ENHANCING ACCIDENT PREVENTION CULTURE THROUGH PROACTIVE SAFETY AWARENESS TRAINING

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ORDER OF PRESENTATION

- Introduction
- Identified Problems and Causes
- Way Forward
- Actions Taken
- Assistance Needed
- Conclusion
INTRODUCTION

• Many people in Ghana do not have sufficient safety knowledge.
• 57 lives were lost through 3077 fire outbreaks from January to June 2013 in Ghana.
• Properties worth thousands of dollars were destroyed in numerous fires nation-wide.
• Incidents consisted of domestic, industrial, vehicular, institutional and commercial.
## IDENTIFIED PROBLEMS

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<th>No.</th>
<th>Problems</th>
<th>Causes</th>
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<tr>
<td>1</td>
<td>Industrial Accidents</td>
<td>1. Lack of Safety Awareness.</td>
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<td>2</td>
<td>Commercial Fire Incidents</td>
<td>2. No National Policy on Occupational Health and Safety</td>
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<td>3</td>
<td>Road Accident</td>
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WAY FORWARD

- Proactive and Sustained Safety Awareness Training

- Establishment of National Policy on Occupational Health & Safety
# ACTIONS TAKEN

## 1. Awareness Training Given

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<tr>
<th>No.</th>
<th>Beneficiaries</th>
<th>Topics</th>
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| 1   | Students & Instructors                 | • Principles of Safety  
|     |                                        | • Laboratory Safety                         |
| 2   | Workers & Contractors                  | ▪ Hazards Identification  
|     |                                        | ▪ Risk Assessment                           |
|     |                                        | ▪ Fire & Road Safety                        |
|     |                                        | ▪ Emergency Preparedness and Response       |
| 3   | Adults & Youth at Churches             | • Fire & Road Safety                        |
|     |                                        | • Ergonomics/Back Safety                    |

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ACTIONS TAKEN (Cont’d)

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2013 National Road Safety Awards launched

With revelation that 492 killed in crashes between April & June

By Salifah Abdul-Rahaman

Four hundred and ninety-two (492) people died while 3,333 got injured from 3,802 road traffic crashes in the country, between April and June, 2013. This represents a decrease of 2.21 per cent in the fatality rate and 15.03 per cent in injuries, as compared to the same period in 2012.

Between January and June, 2013, the number of vehicles involved in crashes increased by 0.28 per cent though crashes, fatalities and injuries decreased by 6.4 per cent, 2.19 per cent and 7.21 per cent, respectively.

Fatality increases occurred in Central, Northern, Upper West, Upper East, Western and Brong-Ahafo Regions and attributable to the recent crashes involving high occupancy buses.

Greater Accra, Ashanti and Volta Regions, on the other hand, reduced their fatalities by 7.42 per cent, 36.92 per cent and 4.69 per cent respectively, below their projected fatalities.

This statistics were made available to journalists in Accra yesterday, at the launch of the 2013 National Road Safety Award scheduled to take place in November. This year’s theme is “Safe transport systems: the role of commercial transport operators and the media.”

Dr. George Dawson-Almohi, Director of Strategic and Corporate Affairs of Glaxo presented GH¢50,000 on behalf of the company to support the work of the commission.

The award scheme, which was instituted in 2010 to encourage best road practices, particularly control systems among transport operators in the country, was organised at both the national and regional levels, Mrs May Obiri-Yeboah, Executive Director of the National Road Safety Commission said.

Road traffic crashes accounts for 2,000 deaths annually and the commission has the plan to reduce it to less than 1,000 by 2020.

The categories to be competed for are: best transport organisation with the Best Road Safety Profile, Best Performing Haulage Transport Organisation (Solid and Liquid) and Best Journalist for Road Safety Reporting (Print, Television and Radio).

Journalist interested in the media award category, are to submit their entries September 20, of stories they have published or broadcasted in the period November 2012 to August 2013.

A set of criteria has been developed with the operators based on published standards/guidelines for commercial passenger operators and qualifying organizations would be assessed by the criteria to determine regional winners and ultimately national winners.

The values of the awards take the form of material items as well as capacity building training programs for the winners.

Mrs. Obiri-Yeboah said the share of commercial and haulage services accounted for 30 per cent of the national road traffic crash situation, explaining that safety practices from the transport operators had improved, it was yet to translate significantly in the safety of bus occupants.

The Executive Director said the commission would award transport organisations and hauliers that had demonstrated an improved road safety profile by implementing the operational standards as prescribed in the Road Traffic Regulation Legislative Instrument 2180.

The regulation specified that vehicle owners cannot operate on commercial basis unless they belong to recognized commercial transport union, and the driver must belong to a recognized transport union.

Additionally, all commercial transport unions are expected to be licensed, upon satisfying some prescribed conditions and upon receipt of a permit.

Mrs. Obiri-Yeboah recognised the role of the media in road safety campaign urged them to demand accountability from key public sector actors, including the commission on their responsibilities, adding that, “this way institution will be alive to their public duty for the public good.”

David Osako-Adonteng, Director of Planning and Programmes, of the Commission, said the commission embarked on sensitisation programme to enforce the regulation on importation and use of sub-standard tyres noted to contribute to road traffic crashes.

Sub-standard tyres are those labelled A and B, but not C, tyres with a depth of less than 1.6 millimetres and are more than four years old.

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Runaway driver who hit policeman to death put before court

From: Kwadwo B. Donkor, Kumasi

A LEX Yeboah Gyamrah, the driver to the Komfo Anokye Teaching Hospital where he died on arrival.

Gyamrah was put before a Kumasi Circuit Court, presided over by Mr. P.B. Agyeman, charged with a complaint of causing death to person with a vehicle.

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ACTIONS TAKEN (Cont’d)

• 2. Passing Legislation on Occupational Health & Safety

`Pass policy on occupational safety, health`

By Rose Hayford Darko, TEMA

The government has been urged to pass the national policy on Occupational Safety and Health (OSH) to ensure the safety of workers. Participants in the second Biennial National Safety Conference have said the delay in the passage of the policy had made it difficult for safety measures to be instituted at workplaces.

They were drawn from various sectors of the economy, including representatives from the Association of Ghana Industries (AGI), the Ghana Employers Association (GEA), the Environmental Protection Agency (EPA), Ghana Federation of Labour, the National Safety Commission, the Ministry of Transport, private occupational safety and health practitioners, experts from academia.


A communiqué issued at the end of the one-day conference said the OHS policy would allow easy integration of occupational safety and health practices. It said the policy would also reduce incidents of occupational injuries and illnesses at workplaces.

The communiqué referred to a pronouncement President John Dramani Mahama made during the 2012 World Labour Day celebrations to the effect that the government would pass the law before the end of this year. The participants, according to the communiqué, acknowledged recent efforts by the government to highlight and tackle public safety issues, especially ongoing measures being adopted to stem fire outbreaks in markets and public and commercial facilities.

They lauded the collaborative effort of the Bureau of Public Safety and the Ministry of Employment and Labour at creating a single platform where all stakeholders could meet to engage on issues and policies which bordered on enterprise and national development every two years.

The participants called on the Ministry of Employment and Labour to commit itself to the passage of the draft policy on occupational safety and health (OSH).

They were of the view that employers should require evidence of some minimum knowledge or background in occupational safety before engaging people to work or commit their employees to undergo periodic training in workplace safety and health.

On transportation, the participants observed that efforts by the Driver and Vehicle Licensing Authority (DVLA), the Motor Traffic and Transport Unit (MTTU) of the Ghana Police Service and the National Road Safety Commission could be largely improved to assure greater safety on roads.

According to the experts, the number of vehicles were increasing, and therefore there would be the need to institute strict driver re-testing programmes for drivers before renewing their licences.
ASSISTANCE NEEDED

- Financial and Material Supports required for Programme’s Sustenance

- Target Sponsors:
  - UNESCO
  - IUPAC
  - UNIDO

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CONCLUSION

- Incidents can occur within and outside the working communities.

- Accident preventive culture can be enhanced through proactive safety awareness training.
Strong safety culture helps save lives, protect businesses, government integrity, and academic institutional reputations.

Supports are necessary for Personal Safety Intervention Awareness Training.
THANK YOU
FOR YOUR ATTENTION

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