

MINISTRY OF TRANSPORT



2019 MEET-THE-PRESS

BY:

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MINISTER FOR TRANSPORT

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**Mr. Chairman,
The Chief Director and Staff of the Ministry of Information,
Hon. Deputy Minister for Transport,
The Chief Director and Directors of the Ministry of Transport,
Chief Executives and Staff of Agencies under the Ministry,
Members of the Press,
Distinguished Ladies and Gentlemen;**

Today, marks the turn of the Ministry of Transport in the “Meet-the-Press” series and my first time since assuming office as the Minister for the sector. It is therefore my pleasant duty to share with you some of the interventions being pursued to improve the transport sector. It is my expectation that at the end of my presentation, we will engage ourselves in a positive discussion to help the Ministry advance its course in achieving the vision of a “Ghana Beyond Aid”.

Mr. Chairman;

The Mission of the Ministry is to provide leadership and an enabling environment for the development and maintenance of Ghana’s transportation system through effective policy formulation, market regulation, asset management and service provision.

My presentation will focus on the Performance of the Sector, Challenges and the Way Forward. The Ministry after its realignment in 2017 has oversight responsibility for maritime and inland waterways and road transport services. The policies and programmes are carried out by the following agencies;

Maritime and Inland Water Ways sub-sector

- Ghana Maritime Authority
- Ghana Ports and Harbours Authority
- Ghana Shippers' Authority
- Tema Shipyard and DryDock
- Volta Lake Transport Company Ltd.
- Regional Maritime University

- **Road Transport Services sub-sector**

- Government Technical Training Centre
- Driver and Vehicle Licensing Authority
- National Road Safety Commission
- Metro Mass Transit Ltd
- Intercity STC Coaches Ltd.

PERFORMANCE IN 2018

Maritime/Inland Water Sub-Sector

Mr. Chairman,

In fulfilment of broad national vision to create jobs and sustain socio-economic development of the country, there have been a lot of investments in the country's two main sea Ports of Tema and Takoradi to modernize and position them as the leading container hub and the beacon of trade and industry in West Africa sub region. At the Tema Port, the construction of four (4) dedicated container terminals to respond to the increasing trade volumes and address infrastructure deficit is currently underway. The first two berths of 16 meters draft will be completed and operationalized by the end of the 2nd quarter this year. The project also includes the upgrading of the Tema Community 3 Beach Road Junction for which works have commenced. The 7-km single carriageway is being financed by the Meridian Port Services, the operator of the Container Terminal at the port at a cost of US\$8 million. When completed, it will ease the traffic congestion at that area particularly cargo traffic movement out of the new terminal.

Mr. Chairman,

The Takoradi port is also to have a facelift with the development of a Multi-Purpose Container Terminal by a Ghanaian owned company Ibistek at a cost of US\$450 million. For the first time in the history of this country, Ibistek a wholly owned Ghanaian Company has been engaged to develop this landmark project. This demonstrates Government's commitment to involve Ghanaians in our development process. In December last year, the Company signed an Agreement

with an EPC Contractor, Jan De Nul for physical construction works. As part of the agreement, the construction of a 4km road network that links the Port of Takoradi and the New Takoradi Township to the new Takoradi Container Terminal (TACOTEL) has been completed.

Mr. Chairman, Ladies and Gentlemen,

In our effort to eliminate double handling of bulk cargo to reduce cost at the Takoradi Port, the construction of a Dry Bulk Jetty with 800 meters quay wall is nearing completion. This development will improve the handling and increase the tonnage of bauxite and manganese for export.

The partial use of the facility has since paved way for the importation of clinker in transit to Burkina Faso. In 2018, about 100,000 metric tonnes of clinker was handled for Burkina Faso. We expect the tonnage to go up to 200,000 metric tonnes this year.

Mr. Chairman,

As part of Government's manifesto to expand the port of Takoradi towards Sekondi, an executive instrument is before His Excellency the President, Nana Addo Dankwa Akuffo-Addo to declare the area between the existing Takoradi Port up to the Sekondi Naval base as a port zone. The GPHA under the direction of the Ministry is developing the area into an oil and gas industrial park to create jobs for the youth in the Metropolis.

The Ministry is also aggressively pursuing the development of a port at Keta in line with Government's manifesto. The GPHA has commenced the feasibility study for the construction of this new port. In 2018, His Excellency the President signed an Executive Instrument declaring the

Keta area a Port Zone. As a first phase to this development, a Memorandum of Understanding has been signed with Diamond Cement to construct a jetty to handle clinker for its factory. This will also create jobs for the youth.

Mr. Chairman,

It is sad to note that, over the years, the Tema shipyard and Drydock which is arguably one of the largest within the sub-region has not seen any appreciable development and is saddled with obsolete equipment. Through the assistance of GPHA, some operational equipment was procured for the shipyard. Meanwhile, Government continues to pursue its search for a Strategic Investor to bring in the needed capital and technical expertise.

I am happy to state that the Ministry is at the final stage of negotiation for the selection of the Strategic Investor to partner Government for the revamping of the shipyard into a modern Drydock facility to meet the needs of the oil and gas industry. It is expected that the investor will be engaged by the end of the first quarter and to get the yard ready for the fabrication of some components of a new FPSO for the Tein Field Project.

Similarly, the search for a Strategic Investor to develop the Boankra Inland Port is nearing completion. The operationalization of the Port would assist in decongesting the Tema Port and facilitate transit trade especially to landlocked countries of Burkina Faso, Mali and Niger.

Mr. Chairman,

In fulfilment of Government initiative to improve safety and livelihood of the communities along the Volta Lake, construction and

rehabilitation of ferry landing sites and facilities along the Lake are ongoing at the Dambai and Dambai Overbank, Yeji, Makango and Agordeke and works are progressing steadily.

Similarly, as part of measures to ensure safety of navigation in the Volta Lake, the removal of tree stumps along the navigational routes in the Oti River at Dambai in the Volta Region has been completed.

Furthermore, the Authority has recently awarded a contract for the removal of tree stamps at the Yeji and Makango landing sites. The contractor has mobilized to site and works are ongoing.

To ensure safe launching and landing of artisanal fishing canoes as well as create and maintain hygienic environments for the fishing communities, Parliament has approved US\$208.00 million Commercial Agreement to finance the construction of ten (10) fish landing sites along the Coast. The identified locations are Axim, Dixcove, Moree, Mumford, Winneba, Senya Beraku, Fete, Teshie and Ada.

Mr. Chairman,

The Ghana Maritime Authority also took delivery of seven (7) No. High Speed Boats to enhance safety and security in our marine environment. The vessels include five (5) patrol boats and two (2) search and rescue boats. These patrol vessels would help clamp down on the increasing spate of illicit maritime activities in our territorial waters and the oil fields. Additionally, the Authority has signed a contract for the supply of two (2) vessels purposely for the Volta Lake to improve surveillance and ensure safety. The Search and Rescue boats will be used for quick and effective evacuation of victims or survivors in cases of maritime emergencies and accidents.

Mr. Chairman

The Ghana Maritime Authority in collaboration with the Ministry of Transport is taking steps to ensure the enactment of the requisite legislation to improve the maritime sector. Some of these draft legislations include:

- Ghana Shipping (Carriage of Containers) Regulations, 2018
- Ghana Shipping (Cabotage) Regulations, 2018
- Ghana Maritime Authority (Fees and Charges) Regulations, 2018

For the Cabotage regulation, it is intended to reserve indigenous shipping for Ghanaian citizens and companies wholly owned by Ghanaians within our maritime domain.

Mr. Chairman

To support the Government policy in youth employment, the Regional Maritime University is collaborating with Bernard Schulte Ship Management (BSM) to provide on-board practical training for students.

BSM has broken ground to build their Africa Regional Office on the campus of the Regional Maritime University. This permanent structure will comprise a BSM office and a training center to mentor RMU graduates. This will enable the company to increase its intake of cadets for their vessels. Currently, BSM ships have over 350 Ghanaian crew and this number is expected to increase.

Road Transport Service Sub-Sector

Mr. Chairman,

The spate of road accidents continues to be a matter of concern. It is sad to note that between January and December, 2018, a total of 13,645 crashes involving 22,025 vehicles including 3,903 motorcycles resulting in 2,341 persons killed and 13,677 persons injured were recorded.

Most of the crashes were as a result of indiscipline among road users particularly drivers and motorcycle riders. Acts of excessive speeding, wrongful overtaking, pedestrian knockdowns and disrespect for traffic signals at intersections by motorcycle riders are the predominant factors contributing to road crashes in the country.

This situation cannot be allowed to continue and we must marshal our collective effort to tackle the carnage on our roads. Moving forward, the National Road Safety Commission is vigorously running four major campaigns and also coordinating activities of Engineering, Enforcement, Education and Emergency response institutions aimed at reducing travel speeds, protecting pedestrians on the streets, empowering passengers and compliance with crash helmet wearing.

At this point, I wish to express the gratitude of my Ministry to His Excellency the President for his continued support and making available to the National Road Safety Commission an additional amount of GHc6.5million to address the road safety issues.

Mr. Chairman,

To enhance capacity for response to victims of road traffic crashes along identified sections of major highways, the National Road Safety

Commission has completed the construction of eight (8) Emergency Response Centers at the following locations.

- Asuboi, Bunso Junction, Asankare and Juaso on the Accra - Kumasi Highway
- Toje (near Kasseh) and Nogokpo on the Accra - Aflao Highway
- Okyereko and Apam Junction on the Accra - Takoradi Highway

Government has also granted approval for the National Road Safety Commission to be transformed into an Authority with a mandate to ensure compliance to road safety measures, policies, procedures and guidelines. The overall strategy is to improve road safety, particularly among the most vulnerable groups. The Bill is currently with the Attorney General's office and would soon be placed before Parliament.

The National Road Safety Commission has commenced installation of Road Crossing Aids popularly known as "Lollipop Stands" at 850 selected basic schools across the country in addition to traffic calming measures and training to assist school children cross roads safely to and from school to improve child safety in the country.

The Commission has also deployed over 300 trained and branded road safety education officers at strategic locations on the national road network and various main transport terminals providing road safety education and sensitization services on daily basis to improve road safety awareness.

Also with the support of the World Bank, the Commission procured and deployed ten (10) Pick-Ups to the regional capitals to support road safety activities.

Mr. Chairman,

Additionally, the Road Traffic Regulation, 2012, L.I.2180 is under review. This is to address some implementation challenges as well as incorporate innovations in the management of road transport services. Some of the key areas that need grave attention include mandatory refresher training for commercial vehicles drivers, regulation of the commercial passenger and goods transport services, use of motorcycle and tricycles and the adoption of unmanned traffic laws enforcement devices. It is my hope that as we begin our public sensitization programmes on the proposed amendments, we shall all collectively contribute to enrich the provisions of the regulations to ensure smooth implementation and enforcement so as to reduce these road crashes.

Mr. Chairman;

Government policy is to ensure that at least 80% of the travelling public commute by some means of high occupancy bus services. In this respect, Government last year supported the Metro Mass Transit Ltd (MMT) with fifty (50) new intercity buses to augment its fleet. An additional fifty (50) buses are expected in the second quarter of this year. Similarly, the Intercity STC Coaches Limited will also receive one hundred (100) new intercity buses to augment its fleet.

The MMT and ISTC provide direct employment to about 5,000 Ghanaians, including female drivers who have been taken through various levels of training. Last year, a total of seventy-five (72) females received training at the West African Transport Academy and forty-six (46) have so far received certification.

Mr. Chairman,

I recall that in 2008, during His Excellency the Former President, John Agyekum Kuffuor's administration, a programme christened the Urban Transport Project was launched in Accra to improve mobility along some major corridors to the Central Business District.

The Greater Accra and Kumasi metropolis were to benefit from this Programme. We witnessed the first pilot operations "Aayalolo Bus Services" in Accra on the Amasaman to Tudu Corridor during the latter part of 2016. Unfortunately, the pilot programme has been suspended due to financial and operational challenges. Despite cash injection of GHc4.5million from Government, the operations could still not sustain itself till its suspension late last year. Meanwhile, a total of one hundred (100) buses have been earmarked for deployment to the Metropolitan Assemblies of Sekondi-Takoradi, Kumasi and Tamale for intra-city operations in the regional capitals. Kumasi has commenced operations and One Hundred and Twenty (120) drivers are currently being trained for all the three (3) regional capitals. However, to revamp the operations, the Ministry in collaboration with the Local Government and Finance Ministries will restructure the operations of the current Aayalolo operations.

Mr. Chairman;

The Driver & Vehicle Licensing Authority has embarked upon a massive automation of its operations in order to transform the Authority into a highly effective and efficient organization through business innovation, best practices and re-engineering. This has led to a new work flow to

reduce fraudulent practices, revenue leakage, effective and efficient service delivery.

There have also been major investments in cutting edge technology among others, to secure and enhance the process of issuing Driver's Licenses in the country while ensuring the security and durability of the License itself.

Due to improvement in business processes at the Authority, a valid driver's license is now produced within 2 to 4 weeks. In the past, it took an average of 3 to 9 months for a valid driver's license to be produced.

DVLA also undertook a review of the theory driving test regime and discovered that most potential drivers fail due to their inability to read and write proficiently in the English language. This is in no way an indication of their inability to drive safely in our road environment. To address this challenge, the Authority has now translated the Computer Based Test (CBT) into 5-local languages, i.e. Twi, Ewe, Ga, Hausa and Dagbani. This new test method would commence by the end of the 2nd quarter of this year.

Mr. Chairman;

The Authority has completed the construction of test grounds for its testing office in Tema while that of Kumasi is nearing completion. This has become necessary because as population increases and there is a corresponding increase in vehicular traffic, it becomes difficult for practical driving test to be conducted on major roads. The best practice has therefore been for driver testing institutions to use test

grounds which are purposefully constructed to encapsulate everything that could be found on a major road.

KEY CHALLENGES OF THE SECTOR

Mr. Chairman;

Despite these interventions, the sector is faced with a number of challenges. The key among these challenges is financing for infrastructure development and service improvements.

For the inland waterways, the necessary infrastructure including passenger reception, landing stages and modern equipment is inadequate as well as the presence of obstacles such as tree stumps, rock outcrop at Debre and sand bands in the navigational fairways.

The Road Transport Services sub-sector need a total overhaul. Inadequate regulations and weak enforcement have resulted in the poor standards and rising fatalities on our roads.

WAYFORWARD FOR 2019 AND BEYOND

Mr. Chairman;

The Ministry and its agencies have outlined, the following key measures, as a way forward to address the above challenges and also improve the performance of the sector.

Government has taken initiatives in seeking funding from partners including the World Bank for the development of the infrastructure. Among these initiatives is the recently approved Transport Sector Improvement Project of US\$150.00 million.

Mr. Chairman;

In the Maritime and inland waterways sub-sector, the Ministry will continue to focus on infrastructural development to respond to increasing trade volumes demand for transport services. In this regard, the GPHA will:

- Continue with the infrastructure development of container terminals and provision of more berths with deeper draft to enable the Tema Port take bigger vessels.
- Continue the construction of a new Multipurpose Terminal in the Takoradi Port basin to create additional berths for bulk cargo vessels to meet the needs of the Oil and Gas industry.
- Commence the development of the Keta Port Project in the Volta Region and also a new Port on the Volta Lake at Mpakadan. The feasibility study for the Keta Port is currently in progress.

Mr. Chairman;

The Volta Lake Transport Company Ltd. will benefit from a Regional Multimodal Project being supported by the World Bank. The support will cover the development of ferry landing sites at various locations along the Lake, charting of the navigable fairways to improve safety of travelers and access roads improvements. With the development of the Tema - Akosombo Railway Line, the Volta Lake is being positioned to provide a vital linkage for the carriage of goods and passengers to the Northern part of the country.

Road Transport Services Sub-Sector

Mr. Chairman;

The DVLA will continue to upgrade its ICT installations to improve efficiency in driver licensing and vehicle testing activities as well as decongest their premises. It will also continue with the deployment of online services to enhance efficient service delivery and eventually lead to significant reduction in the numerous faking incidences recorded by the Authority. The Authority would also introduce vehicle smart card for its customers. This will replace the paper documents vehicle owners have to carry on them after registration.

With respect to road safety, the Ministry will facilitate the conversion of the National Road Safety Commission into an Authority with a new mandate to ensure compliance to road safety measures, policies and programmes. In addition, the Ministry will complete the review of the

road traffic regulations L.I.2180 to ensure smooth implementation and also to allow for the incorporation of new innovations.

Mr. Chairman,

The Metro Mass Transport Ltd. will continue to offer subsidized transport services for both the rural and urban communities. We will however streamline their operations for more transparent and efficient operations and full accountability.

In respect of Aayalolo Bus Services, the Ministry will work closely with the Ministries of Local Government, Finance and Roads and Highways and development partners to restructure the operations and also introduce services in the cities of Kumasi, Tamale and Takoradi.

Conclusion

Mr. Chairman;

I have tried within this period to give you some insight into the sector's activities. Even though not exhaustive, I hope I have set the tone for interaction with the audience and that any gaps that I have left may be filled during question time. It is our expectation that with your support, we will be able to achieve the task we have set ourselves towards moving Ghana Beyond Aid.

I thank you for your attention.