

**GHANA- ACCRA METROPOLITAN ASSEMBLY (AMA) INSTITUTIONAL ASSESSMENT ON
ROAD SAFETY**

**Report by Labram Musah (Vision for Alternative Development- VALD) between 9th to 15th
June, 2015.**

This report consists of assessment of the following road safety Institutions/agencies

- Motor Traffic and Transport Department (MTTD) of the Ghana Police Service
The National Motor Traffic and Transport Department
Accra Regional Motor Traffic and Transport Department
- Accra Metropolitan Assembly (AMA)
The Head Office
Office of the Accra Metropolitan Assembly Metro/City Guards
- National Road Safety Commission (NRSC)
- Driver, Vehicle and Licencing Authority (DVLA)

The Assessment detailed into:

- The legal mandates
- Structures
- Operational effectiveness
- fines and the Courts
- Vehicle licensing
- Training and development
- Capabilities and capacity
- Handling of risk factors
- Recommendations
- Appendices:
 - (i) Relevant legislation
 - (ii) Police powers
 - (iii) AMA powers
 - (iv) Presentations
 - (v) Road crashes statistics
- Attachments
 - 1. Local Govt AMA Establish Instrument 1999 - LI 1615
 - 2. LOCAL GOVT BULLETIN SEPT 1995
 - 3. NRSC Statistics 2013 latest in 2014(Dec 8_FINAL) Road Traffic Crashes in Ghana
 - 4. POWERS OF THE POLICE IN THE ROAD SAFETY ACT 2004
 - 5. PRESENTATION - BLOOMBERG FINAL—DVLA
 - 6. Road Safety Assessment - List of Institution Interviewed
 - 7. Presentation AMA bloomberg Korama AMA

INTRODUCTION

The purpose of this assessment is to get an understanding of the role of various government departments and agencies that are involved in road safety and how these roles will impact positively in reducing road crashes leading to preventable deaths within the Bloomberg Initiative on Road Safety.

It was also to delve into institutional capacity in terms of their legal mandate and jurisdictions with specific reference to road safety within the Accra Metropolitan Assembly where the project is expected to cover.

Finally, to draw conclusion and give some recommendations

In all five institutions were visited but seven key people were interviewed. The meetings took the form of one-on-one interviews, formal presentations and overview meeting.

No single entity has the power or authority to embark on road safety, it takes the collaborative efforts of many agencies to effectively complete the entire phase of the road safety issues in Ghana. These agencies includes but not limited to National Road Safety Commission (NRSC), Motor Transport and Traffic Directorate (MTTD) of the Ghana Police Service (GPS), Driver and Vehicle Licensing Authority (DVLA), Accra Metropolitan Assembly (AMA), Ministry of Transport and Highway, the Transport Department etc.

The road safety hinges on five strategies as enshrined in the National Road Safety Strategy 3 namely:

- Pillars of NRSS III
 - i. Road Safety Management
 - ii. Safer Roads and Mobility
 - iii. Safer Vehicles
 - iv. Safer Road Users
 - v. Post-Crash Response

Strategic objective of NRSS III is “to reduce fatalities and injuries by 50% by 2020” in line with the United Nation Decade for Action on Road Safety 2011-2020.

INSTITUTIONAL MAPPING

THE MOTOR TRANSPORT AND TRAFFIC DIRECTORATE (MTTD) OF THE GHANA POLICE SERVICE (GPS)

The Motor Transport and Traffic Directorate (MTTD) is an agency under the Ghana Police Service. MTTD is responsible for road safety in Ghana. It was established in 1952.

The MTTD educates road users on accident-free road practices by training motorists and pedestrians. The members of the MTTD are trained to spot, warn and arrest offending motorists. The MTTD records all accidents and publishes the statistics on a quarterly basis in print and electronic media. Personnel of the MTTD control traffic and enforce traffic regulations. The MTTD is in-charge of escort for the President of Ghana, state and foreign dignitaries.

The MTTD has about 2000 personnel nationwide. These personnel are trained by the various Ghana Police Service training academies and posted to all the district police stations to work hand in hand with the police personnel in ensuring road safety in the area.

The MTTD in the pursuit of its functions works with other agencies of state to reduce road accidents. Key among them include:

- National Road Safety Commission (NRSC)
- Driver and Vehicle Licensing Authority (DVLA)
- Ghana Police Service (GPS)

The Motor Transport and Traffic Directorate promotes road safety through a structured programme it employs named the four Es. They are:

- Enactment of laws and traffic regulations to govern road use in Ghana
- Education for road users
- Engineering the construction of feeder and urban roads, Zebra crossing and road signs
- Emergency medical services for accident victims

Road offenders

From January to May 2011, the MTTD convicted about 1800 road users for various road offenses with fines totally 400,000 cedi (approximately 260,000 dollars) being charged. Offenders who were found guilty of grave road offenses within the period were jailed.

Assessment with Assistant Superintendent of Police (ASP) Akrofi of the Accra Regional Office of the Motor Transport and Traffic Directorate and

Assistant Superintendent of Police (ASP) Sasu Mensah of the Motor Transport and Traffic Directorate Head Quarters

My meeting with Assistant Commissioner of Police (ACP) Akrofi of the Accra Regional Office of the Motor Transport and Traffic Directorate was very helpful and informative, most of the information was from the Regional MTTD.

By way of introduction ASP Sasu expressed worry about the focus of the project limiting it to only the Accra metropolis instead of Greater Accra because the metropolis is just a subset of Greater Accra. Every data being used for this project did not only take place in the metropolis but rather across the length and breadth of the Greater Accra region. I allayed his fear and assured him that with proper coordination and management challenges will be overcome. I also made him to know that this is the very reason why the assessment is being conducted, for strategic purposes.

Operational Effectiveness

The MTTD outfit revolves around matters of operations especially when there is a major national events, we bring in all the various MTTD's to manage and control traffic and maintain order.

With administrative issues like accidents and investigations a formal report has to be made to the Police. Duty officers both for day and night are dispatched to the accident scene to ascertain the situation, where the victims have been taken to the hospital, a follow up is made to ascertain the state of damage for both human and property after which they report back.

When a minor accident is reported at the station a diary of action is prepared- which shows the movement of the police when an accident occurs. The officer refers the case to the Charge office then an investigator is assigned. A docket will now be open for prosecution at the court.

Sometimes when accidents occurs it goes to the law court for adjudication and other times the parties involved prefers out of court settlement. Ideally the MTTD will prefer that all road accidents are dully recorded to know the exact cause of accident- this will help to find appropriate remedies.

All fatal accidents come to the notice of the MTTD for proper investigations.

The MTTD personnel may not be at all Police posts except in cases where there is an emergency because not all Police can handle accident issues.

There are no strictly adhered Policy documents or procedures outlined to handle or tackle incidents. Plans are formulated to deal with situations when they occur.

The MTTD do patrols especially on the highways. The MTTD and the judiciary have a cordial relationship- issues of road accidents are dealt with swiftly especially where investigations are completed. The fines are very rewarding and it is very difficult for a case from MTTD be thrown out. The only challenge however, is the quality of the evidence put before the Courts by the MTTD Police in order to secure a conviction.

The Ghana Police Service have a control room (an operation room) where there is a base radio for communication. It is easier to communicate with another person who also has a handset. Any message brought on board will be disseminated immediately.

The Police MTTD takes command only from the Ministry of the Interior.

Structure of the MTTD

The MTTD and the Police service is structured in regional and divisional basis.

The MTTD/GPS do not have a well define structure, however a draft has been presented to the leadership and it is been looked at for consideration.

The MTTD works with this structure in a hierarchical manner with Regional Police MTTD on top and the Post MTTD the lowest.

Road Accidents can be reported in any of the MTTD offices listed below:

- Regional Police MTTD headed by regional/police commanders or a deputy commissioners- 2nd in command
- Divisional MTTD headed by assistant commissioners or chief superintendent of police,
- District MTTD by a district commander
- Stations MTTD
- Post MTTD

Administrative structure within the MTTD

- General office/administration,
- Prosecution,
- investigation
- traffic offences and
- accident investigators are the sections within all the MTTD offices- but not on paper- its yet to be approved by the Police Administration at the Head Quarters

Ranks and reporting Structure

An Inspector reports to constable, constable to lands Corporal, lands corporal to Corporal, Corporal to Sergeant, Sergeant to Assistant Superintendent of Police (ASP) to Assistant Commissioner of Police (ACP) to HQ Director Gen of police MTTD then to the Inspector General of Police (IGP)

Relationship with AMA City Guard

According to ASP Akrofi, the MTTD collaborates with the City Guards in undertaking some imperative tasks such as traffic management and education. The Police is backed by the Legislative Instrument (LI) 2180 whilst the AMA has legal backing within the AMA hence the cordiality through joint public education together with other stakeholders.

Other agencies in respect to road safety are Ghana National Fire Service, NRSC etc. In cases where there is a fire outbreak the Fire Service is needed to quench the fire and DVLA responsibility is to check vehicle road worthiness.

The history of road safety in Ghana started with the Police with the IGP leading the committee until later before the introduction of the road safety commission.

As to how the MTTD collaborate with the AMA city guards and how different the operations are, ASP Sasu stated that the MTTD work with rules and regulations, there is a hierarchy of laws that guides our operations and once they operate within the arms of the law we are able to work with them effectively in this direction. The MTTD do enforcement whilst AMA Metro Guards assist to direct and control traffic- in short their powers are limited.

The capacity building training for the AMA city guards must be a collaborative one and should fall within the ambit of the law.

Logistics/Capacity

The MTTD will need all kinds of training which will enable them know exactly what they are supposed to do and by that they can make a better input.

Capacity building workshops, technological equipment for gathering data and evidence, computers, steel cameras, vehicles, motor bikes, CCTV cameras etc. are mostly needed.

Towing is usually handled by the National Road Safety Commission, the metro mass and AMA because MTTD is challenged- this is a form of collaboration.

View on transfer of trained officers who are trained for this project

When officers strictly follow laid down procedures, transfer is very difficult. I have been here since I was posted and there are a couple to MTTD personnel who are still at post since they took office till date. The transfer is also an avenue to transfer knowledge and skills to other

regions. There must be a programme to train MTTD personnel when posted to the Accra Metropolis.

Police training and recruitment

Road safety is not a subject specifically taken by students, they are all giving special training which makes them to fit in any area they are posted to.

When asked if it is possible to include road safety in the police training school curriculum, ASP Akrofi said it is very possible. It will build their capacity and knowhow in the field before they graduate. This project could be an avenue for reforms including road safety in the police training curriculum.

When newly officers are posted to the MTTD, they are given orientations specifically on road traffic management before sending them out on duty. The orientation involves both theory and practical. There are periodic refresher training to the MTTD personnel.

The training for the newly officers are both practically and theoretical. The MTTD teaches the new personnel road safety laws so that they are well versed.

There are no professional development programmes for the MTTD personnel, but they are taken through some refresher courses that will make them sharp as far as Policing is concern. Occasionally the Headquarters organizes general courses such capacity building training and best practices for the personnel.

Availability of funds is a challenge- for instance if MTTD wants to train its personnel it will require materials, venue rental, refreshment etc.

The basic entry requirement to the police training school is that the individual must have five (5) passes including English and mathematics and must qualify in terms of height a minimum 5.8 inches for Male and 5.4 inches for Female. Above all one needs to be medically examined to ascertain whether qualify or not. An entrance examination is then conducted.

Every police man and woman is given a police handbook and code of ethics and conduct

Management of risk factors:

Extensive Public education and awareness is key in addressing all these risk factors. It is also very unfortunate that most of our big men are those found using phones while driving.

On Drink/drive, ASP said using alcohol is part of the Ghanaian culture, in every social function or event different kinds of alcoholic beverages are served which is worrying because alcohol is a major cause of accident on our roads.

Strategy for handling risk factors like drink drive, helmet, seat belt, mobile phone are generally handle well by education. We also do capacity training, enforcement and

sensitization. On drink drive the permissible limit is 0.08 grams and there are equipment's (breathalyser) for checking this are woefully inadequate.

On helmet ASP Sasu revealed that the riders do not cherish their lives and the chances of survival in the case of an accident are very slim. We do enforce the law but yet the occurrence is still on high and most of the bikes are not also registered.

On seat belts, ASP said the MTTD has made some progress but again the challenge have to do with commercial vehicles because it is only the driver who wears it. Mobile phones is a big challenge but with time I believe we shall make progress through massive education. In this case, one need to have pictorial evidence before prosecution takes place. The law frowns on all "hand held device" whilst driving. Ear piece and Bluetooth are exclusive because they are not hand held.

Motivation

ASP Akrofi admitted that the nature of our work is very tedious because it demand much strength and stamina and that is what we are trained to do and it makes us very discipline.

The working hours vary when it comes to the work of the MTTD. The MTTD personnel are mostly busy during rush hours between 6am to 10am and 2pm to 5pm just to manage and control traffic. There is no overtime and off days for the Police, except when an officer is sick. The MTTD personnel are only entitled to 42 days leave.

Payment of salaries are done according to performance. The MTTD is a disciplined institution and so when it comes to doing the right thing the right way you can always trust us and if you are found to have violated lay down procedures your salary is reduced depending on the degree of the act, demotion, suspension etc.

The MTTD is financed from the national budget. Mounting check points are part of the enforcement strategy. The police MTTD do not have a budget for campaign. The motivation for any police officers is his/her salary

Data collection

Data on road accidents are collated monthly. An officer is assigned to handle this reports and are done in all the police stations in the country. When an accident occurs and there is death it is classified as fatal and for bruises it is minor by way of grading.

Motor/Crash data information are done monthly, this data goes to the NRSC for processing and later feed the media. The monthly motor accident has the following categories:

- Police stations
- Number of cases
- No. of vehicles involved – commercial, private, motor bike
- Fatal

- Serious
- Minor
- Pedestrians Knocked down
- Persons killed (male and female)
- Persons injured

The MTTD offices also collates the motor offences for every month

The following are the categories of the motor offences:

- Police station
- Total no. of cases reported
- Total no. of cases sent to court
- Total no. of cases convicted
- Awaiting trial
- Under investigation
- Bench warrant
- Jailed
- Warning letters
- Discharged
- Court fines
- Fines paid

However there are no records of causes of the accident such as:

- Over speeding
- seat belt usage,
- mobile phone
- Drink drive
- Helmet
- Careless driving etc.

There are however penalties that are spelt out in the Act 2180 to be paid by road offenders.

Cases that frequent the court for prosecution are careless driving, dangerous driving, drink drive etc. Every accident or road traffic regulation is recorded and collated monthly and quarterly and it form the basis of the national statistics.

Road traffic offences are criminal, the MTTD facilitate the process for prosecution. One can only appeal through the law court. The MTTD is also fully represented at the law court to provide evidence and in most cases the witness and the offender is also allowed to do same and in the end it is only the court that can determine the outcome of the case based on the evidence available and their discretion.

Memorandum to IGP to get his endorsement that the trained MTTD staff will stay within the metropolis- the challenge is that the MTTD is not independent, change of government, and transfer of IGP etc. affects operations.

ACCRA METROPOLITAN ASSEMBLY

Background

Accra is the administrative capital city of Ghana and it is the country's seat of Government. It is located along the coastal belt of Ghana and it is bordered to the North by the Ga West Municipal Assembly, to the South by the Gulf of Guinea, East by La Dade Kotonpon Municipal Assembly, and West by Ga South Municipal Assembly.

Accra as a local authority has been in existence since the colonial days. It was then known as the Accra City Council. However, in 1988 with the passage of Local Government Law 207, and an establishment instrument, LI1615, Accra became known as the Accra Metropolitan Assembly (A.M.A.).

After declaration of the 4th Republic, the Local Government Act of 1993 reaffirmed Accra as a Metropolitan Assembly.

Vision: A New Accra, clean and environmentally sound where the City Authority mobilizes sufficient resources, both internally and externally; and utilizing these resources judiciously to benefit the people of the City

Mission: To improve the quality of life of the people of the City of Accra especially the poor, the vulnerable and excluded by providing and maintaining basic services and facilities in the areas of education, health, sanitation and other social amenities, in the context of discipline, a sense of urgency and a commitment to excellence

Functions

The Assembly has a Presiding Member who is elected from among its members by at least two-thirds of all the members of the Assembly. The Presiding Member leads the Assembly in its deliberations. Heads of Decentralized departments take part in Assembly meetings to provide technical support and expert advice on issues being discussed.

The District Assembly as a legislative body is responsible for making bye-laws to guide their activities in their area of authority.

Section 10 (3) of Act 462 identifies Eighty-Eight functions of the Assembly and amongst these are;

Responsible for the overall development of the district and to ensure the preparation and submission through the Regional Coordinating Council for the approval of the development plan to the National Development Planning Commission (NDPC) and budget to the Minister

for Finance for the district

Formulate and execute plans, programs and strategies for the effective mobilization of the resources necessary for the overall development of the district
Promote and support productive activity and social development in the district and remove any obstacles.

Initiate programs for the development of basic infrastructure and provide municipal works and services in the district

Be responsible for the development, improvement and management of human settlements and the environment in the district

In cooperation with appropriate national and local security agencies, be responsible for the maintenance of security and public safety in the district

Ensure ready access to the courts and public tribunals in the district for the promotion of justice

Initiate, sponsor or carry out such studies as may be necessary for the discharge of any of the functions conferred by the Act or any other enactment

Assessment with Accra Metropolitan Assembly - Lydia, Special Assistant to the Mayor and Director of budget and A Lawyer to AMA—Lawyer Tsumase

There are 3 categories of assemblies in the country namely; metropolitan assembly, municipal assembly and district assembly.

All the District Assemblies have their own bye laws which are derived from the national law. All the byelaws are subject to approval of the Attorney General.

The Accra Metropolitan Assembly (A.M.A.) as it exists now has 10 Sub-Metropolitan Councils under LI 2034 of 2012 which are Osu Klottey, Ashiedu Keteke, Ablekuma South, Ablekuma North, Ablekuma Central, Okaikoi North, Okaikoi South, Ayawaso West, Ayawaso East and Ayawaso Central

Structure and operations

Security in the Metropolis is under the auspices of the District Security Committee (DISEC) which is chaired by the Metro Chief Executive. Membership of DISEC include the Ghana Prisons Service, Armed Forces, Bureau of National Investigation (BNI), Customs Excise and Preventive Service (CEPS) Ghana Immigration Service and Ghana National Fire Service.

Structurally, the AMA is made up of the General Assembly at the apex, followed by Eleven (11) Sub-Metropolitan District Councils which are subordinate bodies of the Assembly

performing functions assigned to them by the instrument that sets up the Assembly. The Assembly is composed of the Metropolitan Chief Executive, who is nominated by the President and approved by at least two-thirds of the members of the District Assembly present and voting.

The Assembly is comprised of 60 elected members from each of the 60 Electoral Areas, 30 appointed members, and 11 Members of Parliament (MPs) in the Metropolis. The MPs however have no voting rights in the Assembly.

Meetings of the Assembly are chaired by the Presiding Member who is elected from among its members by two-thirds of all the members of the Assembly.

Each of the 11 Sub-Metropolitan District Councils consists of not less than 25 and not more than 30 members made up of all elected members of the Assembly in the Sub-Metropolitan District and such other persons resident in the Sub-Metropolitan District appointed by the Regional Minister acting on behalf of His Excellency the President of the Republic of Ghana.

Operations

The AMA has been allocated eight (8) police men from the Ghana Police Service to assist in security of the AMA. The AMA implements local level policies and byelaws. The AMA works within their mandate.

The AMA has control over its jurisdictions and all event or activity within the Accra Metropolis must be done in conformity with laid down procedures of the AMA.

The AMA do not have the mandate to effect arrest but can facilitate the arrest of offenders. The AMA works closely with the Ghana Police Service especially the Accra Regional office of the MTTD.

There are about 200 metro guards whose responsibilities is to:

1. Ensure that the commercial vehicles that operates within the Accra Metropolis are dully registered with the Assembly
2. Arrest and detain vehicle that have not registered with the Assembly
3. Clamping and towing of cars that are wrongly parked
4. Reporting road offenders to the police to effect arrest
5. Direct traffic in accident prone areas

The metro guards are trained by the Ghana Police Service.

Spot fines are paid at a bank and a receipt is issued.

There are a number of sanitation court (motor courts) which aids the AMA in prosecuting motor offenders. The AMA also works with the Judiciary in prosecuting motor offenders.

There is a legal department within the AMA that lead in the prosecution of the motor offenders.

Motor Offences

The AMA has a 24 hours towing and clamping services, it also works with the NRSC to embark on education and awareness on road safety.

Challenges

Low capacity on road safety issues

Inadequate metro guard personnel to effectively control traffic

Needs

Recruitment of more metro guards

Training of metro guards on road safety and traffic management

Motivation of the Metro Guards

Motors for the metro guards to effectively enforce road safety

Assessment with Accra Metropolitan Assembly (AMA) Metro Guards-- Chief Inspector Wilson Mante

Every District Assembly has guards that act as Police to the various assemblies and we refer to them as metro guards. We have district guards, municipal guards and metropolitan guards. The Metro Guards falls within the Accra metropolis and the others also have their special names depending on their area of jurisdiction.

The Metro Guard unit of the AMA has an organogram that shows how the chain of reporting flow. The head of the metro security coordinator- chief metro guards – deputy metro guard, chief inspector, inspector, sergeant, corporal and finally to the metro guards.

The day-to-day activities is headed by the main administration department under the Security Coordinator.

Powers of the AMA Metro Guards

Act 462 empowers District Assemblies to enact their own bye laws as special assignment at the zebra crossing, schools, and other public places.

Fines and the Courts

The AMA Metro Guards enforce taxi and commercial drivers permit bye laws. Specifically check on yellow stickers mandated for all commercial drivers operating within the metropolis.

A spot fine is usually applied on those who do not have yellow stickers. Vehicles that are wrongly parked on pedestrian ways or on major roads are towed by AMA officers to their station.

As to whether there are records of payments made, Mr Mante said this is done by gathering or collating all daily returns at the end of every month to administration. This was debunked by the AMA director of Budgeting- rather when a driver is fined there are dedicated banks where the fines are paid and upon return of the receipt to the metro station the car is released.

It was emphatically clear that the AMA do not handle accident cases but the MTU.

The AMA Metro Guards have over the years collaborated with other stakeholders MTU and the NRSC mostly on public education and media sensitization as well as enforcement of the road safety act.

The national police service has allocated eight police personnel whose duty is to escort officers on major operations to protect them in discharging their duties.

The AMA has about 200 Metro Guards, this number is supplied to other areas within the metropolis based on request. The AMA assist in generating funds but on government payroll.

Spot fine fee

Towing ---two hundred and fifty Ghana cedis (GHS250)

Escort --- one hundred and fifty Ghana cedis (GHS150)

Clamping--- one hundred and fifty Ghana cedis (GHS150)

Commercial vehicle stickers--- fifty Ghana cedis (GHS50)

Needs

Capacity training workshop for Metro Guards

Professional training for the Metro Guards

Training for heads of the Ghana Private Road Transport Union since they are the major road users

Computers, motors, patrol cars,

Recruitment of more Metro Guards

ASSESSMENT WITH THE NATIONAL ROAD SAFETY COMMISSION (NRSC)-

In the meeting were Mr Adonteng, Director of Planning and Chief Executive Officer Mrs Obiri, Abraham Zaato, Sara Whitehead and Labram Musah

After a detailed presentation on the Road Safety Situation in Ghana by Abraham Zaato, Research, Monitoring and Evaluation department of the NRSC, discussions follow afterwards.

According to Mr. Adonteng, there are strategies at the regional level - much needed to be done at the community and district levels by the various District Assemblies, this could be done effectively if they own the project.

The National Road Safety Commission (NRSC) is the Lead agency and coordinating institution in road safety and the Bloomberg Road Safety Project in Ghana.

Strategies developed by the NRSC for the AMA

There are 10 sub-metros in Greater Accra, the NRSC have developed guidelines for them which are to be incorporated into their operations to manage safety issues on daily basis. The NRSC is aware that all the sub-metros have their transport department with a road safety officer in charge of safety issues. The issue of data is paramount when it comes to its usage and the interpretation. The NRSC is planning to build their capacity for the benefit of road safety in Ghana.

Accra Metropolitan Assembly (AMA) has set up a transport department which is being headed by a road safety officer to handle road safety issues.

The Transport Department will handle data collection, analyzing of the data and interpretation. The AMA will now have to narrow down to ensure that the Accra metropolis has its own data to work with, therefore capacity building is highly recommended to ensure that this is very well done.

The NRSC is not sure if the Accra Metropolitan Assembly (AMA) has the road safety situation data in totality but as and when request are made we give some level of access to stakeholders who need them.

There is a certain level of collaboration between regional offices but because there are no specific units in charge hence the current situation which is now changing owing to the new directives that all assemblies must have transport unit and a road safety officer as the framework demand. The plan is that the officers will liaise with our regional managers for the purpose of data sharing for effective implementation. After provision of these data they are to do their own planning with their engineers and officers on how they want things done. If all these measures are followed as planned our work will be easier in terms of records keeping and making references. Data management set up in the various regions is key in this campaign.

With respect to collaboration with other relevant agencies there is a committee being set up which will include the establishment of a secretariat with the services of engineers and road safety personnel and we welcome the ideas of VALD in the successful implementation of the project as well. If Accra alone can record a massive reduction in road carnage it is a plus for the entire nation even though the focus is on Accra specifically the Accra Metropolis. We do not have all the knowledge hence we shall be grateful if the "Bloomberg foundation" will make available some of its expertise to come on board to assist to due the vast experiences they have over the years implementing similar projects in other countries.

The NRSC mostly follow up to ascertain the authenticity of the data or information from the Police Hospital or the Insurance service to check for consistency in figures.

The NRSC stands tall in the Africa region in data collection and the World Bank, WHO etc. can testify to this and it is not to say that we have no flaws or under reporting. On fatalities Ghana has made great progress but on injuries and damages there is a lot to do.

Mr. Adonteng recounted some misinformation when WHO presented some figures on their own which was twice what the NRSC had presented. The NRSC quickly investigated what led to that figure because it uses the United Nations (UN) prescribed standard. Our findings revealed that the WHO solely relied on figures presented to them by the various health institutions without considering the periods they died. We found out that even those who died after the two to three months were recorded as road deaths. Under normal circumstance WHO should have used the standard used by the NRSC which is death recorded before 30 days are considered as road death but after 30 days or more the person could have been killed by other means other than the accidents. That notwithstanding we are not too happy with the death toll of the nation and we wish the figures will be reduced drastically.

The researchers work on contract basis, they are the same people who do the analysis based on the format we give them.

We have a three (3) years action plan and our supporting stakeholders like the Police are to give us a situation report every six (6) months of which we study and respond appropriately.

The NRSC is the chair to the steering committee that is currently handling the road safety project.

The NRSC is seeking for a bigger mandate from government to summon all the various agencies to give a report on the activities they have been able to do and where they are not able- they are queried.

MEETING WITH DRIVER AND VEHICLE LICENSING DIVISION (DVLA)

Overview by the Chief Executive Officer, Driver and Vehicle Licensing Division (DVLA)

The DVLA holds its legal existence to Act 569 of 1999. We are mandated to promote good driving standards in the country, ensuring use of road worthy vehicles on our roads and other public places. Our mission and vision statement seeks to ensure best practice for licensing.

The Driver and Vehicle Licensing Division (DVLA) is a department that has a mandate to manage and regulate vehicle and driver parts because they are the key factors that can either make or unmake the road safety sector. There are several departments at the DVLA but the very technical core ones are the "Vehicle inspection & Registration and the Driver Training and Licensing department".

This mean everyone who engages our department will have to go through training, testing and licensing. Applicants will have to be 18 years and above and will be required to undergo our driving school concept after which you come back for some tests. As a result of this, our licensing platform is also packaged in a testing platform with respect to the law. When one goes through the testing process then the licensing process is also complete hence the driver training testing license.

Operations

The DVLA has vehicle inspection and registration and we either inspect the vehicle for registration or road worthy assessment, any vehicle that mounts the road must be submitted first and foremost to the licensing authority for condition assessment in terms of road worthiness status and the law stipulates that if it is a commercial vehicle by virtue of the rate of its usage it must be submitted twice a year and if it is a private vehicle then once a year.

When an accident occurs the first point of call is the Police MTTD. The MTTD further informs the DVLA office to conduct a technical assessment of the vehicle involved in the accident.

Areas of interest to the DVLA are:

- Whether prior to the accident there was any defect or contributing factor
- check the extent of damage of the vehicle
- Check the class of license
- Check the validity of the license
- A thorough assessment of the driver etc.
- Ascertain the cause of the accident

The DVLA informs the MTTD of their findings for the necessary action. It was shocking to note that the DVLA act based on request from the Police. The assessment is done at the accident scene provided the vehicle has not been towed away by the Police. Where the vehicle have been towed, the DVLA requests that the vehicles be brought to their office for further checks.

The law mandates that all accidents must be reported to the Police first before any action is taking.

The DVLA only act on accident reported cases but for the unreported ones the DVLA does little about them since the people involved handle their issue. The police reports accident cases to the nearest DVLA office for the assessment.

It was also shocking to note that the DVLA do not keep records of the accidents or the assessment they make during accident, rather these records are only kept by the police and further releases it to the National Road Safety Commission (NRSC).

Annually, all these reports from the various Police stations come over to our head office by way of report and we use such data as a point for education to inform and advice the public.

The DVLA collaborate very well with the Insurance companies. They both work independently, in Ghana a driver is required to register and obtain a number plate. The number is required by the insurance company to issue the motor insurance.

The insurance companies are regulated under the National Insurance Commission (NIC) for all the insurance entities in Ghana.

The DVLA works closely with the major road safety stakeholders. There is a national strategic plan which spells out clearly Ghana's road safety strategy.

There is a periodic joint task force between the DVLA, MTTD and the NRSC to conduct education, check car road worthiness, remove bad cars from the roads, arrest and get rid of "Goroboy" (self-imposed middle-men who take money from driver to assist them fast track registration) on DVLA premises.

Road Safety Promotion

DVLA is a key player in the implementation of the National Road Safety Strategy three (NRSS III) which is the blue print Ghana is currently working towards

Pillars of NRSS III

- i. Road Safety Management
- ii. Safer Roads and Mobility
- iii. Safer Vehicles
- iv. Safer Road Users
- v. Post-Crash Response

According to the DVLA, among the five pillars the strategy is focused on, the DVLA alone is responsible for the first three (3) namely, Road Safety Management, Safer Roads and Mobility and Safer Vehicles

The DVLA introduced an electronic road worthy sticker in 2014 to minimize the rampant faking of the manual sticker. The advantage gained by this introduction includes quick detection of fake sticker by a hand held device thereby promoting road safety.

Recommendations

A broad base framework which encompasses the responsibilities, scope and mandates of all the agencies involved in the project- this will reduce or prevent any potential institutional conflicts.

Capacity building was central in the cause of the assessment as all the agencies called for it. All the agencies will need adequate training in their areas of expertise to successfully complete the project. Both the leadership of the various agencies, the technical and project staff who will be employed to manage the project. Most importantly NRSC which is the lead agency in road safety management due to their role in coordinating the activities of all the various agencies.

The police MTTD and Accra City Metro Guards will need an extensive training on road safety management- This is because they were not given adequate training on road safety management and control during their training days at the police training school, rather they were given orientations. The following areas must be area of concerns:

- The provisions of the road safety act
- Report taken
- Communication skills
- Data collection
- Investigations
- Professional methods of arrest
- How to conduct education on road safety
- Basic operational planning
- Traffic control
- Road checks and methods
- Securing prosecution evidence and presentation at court

The project will require a preliminary or baseline survey to set the bases and document the current state of affairs with respect to the road safety crashes. I am not sure if the Greater Accra data could be used as the benchmark to begin with but at the final review meeting with the steering committee it was stated that an initial survey will be conduct.

If possible the project should clearly demarcate the areas where the project will be implemented, though this will be a bit difficult because the police especially do not work regionally and are not assigned to a specific metropolis.

It is also recommended that logistics in terms of Magic Lights, Cameras and Camcorders, Rain Coats, Reflective Vests, Motor cycle, Speed Radar Guns, Alcohol Meters etc. are adequately provided to ensure effective implementation of road death reduction.

Basic administrative equipment's such as computers are very limited in most of the MTTD offices as such a fully equipped computers should be provided for basic entries.

The NRSC commission will need a lot of capacity for its staff because they are the lead and coordinating agency. They are will be developing the entire strategy subject to approval by the steering committee for the project. They will be monitoring, coordinating, and seeking information from all the agency of state such as the police MTTD, AMA, DVLA etc.

As much as possible the project should involve all the regional offices of the various agencies. These will help to decentralise the operations so that the metropolis could own it. If this happens the national offices could be seen as monitoring and playing a supervisory roles.

Setting up a whole data base management system in all the regions. The Accra Metropolis could also adopt it to be able to specifically get the data for only the metropolis.

It was also recommended that when police officers are provided with the opportunity to travel outside to learn best practices in other countries it motivates them and also build their capacity in their field of operations.

The steering committee at the final review meeting suggested that base on the assessment carried by the GRSP, they expect a well-defined recommendation base on the gaps identified and the interventions to be applied.

REVIEW MEETING WITH BLOOMBERG ROAD SAFETY STEERING COMMITTEE

The review meeting was chaired by David Adonteng of the National Road Safety Commission.

After Labram and Sara gave their remarks, the following were some observations:

What Ghana has in terms of road safety is not adequate but quite significant because it has come far in trying to establish what is expected globally.

Ghana already has a lead agency but some countries are struggling establish one. There have been cordial collaboration and coordination among stakeholders.

The assessment by the GRSP is to assess what is on the ground and possibly advise the team on the findings as to whether Ghana is operating by the international standard or best practices and how best it can collaborate in going forward.

The NRSC is doing well in terms of education which is still ongoing. On engineering, Ghana has road agencies with engineers who are practicing enforcement and emergency. These areas are critical in the implementation of road safety globally.

Data is the basis to achieve all the activities spelt out. The data will help to identify the problem, design, plan, monitor and evaluate progress. Therefore the project need some basic indicators that must establish a baseline which is very critical.

Ghana is on record as one country that have credible data in Africa and have received commendation from the World Bank but not without flaws.

The Bloomberg experts will support immensely in the implementation of the gaps identified.

The project must develop a framework that will fit the AMA into the entire framework. The combination of the existing Police and metro guards must also be well coordinated to fit into or complement each other.

A secretariat is being set up which will comprise an engineer, road safety and enforcement practitioners for effective and proper coordination.

The Police and metro guards can undertake a joint task force in a working environment for effective monitoring but must be done in connection with the law and not out of convenience.

The assessment is a situational analysis, which will enable the team to know whether to improve upon existing measures or maintain them.

The AMA plans for the city and rely on this available data in its planning. The AMA is in charge of the complete development of the assembly and rely on other institutions for data because the AMA do not have or keep such data.

The AMA has two ways of collecting money, it is by the use of a Point of Sales Device (EOS) to collect spot fines which automatically moves into the data system or the use of a general counterfoil receipt book.

The AMA officers do not keep money on them- there are dedicated banks assigned to collect those monies. All our activities and operations are carried out under a legal framework.

We are working for Ghana and if Accra does well in this project it will be a plus for the whole nation and as major stakeholders in this project we must show some level of commitment and dedication in making it a success for all.

Appendices

Motor Accident Returns for May 2015 – Accra Region

MOTOR ACCIDENT RETURNS FOR MAY, 2015													
ACCRA REGION													
STATION	TOTAL NO. OF CASES	NO. OF VEHICLES INVOLVED			FATAL	SERIOUS	MINOR	PEDESTRIANS KNOCKED DOWN	PERSONS KILLED				PERSONS INJURED
		COMMERCIAL	PRIVATE	M/BIKE					MALE		FEMALE		
									18yrs below	18yrs above	18yrs below	18yrs above	
Tesano	61	46	57	8	5	33	23	18	NIL	4	1	NIL	34
Kotobabi	3	3	3	1	NIL	2	1	2	NIL	NIL	NIL	NIL	3
Kpeshie	11	5	8	1	3	4	4	4	NIL	2	1	NIL	4
Nima	12	6	14	2	1	2	9	3	NIL	1	NIL	NIL	5
C/MTTU	37	19	25	9	4	7	26	5	4	NIL	NIL	NIL	26
C'ments	20	10	32	1	2	8	10	2	NIL	2	NIL	NIL	11
Odorkor	93	74	70	16	4	20	69	24	NIL	4	NIL	1	40
Madina	22	16	20	3	2	7	13	6	NIL	NIL	1	1	12
Osu	6	6	5	NIL	NIL	1	5	1	NIL		NIL	NIL	3
La	6	2	5	1	2	2	2	5	NIL	NIL	1	1	3
Airport	70	34	70	3	3	6	61	NIL	NIL	3	NIL	NIL	6
Korle-Bu	3	2	2	1	NIL	NIL	3	NIL	NIL	NIL	NIL	NIL	2
Kaneshie	19	11	9	5	NIL	2	17	3	NIL	NIL	NIL	NIL	5
Mamprobi	5	3	3	2	1	2	2	2	NIL	1	1	NIL	3
Dansoman	5	2	5	NIL	NIL	NIL	5	2	NIL	NIL	NIL	NIL	2
Ministries	7	5	4	NIL	1	1	5	NIL	NIL	1	NIL	NIL	1
James Town	8	4	4	1	1				NIL	1	NIL	NIL	
TOTAL	388	248	336	54	29	101	258	78	1	NIL	1	NIL	3
G/TOTAL	388	638			29	101	258	78	32				163

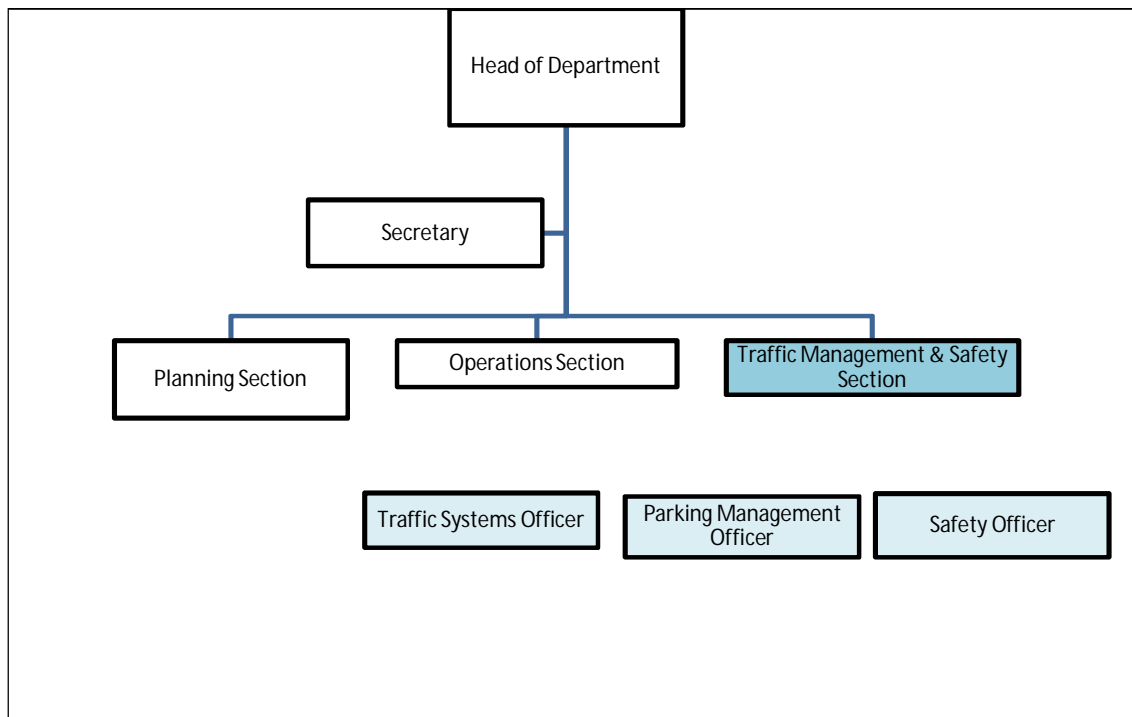
Motor Traffic Offences for May, 2015—Accra Region

MOTOR TRAFFIC OFFENCE FOR MAY, 2015
ACCRA REGION

STATION	TOTAL NO. OF CASE REPORTED	TOTAL NO. OF CASES SENT TO COURT	TOTAL NO. OF CASES CONVICTED	AWAITING TRIAL	UNDER INVESTI- GATION	BENCH WARRANT	JAILED	WARNING LETTERS	DIS- CHARG ED	COURT FINES GH¢	FINE PAID GH¢
Tesano	24	23	17	5	NIL	1	NIL	NIL	NIL	GH¢7500.00	GH¢7500.00
Kotobabi	3	NIL	NIL	NIL	3	NIL	NIL	NIL	NIL	NIL	NIL
Kpeshie	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
Nima	136	80	79	NIL	43	NIL	NIL	1	1	GH¢33,600.00	GH¢33,600.00
C/MTTU	16	14	9	3	1	2	NIL	1	NIL	GH¢9,840.00	GH¢9,840.00
Cantonments	8	8	8	NIL	NIL	NIL	NIL	NIL	NIL	GH¢2,700.00	GH¢2,700.00
Odorkor	23	23	23	NIL	NIL	NIL	NIL	NIL	NIL	GH¢7,500.00	GH¢7,500.00
Madina	8	8	8	NIL	NIL	NIL	NIL	NIL	NIL	GH¢2,400.00	GH¢2,400.00
Osu	10	10	9	1	NIL	NIL	NIL	NIL	NIL	GH¢5,400.00	GH¢5,400.00
La	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
Airport	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
Korle-Bu	14	NIL	NIL	NIL	2	NIL	NIL	12	NIL	NIL	NIL
Kaneshie	5	5	5	NIL	NIL	NIL	NIL	NIL	NIL	GH¢1,260.00	GH¢1,260.00
Mamprobi	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
Dansoman	4	NIL	NIL	NIL	2	NIL	NIL	2	NIL	NIL	NIL
Ministries	25	19	18	NIL	NIL	NIL	NIL	6	1	GH¢6,000.00	GH¢6,000.00
J'Town	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
Total	276	190	176	9	51	3	NIL	22	2	GH¢76,200.00	GH¢76,200.00

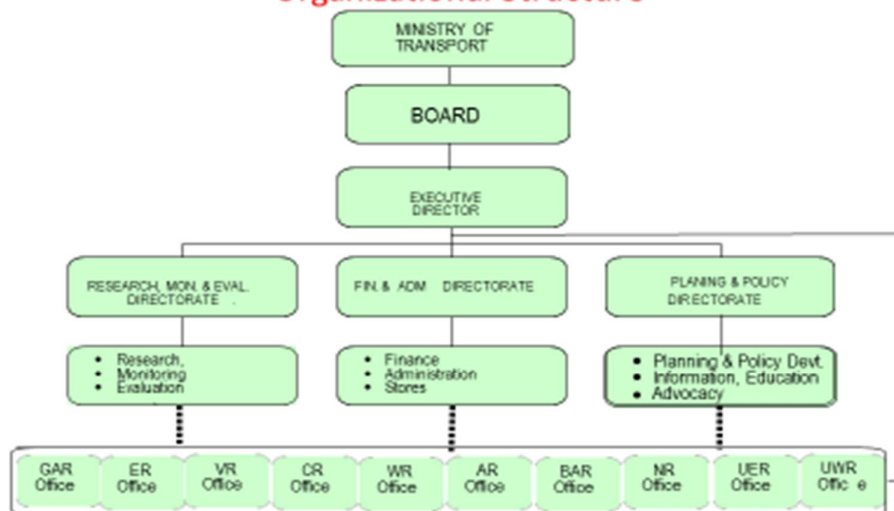
ORGANISATIONAL STRUCTURE OF DEPARTMENT OF TRANSPORT (DOT)

UNDER THE AMA



ABOUT The NRSC

Organizational Structure



CITY OF ACCRA METROPOLITAN ASSEMBLY (AMA)

