

VOLTA REGIONAL ROAD SAFETY COMMISSION



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Brief about Regional Coordinator

MR. ELVIS EMMANUEL GBESEMETE the Volta Regional Co-ordinator of the National Road Safety Commission is a product of the Kwame Nkrumah University of Science and Technology, Kumasi Ghana where he graduated with a Bachelor of Science Honor Degree in Urban Planning and a Diploma in Physical Planning. He pursued other courses in Ghana and gained Certificate, in Projects Management Road Safety Education and Negotiation Skills for Public Officials. He was also awarded a Certificate by Indian Institute of Transportation in Transportation Planning in New Delhi and another certificate by Crown Agents International UK in Management Development for Senior Executives. Mr. Gbesemete has since July 2007 been pursuing a two years Commonwealth Executives Masters Degree Course in Business Administration organized by the KNUST Institute of Distance Learning. He joined the National Road Safety Commission in the year 2004 having worked with the Ministry of Finance and Economic Planning as the Acting Volta Regional Economic Planning Officer.

Brief about Volta Region

Volta region lies on the South Eastern Border of Ghana with the Republic of Togo on the East. It has borders with four Other Regions, namely. The Greater Accra on the South West the Eastern and the Brong Ahafo Regions on the West Separated by the Volta Lake.

The Northern sections end at the Southern border of the Northern Region of Ghana; while the Southern Section ends along the Eastern shore lines of the Gulf of Guinea.

In deed, Volta Region is the only Region in Ghana which stretches from the Savannah to the coast in Ghana with the attendant prevalent climatic and vegetation zones to match with. It has a population of approximately 1.8m people.

Topography

The Togo/Akwapim Ranges stretch from Togo Republic, through the Western border culminating along the Volta Lake. The middle and the southern sections are relatively flat and low lying.

Culture

Apart from Ewe, the traditional language which is also spoken in Togo and the Benin Republic within the West African Sub Region, most of the other major languages in Ghana namely, Twi, Dagbani and Ga Adangbe are also prevalent in the Region. This cultural diversity has translated into socio economic activities making the Region the very unique and most hospitable in Ghana.

The region has a total of approximately, 5,200 km of engineered and unengineered road networks. About 80% of the Roads are feeder roads while 20% comprise the National and urban roads.

The Eastern corridor of the ECOWAS Highways stretches from Denu/Aflao to Tema. The other Roads are the Eastern Corridor which stretches from Asikuma through Hohoe to Kpasa along the Ghana/Togo border. The same road branches off at Have through Kpando to Dambia Culminating along the Volta Lake.

As mentioned earlier most roads at the Southern section are flat and straight due to the topography while the middle and Northern section Roads are winding having relatively steeper vertical and horizontal curves.

Road transport is the dominant mode of transportation. Public/Private mini and large occupancy buses account for over 80% while private cars, motor cycles and commuting on foot account for the rest 20%.

Road Traffic Crash Situation in the Region

In Ghana pedestrian fatalities from motorized transport crashes constitutes about 41% followed by occupants of mini buses. The scenario in the Volta Region however, is rather the reverse. Occupants of mini buses face eminent fatalities while pedestrians relatively are safer on the Roads.

The main reasons being that more and more pedestrian Road users are benefiting from the Road Safety Education Programmes. In deed, there over twelve Community Road Safety Clubs in the Region with a total membership of 607 transcending all religious, professional and Cultural groups in the Region. Again Schools Road Safety Clubs exist in almost all first cycle schools in the Region and few second cycle schools. Inadequate sponsorship is affecting the program from expanding to the second and tertiary schools. Club Members organize regular voluntary educational campaigns together with clean up exercisers. Currently the Ho Road Safety and Youth Development Club with membership strength of 120 is the most active. The secretariat will welcome sponsorship for these clubs in the form of funding, educational materials, T-Shirts and Caps and materials for banners.

The challenges facing the mini bus occupants include inexperience unskilled and unqualified drivers who operate them. Unapproved speeding, poorly maintained vehicles and the absence of relevant road markings and signage on most roads make driving very difficult. The Region also experiences daily influx of floating vehicle population from the French speaking countries and Nigeria. The traffic law enforcement agencies lack of logistics to operate effectively. But issues of unprofessional conduct by some MTU Police Officers on the road, and lack of structures for driver training are also a major cause of the various accidents cases.

Another important issue is the use of the motor cycle as a means of commercial transportation against the Law and without using the crash helmets. Apprehending these illegal operators is very difficult since they easily abscond through any available routes.

ACCIDENT CHARACTERISTICS - VOLTA REGION PART 1

Figure 1: Distribution of Fatal Accidents and Fatalities by Region (2001-2005)

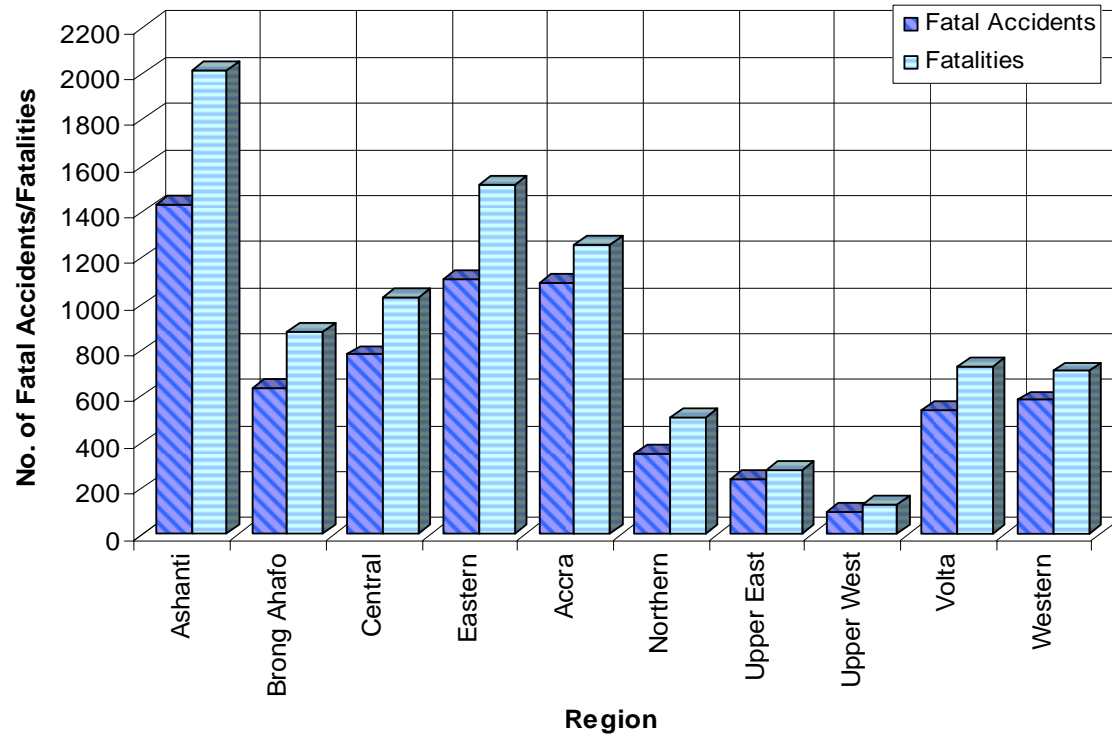


Figure 2: Proportion of Fatalities by Road User Class for Volta Compared to National

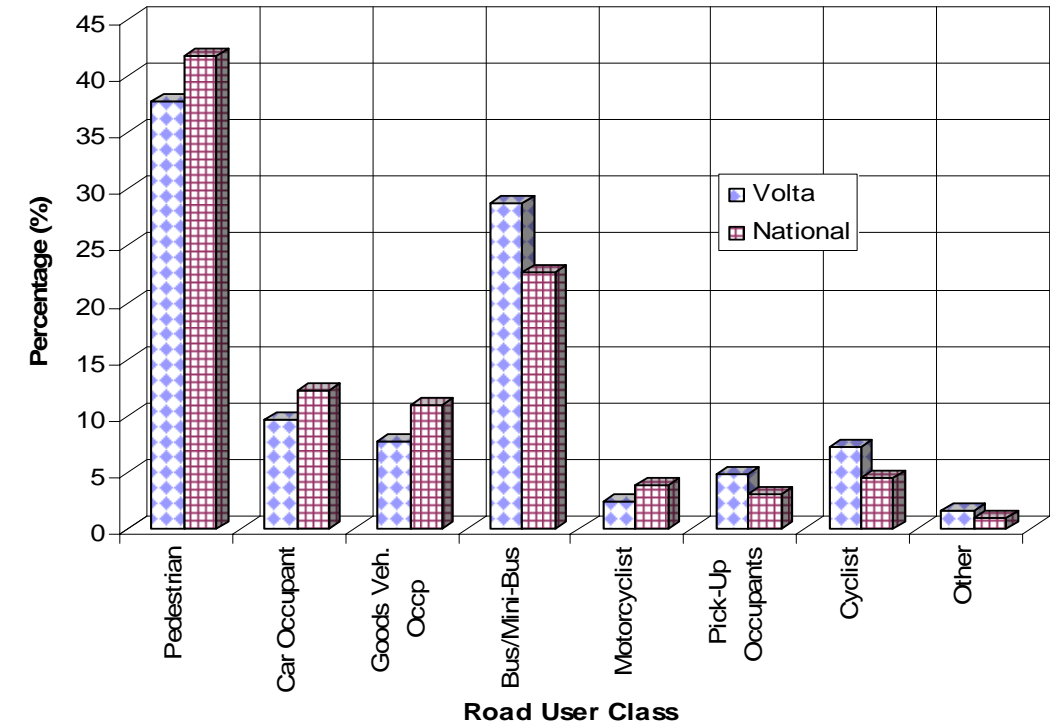


Figure 3: Proportion of Fatalities by Collision Type

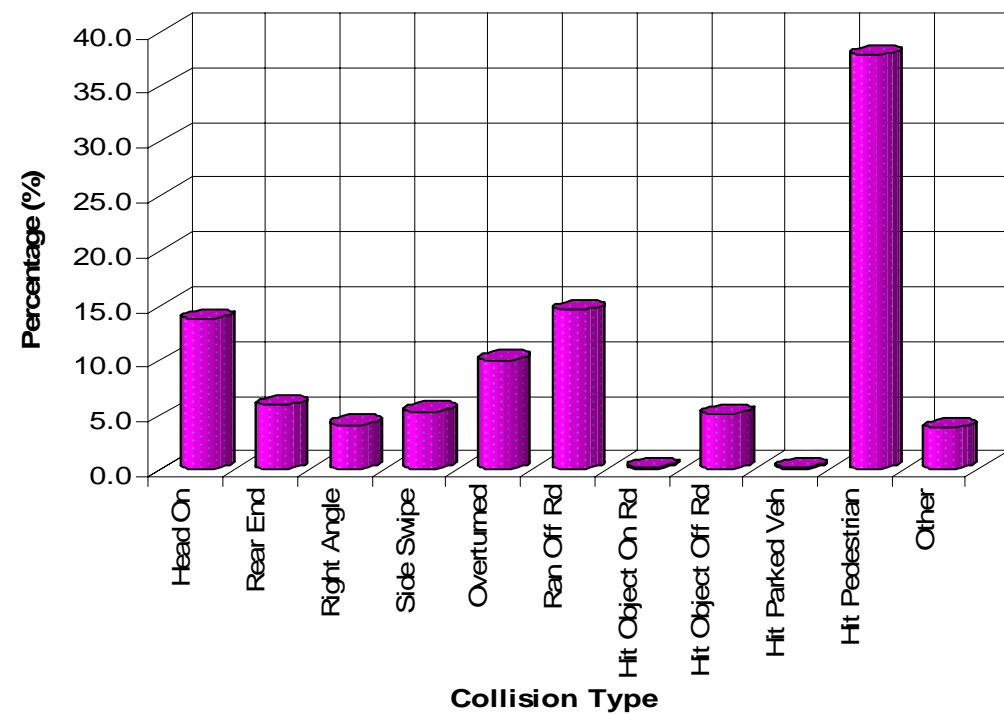
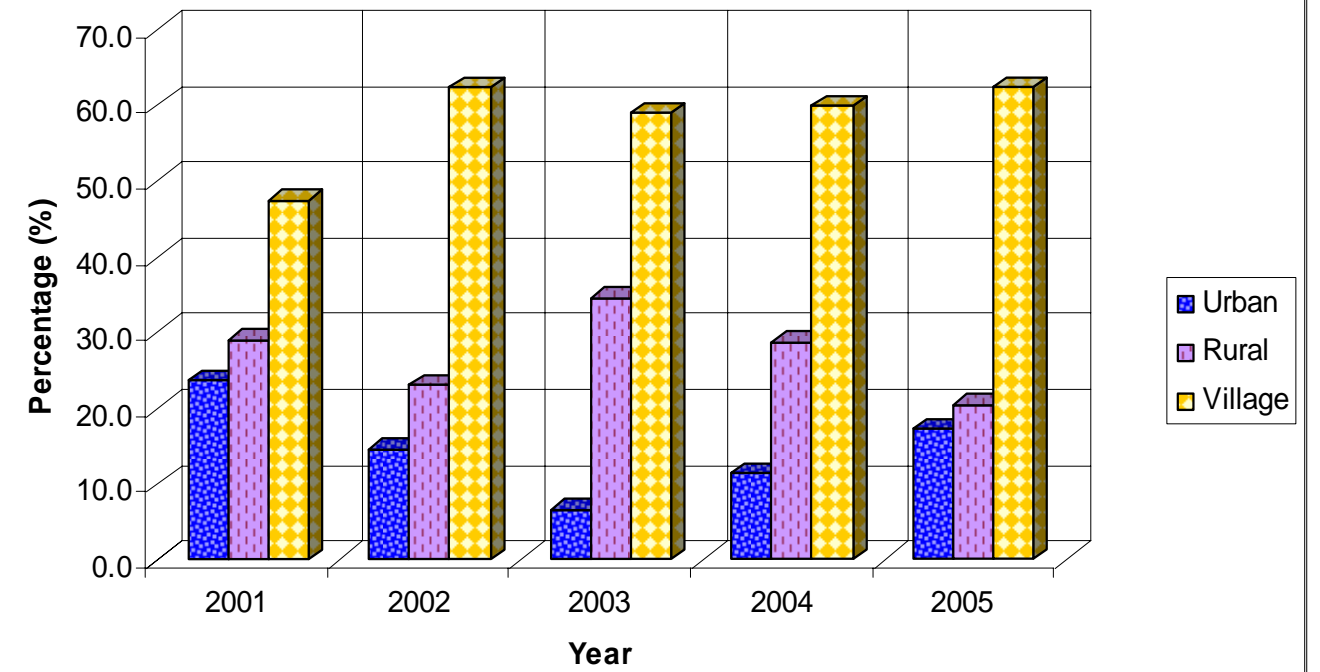


Figure 4: Annual Distribution of Fatal Accidents and Fatalities



Figure 7: Trend in Fatalities by Road Environment



ACCIDENT CHARACTERISTICS - VOLTA REGION *PART 2*

Figure 5: Annual Changes in Fatalities by Road User Class

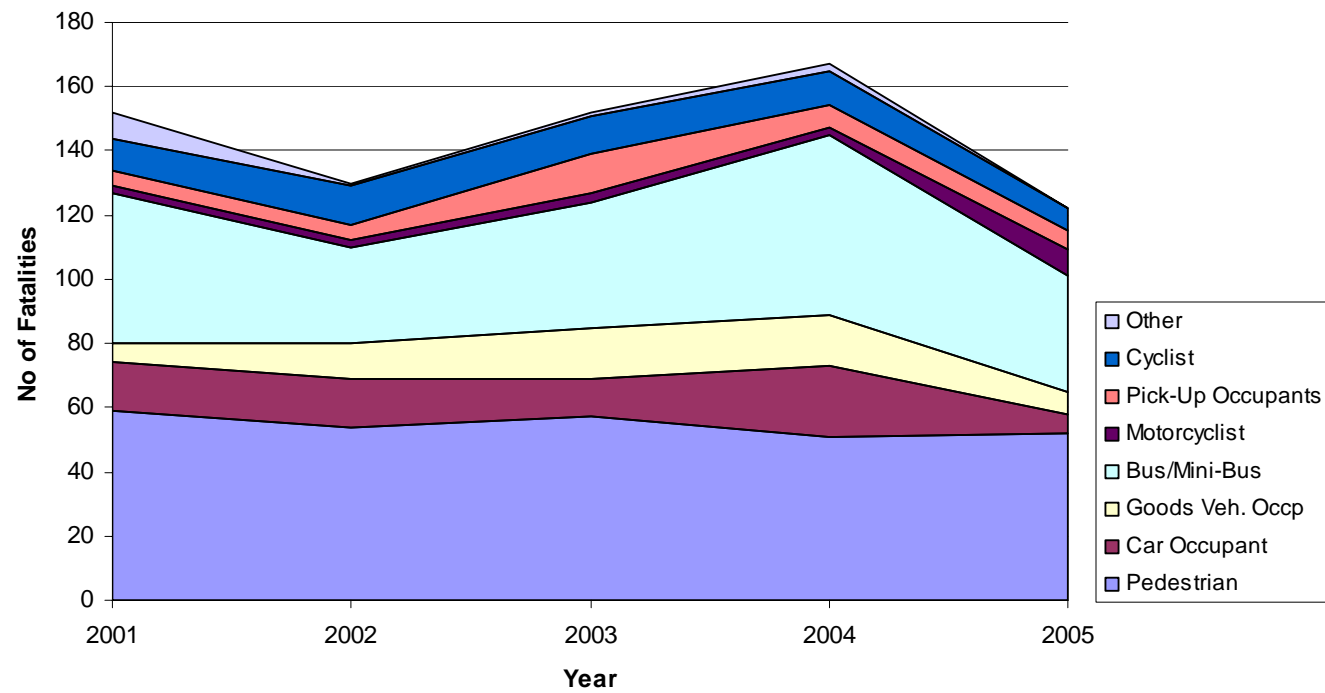


Figure 6: Proportion of Fatalities by Road Environment

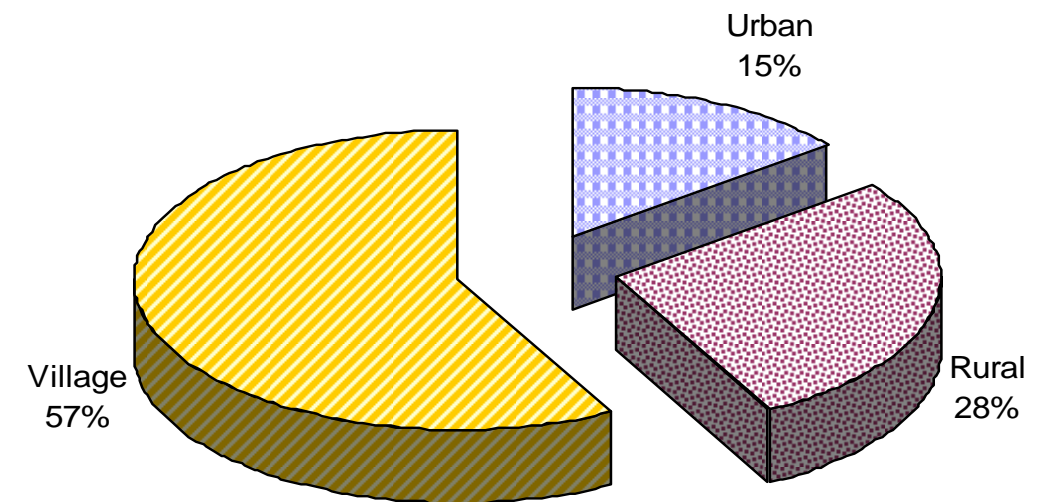


Figure 8: Distribution of Pedestrian Fatalities by Road Environment

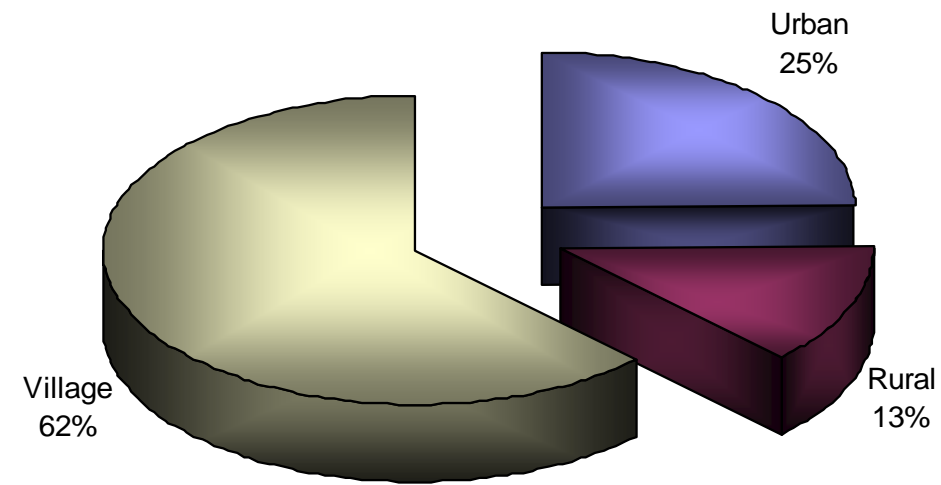
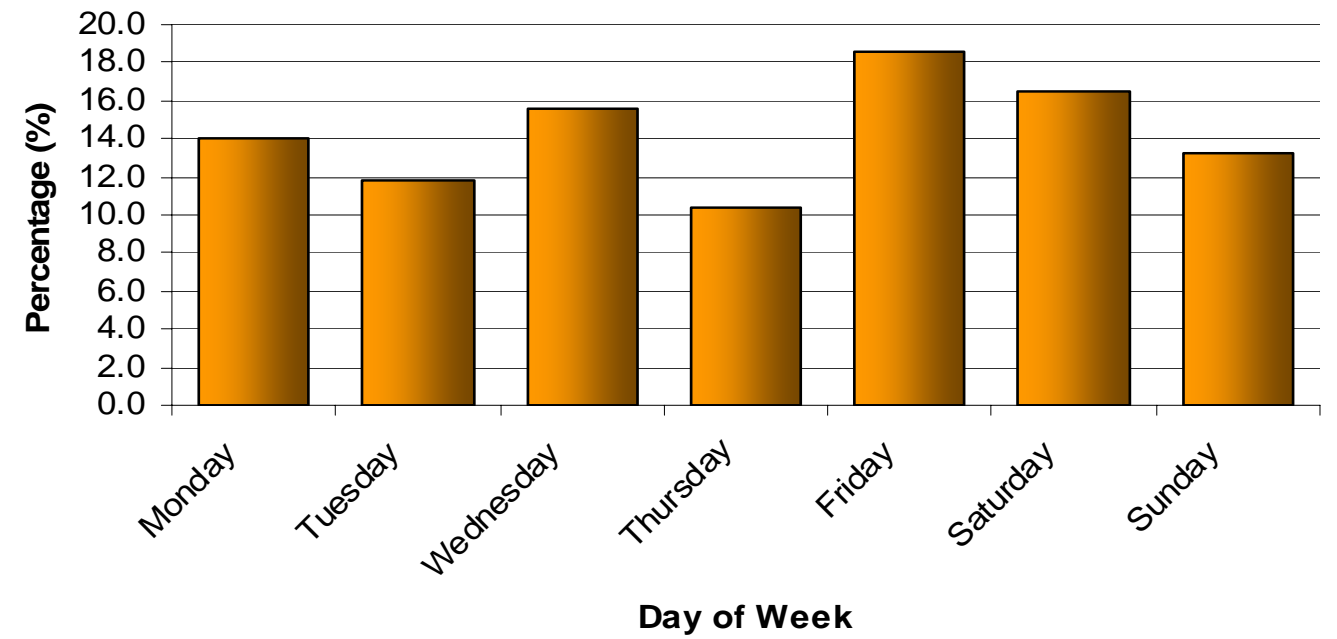


Figure 11: Distribution of Fatalities by Day of Week



ACCIDENT CHARACTERISTICS - VOLTA REGION PART 3

Figure 9: Distribution of Bus Fatalities by Road Environment

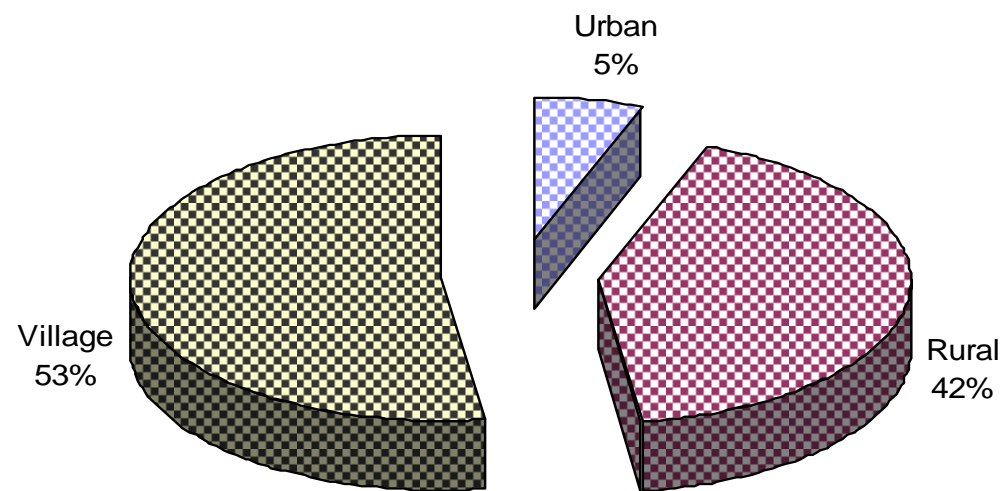


Figure 10: Distribution of Fatalities by Month

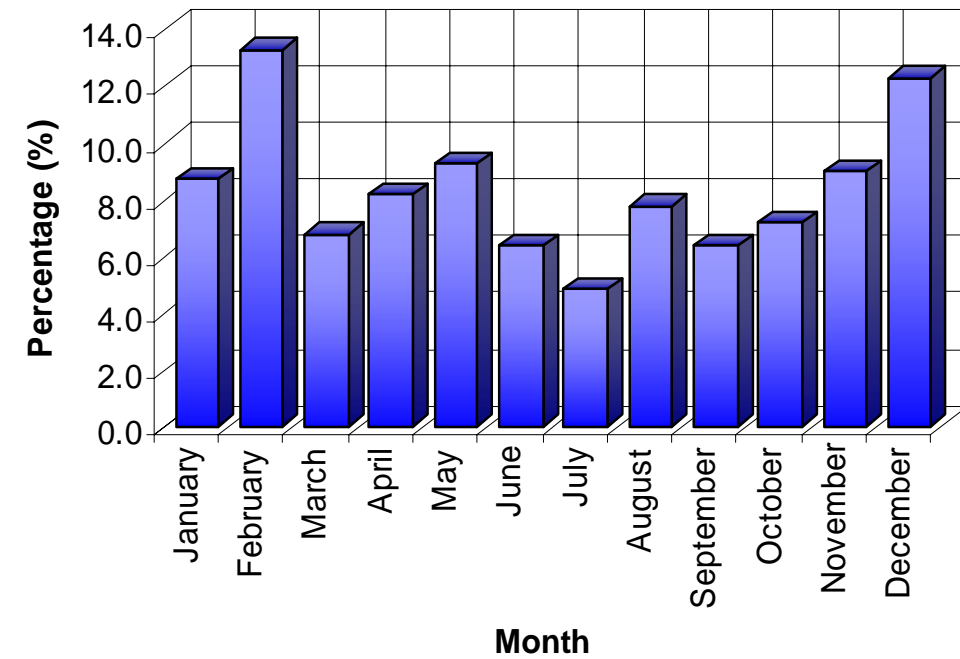


Figure 12: Distribution of Fatalities by Hour of Day

