

WARSO TECHNICAL AND EXECUTIVE CONFERENCE
SSATP – AFRICA ROAD SAFETY MANAGEMENT
FRAMEWORK

7TH – 11TH APRIL, 2014

FREETOWN, SIERRA LEONE



ROAD SAFETY MANAGEMENT IN GHANA

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GHANA'S ROAD SAFETY VISION

Ghana, a country with the Safest Road
Transportation System in Africa



GHANA

Population: 24 Million (as at 2010)

Road Network: 65,000 km

Vehicle Popn: 1.5 Million (as at 2012)

Fatalities: 2,000 annually

Serious Injuries: 5,400 Annually

Fatality Rate: 14 per 10,000 vehicles (as at 2012)

THE NATIONAL ROAD SAFETY COMMISSION (NRSC – GHANA)

ESTABLISHMENT

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

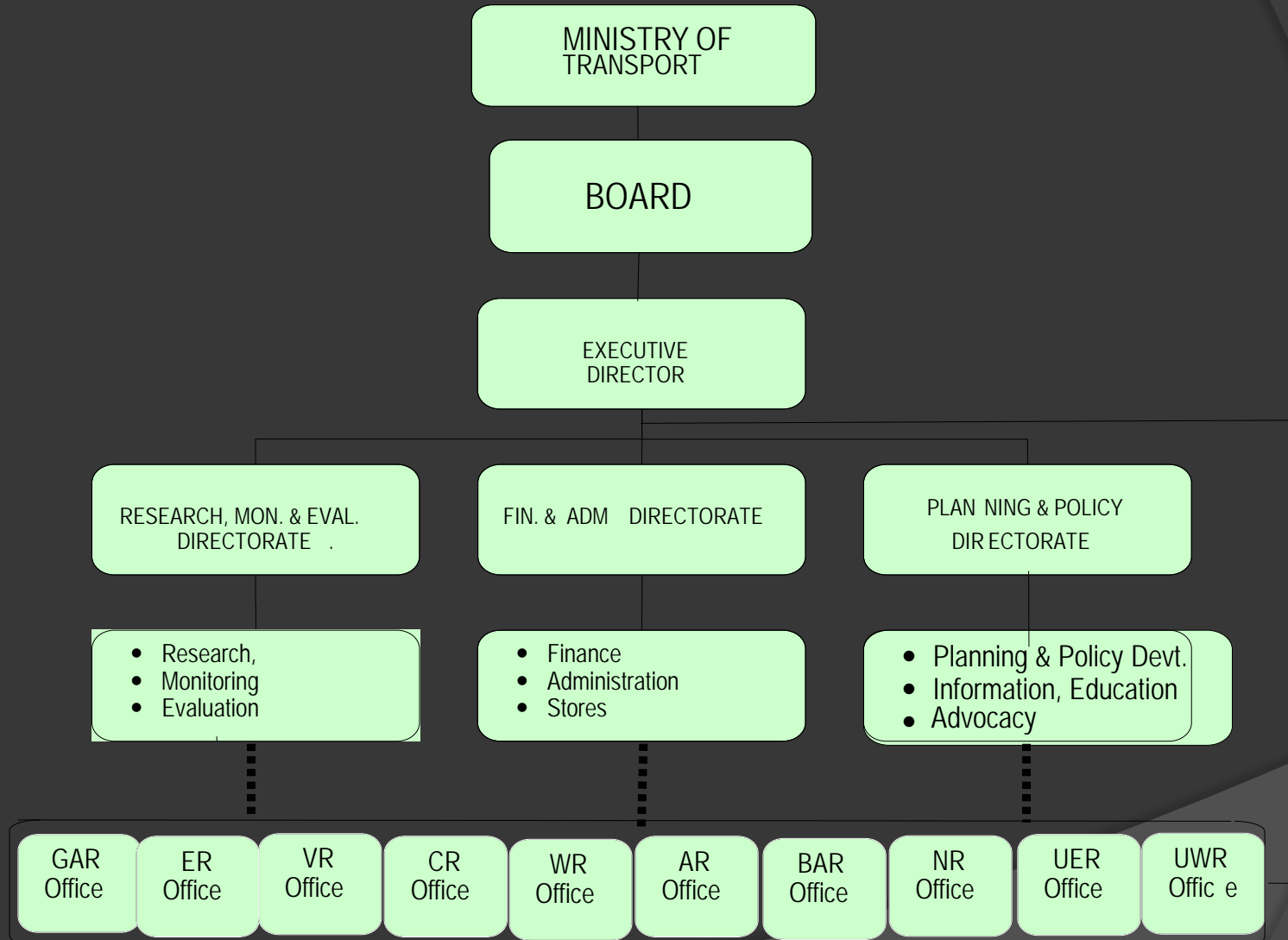
FUNCTION

To develop and promote road safety activities in Ghana and coordinate policies related to that

MISSION

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

STRUCTURE OF NRSC



FUNCTIONS/RESPONSIBILITIES OF NRSC

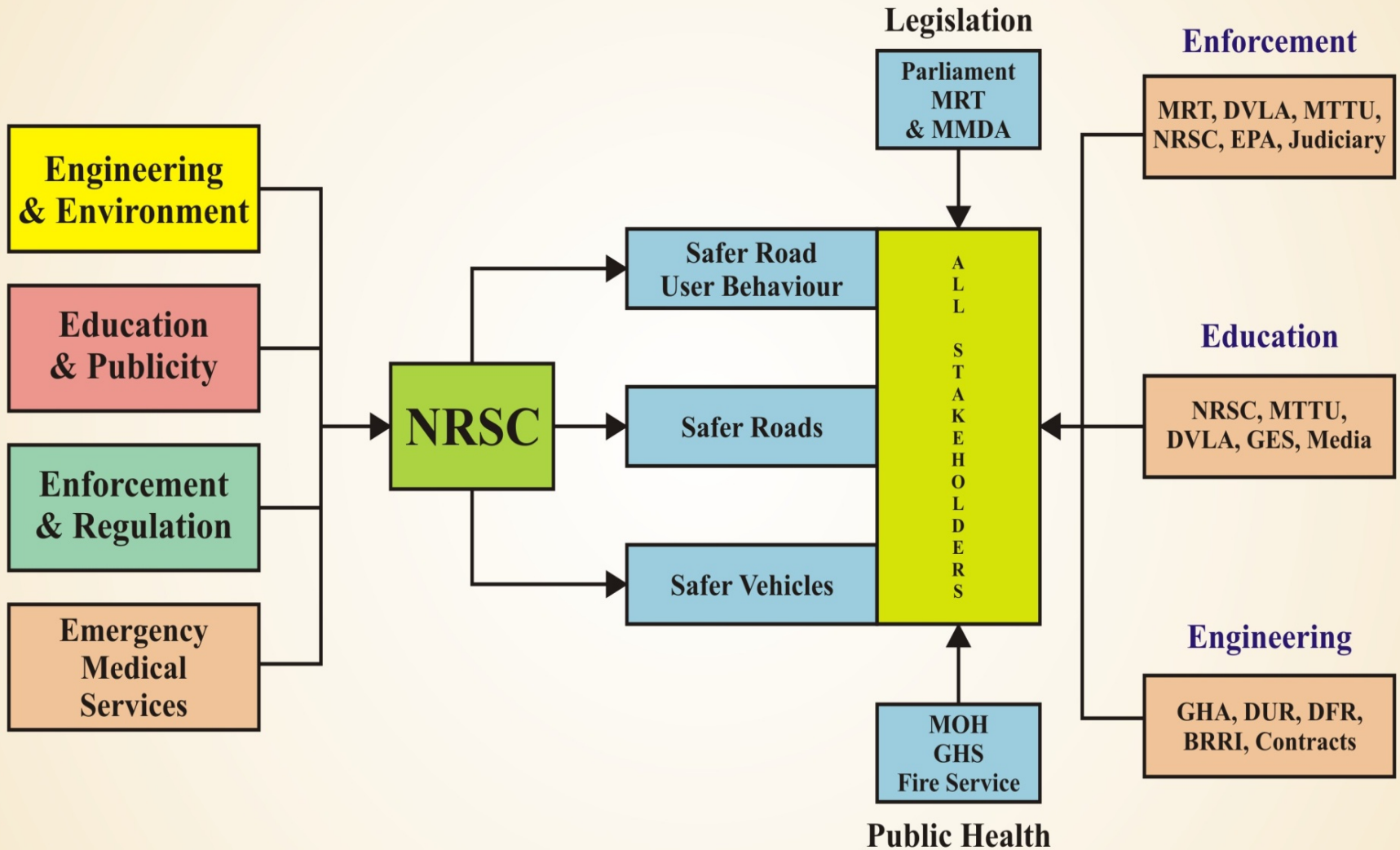
KEY RESPONSIBILITIES

1. To undertake nation-wide road safety planning, education, advocacy and resource mobilization for interventions.
2. To encourage the development of road safety education as part of the curriculum and the training of teachers in road safety
3. Set standards for road safety equipment and ensure their compliance

KEY RESPONSIBILITIES\

4. To co-ordinate, monitor and evaluate road safety activities, programmes and strategies.
5. To undertake research into road safety.
6. To develop and maintain a comprehensive road traffic crash database and publish reports related to road safety
7. Act in liaison with the Licensing Authority and any other bodies and institutions to ensure road safety

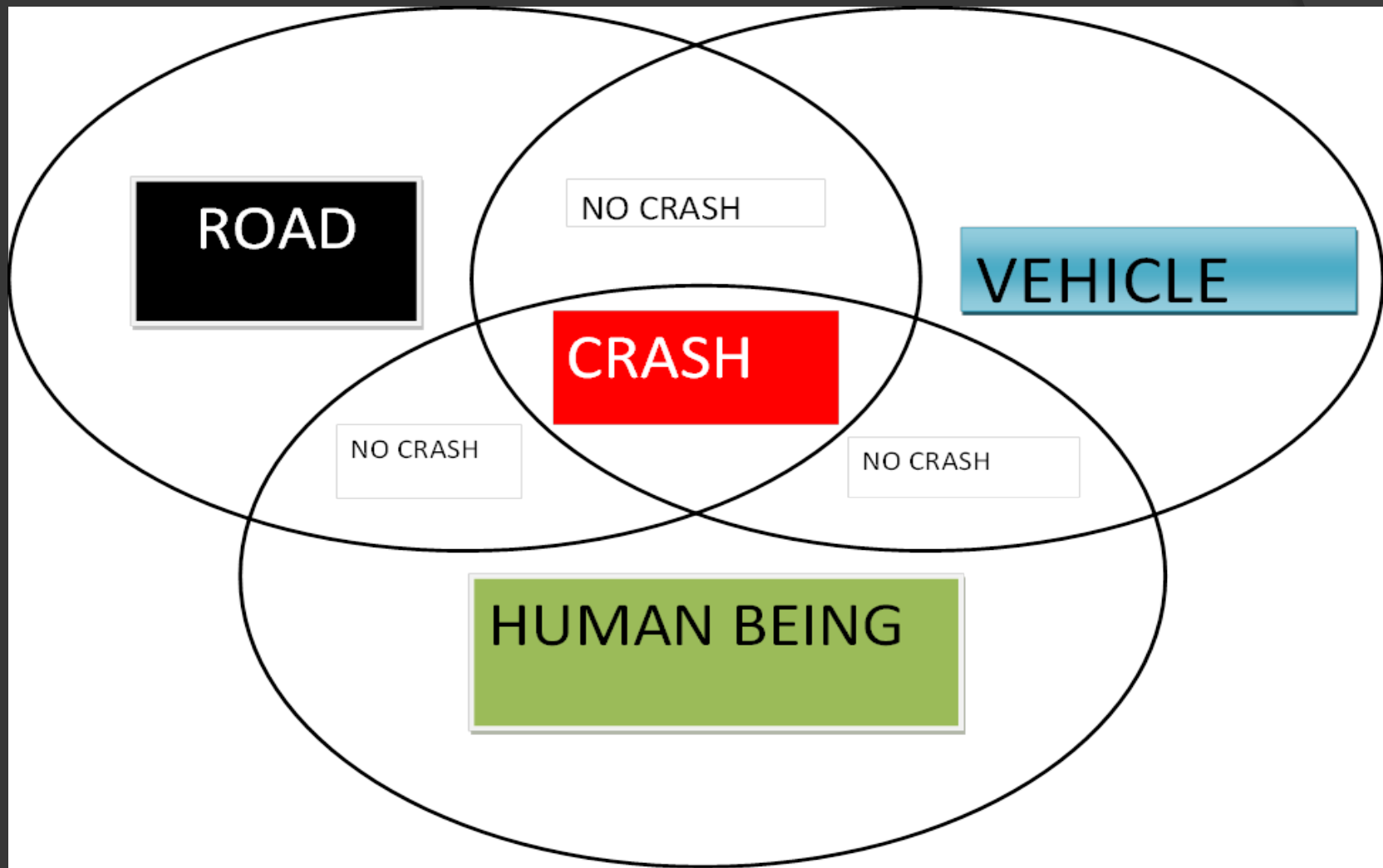
THE ROAD SAFETY MANAGEMENT FRAMEWORK IN GHANA



OTHER ROAD SAFETY RELATED MANDATES

- ACT 567 of 1999 gives the NRSC an ‘Advisory, Coordinating and Advocacy’ role in road safety management (No Regulatory)
- ACT 569 of 1999 gives the Driver and Vehicle Licensing Authority (DVLA) an ‘authority’ status to license drivers and vehicles and regulate them
- ACT 540 of 1997 gives Ghana Highway Authority(GHA) an “Authority” status to develop and maintain road infrastructure
- Police ACT gives the Ghana Police Service the mandate to establish a Motor Traffic and Transport Unit/Department to enforce Road Traffic Laws and Regulations
- A new ACT to establish a Road Transport Authority under the Ministry of Transport is on-going

The Road Transport System



NEW MANDATE



We are seeking an amendment of NRSC ACT 567 of 1999 to transform the Commission to “Authority” status:

The new mandate is to empower the National Road Safety Authority (NRSA) to ensure the COMPLIANCE of all road safety related activities and standards without conflicting existing ACTS especially DVLA ACT 569, Police ACT and GHA ACT 540

(Monitoring)

FUNDING OF NRSC

FUNDING SOURCE	(%) CONTRIBUTION
ROAD FUND (By LAW)	75
INSURANCE INDUSTRY	20%
GOVERNMENT OF GHANA CONSOLIDATED FUND	<5.0%
CORPORATE SPONSORSHIP	<1.0%
TOTAL	100

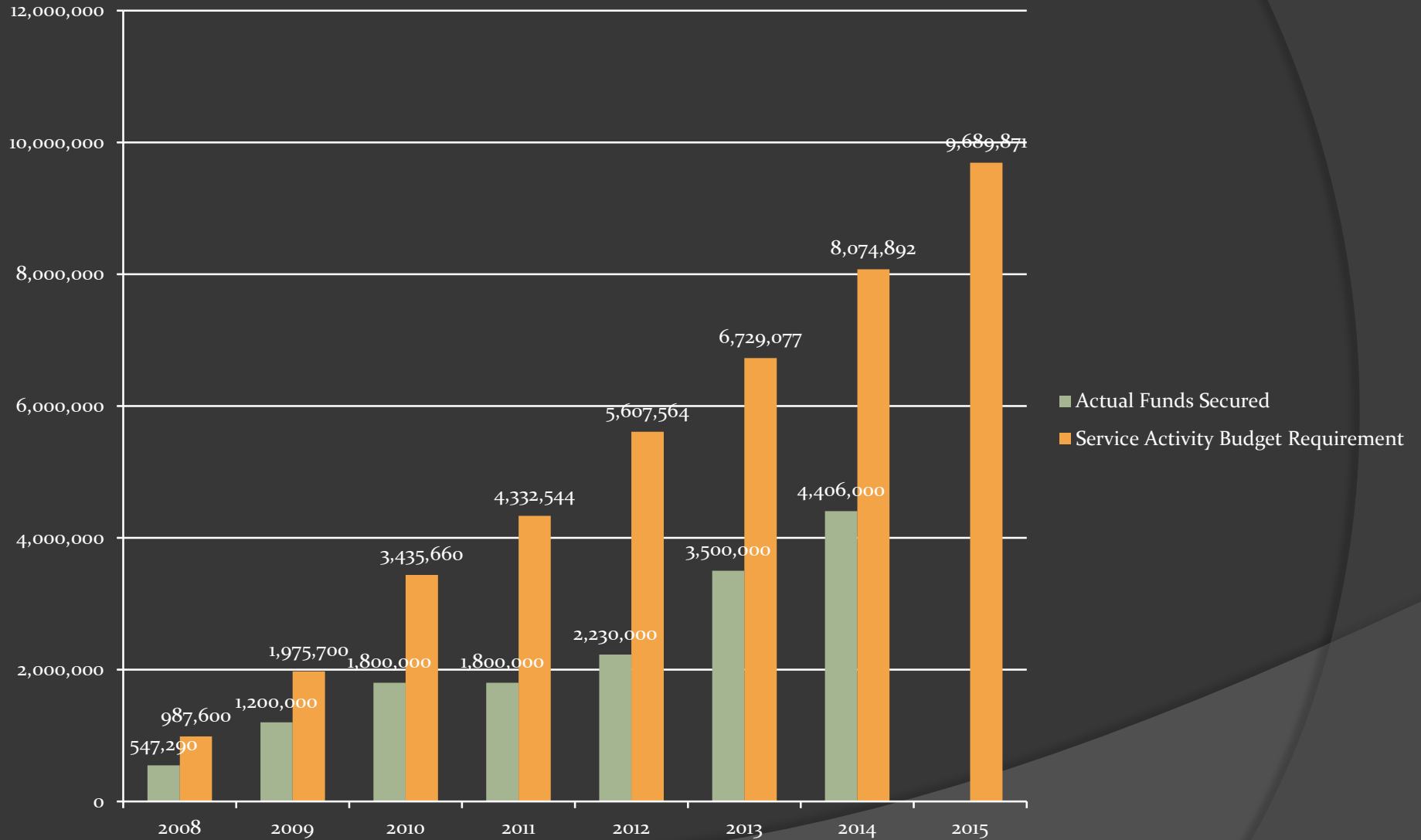
2014 ANNUAL BUDGET

TOTAL IN GH¢	4.50 Million
TOTAL IN US\$	1.57 Million

OTHER ROAD SAFETY RELATED INSTITUTIONS (4-10 TIMES NRSC BUDGET) – ROAD AGENCIES

TOTAL IN	GH¢	34.00 Million
TOTAL IN	US\$	15.40 Million

PROJECTED vs ACTUAL (ROAD FUND)



PERCENTAGE OF ROAD FUND THAT FINANCES NRSC



	2008	2009	2010	2011	2012
Fund Received for Road Safety Activities Expressed as a % of Road Fund Annual Budget	0.42	0.98	1.10	0.92	1.09

OTHER POTENTIAL SOURCES OF FUNDING FOR NRSC

Public-Private-Partnership (PPP) Projects

- Spot Fines with the Police
- Towing of Disabled Vehicles
- Operation of Speed Cameras
- Seek Strategic Partners for Special Projects
- Sale of Road Safety Equipment e.g. Retro-tapes

(NON-SUSTAINABLE)

MEASURES TO IMPROVE FINANCING FOR NRSC

In the Amendment of NRSC Act: Proposed:

- 3% of Road Fund Annual Budget
- 2% of Vehicle Registration and Inspection Fees
- 2% of Insurance Premium

MINISTERIAL/POLITICAL SUPPORT FOR ROAD SAFETY

- Regular interaction/meetings between Executive Director and Management of NRSC and Minister of Transport
- NRSC submits Quarterly Reports to Ministry of Transport
- Annual Report to Parliament
- Invitation of very high profile politicians – The President and Vice to road safety events/functions

INSTITUTIONAL SUPPORT FOR ROAD SAFETY



- Eight (8) Key Stakeholder agencies
- DVLA is the key partner of NRSC:
 - We undertake joint projects
 - Innovative projects – PVTs, Automation system, Computer Based Theory Test, mobile satellite services, among others
 - Current CEO was a management staff of the Commission
 - Both agencies are under one Ministry – Ministry of Transport
 - Both agencies were established in the same year (1999) to promote road safety
 - We think DVLA is the most effective agency that can help in crash and casualty reduction

STRENGTH OF NRSC



ITEM	INSTITUTIONAL MANAGEMENT FUNCTION	STRENGTH
1	Results Focus	Can do better
2	Coordination	Strong
3	Legislation	Can do better
4	Promotion	Strong
5	Funding & Resource Allocation	Can do better
6	Monitoring and Evaluation	Can do better
7	Research, Development and Knowledge Transfer	Strong

LESSONS TO BE PASSED ON

- ① There must be a lead agency with sustainable structure
- ① Lead agency must be autonomous
- ① National RS Policy and Strategy
- ① Must have a coordinating role
- ① Mandate to regulate and demand compliance
- ① Should have sustainable financing



for your Attention