

REVIEW OF TEN YEAR PROGRAMME OF WORK ON SUSTAINABLE CONSUMPTION AND PRODUCTION PATTERNS

The Government Ministries and Agencies responsible for Management and Improvement of the Transport System include: the Ministry of Road and Transport, Highway Authority, Department of Feeder Roads, Department of Urban Roads, the Civil Aviation Authority; Driver and Vehicle Licensing Authority; National Road Safety Commission; Ghana Airways; the Shipping Commission; the Ghana Ports and Harbors Authority; and Volta Lake Transport Company.

The Ministry of Roads and Transport is the main formulator of Transportation Policy but solicits inputs from other Stakeholders in finalizing its policy. Legislation on Transport is debated in Parliament. Interested parties also submit comments on transportation legislation placed before parliament.

Decision-Making: Legislation and Regulations

The 1952 Road Traffic ordinance and a number of transport regulation and statutes have controlled and regulated the transportation and traffic system.

The new Draft Bill has taken into account the prevailing change in the traffic environment technological advancement in the road transport and traffic and will ensure that sanctions are commensurate with offences committed.

Rules, Regulations, incentive measures, etc, put in place to induce participation in environmental-friendly transportation are the following:

- Establishment of emission standards backed by legislation,
- Education of operators and transporters on vehicle maintenance practices to meet the stipulated emission rules and laws,
- Provision of bicycle-ways,
- The use of public forum and seminars concepts to discuss issues concerning road projects before construction, and
- Transportation schemes and projects having to go through environmental and traffic impact assessment clearance procedures before implementation.

Sustainable fuel consumption

The banning of the importation of 10 years old vehicles and the imposition of higher tariffs on the importation of large engine capacity vehicles, are all aimed at ensuring sustainable fuel consumption and efficiency level in the country

Reduction of Vehicles emissions

Policy of government is to reduce pollution emission levels from vehicles. Vehicles exhaust analyzers have been obtained for DVLA and measures put in place to train maintenance and vehicle inspectorate personnel in their use.

Development of alternative transport mode

A feasibility study for the construction of mass light rail system to support the existing urban public road transport service has been effected funding is the main cause of the delay. Non-motorized facilities such as bicycle tracks have been constructed in some urban centers to promote the use of bicycle.

Ghana government has supported financial credit provision to public road transport service providers in acquisition of new vehicles and upgrading their vehicle fleet.

Member of the general public vehicle owners and operators and their associations are party to decision-making in relation to transport policies, reviews, management and procedures. The private sector also manages and provides public transport services.

Programmes and Projects

Major programmes undertaken include the following:

- Better meeting commercial, private and public needs for mobility in urban and rural areas include the construction, rehabilitation and refurbishment of a number of lorry parks.
- The main international airport being expanded and refurbished to accommodate the operation of wide-bodied aircrafts to cater for anticipated increase in passenger load factors.
- Road condition improvements and lean capacity expansion has reduced congestion and traffic in sections of the urban road networks.
- The central business district has been decongested by relocating retail outlets and controlling street vending. Commercial Vehicles Parks have been constructed to reduce the adverse impact of on-street parking.
- Non-motorized ways have been constructed in Urban Centers, for bicycle users. Road capacity in urban areas has been increased to facilitate free flow of traffic during the peak periods. The installation of traffic signals at main intersections and construction of grade-separated interchanges have reduced congestion a number of areas in urban centers.

Status

The existing road network is extensive; however, financial resources are required for the construction of missing links and the reconstruction of deteriorated sections of the road network. The Volta Lake which could be used as an important transport water-way linking the Southern half of the country to the

North is poorly utilized. Large sections of the lake are not navigable because of existence of debris shoals, and tree stumps in the lake.

Capacity-building, Education, training and Awareness-raising

The Ministry of Roads and Transport and its Agencies undertake sensitization and awareness programmes on the impact of transport on the environment. Adverse impact on the environment from transportation activities and measures for abating them are impacted to all stakeholders such as contractors, operators through seminars, workshops and media campaigns.

The National Road Safety Commission (NRSC) as part of the on-going programme of promoting road safety education awareness undertakes road safety campaigns through the media, safety awareness courses for driving schools, drivers and police officers and other stakeholder in transportation industry.

NRSC officials and policy officers visit schools periodically to educate children on how to behave within a road environment especially the safe way for crossing the road.

In-house and out of the country training and refresher courses are provided for engineers and other experts as a means towards capacity building within the transport and traffic sector of the economy. Seminars and workshops are also conducted for road contractors and other providers of transport infrastructure to enhance their skills and expertise.

Information

For the road sector, traffic data is collected by the various transport agencies responsible for the implementation of transportation schemes and measures or their commissioned agents. The Police, together with Building and Road Research Institute (BRRI) collect information on road safety and accidents on the road network. Accident data is analyzed by BRRI. Results from these findings are used as a basis for designing schemes and measures ameliorating accidents at hazardous spots. With respect to air and maritime transport, their respective agencies such as the Ghana Civil Aviation Authority, Ghana Airways, the Ghana Ports and Harbors Authority, the Shippers Council and the Shipping Commission are responsible for ensuring that data is gathered for their respective functions.

Research and Technologies

No information is available

Financing

Building infrastructure – source of funding are the consolidated fund and donor support. Supply fund for fuel is from the consolidated fund.

There is little financial support for Research and Development alternative fuels and transport.

Finance is sourced from the consolidated fund for the enforcement of regulations and standards.

Introductions of road tolling, increases in fuel levy and road user fees as inputs for the road fund has been introduced for road maintenance investment.

Cooperation

Ghana periodically participates in international, bilateral, and regional conferences to discuss transportation issues and comply with international, regional conventions and protocols as signatories. The country receives technical assistance for transport project schemes mainly from bilateral sources and other international donor sources.

A. SECTOR AND ISSUES	CURRENT GOVERNMENT PRIORITY	EXPECTED FUTURE PRIORITY
Solid waste management		
- Waste disposal	Development of engineered/sanitary landfills	Development of incineration facilities
- Reuse and recycling	Promote recycling of plastic wastes and composting of organic wastes	
- Waste reduction	Sustained public education and awareness	
- Others	Improvement in collection and transport of wastes	
Transport		
- Clean fuels and vehicles	Promoting fuel efficiency, conservation and pollution control measures	<ul style="list-style-type: none"> • Introduce fuel efficiency devices on vehicles • Limit the importation and increase taxes and duties on vehicles and engines more than ten years old • Use of alternative fuels to supplement petroleum products • Set and enforce emission standards

		for road vehicles
- Public and alternative-transportation	Promote mass transportation in urban areas	
- Urban and regional transportation	Ensure provision, expansion and maintenance of transport infrastructure	
- Others		
Cleaner production		
- Resource use efficiency	Operationalisation of a Ghana Cleaner Production Centre to provide services to the public on adoption of cleaner production strategies in all sectors	
- Pollution prevention		
- Technology strategies		
- Others		
Energy efficiency and renewable energy		
- Industrial energy efficiency	<ul style="list-style-type: none"> • Installation of capacitor banks and high efficiency motors • Promote load management in industry • Promoting the use of energy efficiency bulbs • Promote resource use (including energy use) efficiency in industry 	
- Household energy efficiency	<ul style="list-style-type: none"> • Awareness campaign aimed at promoting household energy efficiency. • Encourage the use of CFL's for lighting, modern fuel for cooking (where applicable) efficient cooking technologies, improved cook stoves. • Use of the appliance label standard for domestic appliances and facing out the use of CFCs in refrigeration 	
- Renewable energy markets	Development of RE regulations to promote modern RE market	Increase modern RE to 10% in the energy mix and 5% biofuel in transport fuel
- Others		
Housing and construction		
- Energy efficiency	Use of energy efficient bulbs and equipment	Eliminate importation of old plants and equipment
- Building materials	<ul style="list-style-type: none"> • Keeping cost low through taxation and efficiency • Offering technical support to firms through research and development 	Promote use of local building materials
- Construction standards	<ul style="list-style-type: none"> • Developing capacity of Building Inspectors • Building capacities of artisans and private 	Enforcement of building control regulations

	developers	
- Building operations	Adherence to Building Regulation requirements by players	Development of efficient framework for monitoring and control
- Others		
Food clothing		
- Organic products	-	-
Chemical management	Enforcement of pesticides law	Improvement in the legal framework for the control and management of industrial chemicals and hazardous waste
Hazardous waste	Ensure safe disposal of obsolete pesticides and chemicals	

B. POLICY INSTRUMENTS	CURRENT GOVERNMENT ACTIVITIES	EXPECTED FUTURE PRIORITIES
General policy instruments		
- Taxes , subsidies	None	Promote full cost recovery
- Preferential tariffs and trade policies	None	-
-Tax reform	<ul style="list-style-type: none"> • Widening of tax net to cover larger part of informal workers and self-employed workers • Increase efficiency in tax administration 	
- Consumer protection policies	Policy in place. Cabinet memo under preparation	
- Polluter-pays principle	Environmental permit fees are based on the scale of impact of the operation on the environment	
- Integrated product policies		
Changing consumer behavior		
-Education and public information	Provided by Ghana Standards Board and Food & Drugs Board	Part of a larger programme
- Consumer information	Provided by Ghana Standards Board and Food & Drugs Board until a Consumer Authority is established	
- Labeling ,eco-labels	Enforced by Ghana Standards board and Food & Drugs Board	
- Consumer organizations	Consumer Association	

	of Ghana is in place	
- Public procurement policies	Procurement is based on economic considerations	Incorporate sustainable procurement
- Others		
Changing production patterns		
- Regulations of emissions and effluents	Guidelines developed to regulate emissions and effluent discharges	Convert guidelines to standards to enforce compliance
- Charges or incentives of cleaner production	Establishment of a Cleaner Production Center to promote resource use efficiency in industries and hence cut down cost of production	
- Products standards (e.g. energy efficiency)	Use of appliance label standard for domestic appliances	
- Cleaner production programmes	Dissemination of concept through seminars and workshops	Establishment of a CP center to promote CP programmes
- (R&D, training, technical assistance)	State institutions like CSIR, GRATTIS, NBSSI, ITTU etc offer such services	Institutional capacity strengthening
- Pollutants reporting and registers	Monthly/quarterly reporting of pollutants by industries to EPA	Institutionalize EPRD programme to rate companies based on their pollution impact etc
- Strategic industrial and technology planning		
- Investment incentives		
- Voluntary initiatives and codes of conduct		
- Corporate social/environmental responsibility	Industries determine the kind of corporate service it could offer	
- Improved management accounting		
- Investment analysis		
- Others		
Analytical tools		
- Life-cycle analysis	-	-
- Indicators of sustainability	-	-
- Technology impact assessment	-	-
- Policy impact assessment	-	-
- Impacts of globalization and urbanization	-	-
- Impacts of changes in international markets	-	-

Others		
- Environmental Impact Assessment	EIA requirement for projects likely to have significant impact on the environment	Strengthening the system through on-line registration, follow-ups, etc
Strategic Environmental Assessment	Conduct SEAs of sector policies eg energy, agriculture, tourism and transport	Mainstreaming of environment in sector policies, plans, programmes and district plans to ensure sustainability (Under NREG)