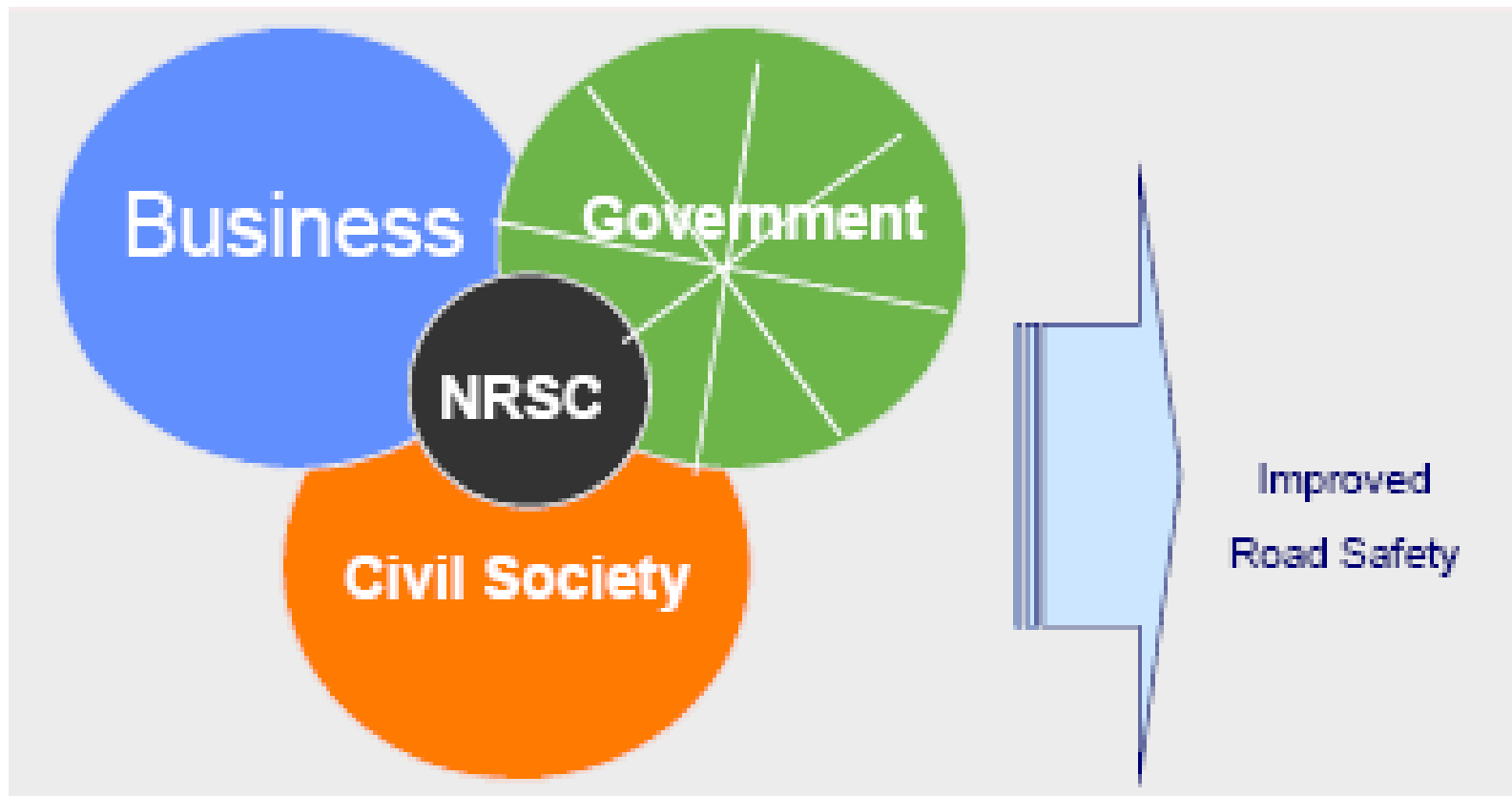


Too Dangerous!!!!





A broad Partnership approach to Road Safety is the most effective way to improve safety



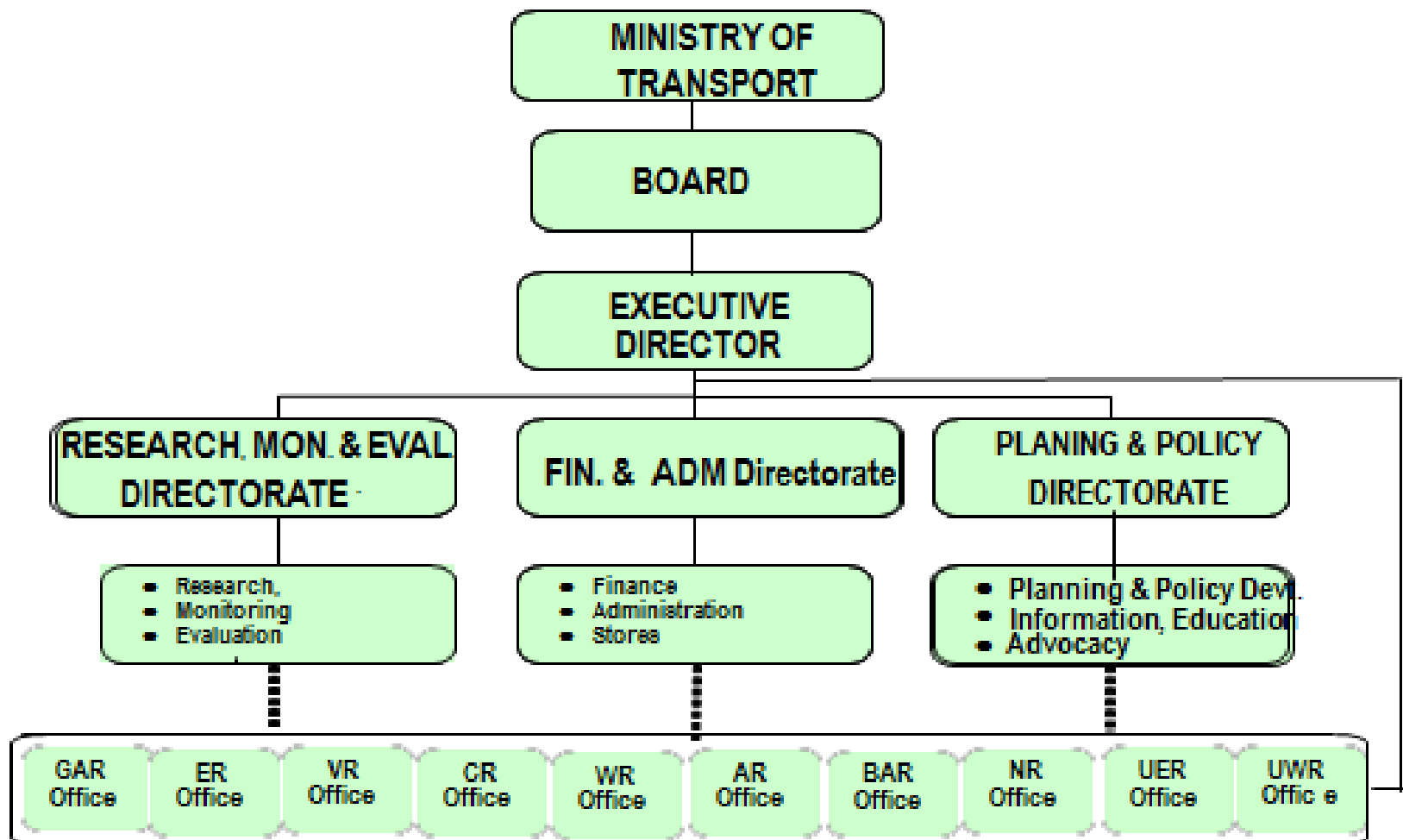


Road Safety Policies in Ghana

- The Ghana Road Safety Commission is organised in such a way that it acts as a “***leading agency***” in all areas involving road safety activities in the country.



Organisational Structure





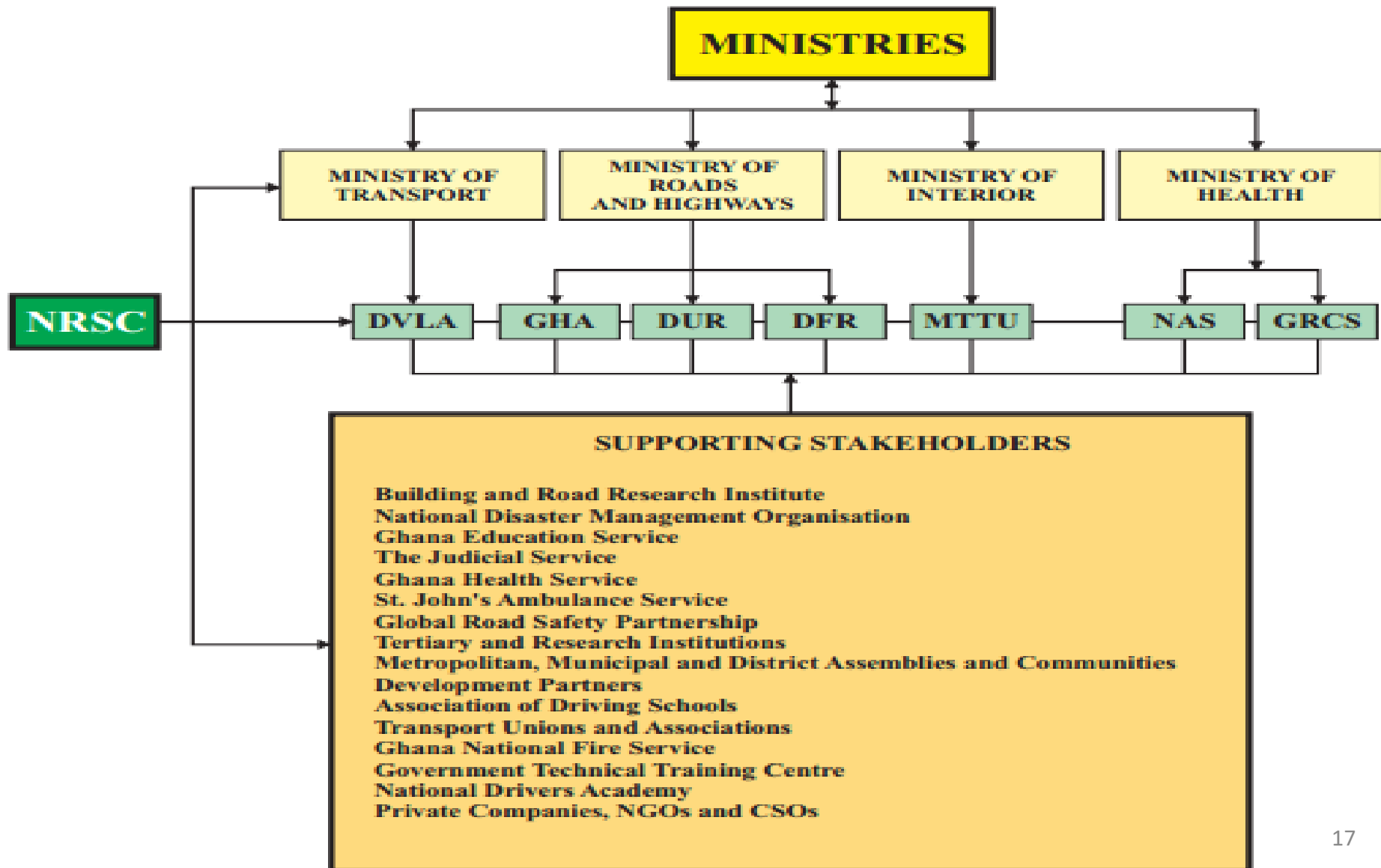
Key Stakeholders

The following are identified as major stakeholders in the road safety effort of Ghana and work very closely with NRSC for planning and implementing road safety activities.

1. **Driver and Vehicle Licensing Authority (DVLA) – Responsible for Driver Licensing, Vehicle Registration and their Regulations**
2. **Ghana Highway Authority (GHA), Department of Urban Roads (DUR), Department of Feeder Roads (DFR) – Responsible for Road Infrastructure Design, Construction and Maintenance and their Regulation**
3. **Motor Traffic and Transport Department (MTTD) of Ghana Police Service – Responsible for Enforcement of Road Traffic Laws Regulations**
4. **Health Sector represented by National Ambulance Service (NAS), Ghana Red Cross Society (GRCS), etc. – Responsible for post-crash care**
5. **Public and Private Road Transport Service Providers**
6. **Insurance Industry**
7. **Disaster Management Institutions- Ghana National Fire Service (GNFS), NADMO etc.**
8. **Research Institutions - Building and Road Research Institute (BRRI), Private Firms**
9. **Civil Society**



Key Stakeholders and implementing agencies





Series of Road Safety Policies and Strategies

The NRSC of Ghana developed three consecutive road safety strategies and action plans. The strategies are in line with the decade of action by the WHO and its implementation is highly praised by the United Nations:

- **National Road Safety Strategy –I From 2001-2005 :**
Targets a **5%** reduction in Killed and Serious injury (KSI) using the year 2000 as base case
- **National Road Safety Strategy –II From 2006-2010 :**
Targets a **20%** reduction in Killed and Serious injury (KSI) using the year 2005 as base case
- **National Road Safety Strategy –III From 2011-2020 :**
Targets a **50%** reduction in Killed and Serious injury (KSI) using the year 2010 as base case



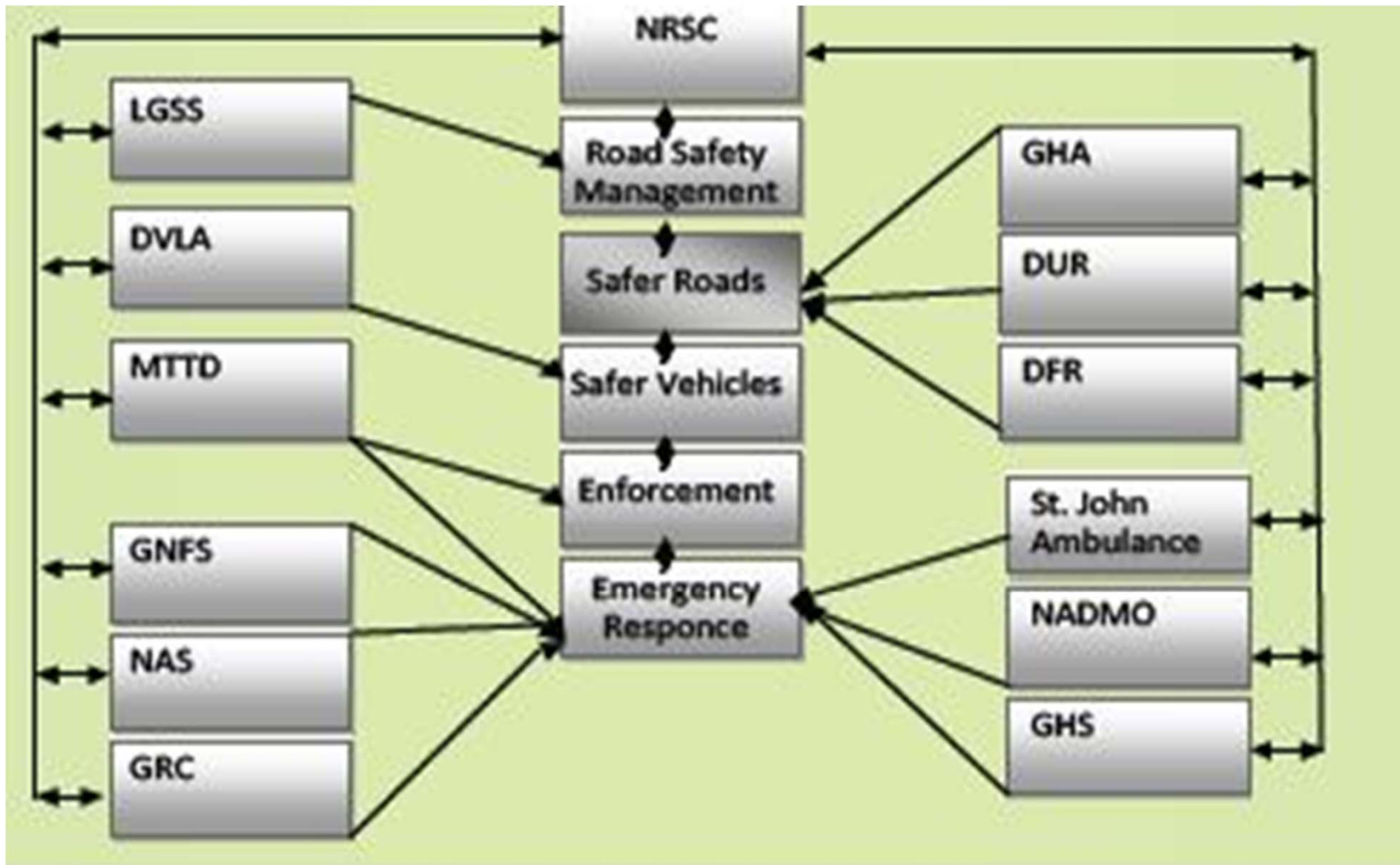
Collaboration and coordination

The NRSC is responsible for the coordination of all stakeholders in the implementation of National Road Safety Strategies

- Based on the agreed and signed actions plans by all.
- Each stakeholders' collaborating activities fall in at least one of the five pillars of road safety which are:
 - Road Safety Management
 - Safer Roads
 - Safe Vehicles
 - Enforcement and
 - Emergency Response
- Thus and the implementing agency acts and report accordingly.



Collaboration and Coordination





Some Road Safety Interventions

Road safety interventions are done through Road user education, publicity and advocacy via Radio, Television, Print media and public outreach. Some of public awareness activities are on:

- *Wearing of Seatbelt and Crash Helmet Campaign*
- *Pedestrian Safety Campaign*
- *Bus Occupants/Passenger Empowerment Campaign*
- *Speed Reduction Campaign*

Some interventions and activities are:...



Some Road Safety Interventions Cont.

- Preparation and distribution of Road safety text books and teaching manuals for primary and Junior High Schools curriculum.
- On-site training for schools on crossing –roads and providing physical crossing aids
- Provide Road Safety Operational Guidelines for Commercial Passenger Transport Service Providers and constantly
 - *Engaging the Service Providers and their Drivers*
 - *Monitoring their operations to ensure compliance, and*
 - *Empowering Passengers to demand safety from the Service Providers*



Some Road Safety Interventions Cont.

- Preparation and dissemination of different manuals on road safety for different road users, agencies etc. For instance
 - *Road Safety Guidelines for Religious Bodies*
 - *Road Safety code for Political Parties*
 - *Guideline for monitoring Road Safety in to the programs of Metropolitan, municipal and District Assemblies*
 - *Road Safety Policy Guideline in Vehicle Fleet Management for Ministries, Departments, Agencies and Corporate entities*
- Collaboration with the three Road Agencies and Supporting Road Engineers in Road Safety Audits, Inspections and provision of Road Safety Devices
- Collaboration with Police for law enforcement by providing them trainings and law enforcement equipment e.g. Speed RADAR Guns, Alcometers, etc.



Sources of Finance

The main sources of finance are:

- ***Government Budget***
- ***Road Fund***
- ***Insurance Companies***
- ***Drivers and Vehicle Licensing Authority (DVLA)***
- ***Development Partners***
- ***Corporate Donations***

The annual, an average budget of **USD 2 million** secured from the above sources accounts for only 50% of the Commission's budget requirement.

The costs related to Engineering and Enforcement interventions are included in the implementing agencies' budget.



Exemplar Areas to Emulate

- A dedicated Research Centre BRRI, serves as a central crash data center responsible for coding police crash records to a standard crash data collection format and store all crash data in central database
- Very poignant road safety signs eg **“20 people died here so drive slowly and carefully”**
- Passengers have the right to arrest drivers who go contrary to traffic regulations without warrant.
- Stickers with inscriptions such as “Avoid Cell Phone Calls While Driving”, Passengers Be Alert: Speak Up” and Your Seat Belt Is Your Safe Bet!”



Exemplar Areas to Emulate Cont.

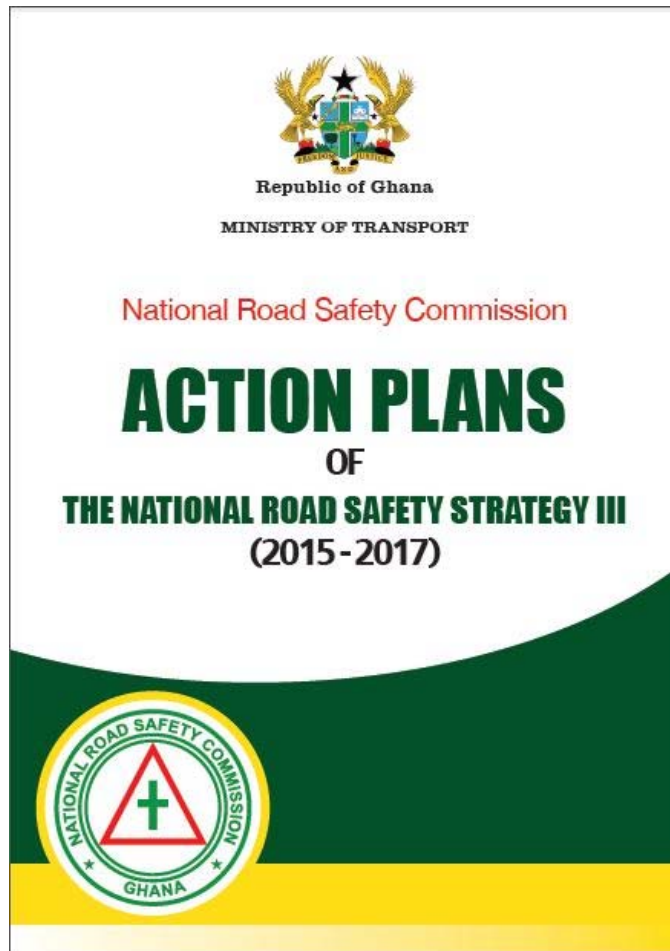
- Motor vehicles including trailer with a gross weight of over three and half tonnes or more shall be fitted with approved retro-reflectors to improve the motor vehicle's conspicuousness".
- Plan to introduce Passenger Manifest aimed at collecting information on both drivers and passengers at bus terminals before the start of a journey.
- Plan to incorporating road safety into basic education curriculum
- The World Bank has supported Ghana in developing textbooks and training School Help Educational Programme (SHEP) Coordinators nationwide.



Exemplar Areas to Emulate Cont.

- West Africa Road Safety Organization (WARSO) is collaborating with Ghana in installing speed limiters in commercial vehicles
- Three Ghanaians were honoured as members of the Organization for their immense contributions to road safety management in Ghana and the West Africa sub-region
- Promotes road safety research; and
- Sets standards for road safety equipment and ensure compliance

NRSC Action Plan of National Road Safety Strategy III-(2015-17) signed by all Stakeholders



DECLARATION

We, the undersigned, have undertaken to implement the 2015 - 2017 National Road Safety Action Plans of the third National Road Safety Strategy (NRSS III) to promote road safety in Ghana.

IMPLEMENTING INSTITUTION

	National Road Safety Commission	Name: Ing. Mrs. May Obiri-Yeboah	Designation: Executive Director	Signature:
	Driver And Vehicle Licensing Authority	Name: Rudolph Beckley	Designation: Chief Executive	Signature:
	Ghana Highway Authority	Name: Michael A. Abbey	Designation: Chief Executive	Signature:
	Department Of Urban Roads	Name: Abass Mohammed Awuku	Designation: Director	Signature:
	Department Of Feeder Roads	Name: George Alful Aido	Designation: Director	Signature:
	Ghana Police Service (Motor Traffic And Transport Department)	Name: Angerubutaga Awuni (DCOP)	Designation: Director General	Signature:
	National Ambulance Service	Name: Prof. Ahmed K. Zakariah	Designation: Chief Executive Officer	Signature:
	Ghana Red Cross Society	Name: Samuel Kofi Addo	Designation: Secretary General	Signature:
	National Disaster Management Organization	Name: Kofi Portuphy	Designation: National Coordinator	Signature:
	St John Ambulance, Ghana	Name: Anthony Kwame Asada	Designation: Chief Executive	Signature:
	Ghana Health Service (GHS)	Name: Dr. Ebenezer Appiah-Dankyira	Designation: Director General	Signature:
	Local Government Service Secretariat	Name: Dr. Callistus Mahama	Designation: Head of Service	Signature:

The responsibilities and tasks of each stakeholder are very specific, time bounded and measurable. In addition, each stakeholder is tied to at least one of the five road safety pillars relevant to its core activity



Road Safety Policies in Ethiopia

- Road Safety interventions in Ethiopia is in its infancy. It is only a Council which falls under the Ministry of Transport
- Funding for Road Safety Activities is not always assured
- Records are kept by the Police but there is no central point of analysis - very fragmented activity of incidents data management.
- In Ethiopia, the problem of road traffic accidents gets worse each year along with the economic & infrastructure development. Over the past 20 years, the government of Ethiopia spends nearly a billion dollars each year in road sector.
- The Government however spends far less on road safety interventions causing large increase in road fatality each year. Thus, Ethiopia is one of the worst performing countries in the World.
- Furthermore, analysis on the reported traffic accident for the past 16 years shows that, both fatality and total crash doubled during the last ten years with an average increase 11.3% each year.



Improvements Required

- In line with the above alarming problem the EU supported the Technical Cooperation Program (TCP) to develop the National Road Safety Council's capacity to collect, manage and analyse data, as well as devise interventions and how to monitor their implementation.

The areas marked for developments are (it will be useful to find funding for similar work in Uganda):

- Establish an appropriate web-based accident data collection and analysis system



Improvements Required Cont.

- Strengthen the transport management and safety officials involved at different level in the management of road safety through specific in country workshop and twinning arrangement
- Organise workshops and other capacity building initiatives in key areas such as: Transport Management, Transport Planning, for key positions from key organizations in the road sector
- Provide training in the areas of highway patrol, children road safety education, highway emergency medical service, road safety publicity and road safety engineering assessment.



Improvements Required in Uganda

- The National Road Safety Council should be organised on the lines of an autonomous Commission or independent office.
- Not as a department under the Ministry of Works and Transport.
- In addition, it should be supported with adequate funding, manpower and resources.
- It must have a clear Road Safety action plan which is prepared by all stakeholders and a declaration agreed and signed by all to ensure their formal engagement and commitment.



Improvements Required in Uganda cont..

- There must be maximum commitment from both political and technical leadership at central and local Government levels.

“I call on all Ministries, Departments and Agencies as well as Metropolitan, Municipal and District Assemblies, and all including the Media to be involved by acting on the requirements in the Strategy and showing a clear responsiveness to local concerns. Government on its part will continue to invest and strengthen the capacity of NRSC.”

Prof. John Evans ATTA-MILLS President of Republic of Ghana

- The Public Transport Sector must be regulated for effective management and training
- All Local Government and Education Sectors must all be stakeholders of the Road Safety Council



Improvements Required in Uganda cont..

- **The Driver and Vehicle Licensing Authority (DVLA)** must promote good driving standards in the country and ensure the use of roadworthy vehicles on the roads and other public places with annual inspection and testing.
- NRSC must try to conduct Public awareness creation through campaigns and integration of Road Safety in formal Education curriculum rather than the current uncoordinated efforts.
- Must adopt the Ghana system where a reputable organisation serves as a central crash data centre responsible for coding police crash record to a standard crash data collection format and store all crash data in central database managed by crash data management software



Thank You

Questions