

Analyzing Road Security on Ghana's Highways (2014-2023)

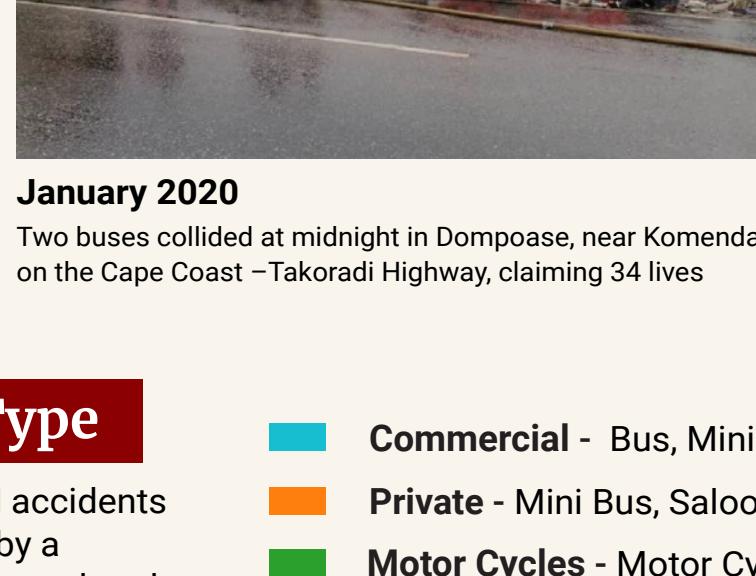
By Kwanina Kurefi Edonu

Road traffic accidents continue to pose a severe threat to the well-being and economic advancement of millions of Ghanaians, creating a significant hurdle to the nation's development. In 2021 alone, the Motor Traffic and Transport Department (MTTD) of the Ghana Police Service recorded 16,182 accidents, resulting in 2,970 fatalities and 15,935 injuries.



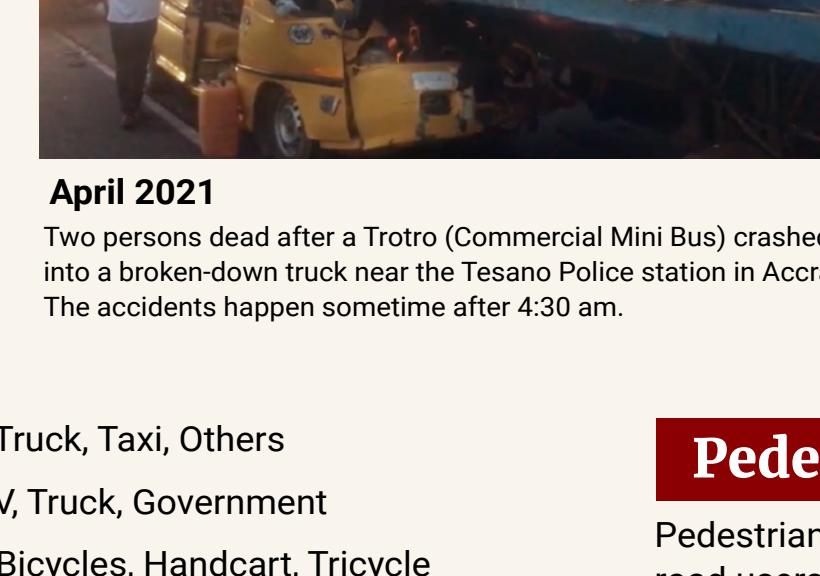
November 2018

Six people died when Sprinter Mercedes-Benz bus collided head-on with a Toyota Corolla at Gomoa Mpotu junction on the Winneba road.



January 2020

Two buses collided at midnight in Domposie, near Komenda on the Cape Coast – Takoradi Highway, claiming 34 lives.



April 2021

Two persons dead after a Trotro (Commercial Mini Bus) crashed into a broken-down truck near the Tesano Police station in Accra. The accidents happen sometime after 4:30 am.



March 2023

A number of salesgirls sustained various degrees of injuries as a sales truck they were riding in overturned at Nungua in Accra.

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Accidents by Vehicle Type

Over the past decade (2014-2023), road accidents on Ghana's highways has been shaped by a diverse range of vehicles. In this section, we break down the incidents by vehicle type—spanning Commercial Vehicles (buses, mini buses, trucks, taxis, and others), Private Vehicles (mini buses, saloons, SUVs, trucks, and government vehicles), and Motor Cycles (including motorcycles, bicycles, handcarts, and tricycles).

Accra

Accra, the capital city of Ghana, has been part of the country's regional boundaries since 2014.

The volume of accidents in Accra is the highest, with private vehicles dominating the figures, which have increased significantly. This pattern reflects the dense, complex traffic environment of a bustling capital.

Commercial - Bus, Mini Bus, Truck, Taxi, Others

Over a general trend in the vehicle type breakdown indicates that Commercial vehicles (Buses, Mini Buses, Trucks, Taxi, and Others) tend to account for a significant share of total accidents each year, reflecting their heavy use in public transport. However there are instances where Private Vehicles lead in accident occurrences.

Ashanti

This region has been part of Ghana's boundaries since 2014. As the country's second-largest region, its population is nearly equal to Accra's Renowned as one of Ghana's 'breadbaskets', it also boasts abundant natural resources.

The vehicle distribution here is more balanced, with both commercial and private vehicles showing substantial figures. However commercial Vehicles have a slight edge.

Tema

This region was established by the Police Administration for Regional Command.

The decline is largely attributed to the police's creation of new regional administrative units.

The data shows private vehicles consistently contribute large share of accidents.

Central

This region has been part of Ghana's boundaries since 2014.

Historically, it served as Ghana's first capital until 1877, when the British colonial authority relocated the capital to Accra.

The data shows a fairly balanced mix between commercial and private categories, with both contributing large shares of the accidents.

Motorcycles make up a smaller portion, their figures remain steady.

Volta

Since 2014, this region has formed part of Ghana's boundaries.

In 2019, the Oti region was carved out of Volta.

The observed decline is linked to the establishment of new regions.

Northern

This region has been part of Ghana's boundaries since 2014.

It was once the largest by land area yet sparsely populated, until the Savannah and North East regions were carved out.

The observed decline is linked to the establishment of new regions.

Upper West

Since 2014, this region has formed part of Ghana's boundaries.

The observed decline is linked to the establishment of new regions.

Bono East

Carved out of the Brong Ahafo region in 2019, this area was only included in police road accident data beginning in 2020.

The decline is largely attributed to the police's creation of new regional administrative units.

Ahafo

In 2019, the original Brong Ahafo region was renamed Ahafo, following the creation of Bono and Bono East.

The decline is largely attributed to the police's creation of new regional administrative units.

Bono

Carved out of the Brong Ahafo region in 2019, this area was only included in police road accident data beginning in 2020.

The decline is largely attributed to the police's creation of new regional administrative units.

Ashanti North

This region was established in 2023 by the Police Administration for Regional Command.

The decline is largely attributed to the police's creation of new regional administrative units.

Oti

Carved out of the Volta region in 2019, this area was only included in police road accident data beginning in 2020.

The decline is largely attributed to the police's creation of new regional administrative units.

Central North

This region was established in 2023 by the Police Administration for Regional Command.

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Eastern North

This region was established in 2023 by the Police Administration for Regional Command.

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North East

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Volta North

This region was established in 2023 by the Police Administration for Regional Command.

The decline is largely attributed to the police's creation of new regional administrative units.

Western North

This region has been part of Ghana's regional boundaries since 2014.

It is the region with most natural resource.

In 2019, the Western North region was carved out of the Western region.

The decline is largely attributed to the police's creation of new regional administrative units.

Western Central

This region was established in 2023 by the Police Administration for Regional Command.

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North East

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Volta South

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Savannah

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Upper West

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Volta

Since 2014, this region has formed part of Ghana's boundaries.

In 2019, the Oti region was carved out of Volta.

The decline in injuries and fatalities from 2020 to 2023 may be linked to the government's 2019 creation of Volta region from Volta.

Volta North

This region was established in 2023 by the Police Administration for Regional Command.

The decline in injuries and fatalities from 2020 to 2023 may be linked to the police administration's creation of Volta North in 2023.

Western

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Western Central

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North East

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Volta North

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Western North

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Western Central

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Volta

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