

# TRAFFITECH-GH

## THE CAMERA IS NOW THE TRAFFIC OFFICER

**Ghana is changing how it polices its roads. Here is what every driver, vehicle owner and business needs to know.**

For decades, traffic enforcement in Ghana largely had a human face.

*Usually, a police or traffic officer stands by the roadside. A vehicle is stopped. There is a conversation. Documents are inspected. An offence may be alleged. Sometimes a ticket follows; sometimes a court process follows; and sometimes, as many Ghanaians know, the encounter takes a less formal turn-things settled peacefully and swiftly the 'kpakpakpa' way.*

**Now, TRAFFITECH-GH is about to change all that.**

Under the new system, the police officer may never wave you down. You may never know that your vehicle has been detected. A camera can capture the incident, the evidence can be reviewed electronically, and an official notice can subsequently arrive by SMS.

The Ghana Police Service describes TRAFFITECH-GH as an automated system for enforcing road traffic laws using cameras, sensors and other electronic equipment. Its stated objective is straightforward: increase compliance with traffic laws and ultimately reduce crashes, deaths and injuries.

Full implementation was initially announced for 1st October, 2026. But on 29 September, however, the Police rescheduled the rollout to **1st November 2026**, saying the additional month would be used for more extensive public education on the system.

### **THE FIVE WORDS TO REMEMBER ALWAYS:**

**DETECT → IDENTIFY → NOTIFY → PAY/CONTEST → ENFORCE**

Understand these five stages and you understand the basic architecture of TRAFFITECH-GH.

## 1. DETECT:

TRAFFITECH-GH uses fixed cameras, mobile or in-vehicle equipment, laser speed-measurement devices and handheld Personal Digital Assistants (PDAs) used by MTTD officers. The system is not simply a collection of stationary speed cameras.

A motorist may encounter enforcement through a fixed installation, equipment operating from a vehicle, a laser speed-measuring device or an officer equipped with a PDA.

The cameras and sensors produce photographic or video evidence which is transmitted for back-office validation before an **Electronic Notice of Violation (ENV)** is issued.

This distinction is worth noting: **The camera detects; the system records; but an offence is supposed to be reviewed before the notice is issued.**

Among the offences identified by the Police as falling within TRAFFITECH-GH enforcement are:

**speeding; running a red light; expired roadworthiness certification; wrongful overtaking; failure to use seatbelts; use of an expired driver's licence; driving an uninsured vehicle; and misuse of sirens.**

The new Road Traffic Regulations also introduce automated enforcement, a demerit-point framework connected to drivers' licences and revised penalties for traffic offences.

And there is another important point: **there does not have to be a camera-warning sign for enforcement to be valid.**

According to the Police, although warning signs exist at some locations, there is no legal requirement for every traffic-enforcement operation or device to be announced in advance.

So, the safest assumption after implementation is simple: **Drive as though the road is being monitored-even when you cannot see a camera.**

## 2. IDENTIFY:

**The number plate has become more important than ever.**

Once an offence involving a vehicle has been recorded, the system connects that incident to a person or vehicle record.

This is where TRAFFITECH-GH becomes more than a camera project. It depends on interconnected government records and, crucially, the accuracy of vehicle registration and contact information.

For camera-detected offences, the Electronic Notice of Violation (ENV) is sent to the registered vehicle owner. A driver may receive a notice directly when an MTTD officer stops the person and records the offence using a PDA.

According to the Police's explanation of the Road Traffic Regulations, where a camera detects an offence, the registered owner can be liable regardless of who was driving the vehicle.

This creates one of the biggest practical changes for Ghanaian vehicle owners. The usual **“BUT I WASN'T THE ONE DRIVING”** statement will no longer solve the problem.

That has enormous implications for: parents who allow children to drive their cars; companies with fleets; car-rental businesses; transport operators; vehicle owners employing drivers; logistics companies; ride-hailing vehicle owners; and anyone who routinely lends a vehicle to another person.

The vehicle owner can no longer treat the driver's behaviour as entirely the driver's private problem. The vehicle has effectively acquired a regulatory footprint of its own.

### **WATCH THE SECOND-HAND CAR TRAP**

The **“Oh! I sold the car two years ago”** may no longer be enough either.

Many vehicles in Ghana change hands physically long before ownership records are formally changed at the DVLA.

Under the Police's published guidance, if you sell a vehicle but fail to complete the official change of ownership, you can remain responsible for violations committed while that vehicle remains registered in your name.

That means handing over the keys, collecting the money and signing a private sales agreement should not be confused with updating the state's vehicle register. For TRAFFITECH purposes, **the database matters enormously**.

The lesson here is simple: **SELL THE CAR? CHANGE THE OWNERSHIP.**

Similarly, stolen vehicles or stolen registration plates should be formally reported. A written police report predating the alleged offence can become important evidence when contesting a violation.

### 3. NOTIFY:

Once a validated offence is processed, an **Electronic Notice of Violation, or ENV**, is issued. For many motorists, this will be their first encounter with TRAFFITECH. The ENV is sent by SMS and should identify: **the ticket number, vehicle registration number, offence, location, date and time, amount payable and payment deadline**.

The official sender ID must read: **GPS-MTTD**

And here is perhaps the most important anti-fraud rule in the entire system:

**DO NOT CLICK A LINK IN A SUPPOSED TRAFFITECH SMS.**

The Police say an official ENV should not contain a clickable payment link. If a message arrives from another sender ID or contains such a link, motorists should treat it as suspicious. Evidence and payment services are handled through the official **www.ghana.gov.gh** platform.

The Police also say TRAFFITECH fines should **never** be paid by sending Mobile Money to someone's personal number or private account. Not even to someone claiming to be a Police officer. Indeed, the Police expressly say motorists should not pay TRAFFITECH fines directly to an officer in cash.

One of the original objectives identified for the automated enforcement was to reduce opportunities for corruption, public interference in enforcement

and delays in prosecution, while improving evidence gathering and institutional credibility.

#### **4. CHECK THE EVIDENCE:**

Receiving an ENV does not mean motorists must simply accept whatever appears on their phones without inspection.

The Police say a person can use the ticket number on the official government platform to view the details and available **photo or video evidence** associated with the alleged violation. This matters particularly for disputes involving red lights and speed.

For example, the Police say a red-light violation occurs where the vehicle's tyres cross the stop line **after the signal has turned red**. A motorist who believes the vehicle crossed while the light was still yellow can examine the evidence and contest the notice.

For speed enforcement, the Police say devices used under TRAFFITECH-GH are type-approved and periodically calibrated by the Ghana Standards Authority according to internationally accepted standards.

Access to offence images and videos is restricted to relevant parties, including the vehicle owner or driver, authorised MTTD personnel, back-office validation staff and the courts.

#### **5. PAY OR CONTEST:**

Once an ENV is issued, the recipient essentially faces two principal choices: PAY IT OR CONTEST IT.

The Police say payment should be made within **14 days** through the approved government channels.

Payment can be made through the official Ghana government payment platform- **www.ghana.gov.gh** using supported Mobile Money or debit/credit card options. The Police also identifies the USSD route **\*222# → Option 6** as an approved payment channel.

But motorists who believe the notice is wrong have a right to challenge it.

And again: **14 DAYS.**

The contest process must be initiated online within 14 days of the ENV's issuance. The motorist first reviews the evidence, starts the contest electronically, selects a preferred MTTD regional police station and subsequently goes through the process leading to a court hearing.

Once a fine has been paid, however, the Police say it is treated as settlement and can no longer be contested.

So before pressing **PAY**, check the evidence.

## **6. IGNORE IT? THE CLOCK STARTS COSTING MONEY.**

Perhaps the most financially consequential number in TRAFFITECH-GH is the **1% PER DAY** cost. According to the Police, after the 14-day allowable payment period, an unpaid fine attracts an additional penalty equal to **1% of the original fine for every day of default**. This changes the economics of ignoring a traffic ticket as it can become a growing liability.

## **7. THE CONCURRENT ROLE OF THE DVLA**

According to the Police, outstanding TRAFFITECH fines can lead to restrictions on specified DVLA services/transactions. The DVLA may refuse to **renew a driver's licence or transfer, register, re-register, lay off or inspect a vehicle for roadworthiness** until the outstanding fine is cleared.

That is what makes TRAFFITECH fundamentally different from merely putting cameras beside roads. The system creates a loop: **ROAD → CAMERA → POLICE → SMS → PAYMENT/COURT → DVLA**

An offence detected on the road can therefore eventually follow a vehicle or motorist into an administrative transaction. Motorists can always check outstanding fines using **\*220#**. This could become very useful when purchasing a used vehicle.

## 8. INSURANCE IS ALSO INSIDE THE NET

Insurance compliance is part of the enforcement framework. According to the Police, a driver is responsible for ensuring that a vehicle being driven has valid insurance-even where that driver does not own the vehicle.

Motorists can verify insurance status using \*920\*57# and the vehicle registration number.

In specified roadside insurance cases, a provisional notice can provide a **48-hour period** for the vehicle to be insured. If that does not happen, the provisional notification can become an ENV.

## 9. KNOW YOUR SPEED WITHOUT WAITING FOR A SIGN

Another misconception TRAFFITECH may expose is the idea that speeding exists only where a driver has just passed a speed-limit sign.

The Police summarises Ghana's general speed framework as:

**30 km/h** - areas such as schools, playgrounds, health facilities, churches, mosques, markets and other places where human activity predominates.

**50 km/h** - urban or built-up areas.

**90 km/h** - highways.

**100 km/h** - motorways.

Drivers are therefore expected to know the applicable legal limits; as the absence of a conveniently positioned sign does not automatically erase the obligation.

## 10. COMPANIES SHOULD PAY PARTICULAR ATTENTION

For individuals or companies operating fleets in the logistics, transport, corporate and ride-hailing services; driver compliance is about to become much more visible.

Where a company is the registered owner of a vehicle, the ENV is issued to that registered owner and the company must pay or contest it within the applicable period. Think about what this means for a business with 10, 50 or 500 vehicles.

One driver speeding is one incident. But dozens of poorly supervised drivers generating repeated electronic violations can become a measurable operating cost.

## **11. MOTORCYCLES, TROTROS AND TRUCKS ARE NOT EXEMPT**

TRAFFITECH is not a private-car programme. It applies across classes of motor vehicles on Ghana's public roads, including private vehicles, motorcycles, tricycles, taxis, trotros, ride-hailing vehicles, haulage trucks, commercial buses etc.

And if two separate offences occur during one incident-such as speeding and running a red light, for example-the Police say they can be recorded and processed separately, producing separate ENVs.

**Remember this:** one moment of recklessness can produce more than one violation.

## **12. WHO BUILT/OWNS THE TRAFFITECH SYSTEM?**

TRAFFITECH-GH is a public-private partnership project.

The Ministry of Finance's PPP records identify the Ministry of the Interior and Ghana Police Service as the public contracting side, and Nationwide Traffic Management and Enforcement Limited (NTMEL) as the private partner.

The reported estimated project cost is **GH¢77.73 million**.

The concession period is **11 years**, using a **Design, Build, Finance, Operate, Maintain and Transfer (DBFOMT)** model. The Ministry of Finance's 2024 PPP report says the project agreement was signed in December 2022 and is expected to run until December 2033.

The same report says the system underwent testing in 2024 to assess feasibility, effectiveness, accuracy and operational challenges before full-scale implementation.

And the human infrastructure has also been prepared. In September 2026, MTTD completed a series of enforcement training sessions involving Police personnel and representatives from institutions including the Judicial Service, NRSA, NIC and DVLA.

### **13. THE LAW BEHIND THE PROJECT**

TRAFFITECH sits within Ghana's road-traffic legal framework. The current reforms include the Road Traffic (Amendment) Act, 2025 (Act 1153) and Road Traffic Regulations, 2026 (L.I. 2519). The Ministry of Transport says Parliament approved L.I. 2519 on 28 May 2026, providing implementation rules for the amended road-traffic regime.

The Police identifies the Ninth and Thirteenth Schedules of L.I. 2519 as containing automated traffic offences, applicable fines and the relevant penalty-point framework.

Technology, in other words, is just the enforcement mechanism while the law remains the authority.

### **14. WHAT TRAFFITECH IS SEEKING TO CHANGE**

Note that the most interesting part of TRAFFITECH may not be the cameras. It is all about behaviour.

Traditional enforcement is episodic. A driver slows down when an officer appears, behaves through the checkpoint and accelerates afterwards.

Automated enforcement attempts something different: to increase the perceived probability that an offence can be detected even when an officer is nowhere in sight. That changes the psychology of enforcement.

Government PPP documents list expected benefits such as: reducing road-user indiscipline, corruption, interference with enforcement, prosecution delays and road casualties, while improving evidence gathering, resource use and confidence in MTTD operations. These are some of the project's stated expectations-albeit not guaranteed outcomes.

Whether TRAFFITECH actually delivers them will ultimately have to be judged against evidence: crash and fatality trends, accuracy of notices, successful challenges, system uptime, privacy and data security, enforcement consistency, public complaints, corruption indicators and the transparency of the public-private arrangement.

We must note that while technology can make enforcement more consistent; it can also make mistakes if databases, cameras or administrative processes are wrong.

That is precisely why accessible evidence, accurate DVLA records, properly calibrated equipment, a workable contest mechanism and transparent oversight matter as much as the cameras themselves.

## **15. THE TRAFFITECH SURVIVAL CARD**

If everything else in this article is forgotten, please remember the following:

**CAMERA:** You do not have to see an officer to be detected.

**OWNER:** If the vehicle is registered to you, pay attention to who drives it.

**SMS:** Genuine notices should come under **GPS-MTTD**.

**LINK:** Do not follow suspicious payment links in SMS messages.

**EVIDENCE:** Check the photograph/video before deciding what to do.

**14 DAYS:** Pay or begin contesting within the prescribed period.

**1% FEE:** Late payment attracts an additional 1% of the original fine per day after the allowable period.

**DVLA:** Unpaid fines can interfere with specified DVLA services.

**\*220#:** Check outstanding traffic fines.

**SOLD CAR:** Complete the DVLA ownership transfer IMMEDIATELY.

**STOLEN CAR/PLATE:** Report it formally.

**COMPANY CAR:** Know who is driving at all times.

**PAYMENT:** Use only official government payment channel

**1 NOVEMBER 2026:** The newly announced date for full implementation.

## **THE BIGGER STORY FOR TRAFFITECH**

The expectation is that TRAFFITECH changes more than just traffic enforcement. Its success should not ultimately be measured by how many SMS messages it sends, how many cameras it installs or even how much money it collects in fines.

TRAFFITECH must lead to measurable changes to the value of **records, responsibility and compliance**.

The REAL meaningful test discerning minds should monitor is whether, over time, fewer people run red lights, fewer drivers speed through communities, fewer dangerous vehicles operate on the roads, enforcement becomes more consistent and less susceptible to improper influence-and, above all, fewer people leave home in the morning and fail to return because of a preventable road crash.

If that happens, the most important achievement of TRAFFITECH will not be that Ghana found a more efficient way to punish motorists.

It will be that Ghana found a more effective way to persuade its citizens to drive as though another person's life depends on what they do next.

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