

Motorcycle Safety in Ghana: Efforts, Experiences and Challenges

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Motorcycle is mostly used as a personal transport

The motorcycle safety problem in Ghana

- National level: 6.8% of all fatalities (150 killed annually)
- Regional differences exist
 - Northern Region (Tamale) : 21% of fatalities
 - Ashanti Region (Kumasi) : 4% of fatalities
 - Greater Accra Region : 7% of fatalities

Distribution of Fatalities (%) by Road User Class and Region (2005-2007)

Vehicle Type	Pedestrian	Car/Pickup	Trucks	Buses	Motor Cycle	Bicycle	Other
Ashanti	39.8	11.3	14.0	27.1	4.3	3.0	0.6
Brong Ahafo	29.5	12.9	21.0	18.1	9.3	7.5	1.6
Central	47.4	14.5	7.3	24.4	2.9	3.6	0.0
Eastern	40.6	20.2	12.4	19.2	4.0	3.2	0.4
Accra	55.7	13.2	5.2	13.4	7.1	4.9	0.5
Northern	19.7	6.9	25.2	15.8	20.8	10.8	0.8
Upper East	42.6	13.2	10.9	14.0	10.9	6.2	2.3
Upper West	30.7	13.3	8.0	10.7	14.7	22.7	0.0
Volta	48.2	19.9	5.5	19.1	5.5	1.1	0.6
West	46.0	18.2	10.4	16.8	6.6	1.2	0.9
National	42.1	14.2	12.1	19.6	6.8	4.6	0.7

Road Safety Management in Ghana

- National Road Safety Commission (NRSC): Lead Agency
- Regional Road Safety Councils (RRSCs) in the 10 regions
- Crash database for Research and Development
- National Road Safety Strategy and Action Plans with targets (NRSS-II; 2006-2010)
 - Reflects also regional needs
 - Multi-agency collaboration for effective implementation
 - Routine monitoring and evaluation of programs
 - Strategy reviewed periodically

Legislation and Regulatory Framework

- Road Traffic Act 683 ensures:
 - Mandatory use of standard crash helmet
 - Sale of standard protective crash helmet
- Training for the Judiciary Service staff/Judges
- Extensive education campaign on helmet use by the Commission

Challenges

- Low helmet use compliance
- Low level of enforcement on use and sale of protective crash helmets
- Low funding level for program implementation
- No formal training of motorcycle riders



THANK YOU