

UNIVERSITY OF GHANA

CENTRE FOR SOCIAL POLICY STUDIES



NON-ENFORCEMENT OF THE DISABILITY RIGHTS LAWS IN GHANA: THE
HEARING IMPAIRED AND ACQUISITION OF DRIVERS' LICENSES

BY

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DECLARATIONS

I hereby declare that this dissertation is the result of my own work towards the award of Master of Arts Degree except for quotations and references contained in published works which have all been identified and acknowledged. It is the result of my own research and no part or whole of it has ever been previously published by the author nor the material been accepted for the award of any other degree elsewhere.

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DEDICATION

I dedicate this dissertation to all family and friends, especially to the Deaf Community for being fully behind me throughout this work.

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GOD BLESS US ALL. AMEN!!!

LIST OF ABBREVIATION

PWDs	Persons with Disability
dB	Decibels (a unit of relative loudness of sound)
DVLA	Driver and Vehicle Licensing Authority
UNUDHR	United Nations Universal Declaration of Human Rights
CHRI	Commonwealth Human Right Initiative
GNAD	Ghana National Association of the Deaf
WFD	World Federation of the Deaf
Hz	Hertz
UNCRPD	UN Convention on the Rights of Persons with Disabilities
MTTU	Motor Transport and Traffic Unit (Ghana Police Service)
MoRH	Ministry of Roads and Highways
LI	Legislative Instrument
VIT	Vehicle Income Tax
AMA	Accra Metropolitan Assembly
ADA	Americans with Disabilities Act
MoT	Ministry of Transport
NCCE	National Commission for Civic Education
NGO	Non-Governmental Organizations
NRSC	National Road Safety Commission
PHC	Population and Housing Census

ABSTRACT

Non-enforcement of policies regarding persons with disability (PWDs) is a major national problem, especially when it comes to the hearing impaired and acquisition of drivers' licenses in Ghana. The hearing impaired persons mobility to accessing some basic services such as education, social and economic activities, health and other cultural activities could depend on their mandate to drive to places in seeking for these basic services, hence the need for drivers' licenses to ply the roads. Several attempts made by persons with hearing impairment in acquisition of drivers' licenses have yielded no results. The objective of the study, therefore, is to investigate the non-enforcement of disability rights laws in Ghana focusing on the Greater Accra Metropolis. Among those involved in the study were hearing impaired persons who were 18 years and had applied or aspiring to apply for drivers' licenses in Accra. Aside the hearing impaired, key informants from institutions such as Driver and Vehicle Licensing Authority (DVLA), Motor Transport and Traffic Unit (MTTU) of the Ghana Police Service, Ministry of Roads and Highways (MoRH), and Ghana National Association of the Deaf (GNAD) were interviewed for the study. The study sought to find their awareness of the Persons with Disability Act, 2006 (Act 715) and how the named institutions have incorporated the policy requirements into their operations; in other words, whether the Persons with Disability Act, 2006 (Act 715) is being fully implemented.

A qualitative research approach was employed in the study to have an in-depth knowledge (lived experiences) of the phenomenon. Twenty-one (21) participants were sampled with the help of an interview guide for the field data collection from respondents. The findings from this study included persons with disability interested in driving private, transport/commercial, and public vehicles when given drivers' licenses. PWDs and other stakeholders including DVLA, MTTU and MoRH but most importantly, majority of the PWDs were not aware of the provisions in the

constitution and the Act to alleviate the problem. The study recommends an awareness creation and advocacy on Persons with Disability Act, 2006 (Act 715) setting up an Agency to regulate, monitor and evaluate the activities of the MoRH and DVLA, involvement of PWDs in policy design and implementation, the need to use both of the Persons with Disability Act, 2006 (Act 715) and the UN Convention on the Rights of Persons with Disability, and the enactment of Legislative Instrument (LI) to give full backing to the Act, perception and behavioural change towards Persons with Disability.

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CHAPTER ONE

INTRODUCTION

1.1 Background of the Study

The 1992 Constitution of Ghana, the Persons with Disability Act, 2006 (Act 715), and various International Conventions on the rights of persons with disabilities (PWDs) make provisions for the inclusion of PWDs in all facets of national life. However, the idea of disability and perceptions societies hold against PWDs normally influence the way society associate with them. This result in relegating them to the background and infringing on their human rights. Thus, PWDs are excluded from participating fully in all aspects of life including most importantly, the right of accessibility to resources by all human beings, especially the right to acquisition of a driver's license to drive a vehicle. The Ghana National Association of the Deaf (GNAD) has complained that the Driver and Vehicle Licensing Authority (DVLA) denies issuing drivers' licenses to people with hearing impairment, which is non-enforcement of disability rights legislations. The exclusion of the hearing impaired from vehicular and road usage stems from the widespread Ghanaian public opinion that hearing impaired who drive pose a threat to other road users in the country.

However, there is also the observation that some of the hearing impaired, before they lost their sense of hearing, had valid drivers' licenses and had been good drivers for many years. There is no scientific study/report of accidents linked to the hearing impaired and accident in the countries where hearing impaired persons can obtain drivers' licenses and ply the roads (GNAD, 2015).

This dissertation, therefore, primarily focuses on investigating why the DVLA refuses to issue drivers' licenses to hearing impaired people and prevent those who had drivers' licenses before their hearing disability occurred from using the road despite regulations that prohibit such discrimination, particularly the 1992 constitution of Ghana. In the 1992 Constitution of the

Republic of Ghana, it is made clear in article 17 (1) that: “all persons shall be equal before the law.” (2) “a person shall not be discriminated against on the grounds of gender, race, colour, ethnic origin, religion, creed or social or economic status.” This is a clear infringement on the Constitution.

Hearing disability/impairment is defined to include people who have total/complete or partial deafness. The word Deaf is said to be a politically correct term for a person with hearing impairment. People with partial deafness can often use hearing aids to assist their hearing. Deafness is a biological construct. This means deafness can occur at birth or later in life based on many biological causes. Also, the means of communication associated with deafness is the use of sign language (Disabled World, 2016). According to WHO (1980:48), “Impairment in the context of health experience is any loss or abnormality of psychological, physiological, or anatomical structure or function”. In addition, there are three basic types of hearing loss/impairment namely; Conductive, Sensorineural, and Mixed hearing loss/impairment (Nicky, 2009). The causes of hearing impairment can be attributed to several biological and environmental factors including problems associated with pregnancy, sickness, and excessive exposure to noise.

Hearing impairment, according to Shea and Bauer (1997) was described as a generic term for any of the conditions that hinder hearing and agreed with Wray, Flexer and Ireland (1987) that hearing impairment occurs along the continuum ranging from mildly hard of hearing to profound deaf. Hearing impairment is concerned with those people with hearing loss who are handicapped to the extent that some form of special education is required (Northern & Down, 1991). This definition entails what we locally define as Deaf. The Deaf is a political term for an individual or group of persons as having hearing loss of about seventy decibels (70db) level or greater in their better ear. Hearing impairment can be defined as a deviation or change for the worse in either structure or

function of the cochlea, outside the normal hearing range (Okyere & Adams, 2003). Although different authors define hearing impairment from different perspectives, they all generally talk about malfunctioning of the human hearing mechanisms.

Deafness or any disability for that matter should not hinder a person's quality of life. The right to drive is not an insignificant one. Without a driving permit, hearing impaired drivers are restricted to enjoy their right to movement and independence in their ability to work and in their access to medical, educational, career, community, information, leisure and other services. According to Alhasan (n.d) the experiences elsewhere in the world including, Europe, America, Asia and Africa on how nations on these continents managed to allow the hearing impaired to drive on their roads must be learnt. Also, The Traffic and Safety Act 1998 of Uganda prohibits denial of a driving permit because of disability. Again, experiences with other African countries such as Kenya and South Africa have shown that the hearing impaired persons are capable of driving, and these categories of people are found to be better drivers (Alhasan, n.d)

As stated above, the World Federation of the Deaf (WFD) has also negated the existence of any report that blames adverse traffic occurrences attributed to driving by hearing impaired drivers. Also, GNAD survey says that hearing impaired drivers who drive are better road users than the hearing ones because they respect road safety regulations and use rear-mirrors more effectively on the roads. Again, because their hearing is impaired, their other senses are naturally trained and sharp to compensate for the loss of hearing (GNAD, 2015).

The reports on the prevalence rate of disability vary from place to place. This means there are statistics on the prevalence rate of disability from the global, national, regional and local reports. The final results of the 2010 Population and Housing Census (PHC) indicate that the total

population of Ghana is 24,658,823. There are 12,633,978 females which represent 51.2 percent of the population and 12,024,845 males representing 48.8 percent respectively. Also, the population of persons with disability is estimated at 3 percent of the total population of Ghana. Hence, 3% of 24,658,823 implies 739,764 approximately of the population have disability. (Ghana Statistical Service, 2010 Population and Housing Census)

1.2 The Problem Statement

Since Ghana's independence in 1957, successive governments have tried to improve the living standards of all citizens emphasising and indicating their right to equality. Article 17(1) and (2) of the 1992 Constitution of Ghana stipulated prohibition of discrimination against PWDs in all spheres of life. Also, the enactment of the Persons with Disability Act, 2006 (Act 715) ensures an enabling environment to promote and protect the rights of persons with disabilities particularly in accessibility to educational and health facilities in Ghana among other equally important policies such as accessibility to acquisition of driver's license, and travel and transport.

However, there seems to be some challenges with the full implementation of the policy to ensure PWDs acquire driver's license and the use of the roads. It is the aim of this study to investigate the non-enforcement of the Disability Rights Law, Act 2006 (Act 715) regarding the hearing impaired in acquisition of drivers' licenses.

1.3 Objectives

The overall objective of this study is to investigate the non-enforcement of Persons with Disability Act, 2006 (Act 715), and the challenges the hearing- impaired encounter in the acquisition of drivers' licenses and road usage.

The specific objectives are as follows:

1. To examine how persons with hearing impairment acquire driver's license for use on roads in Ghana.
2. To find out the challenges persons with hearing impairment encounter when going for drivers' licenses.
3. To investigate whether the DVLA and other departments responsible for the welfare of persons with hearing impairment are aware of the provisions in the Persons with Disability Act, 2006 (Act 715).

1.4 Research Questions

1. How do persons with hearing impairment acquire driver's license in Ghana?
2. What challenges do persons with hearing impairment encounter in acquiring driver's license?
3. What is the level of awareness/knowledge base of persons with hearing impairment, DVLA and other road users with respect to the Persons with Disability Act, 2006 (Act 715)?

1.5 Justification of the study

This seeks to investigate why despite all existing conventions and policies at global, national, regional, and local levels on PWDs, for example, the United Nations Declaration of the Rights of man (UNUDHR 1948), the 1992 Constitution of Ghana, and the Persons with Disability Act, 2006 (Act 715) among others, PWDs are discriminated against especially when it comes to the issuance

of driver's license. It will also look at existing policy gaps in the Persons with Disability Act, 2006 (Act 715).

The non-enforcement of all these laws and conventions and the existence of policy gaps, seems to suggest that the policy has not been able to address the challenges that PWDs go through in acquisition of driver's license in Ghana. Hence, a major reason for this study. A Simplified Version of Disability Rights in Ghana (2007) of the Commonwealth Human Rights Initiative (CHRI) 2001 states that "disabled persons have the inherent right to their human dignity" and they have the "same civil and political rights as other human beings."

The above Disability Rights in Ghana (2007) further, states that disabled persons shall be able to benefit from legal aid when such aid proves indispensable for the protection of themselves and their property. The Declaration also recognizes that organizations of persons with disability may be consulted in all matters relating to the rights of persons with disability. However, on the issuance of driver's license, the law is not very clear on who can apply for a driver's license. It says that persons who have a hearing disability may own a driver's license if they pass a driving test and satisfy Driver and Vehicle Licensing Authority (DVLA) conditions. Regardless of this stipulation, the deaf people are not given the opportunity to be tested and issued driving permits to drive in Ghana. Generally, there is limited academic publication by Ghanaian authors on persons with hearing impairment and apart from a few protest write-ups by individuals and associations for the rights of the deaf, therefore there is limited literature on the research topic to the best of the researcher's knowledge, namely, non-enforcement of the disability rights laws of the hearing impaired and acquisition of drivers' licenses. Hence, the significance of the study.

1.6 Scope/Limitation of the study

The study was limited to Accra Central in the Greater Accra Region. The reason for the scope of the study is that, most stakeholders and head offices of lead institutions, such as Driver and Vehicle Licensing Authority (DVLA), Ministry of Roads and Highways (MoRH), Ministry of Transport (MoT), Motor Transport and Traffic Unit (MTTU) of the Ghana Police Service as well as head office of the GNAD are all situated in this region. Although the selected area for the study was the whole Greater Accra Region, the study was limited to Accra Metropolitan Assembly (AMA) because of lack of resources including time constraints, logistics, and funds.

1.7 Organization of the study

This study is organized into five chapters. Chapter one talks about the background, the problem statement, objectives, research questions, justification, and scope/limitation of the study; Chapter two reviews existing literature and theoretical framework; Chapter three deals with the methodology of the study; Chapter four analyses the data collected, and Chapter five also deals with findings, recommendations and conclusion.

CHAPTER TWO

LITERATURE REVIEW

2.1 Introduction

The purpose of this chapter is to delve into literature on disability and challenges in the acquisition of driver's license. This study examines the non-enforcement of the disability rights laws in the quest of the hearing impaired who drive, and the procurement of drivers' licenses. It begins with an exploration of literature on major concepts of disability focusing on the hearing impaired, types of disability, types and causes, and levels of hearing loss/impairment, models of disability, prevalence rate of disability, international and national legislations on disability, DVLA requirements and procedures for acquisition of drivers' licenses, the experiences of the hearing impaired driving in other countries, acquisition of driver's license challenges by persons with hearing impairment and theoretical framework. It focused on reviewing journal articles, books, online sources from social sciences and other equally important related fields. This chapter is structured thematically and will give a concluding note on the major findings from the literature review and theoretical framework.

2.2 Conceptualization of key concepts

2.2.1 Definition of disability

There is no universally accepted definition for the term disability because the concept is relative with respect to time and space. The term disability is sometimes used synonymously with the term impairment of body functions and structures, activity limitations and participation restrictions. Despite the synonymous use of disability and impairment, there still exist a clear distinction

between the two terms. Impairment is defined as the physical or cognitive limitations that an individual may have, such as the inability to walk or speak. The term impairment is also defined as a “problem in body function or structure” (World Health Organization, 2016). Whereas, disability refers to socially imposed restrictions, that is, the system of social constraints that are imposed on those with impairments by the discriminatory practices of society (Disabled World, 2016). Disability is a condition in which someone is not able to use a part of his or her body or brain properly, mostly because of injury. It is a state of health that poses some challenge to the individual but does not in any way prevent them from doing anything that an able-person can do (GNAD, 2015). The Persons with Disability Act, 2006 (Act 715), defines a person with disability as “an individual with a physical, mental or sensory impairment including a visual, hearing or speech functional disability which gives rise to physical, cultural or social barriers that substantially limit one or more of the major life activities of that individual.” Also, according to (UNCRPD, 2006), persons with disability are people who have prolonged term of physical, mental, intellectual or sensory impairments which in interaction with various barriers such as behavioural and perception activities that may hinder their full and effective participation in society on equal basis. The WHO International Classification of Functioning, Disability and Health (WHO, 1976:1), opined a three-fold distinction between impairment, disability and handicap, 'An impairment is any loss or abnormality of psychological, physiological or anatomical structure or function; a disability is any restriction or lack (resulting from an impairment) of ability to perform an activity in the manner or within the range considered normal for a human being; a handicap is a disadvantage for a given individual, resulting from an impairment or a disability, that prevents the fulfilment of a role that is considered normal (and which is dependent on age, sex and social and cultural factors) for that individual.’ In drawing

inspiration from the three-fold ICF definitions, basically, disability is a social construct and that hinders the maximization of one's full potential.

2.2.2 Types of Disability

There are different classifications of disabilities. The seven different types of disability according to the World Health Organization (WHO, 1980) includes the following:

- A person with learning or intellectual disability
- A person with hearing impairment or deaf
- A person who is blind or partially sighted
- A person with an acquired brain injury
- A person with long term illnesses
- A person with psychological difficulty or mental health
- A person with physical disability

2.2.3 Types and causes, and degrees/levels of hearing loss/impairment.

Hearing impairment implies a total/complete or partial loss of the ability to perceive acoustic information. The impairment may affect the full range of hearing, or be limited to only parts of the auditory spectrum, which for speech perception is in the region between 250 and 4000 hertz (Hz). The term 'deaf' is used to describe people with profound hearing losses while hard of hearing is used for those with mild to severe hearing losses. Hearing loss is expressed in decibel (dB) relative to an audiometric zero which is a standardized normal threshold of hearing (WHO, 1980). The major cause of hearing impairment could be attributed to the several biological interactions which

normally happens at birth or happens later in life. An example is Cerebrospinal Meningitis (CSM) which can damage the auditory nerve/the cochlea (Disabled World, 2016).

2.2.3.1 Types and causes of hearing loss/impairment

There are three basic types of hearing loss (Nicky, 2009) namely;

- **Conductive Hearing Loss:** This happens when the sound is not conducted efficiently to the middle ear, which may be caused by fluid, earwax, infection, foreign matter or malformation of the middle or outer ear (Nicky, 2009).
- **Sensorineural Hearing Loss:** This happens when there is damage to the inner ear (cochlea) or to the nerve pathways from the inner ear to the brain, which may be caused by disease, birth injury, drugs or genetic syndromes. Additional causes may include noise exposure, viruses, head trauma, aging and tumours (Nicky, 2009).
- **Mixed Hearing Loss:** This condition occurs when a person suffers from Conductive hearing loss combined with a Sensorineural hearing loss (Nicky, 2009).

2.2.3.2 Degrees/levels of hearing impairment:

Deafness is usually defined as an average hearing loss of more than 92 dB in the speech area. This means the hearing impairment is so severe that the individual is not able to benefit from amplification (WHO, 1980). According to WHO (1980), there are five degrees/levels of hearing impairment, namely;

1. total hearing loss or profound hearing impairment in a person with more than 91 dB
2. severe hearing impairment of 71 - 91 dB
3. moderately severe hearing impairment of 56 - 70 dB
4. moderate hearing impairment of 41 - 55 dB

5. mild hearing impairment of 26 - 40 dB

The study did not focus on some selected types/levels of hearing impairment but rather all levels of hearing impairment were inclusive provided one can drive a vehicle. The two most common classifications of hearing impairment are the total/complete/profound and partial hearing loss. Again, the basis on which respondents were selected for the interview was one's ability to drive. It was evident from the field data collection that few respondents were partial hearing loss drivers whereas majority were total/complete/profound hearing loss drivers.

2.2.4 Symbols/Images associated with deafness and hearing loss

Figure 1: The international symbol for deafness and hearing loss



Source: www.Images for Deaf People Too Deserve Driving License in India

Figure 1 above is an international symbol for deafness and hearing loss. The relevance to the study is that, there should be an advocacy and awareness creation about this symbol to the public and possibly be pasted on hearing impaired driver's cars for recognition and payment of due courtesies on the road.

2.4.1 Hearing aid for partial hearing impaired people

Figure 2: Demonstration on how to fix the hearing aid



Source: www.Images for Deaf People Too Deserve Driving License in India

Figure 3: Hearing aid fixed and in use by a partial hearing loss person



Source: www.Images for Deaf People Too Deserve Driving License in India

Figure 2&3 demonstrates the use of hearing aid by partial hearing loss people. There is an assertion by a section of the deaf community in Ghana about the scarcity and high cost of hearing aids. Thus, making it difficult for most people with partial hearing loss to acquire hearing aids.

However, the hearing aid is sometimes sponsored by institutions such as the NGOs' upon recommendations from a specialist. Also, all those using hearing aids have some degree/level of impairment and need to be accorded courtesies during interactions with them.

2.2.5 Models of disability

Models of disability are theories for explaining causes of disability situations. Most importantly, it serves as a basis upon which government and society adopt strategies for meeting the needs of persons with disability. There are several models of disability espoused in academic works including the 2016 Disabled World document. However, these several models are put into four

main models by Winance and Devlieger (2009) namely; medical, social, Quebec, and bio-
psychosocial. The four models are explained below;

The medical model of disability talks about individual person's or mental limitations. The medical model is physically constructed and focuses on PWDs as people with body impairment who do not work and cannot be productive (Disabled World, 2016).

Secondly, the social model views disability as a social construct which is based on our social, cultural, and political structures. This means, one attributes his impairment to things surrounding us including environmental, economic, attitudinal and social barriers (Disabled World, 2016).

Thirdly, the Quebec model finds a middle ground for explaining both the medical and social models of disability. This model explains disability as how an individual interacts with the environment which renders him some number of limitations/barriers (Disabled World, 2016).

Lastly, the bio-psychosocial model is an integration of both the medical and social models of disability. This model does not only talk about the biological and social constructs of disability but goes on to explain the importance of the individual to be functional and participate fully in sociocultural activities (Winance & Devlieger, 2009).

In linking the models of disability discussed above to persons with disability in Ghana, the disability situation in the country could be best likened with the medical and social models of disability. Considering the medical model, PWDs in Ghana are perceived to be people who are sick and puts burden on the society. This means Ghanaians see PWDs as less important in society because they are sick, unproductive and dependent which is a clear indication of marginalization and discrimination (Baffoe, 2013). On the other hand, the social model views disability as a curse/punishment because of sins the person or family may have committed against God. In Ghana,

the PWDs are mocked, not regarded and sometimes considered not as real human beings. This expression is found in an Akan parlance “Na wei nso ye onipa?” Which is translated: “Is this person also a human being?” This “form of stigma also exposes the victim to violence and/or social exclusion” (GSS, 2013:67).

2.2.6 Prevalence Rate of Disability

Table 2.1: Prevalence Rate of Types of Disability

Type of disability	0- 59	60- 64	65- 69	70- 74	75- 79	80+	All
Sight	24.7	38.6	40.0	41.9	42.5	39.9	29.0
Hearing	10.5	9.6	9.8	11.1	11.5	14.1	10.8
Speech	11.8	5.9	5.2	4.4	4.0	4.3	9.9
Physical	15.9	23.1	24.4	25.2	26.1	26.4	18.4
Intellectual	12.9	6.8	6.2	5.3	4.8	5.7	11.0
Emotional	15.8	9.2	8.2	6.7	6.3	5.8	13.4
Other	8.4	6.7	6.3	5.5	4.8	3.9	7.5
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Number	745,552	51,137	37,324	59,728	41,936	84,958	1,020,635

Source: Ghana Statistical Service, 2010 Population and Housing Census

The table 2.1 above is relevant to the study as the respondents sampled for the interview were within the age range of 0-59 of the population. The incident of hearing impairment (0-50 age range) was a proportion of 10.5%. This shows a level of significance even though the proportion is not too great as compared to the other types of disability. However, it is likely that the biological factors contributing to the causes of hearing impairment is on the low frequency as compared to the other types of disability and which is evident from the table above. Moreover, there is a high possibility that some families hid their relatives by preventing them from taking part in the survey with respect to the PWD because of the stigma society associate with them (GSS, 2013:67).

2.2.7 International and national legislations on disability

The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) states that national and state governments are obliged to consult with people with disabilities through their representative organizations when developing and implementing legislation and policies to effectuate their rights. Article 1 of the UNCRPD 2006 says the purpose of the CRPD is to “promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity” (UNCRPD, 2006).

The Americans with Disabilities Act (ADA) which became law in 1990 and amended in 2008 prohibits discrimination against persons with disabilities in all facet of national life, including employment, travelling and transportation, public accommodations, communications and access to state and local government’ programs and services. Also, the ADA prohibits discrimination against deaf and hard of hearing individuals in accessing basic national facilities including travelling with public transportation. The discrimination against the PWDs do not only happen at the workplace and in public but happens mostly at home. The discrimination against PWDs is an atmosphere society has constructed and this can be evident in many cultures across the globe including ancient Greek and African where PWDs are perceived to be people only born into families undergoing curses and punishment from God for many sins committed, PWDs were hidden from the public or killed in such cultures until recently (Baffoe, 2013). A qualified individual with a disability, such as profound hearing loss, may not be denied employment because of her disability. Similarly, a hearing impaired person should not be denied the opportunity to go through driving training and to drive if he qualifies. The issue with societal negative perceptions

and reactions towards PWDs has been the focus of many legal cases including situations where deaf individuals have been denied equal rights or access because of their disability.

2.2.8 Excerpts from the Persons with Disability Act, 2006 (Act 715)

2.2.8.1 Integration of needs of persons with disability

Section 23:

- The Ministries responsible for rail, air, and road transport and where appropriate the Ministry of Local Government shall ensure that the needs of persons with disability are considered in the design, construction and operation of the transportation network.

Importation of non-conventional vehicles

Section 24:

- A person with disability may import a vehicle adapted or modified for use by persons with disability.

- A person without disability shall not import a vehicle adapted or modified for use by persons with disability except with the express approval of the Minister.

- A vehicle imported shall upon the recommendations of the Minister and with approval of the Minister for Finance be exempt from the payment of import duty and any other tax relating to the importation.

- A vehicle imported shall not be re-exported.

- A person who contravenes commits an offence and is liable on summary conviction to a fine not exceeding two hundred and fifty penalty units or to a term of imprisonment not exceeding twelve months or to both.

A person with disability as a pedestrian

Section 25:

- A motorist shall stop for a person with disability who shows an intention to cross the road either at the pedestrian crossing or at an appropriately designated point for crossing by persons with disability.

Parking places for persons with disability

Section 26:

- A District Assembly or an operator of a parking lot shall demarcate a special parking place which shall be reserved for the exclusive use of persons with disability.

- Without limiting each public place for parking, vehicles shall have a clearly demarcated area for the exclusive use of persons with disability.

Parking places for persons with disability

Section 27:

- A person with hearing disability may own a driving license upon passing a

driving test and satisfying conditions prescribed by the Driver and Vehicle Licensing Authority.

Facilities at port terminals

Section 28:

- The Civil Aviation Authority and any other Authority responsible for the management of a port shall provide facilities that will aid the movement of a person with disability at the port.

Reserve seats on vehicles

Section 29:

- A person responsible for the booking of passengers on a commercial bus shall reserve at least two seats for the persons with disability except that where the bus is full without the reserved seats having been occupied, the driver or the person responsible for putting passengers on the bus may, fill the reserved seats with other passengers.

Contravention of sections 25 and 29.

Section 30:

- A person who contravenes these Sections commits an offence and is liable on summary conviction to a fine not exceeding fifty penalty units or to a term of imprisonment not exceeding three months or to both.

In article 19 of the African Charter on Human Rights it is stated that "all peoples shall be equal; they shall enjoy the same respect and shall have the same rights. Nothing shall justify the domination of a person by another".

In the 1992 Constitution of the Republic of Ghana, it is made clear in article 17 (1) that "all persons shall be equal before the law "(2)" a person shall not be discriminated against on the grounds of gender, race, colour, ethnic origin, religion, creed or social or economic status".

These articles quoted above buttress the fact that every human being regardless of his physical condition shall be recognized and treated well as required by law. A careful study of these articles and many others reveal that the word "every person" or "all persons run through, which means that there can be no justification whatsoever to marginalize any person or category of persons.

The Constitution provides in article 12(2) that "every person in Ghana, whatever his race, place of origin, political opinion, colour, religion, creed, or gender shall be entitled to the fundamental human rights and freedom of the individual contained in this Chapter (5) but subjected to the respect for the rights and freedoms of others and for the public interest". People with Disabilities (PWDs) are not excluded from this provision. Apart from this provision, which is all embracing, the Constitution goes further to devote the whole of article 29 with all its sub-sections (1-8) to the right of persons with disability.

2.3 DVLA requirements and procedures for acquisition of drivers' licenses

2.3.1 Requirements for learner's license (DVLA, 2018)

Applicant must;

- Be present at any DVLA office.
- Be 18 years of age or above.
- Be able to read and understand English language.
- Present two recent passport sized pictures.

2.3.2 Procedure for acquiring driver's license

All applicants will be required to;

- Pay the prescribed fees for eye test, obtain and fill required forms.
- Undergo physical examination and eye test.
- Pay and obtain Learner Driver's Permit, L-Plate, Syllabus and Highway Code (applicants successful in the physical examination and eye test only).
- Obtain appointment for theory driving test. (Not applicable to Motor Cycle Riders).
- Undergo a compulsory 48-hour training with a DVLA accredited driving school (Not applicable to Motor Cycle Riders).
- Show evidence of training, register and obtain appointment for theory driving test.
- Undergo In-Traffic Test.
- Pay for Driver's License and P-Plate (applicants successful in the written test only).
- Get their Biodata captured and obtain Temporary Driver's License and P-Plate.
- Collect License on a scheduled date.

A careful look at the DVLA requirements for driver's license shows that sight, literacy and age are the three most basic requirements for all applicants. This means, one can only proceed to the next

stage of the license acquisition process if he satisfies these basic requirements. That is, the ability to see, read and write, and being eighteen years or above. Although, a hearing test is not stipulated in the requirements above, the DVLA have used their discretion to include it, ostensibly, to avert the probability of danger that drivers with hearing impairment may pose on the road. However, this assertion appears to be subjective because it has not been scientifically proven.

The DVLA's use of their discretion to issue drivers' licences to persons with hearing impairment is an indication of non-enforcement of the laws resulting in discrimination against the hearing impaired. It is worthy to note that the opportunity to drive gives an individual a sense of independence, pride, self-esteem, and belongingness. The claim of poor and congested road conditions for refusal of drivers' licenses to the hearing impaired could be adjusted through legal adaptations such as a legislative instrument(LI) to give a legal backing to the Persons with Disability Act, 2006 (Act 715), Road Traffic Rules. Also, additional rear-view mirrors, special signal stickers/labels, public awareness, and re-engineering the roads to create an accessible environment for the hearing impaired to drive safely and smoothly, and obtaining driver's license (Goswami, n.d) would help.

2.4 Theoretical perspective

The theoretical perspective is a theory which will help us get a better understanding about persons with disability in their quest to acquire driver's license. The study employs the theory of social exclusion/inequality as the basis of its analysis.

2.4.1 Social Exclusion/Inequality

Social exclusion has been defined as the process through which individuals or groups are wholly or partially excluded from full participation in the society within which they live (Francis, 1997). This definition can be likened to the study where the hearing impaired are excluded from full participation of driving in Ghana. The Ghanaian society seem to be dwelling on the sociological ideologies on ‘survival of the fittest’ which was propounded by a British philosopher Herbert Spencer, and it is used as one of the basis for excluding the hearing impaired from driving. The sociological phrase could be explained as those who are fit in life should prevail over the weak in society, and that, the weak in society such as persons with disabilities will be depleted/die and the strong lives. However, the existence of social protection avenues is meant to target most especially the vulnerable in society. This is a clear evidence that need to be taken care of by the state and integrated into society.

Also, the literature that has followed René Lenoir’s original initiative as the author of the expression ‘social exclusion’ has vastly added to this already bulging list of the “socially excluded” and is covering a remarkably wide range of social, cultural and economic problems (Sen, 2000). Basically, this means that an individual or group of persons could be discriminated against at any point in his life time especially when he is vulnerable in society. The concept of social exclusion appears in general as the effect of the failure of integrative institution. The Social Exclusion Unit across the globe has always adopted a flexible and pragmatic definition of social exclusion as “what can happen when people or areas suffer from a combination of linked and mutually reinforcing problems” (Bradshaw, Kemp, Baldwin, & Rowe, 2004:5). Most hearing impaired who drive illegally and have made it to the DVLA for license, so they could drive legally, have always been denied this privilege because there are no existing laws currently which say the hearing

impaired drivers should be granted driver's license to drive. It is their civic right to enjoy independence and freedom of movement which is not only limited to walking, but could be with the help of an automobile. However, the existing Persons with Disability Act, 2006 (Act 715) which is encouraging the hearing impaired to enjoy this right is currently an Act, yet to be passed into law, hence the difficulty in implementing it fully. The rights of man enshrined in UN Universal Declaration of Human Rights (UNUDHR 1948) which Ghana has ratified, and the 1992 Constitution of Ghana preaches equal rights for all manner of persons, but the laws are not enforced which result in discrimination against the vulnerable groups in the Ghanaian society. Again, the discrimination against persons with disability result in disappointment in the government for not protecting the rights of vulnerable groups in society. The rigidity of the political system of governance in Ghana does not seek to promote and protect the interest of persons with disability and a clear evidence is the existence of the Persons with Disability Act, 2006 (Act 715) for twelve years and still counting without a legislative instrument (LI) to give it legal backing and ensure its full implementation. As a matter of fact, the disabled mostly feel rejected and inferior in society and normally give up in life in the end. Also, the disqualification of the hearing impaired from driving is not the fault of the hearing impaired themselves, neither is it the fault of the DVLA but could be attributed to the failure of policy and law makers to pass the Act into law. This is due to many factors, including the environmental and attitudinal barriers created by the society and the nature of the government system.

There is also a varying degree of perceptions about PWDs. Not only are disabled people vastly over-represented among the world's poorest people, but in many instances, they are not considered to be 'real' people. The question is why are disabled people poor? Disabled people are poor because society has constructed such an unfriendly environment for them. This is one of the

reasons this group of people are not given an equal opportunity during employment even if they qualify. It is very difficult to find disabled people working in most government institutions in Ghana except for their own disability schools because that seem to be the only avenue society has created for them, meanwhile they have several talents in Arts, Entertainment, Craft, Social, Sciences and other related fields. Disabled people equally perform better in their God given talents, but their talents are mostly buried in them because they do not get the platform to showcase what they can do and even do it better than most of those who claim they are able persons. Also, since they are not given formal employment, most of them are found in the informal/non-formal employment which is not a bad idea, but the problem is that they normally lack funding to add value to their work to produce on a larger scale, and there are no systems in place and even if there are, they are not enforced to protect them against external competitors. Moreover, experiences from other countries such as India have created a system to accommodate commercial hearing impaired who drive. One of the ways is an adoptions and acceptance of an official logo to be used on taxi cabs driven by the hearing impaired as in the case of India where the hearing impaired who drive taxi cabs with special logo which differ from those driven by the hearing drivers. This could not be a matter of discrimination as asserted by a section of the society when their taxi cabs are labelled but, rather, a laudable idea for easily identification, recognition and according courtesies to them on the road. Most importantly, it is employment creation for this group of people which render them some level of financial independence. This is one result of the reforms after the Judgement Deaf License in India (Judgement Deaf Driving, 2011) and which is discussed into details under the ‘experiences of hearing impaired driving in other countries’ section of this dissertation. The situation is not the same in Ghana because of inequality/exclusion and non-enforcement of the laws, however, as part of this study, the researcher interviewed several hearing

impaired taxi cab drivers who are doing very well by helping themselves and their family financially even though they drive illegally because hearing impaired are not allowed to drive in Ghana. The poverty situation found among the disabled have a multiplier effect. The struggle of it all starts from childhood where they look around and hardly finds a mentor in their societies. As a result, they do not see the need to go to school at all or to attain a higher level of education because of lack of motivation, a role model, and finally there is no job for them in the end. As a matter of fact, some of these issues has rendered the high incidence of illiteracy rate among persons with disabilities. The linkage has now been established that low/no education leads to low/no employment and consequently resulting in poverty. As Hurst (1999) has opined, 'There is no country in the world where disabled people's rights are not violated.' They are socially disadvantaged for some of the following reasons; their needs and their voices ignored, segregated in institutions, denied education, employment and family life, viewed as pariahs or mendicants, in some cases murdered with impunity ('mercy killing'), disabled people are routinely excluded and marginalized, sometimes even by other excluded and marginalized groups in both the North as well as the South. This treatment, until quite recently, was mirrored in development policy and development studies (Albert, 2006:1).

2.5 Experiences of hearing impaired driving in other countries

There are several countries in the world who have seen the need to allow the hearing impaired to go through driving training and consequently drive because denying them this opportunity result in discrimination and which is a right issue. These countries include India, USA, France, United Kingdom, Denmark, Germany, Kenya, South Africa, and Uganda.

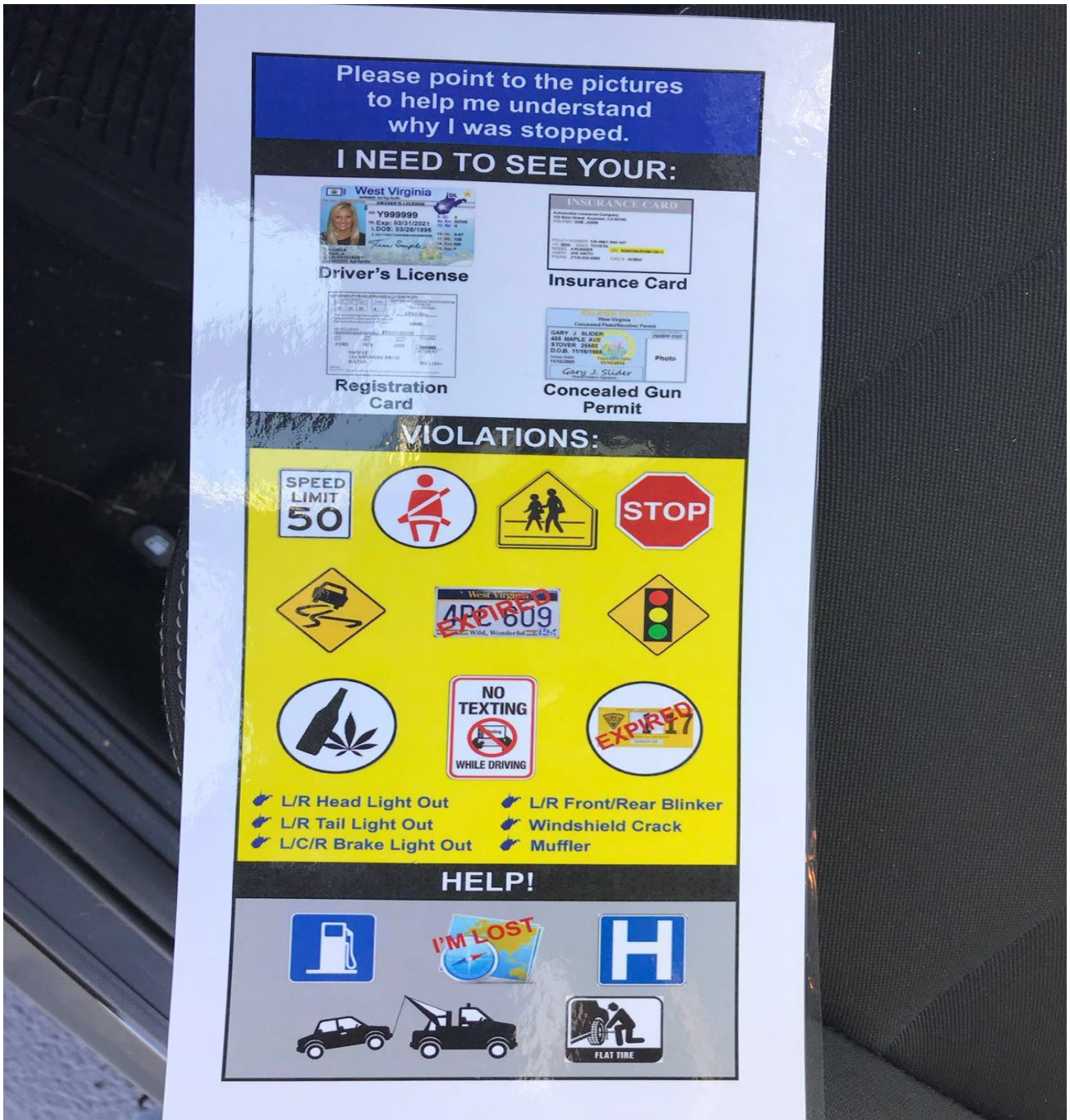
The USA like any other country ever discriminated against qualified persons with disabilities on various opportunities including employment, access infrastructure, public transportation, and driving until the passing of the Americans with Disabilities Act (ADA) into law in the year 1990 which was later amended in the year 2008. Basically, the ADA is a federal law which prohibits discrimination against qualified persons with disability. The ADA further states that hearing impaired person should not be denied the opportunity to go through driving training and acquire a driver's license to drive if he qualifies. This latter caption is the researcher's focus since he is working on the hearing impaired and acquisition of drivers' licenses. The USA does not have modelled/special cars for persons with hearing impairment, but they use the same normal cars driven by the public. The hearing impaired who drive carry along official stickers designed for them, and they show it to police officers when stopped or other road users who may need their attention. These stickers help the hearing impaired to be accorded some level of courtesies on the road. Figure 4&5 below are official stickers used by hearing impaired drivers in USA. The researcher got those snapshot stickers via social media from a Ghanaian hearing impaired who is currently based in the USA. The hearing impaired who drive said *"I tried severally to acquire driver's license when I was in Ghana, but I was denied by the DVLA because of my disability. However, I am glad to have realized my dream of driving a car."* (Ghanaian hearing impaired driver based in the USA, 2018).

Figure 4: Front view of designed label/sticker for the hearing impaired who drive in USA



Source: An official sticker/label used by the hearing impaired who drive in the USA

Figure 5: Back view of designed label/sticker for the hearing impaired who drive in USA



Source: An official sticker/label used by the hearing impaired who drive in the USA.

The above stickers in Figure 4&5 are sticky notes that the hearing impaired who drive in the USA keep in their vehicle and show upon stoppage by any cop for recognition and necessary directives.

Also, the experience from India is a great one to be learnt. The Indians allowing the hearing impaired to drive was determined by the High Court of Delhi at new Delhi on application filed by some concern people which ended up in victory and now popularly known as “Judgement Deaf License”. Two petitioners in India sent the issue of hearing impaired not allowed to drive to court. The first petitioner is an NGO volunteer who seeks to fight and promote the rights and equality of life of persons with disability. The second petitioner is a hearing impaired. The two petitioners had the full support of the Indian National Association of the Deaf. The respondents were the collective unions of India especially the institution responsible for the issuance of driver’s license. The two petitioners first and foremost filed the petition at the court and it put forth that a writ petition was preferred before Apex Court in India, which was dismissed and withdrawn on 8/5/2006 permitting the petitioners to make a representation to the concerned authorities. The petitioners served the representation on the 22/2/2007. The representation writ was also responded to on 10/4/2007 by the Licensing department saying they were considering issuing driver’s license to the hearing impaired with the collaboration of other departments such as Automotive Research Association of India, Health Service and National Safety Council, the Central Motor Vehicle Rules and Technical Standing Committee. The Licensing Authority added that the idea in question is still under consideration.

The second petitioner who is a hearing impaired made an application for driver’s license on 24/6/2009 which was rejected because of his hearing impairment. This new development made the petitioners gain more grounds and evidence for making a good case in court. The petitioners made references to some international conventions that the Indian government has ratified including the

UN Convention on Road Traffic of 1968, UN Convention on the Rights of Persons with Disabilities, countries who accept the legality of the hearing impaired to drive include France, Denmark, New Zealand, USA, Germany, United Kingdom, and Belgium who are not special people from Indians. Again, the petitioners made another strong case that there are several of them who are good in driving and have acquired international driver's license, but this license does not function when they travel back home and that make them feel discriminated and inferior in their own country. The petitioners then contended that there is no rationale/justification in denying the hearing impaired to drive and there is no scientific evidence based study that hearing impaired can never drive and would be a source of danger to other road users. The court proceedings went on and on from the year the petitioners filed the case at the law court in 2006 to 2011 when the court finally pronounced judgement. This petition lasted five years in the law court. The High Court of Delhi at New Delhi in India reserved judgement on 3rd January 2011 and pronounced judgement on the 14th February 2011. The pronouncement of the judgement went in favour of the two petitioners by the court ordering all authorities concerned to work diligently and grant the hearing impaired driver's license if they qualify. The pronouncement came with measures and directives such as the recognition of all international driver's license and the introduction of stickers/labels on hearing impaired drivers' cars for certain considerations and courtesies on the road (Judgement Deaf Driving, 2011). This is a summary of how the journey of the Indian hearing impaired for the fight for equal right with respect to driving started, lasted for five years and finally won the case. The deaf community in India are forever grateful for the brave efforts of these two petitioners and other stakeholders who contributed their resources in diverse ways towards the realization of this great dream. Again, this move has really helped the deaf community in India, and they have been driving to date. Below is a sticker/label used on vehicles of hearing impaired who drive in India.

Figure 6: An official sticker/label pasted on a vehicle for a deaf who drives in India



Source: An official sticker/label used by the hearing impaired who drives in India.

The researcher got the above Figure 6 sticker/label via a social media communication with a Ghanaian hearing impaired who travelled to India for an educational programme (Hearing impaired driver, 2018).

2.5.1 Driving occupation for the hearing impaired

Employment creation for hearing impaired who want to go into driving as a profession/occupation is one of the laudable ideas ever established by the government of India. This idea came up as one of the reforms after the Judgement Deaf Driving case in India. The purpose of this development is to create employment avenue for the hearing impaired to be financially independent and secured.

Figure 7: A special logo for hearing impaired taxi cabs in India



Source: www.Images for Deaf People Too Deserve Driving License in India

Figure 7 above is an official logo for taxi cabs driven by the hearing impaired. This has been one of the measures the government of India has employed to alleviate poverty among persons with disabilities. Once again, the importance of the logo include recognition or easily identification, and paying some level of courtesies on the road.

In dwelling on the experiences from these two countries, there is a great deal that they have come a long way and can best serve as a guide based on which Ghana can learn from. A lot needs to be done in making the necessary reforms toward the fight for the rights of all persons with disabilities. The law makers of Ghana must endeavour to treat the Persons with Disability Act, 2006 (Act 715) as equally important as any other Bill before Parliament for deliberation and pass an LI to guide and ensure the implementation and enforcement of the provisions in the Act. The relevance of these stickers is that, the DVLA can adopt both stickers from the USA and India and integrate them in the context of Ghana. This means, there should be the need to make provision for stickers to be pasted on the cars for easily identification or recognition and another in the car to show to the cops when stopped on the road during driving. The combination of both experiences is the best way for Ghana. It is important to note that it will be in the best interest of Ghana for policymakers to draw inspiration from these experiences and create an enabling environment for the smooth implementation of such policy which accommodate the hearing impaired by obtaining driver's license and to drive. This can also be a source of livelihood through employment creation for the hearing impaired.

2.6 Chapter summary

This chapter reviewed literature on concepts of disability, types of disability, types and causes, and levels of hearing loss/impairment, models of disability, prevalence rate of disability, international and national legislations on disability, DVLA requirements and procedures for acquisition of drivers' licenses, and the experiences of hearing impaired driving in other countries. The negative perceptions society hold against PWDs and theoretical perspective were all discussed in this chapter. The next chapter discusses the methodology employed in this study.

CHAPTER THREE

METHODOLOGY

3.1 Introduction

The study is focused on the non-enforcement of the disability rights laws in Ghana: the hearing impaired and acquisition of drivers' licenses. This chapter presents the methodology used in the study which include: area of the study, target population, sample size, sampling design, data collection instrument, data collection method, data analysis, ethical consideration, and the challenges the researcher encountered during the study.

3.2 Study Area

This study area was centred in the Greater Accra Metropolis. The respondents for the field data collection were located at places including East Legon, Kwame Nkrumah Circle, Adabraka, and Darkuman Official Town. All these places are suburbs in the Greater Accra Metropolis of Ghana. Accra is the capital and largest city of Ghana, covering an area of 225.67 km²(87.13 sq mi) with an estimated urban population of 2.27 million as of 2012. It is organized into ten district assemblies including the Accra Metropolitan Assembly. The intersection of the Lafa stream and Mallam junction serves as the western border of Accra, the Great Hall of the University of Ghana forms Accra's northern border, the Nautical College forms the eastern border, and the Gulf of Guinea forms the southern border. Accra is the Greater Accra Region's economic and administrative hub, and serves as the anchor of the larger Accra Metropolitan Assembly (AMA), which is inhabited by about 4 million people, making it the thirteenth-largest metropolitan area in Africa. The central business district of Accra contains the city's main banks and department

stores, as well as an area known as the Ministries, where Ghana's government administration is concentrated. Economic activities in Accra include the financial and commercial sectors, fishing and the manufacture of processed food, lumber, plywood, textiles, clothing and chemicals. Tourism is becoming a thriving source of business for those in arts and crafts, historical sites and local travel and tour agents.

On the other hand, the key informants were selected from three institutions in different geographical areas namely; the Driver and Vehicle Licensing Authority (DVLA), Ministry of Roads and Highways (MoRH), and the Motor Transport and Traffic Unit (MTTU) of the Ghana Police Service. The Driver and Vehicle Licensing Authority (DVLA) head office is located at Cantonment. The DVLA share boundary with the Asare Menako Hall of the West African Exams Council (WAEC). The Ministry of Roads and Highways is located at the Ministerial enclave and it is behind the National Theatre of Ghana, they share the same facility with the Ministry of Transport (MoT) and directly opposite the Environmental Protection Agency (EPA). Also, the Motor Transport and Traffic Unit (MTTU) of the Ghana Police Service is in Tudu street of Accra with Kinbu Senior High/Technical School.

3.3 Research Design

The research design used for this study is the qualitative study approach; the methodology is associated with in-depth study approach. It seeks to help researchers to understand the “lived experience” of persons under study (Creswell, 2009:13). Basically, this study is qualitative and because of that interviews were conducted in getting information from the respondents. The reason is that semi-structured interviews helps researchers to get various information from the

participants. Again, these interviews help the researcher to observe, associate the response to the circumstances, probe further in seeking clarity, makes follow ups when necessary all geared towards getting the true lived experiences from the field data collection. The qualitative nature of this research allowed for semi-structured interviews in getting data from the key informants through face-to-face interviews. The interviews conducted were in the right direction in meeting the objectives of the study by delving well into the non-enforcement of the disability rights laws in Ghana focusing on the hearing impaired and acquisition of drivers' licenses. Also, the nature of the qualitative interviews helped the researcher in soliciting information from institutions such as the Driver and Vehicle Licensing Authority (DVLA), Ministry of Roads and Highways (MoRH), and the Motor Transport and Traffic Unit of the Ghana Police Service.

3.4 Data Collection

This study is interested in qualitative data. The study used primary data collection techniques and literature in soliciting rich information to the overall benefit of this research.

3.4.1 Primary Data Collection

The primary source of data was purely from field interviews. The study is qualitative, and the sampling technique was non-probabilistic. The three most common sampling methods used in qualitative research are purposive sampling, quota sampling, and snowball sampling. The method employed in the study in getting the hearing impaired who drive is the snowball sampling. "Snowballing sampling (also known as chain referral sampling) is considered a type of purposive sampling in which participants with whom contact has already been made use their social networks

to refer the researcher to other people who could potentially participate in or contribute to the study. Snowball sampling is often used to find and recruit “hidden populations,” that is, groups not easily accessible to researchers through other sampling strategies” (Mack, Woodsong, Macqueen, Guest, & Namey, 2011). The researcher is a sign language interpreter and already known to the Deaf Community in Ghana. He made an initial contact with the Director of Ghana National Association of the Deaf (GNAD). Fortunately, the Director is a hearing impaired who drives, he then referred the researcher to some of the hearing impaired who drive, and those people also referred the researcher to their hearing impaired friends and family who drive. Although the researcher is already known to the Deaf Community as a sign language interpreter, he knew only one hearing impaired who drive. As a matter of fact, the hearing impaired who drive in Ghana are a hidden group of people and hard to find, and this is because they drive illegally in the country. Therefore, the study would not have been possible without the snowballing sampling technique (chain referral sampling technique).

3.4.2 Literature

The secondary source of information was mainly from literature including; articles, reports and working papers on hearing impaired and acquisition of drivers’ licenses, journals, and books. Most of these materials were found in places such as the Internet (search engines), and Heyward Reserve Library of the Centre for Social Policy Studies (CSPS) - University of Ghana, and the Driver and Vehicle Licensing Authority (DVLA). Other sources of literature were found on electronic search engines including Sage, and Google Scholar. It is important to note that the qualitative interview guide, field interviews, field notes, observations together with literature made it possible to present

a true picture of the non-enforcement of the disability rights laws in Ghana: the hearing impaired and acquisition of drivers' licenses, in this research.

3.5 Target Population

These are persons who meet the sampling criteria of the study. The study population is the overall number of people who meet the sampling criteria within the research context of the study (Creswell, 2009). The research context according to Braun and Clarke (2006) can be defined to include the scope of the research, social setting, time constraints, budget, ethics, target population and objectives of the study. The research context guided the study in selecting people with hearing impairment as the study population for the study. The researcher's reasons for selecting these people were on the consideration that they have lived experiences with driving, and challenges in acquiring driver's license. Also, key informants from institutions such as Driver and Vehicle Licensing Authority (DVLA), Ministry of Roads and Highways (MoRH), and Motor Transport and Traffic Unit (MTTU) of the Ghana Police Service were selected because they have some rich knowledge regarding the subject-matter. For example, the DVLA test, train drivers and issue them license upon satisfaction of their requirements before a driver can legally drive on the road. The MoRH is also in charge of road infrastructure by designing, constructing and maintaining roads to ensure safety, whilst the MTTU enforces law and order on the road. Their work, includes ensuring that drivers drive legally by owning a driver's license, drive carefully and obey all road signs and regulations to guarantee the safety of all road users.

3.6 Sample Size

The sample size for the study was twenty-four (24) participants. This comprised twenty-one (21) hearing impaired who drive, and three (3) key informants of which an official came from each of the following institutions: DVLA, MTTU, and MoRH.

3.7 Sampling Design

The study employed both snowballing and purposive sampling techniques in selecting participants for the study. The snowballing technique was used in selecting the hearing impaired drivers, whilst the purposive sampling technique was used in selecting the key informants.

‘Purposive sampling is one of the most common sampling strategies used in identifying participants based on selected criteria relevant to a particular research question, the resources and time available, as well as the objectives of the study’ (Mack, Woodsong, Macqueen, Guest, & Namey, 2011). In this direction, purposive technique was use in selecting the Director of GNAD, and fortunately, he turned out to be a hearing impaired driver and this formed the basis for the snowballing technique in getting in touch with some persons with hearing impairment who have adequate and lived experience in driving and have encountered challenges in acquisition of driver’s license. The key informants from institutions such as the GNAD, DVLA, MoRH, and MTTU of the Ghana Police Service were selected because they are among the main stakeholders whose core mandate is to ensure accident free on our roads.

3.8 Data Collection Instrument

Interview guide was used to collect relevant data from respondents and key informants. The interview guide consisted of an introduction part that explained the purpose of the study to participants, the assurance of confidentiality, and questions. There were three sections with

questions which totalled forty-eight (48) questions in all and used in collecting data from the hearing impaired who drive. Also, there were separate interview guide questions used in getting rich information from key informants from the Driver and Vehicle Licensing Authority (DVLA), Ministry of Roads and Highways (MoRH), and the Motor Transport and Traffic Unit of the Ghana Police Service.

3.9 Data Collection Procedure

The interviews were conducted through face-to-face, audiotape-recorded and videotape recorded and transcribed. The study is mainly centred on the hearing impaired and their medium of communication is using the Sign Language. Fortunately, even though the researcher is both a Sign Language Teacher and Interpreter, he could not have done the field data collection and transcriptions alone due to the limited time and the need to speed up the process in meeting timelines. For this reason, he trained/coached one of his Sign Language students to be his research assistant during the field interviews. Most of the respondents had busy schedules throughout the data collection period, so there were special arrangements in meeting them which included; seeking formal approval from the management of those who are in formal employment and the interviews were conducted at their workplaces, and seeking approval from the religious leaders of some churches because that is where some respondents said we could meet for the interviews, so the researcher together with his research assistant decided to worship in those churches and the interviews were conducted after the church services. It is interesting to note that the researcher together with his research assistant visited three (3) churches based on the special arrangement with the respondents, two of the churches had created Deaf Ministry/Deaf church where the hearing impaired together with their interpreters' worship and there was also a section for the

hearing people too. That is, the hearing impaired and the hearing people worship in their separate auditoriums. The experience from the other church is quite different from that of the first two churches mentioned, here, in that the hearing impaired together with their interpreters had joint worship/service with the hearing in the same auditorium. Another observation is that, those two hearing impaired separate churches had many hearing impaired members worshipping in the church as compared to the few ones in the hearing impaired and the hearing people in joint worship. These are some of the researcher's experiences with the Deaf Community during the field data collection and which is worthy to be shared. Another surprising thing to note is that, although the researcher made an initial contact with the hearing impaired each in all the three (3) churches with the help of snowballing strategy and told them to introduce him and the purpose of the study to their hearing impaired friends and family who drive and are either in the same churches or elsewhere but there were no feedbacks to that effect. So, the researcher went to those churches to interview only those he had already made contacts with, however, he found out that there were several of them who drive. The researcher then appreciated the fact that the hearing impaired who drive are just like any other 'hidden population' which is not easily accessible to researchers through other sampling strategies and without the use of snowballing method (Mack, Woodson, Macqueen, Guest, & Namey, 2011). Also, the researcher learnt to appreciate that the hearing impaired who drive are in close groups which is not opened to the public and therefore their interests need to be protected, and this is just one of the numerous reasons why those he initially made contacts with in the churches did not give any feedback through the use of the chain referral strategy in his absence but however did that in his presence with the whole Deaf congregation and that shows a strong bond for protecting the group's interest from any external forces. They bought into the research idea and were interviewed using Sign Language as the basic medium of

communication, and prayed with the hope that this research goes far to remove all impediments and make them finally drive legally in the country. The key informants from DVLA, MoRH, and MTTU of the Ghana Police Service were all interviewed in their various offices on appointment with the researcher.

Introductory letters were obtained from the Centre for Social Policy Studies and sent to the institutions chosen in seeking their consent and approval. Appointment dates and time were fixed in meeting the officials for the interviews, even though some of the officials were reluctant. The purpose for these interviews was to find out if the provisions in the Persons with Disability Act, 2006 (Act 715) and other international laws and conventions which are the basis of mandate of most institutions in Ghana are really contributing to helping persons with hearing impairment in acquisition of drivers' licenses. Moreover, the interviews sought to find out if the DVLA and other stakeholders were aware of the Persons with Disability Act, 2006 (Act 715) and were enforcing the laws.

3.10 Data Analysis Framework

This part of the study employed various strategies in analysing and interpreting the outcome of the field data. The researcher agrees with the views of Hatch (2002:148) who opined data analysis as a “systematic search for meaning” from a set of information and data. For this reason, coding categories were developed from the forty-eight (48) text questions based on which respondents were interviewed. The researcher read the transcribed data severally upon which the data codes were derived. This was necessary and helped to fish out key thoughts from the field data. There were several key notes taken during the reading of the transcribed data. This helped the researcher to derive codes which were similar and merged. On the other hand, codes that were different was

categorized under sub-groups. The researcher categorized all similar responses, coded, analysed and interpreted them using Microsoft Excel for a better understanding and appreciation of the topic under study. The table below presents the derived codes which include;

Table 3.1: Data Coding and Interpretation

CODE	INTERPRETATION
RES/C	Response to emergency sirens/convoy
PAHID	Perceptions about hearing impaired who drives
IP	Institutional policies
K/APWDA	Knowledge/awareness of Persons with Disability Act, 2006 (Act 715)

Source: Field work (2018)

Also, the key informants' interviews were conducted through qualitative content analysis through three major approaches which are; data description, data analysis, and data interpretation. In considering these approaches, the purpose of the interviews was to first and foremost describe the topic under study. The researcher also dwelt on literature and theoretical foundation based on which he compared the responses from the field interviews. The researcher followed the three approaches duly which went a long way in helping him achieve the overall objective of the study.

3.11 Ethical consideration

The researcher informed all the participants about the overall objective and purpose of the study. He then assured the respondents that their responses would be treated with confidentiality and in

utmost good faith and which was heeded to as assured. The researcher also told respondents to make an informed decision to either participate or not. For that matter, none of the participants was forced to be part of the study. This means all participants gave their full consent and participated willingly in this research. Also, all sources of information used in this study were duly acknowledged in accordance with the rules of plagiarism.

3.12 Limitations

The researcher faced a lot of limitations in this research. The major difficulty was meeting respondents for the interviews. This is because most respondents went about their normal work duties almost every day and were not ready to spend their working time in granting interviews. Also, it was difficult in getting key informants to participate in this study. The reason is that the key informants were top officials in their respective institutions and had a lot of work schedules almost every day. However, the researcher persevered and finally conducted the interviews. Also, another difficulty was getting data from some participants, and institutions.

All efforts made in getting data on the research topic from DVLA including statistics on road accidents, data on drivers with disabilities who have had an accident/data on arrested drivers with disability, data on the number of people who were failing the hearing test, and data on number of people who were failing the driving exams, did not yield any results even though they have several of such data to the best of the researcher's knowledge. A follow up to the DVLA head office in meeting a panel for discussion concerning the need to include such data in this research, it came up during the discussion that there is an existing data on those who failed the eye test which is a DVLA requirement for acquisition of driver's license. A request was made for such data because the eye problem is equally a disability, yet it was not provided with the reason that it had no

correlation with the research topic. The second reason was that they did not want the name of the Authority to be in disrepute. Concealment of usual statistical data could affect outcome of research meant to solve societal problem.

3.13 Chapter summary

This chapter discussed in detail the research method used for the study. The research method included the selected area for the study, target population, sample size, sampling design, research design, data collection, data collection instrument and procedure, data analysis framework, ethical consideration, and the limitations faced during the study.

CHAPTER FOUR

DATA ANALYSIS AND DISCUSSION

4.1 Introduction

This chapter is focused on discussing the findings from the field data collected. The data were collected from twenty-one (21) hearing impaired persons who drive in the Greater Accra Metropolis. Others included in the study were key informants from the DVLA, MTTU, and MoRH. The data analysis and discussion entail results obtained from the interviews conducted. The chapter elaborates on the aspect of the field data including; the socio-demographic characteristics which were analysed with Microsoft Excel and presented below, and the overall objective of the study which runs through the chapter and mirrors the interview guide. The chapter starts with the socio-demographic characteristics of the hearing impaired who drive, and the key informants. It is followed by analysis and discussion, comparing the outcome with the reviewed literature.

4.2 Socio-Demographic Characteristics of PWDs and Key Informants

This part gives the socio-demographic characteristics of all respondents who participated in the study.

Table 4.1: Socio-Demographic Characteristics of PWDs

Variables	Category	Frequency(N=21)	Percentage
Age	20-29	3	14.3
	30-39	10	47.6
	40-49	6	28.6

	50-59	2	9.5
	Total	21	100
Sex	Male	20	95.2
	Female	1	4.8
	Total	21	100
Education	Basic (BECE/MSLC/NVTI)	8	38.1
	O' Level/A' Level/SSCE/WASSCE	8	38.1
	Tertiary	4	19.0
	Professional Qualification	1	4.8
	Total	21	100
Occupation	Formal employment	8	38.1
	Trader	8	38.1
	Informal employment	5	23.8
	Total	21	100
Marital Status	Single	6	28.6
	Married	15	71.4
	Total	21	100
Religious Affiliation	Christianity	21	100
	Total	21	100
Levels of Hearing Impairment			
	Total hearing loss	16	76.2
	Partial hearing loss	5	23.8

	Total	21	100
Staying alone or with family	Staying with a family member	17	81
	Alone	4	19
	Total	21	100

Source: Field work (2018)

From table 4.1 above, the total number of hearing impaired drivers were twenty-one (21) of which twenty (20) are males and one (1) female. They were all between the ages of 20-60. The respondents have acquired different levels of education ranging from Basic (BECE/MSLC/NVTI), O' Level/A' Level/SSCE/WASSCE, Tertiary, and Professional qualification. They are all in employment in areas such as formal employment, trading and informal employment. All the respondents are Christians, fifteen (15) of them are married, whereas six (6) are non-married. The respondents have different levels of hearing impairment. Majority of them (16) have total hearing loss whilst only five (5) of them have partial hearing loss. Moreover, 17 of them live with family members and the other four (4) live alone.

4.2.1 Socio-Demographic Characteristics of Key Informants

The key informants equally played a significant role in this research. The key informants' socio-demographics is presented in the table below;

Table 4.2 Socio-Demographic Characteristics of Key Informants

Variable	Sex	Frequency (N=3)
Driver and Vehicle Licensing Authority	Male	1

Ministry of Roads and Highways	Female	1
Motor Traffic and Transport Unit	Male	1
	Total	3

Source: Field work (2018)

From table 4.2 above, the key informants were three (3) in total. Two (2) of them are males and one (1) female. Each of the two male key informants are from the Driver and Vehicle Licensing Authority (DVLA) and the Motor Traffic and Transport Unit of the Ghana Police Service respectively, whereas the female key informant is from the Ministry of Roads and Highways (MoRH).

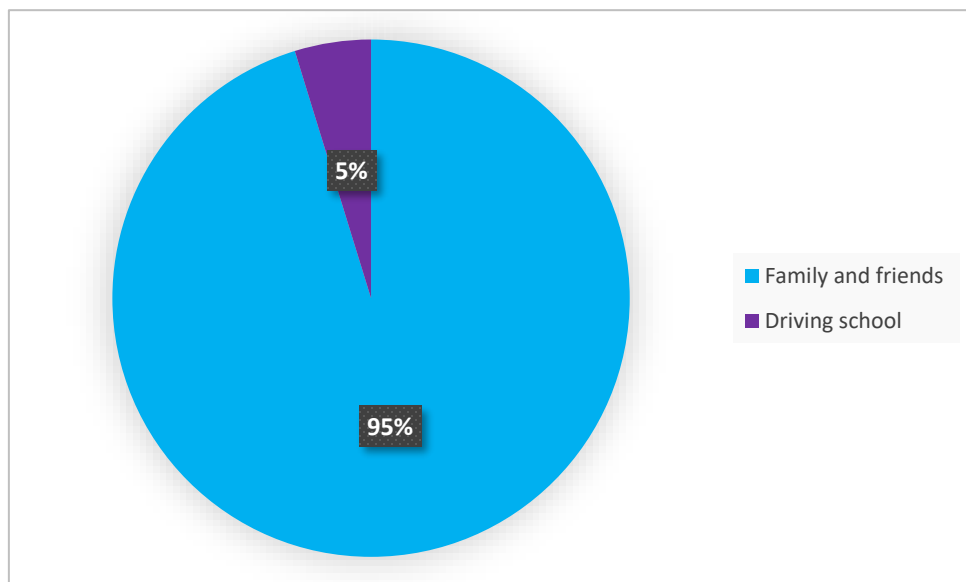
The following are analysis on questions asked in relation to the objective of the study.

4.3 How persons with hearing impairment acquire driver's license in Ghana

Acquisition of driver's license by the hearing impaired is a major worry to the entire hearing impaired community. This is because several attempts to acquiring driver's licenses had yielded no results. A few of them could drive to access services such as health, education, driving as their main occupation, association gatherings, recreational facilities, and driving to and from their workplaces. This freedom of movement and independence is very limited to the hearing impaired in Ghana, because, even though most of them have bought their own cars and could drive, but may have to depend on a hired driver to drive them to their places of interest and that comes with cost. For this reason, most of them depend on public transportation and few also drive on their own, even without the driver's license. It was evident from the study that most of the hearing impaired who drive depended on their family and friends in learning how to drive. The patronage of driving

schools by the hearing impaired has not gone thus far because of reasons which include the lack of hearing impaired friendly environment. The breakdown on the medium through which hearing impaired who drive learned how to drive is shown in the figure below:

Figure 8: The medium through which respondents learned how to drive



Source: Field work (2018)

There is no public driving school in Ghana presently. To the best of the researcher's knowledge, there are several private driving schools in Ghana and those existing schools have no provisions for the hearing impaired who either want to learn or upgrade their driving skills. The non-existence of disability friendly environment in the driving schools could be attributed to the non-enforcement of the disability rights laws in Ghana. It is apparent from the study that few hearing impaired who drive have interest in the driving schools. However, they depend on their family members and friends in learning how to drive because there are no provisions for them in the existing driving schools. A respondent said:

"I attended a driving school in Greater Accra Region in 2008. Many people were surprised seeing me in the school. The management of the school told me they do not have the

resources such as sign language interpreters to help in my study. However, I told them I am comfortable and added I will lean through visual instructions and observation and I happened to be the best student at the end of the driving programme. I have 10years experience in driving” (Hearing impaired driver, 2018).

The above caption is a clear indication that hearing impairment can never be a limitation to education. What does not make most hearing impaired persons attend driving schools is the lack of hearing impaired friendly environment and the perception society hold against them such as posing threat to other road users if they can drive. Also, it is obvious from the study and illustrated in Figure. 1 above that most of the hearing impaired persons who drive rely on family members and friends for learning how to drive because of provisions not made for them in the driving schools.

Another respondent also said;

“All my siblings could drive, so I expressed an interest in driving and they helped me to learn how to drive. My first time was an unforgettable experience when I tried very well to concentrate however needed to be always looking at the driving coach for his demonstrations because of a language barrier. Later, I became good in driving and requested for taxi cab for business and my family provided which is now my main occupation to date” (Hearing impaired driver 2018).

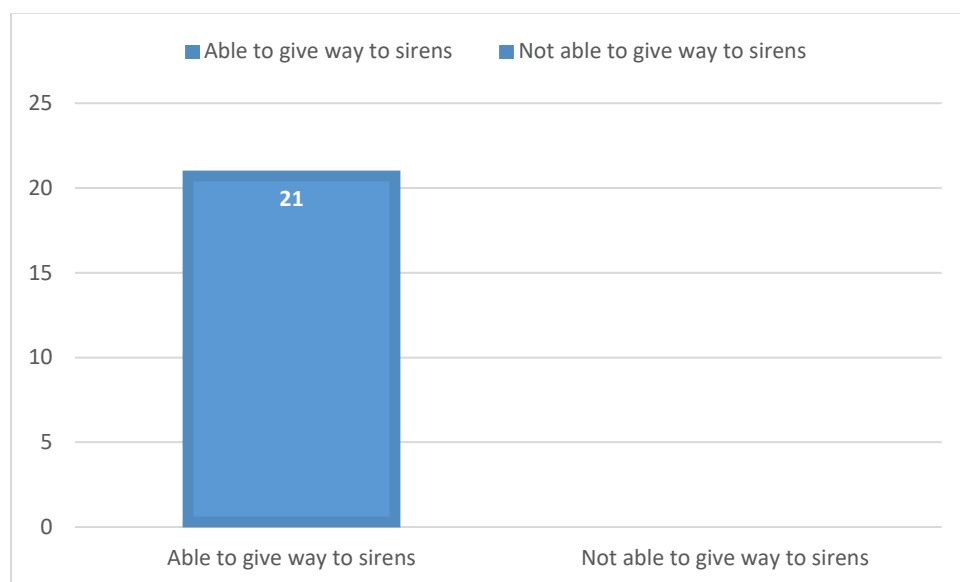
The hearing impaired drive illegally because they are not issued with drivers’ licenses by DVLA and as a result of the failure of the policymakers to pass the existing Act into law.

4.4 Driving experiences of the hearing impaired

4.4.1 The hearing impaired give way to emergency sirens

The responses from the study on the subject matter reveal that hearing impaired persons who drive use their driving mirrors as their ears on the road. That is, they always consider the driving mirrors when driving to have an idea of what is happening around them. Also, they look out for some common emergency signals such as the siren light of the ambulance, fire combat cars, and presidential convoy, so they could also give way. The idea of using the driving mirrors as their ears agrees with an unknown writer who is said to have described hearing impaired persons as follows: “My eye is my ear and my hand is my mouth” (Anonymous, n.d). This means, in sign language ‘we speak with our hands and listen with our eyes’. This is the guiding principle or a golden rule for the Deaf Community.

Figure 9: Respondent’s on giving way to emergency sirens

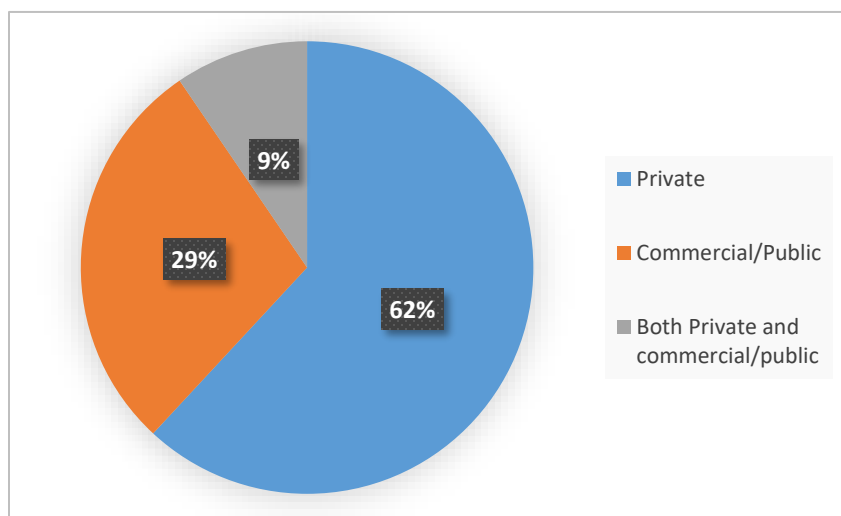


Source: Field work (2018)

A critical look at Figure 9 shows that all the twenty (21) respondents said they use the driving mirrors extensively in relation to giving way to emergency sirens when driving.

“I drive carefully and give way to emergency sirens based on the use of rear-view mirrors without necessarily hearing any sound. Also, I have a good view on the road rather than focusing on a mere impediment about my hearing loss” (Hearing impaired driver, 2018).

Figure 10: Type of Car Respondents Normally Drive



Source: Field work (2018)

It is obvious from the study that most of the respondents drive private vehicles. The reason for this finding includes, prestige and the comfort one enjoys in driving private cars to their places of interest (Figure 10). On the other hand, quite a few of the respondents also drive commercial/public cars particularly taxi cab. Those who drive taxi cab said that is their main occupation. A respondent said:

“I drive taxi cab here in Accra to make a living. I go around town as usual like any other hearing taxi driver looking for people who need taxi services. I have established contacts

with people who often need my services and I am widely known by the deaf community”
(Hearing impaired taxi driver, 2018).

4.4.2 How often do you drive?

When asked how often respondents do drive, the following is what some of them had to say. The first respondent (R1) said:

“I do not drive often because of economic factors. The cost of fuel is high these days and how to maintain and fuel my car is one of my difficulties. I drive to most places of interest based on my discretion with respect to several reasons such as proximity to my places of interest. That means I mostly board trotro jitney to a lot of places I travel” (Hearing impaired private driver, 2018).

The second respondent (R2) said:

“I rely on our family car to drive to town in attending programs such as social gatherings. My parents won't allow me most times to drive to town because I depend on them for fuel. I am not working now, so I cannot complain much. I am hoping to secure a job soon that will make me independent and I believe they won't complain as they used to be if I start fuelling the car myself. However, I am a proud deaf and capable of driving” (Hearing impaired private driver, 2018).

The third respondent (R3) said:

“I am a taxi cab driver, I drive daily from Monday to Sunday. I work in town from Monday to Saturday and goes to church on Sundays. Even though I do not work on Sundays, but I drive the family to church because it is quite a distance” (Hearing impaired taxi driver, 2018).

The above statements are comments made by some respondents in ascertaining how often they drive even though they do not have a legal backing to driving on our roads.

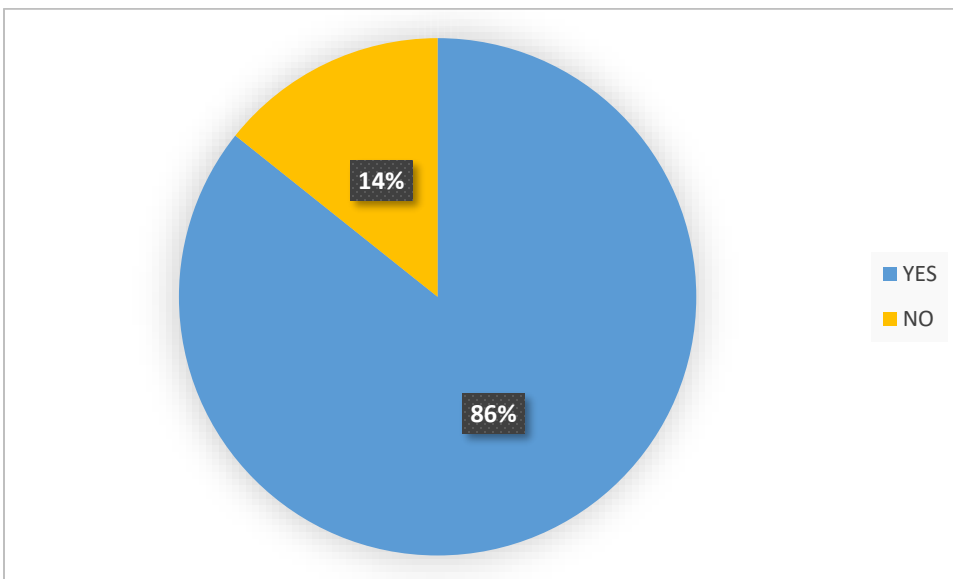
4.5 Challenges persons with hearing impairment encounter in acquisition of driver's license

4.5.1 Persons with Disability Act, 2006 (Act 715) Enforcement challenges.

Most respondents know the institution responsible for the issuance of driver's license which is the DVLA. A few respondents have tried securing driver's license from the DVLA, however, they were not successful. The respondents who are aware of the provisions of the Persons with Disability Act, 2006 (Act 715), and especially Article 27, which states that "A person with hearing disability may own a driving license upon passing a driving test and satisfying conditions prescribed by the Driver and Vehicle Licensing Authority", have gone to the DVLA for driver's license with the hope of being granted licenses. This provision means, a hearing impaired person may automatically have some level of hearing loss and for that matter the DVLA could either waive the purported medical hearing examination or use the medical results as a basis to proceed to the other requirements of the driver's license acquisition process such as eye test, written and practical driving examinations with the hope that the successful applicants would be granted the driver's license. However, their dream and hope for a driver's license could not be realised because of their disability and the fear that they can pose danger to other road users. Again, this problem seems to have emanated from the failure of policymakers to pass an LI to guide the DVLA on how to operationalise the provisions in the Persons with Disability Act, 2006 (Act 715). It has become

difficult for the DVLA to enforce these rights. Hence, this is a clear indication of challenges with enforcement of the Persons with Disability Act, 2006 (Act 715).

Figure 11: Have you ever tried securing driver's license?



Source: Field work (2018)

From Figure 11 above, it is apparent that majority of the respondents have tried to secure a driver's license. That is eighteen (18) respondents representing 86% have done so. In probing further, the following is what some respondents had to say; Respondent one (R1)

“I went to the DVLA to apply for driver's license, I made it known to the officer in charge that I am a hearing impaired. Soon after I said that, he told me to produce a hearing of sounds medical report knowing very well that I cannot perceive sound. I showed him the section of the Persons with Disability Act, 2006 (Act 715) which says I can obtain a driver's license and as part of my defence and explanations read to his hearing through a sign language interpreter. However, he still insisted I produce a hearing examination report before I could move to the next stage in the application process. This is a direct way of

denying me the opportunity to acquire the driver's license” (Hearing impaired driver, 2018).

The second respondent (R2) also had this to say:

“I contacted some middle men who assured me of the driver's license and told me to pay GHS 1,000.00 which I did. They led me to write the licensing examination on a computer, but I failed the exams and that was in 2017” (Hearing impaired driver 2018).

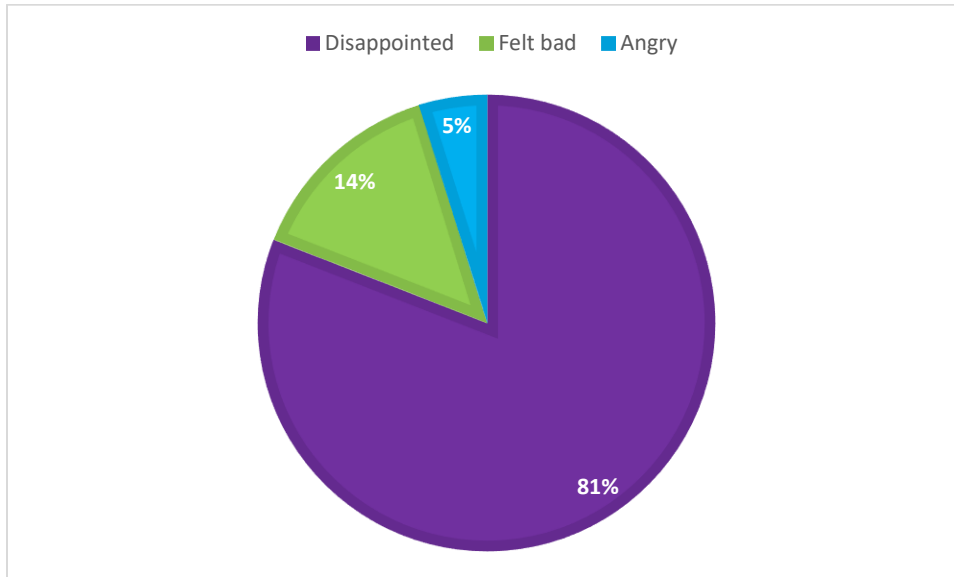
These responses attest to the fact that respondents have tried to acquire the driver's license, however, they were not successful in the process.

On the other hand, the third respondent who had not made any effort in seeking driver's license also have this to say: Respondent three (R3)

“I have never tried to seek driver's license because quite a number of my hearing impaired friends have done so on several occasions and the results remain the same that we are not going to be granted the driver's license for a mere reason that we may pose danger to other road users. Meanwhile, I drive daily and have never been involved in an accident. So, I have come into a conclusion that I will continue to enjoy my right of freedom, movement and independence. However, I will visit the DVLA for driver's license when they start issuing to the hearing impaired in future” (Hearing impaired driver, 2018).

Once again, these are lived experiences of the three (3) respondents concerning their quest to seeking a driving license (Creswell, 2009).

Figure 12: How did you react when DVLA turned down your driver’s license application?

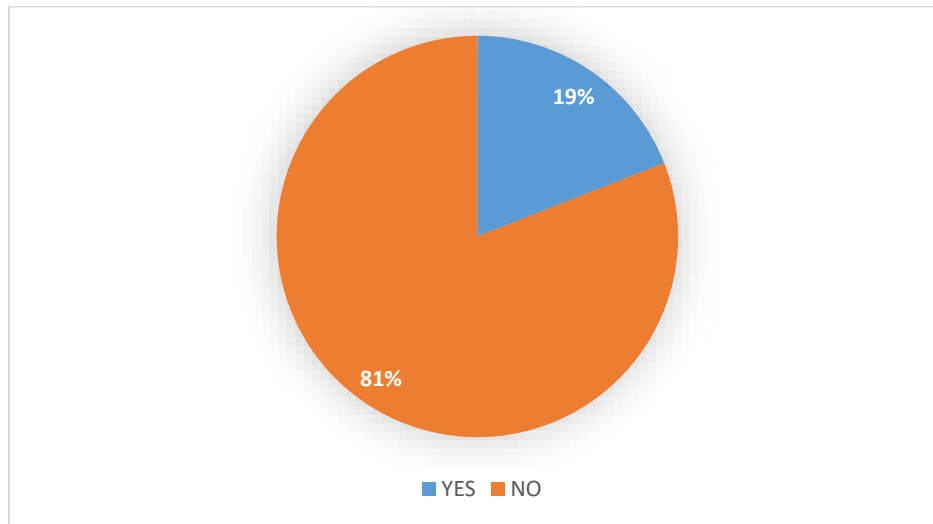


Source: Field work (2018)

Respondents used several expressions of feeling in response to their reactions when they were turned down by the DVLA. The expressions of feeling in the above figure clearly tell that the respondents were never happy with the situation. In probing further, a respondent said:

“I did not say anything even though it affected me negatively. I felt very bad deep down in my heart especially for the DVLA officer to keep procrastinating my appointment with him and going to the office with my wife, and father for 6 times was a bit of worry for me. I did not only waste their precious time for always going to the DVLA and spending almost the whole day with them there and all we were told was come on a different date, but was also highly disappointed for such a discriminatory act because of my hearing impairment which is no fault of mine” (Hearing impaired driver, 2018).

Figure 13: Do you know any hearing impaired who have drivers' license and how they acquired it?



Source: Field work (2018)

From Figure 13 above, four (4) respondents representing 19% said they know some hearing impaired who owns a driver's license and equally know how they acquired it, whereas seventeen (17) respondents representing 81% said they don't know any hearing impaired who owns a driver's license. Surprisingly, among the four respondents is one man who owns a driver's license himself.

The following are some excerpt from the field work 2018. The first respondent (R1) said:

'I know four (4) hearing impaired who have driver's license. However, it is only one which is authentic, the other three (3) are proven to be fake driver's license. This could be because of not using the right procedure in the acquisition of the driver's license' (Hearing impaired driver, 2018).

The second respondent (R2) said:

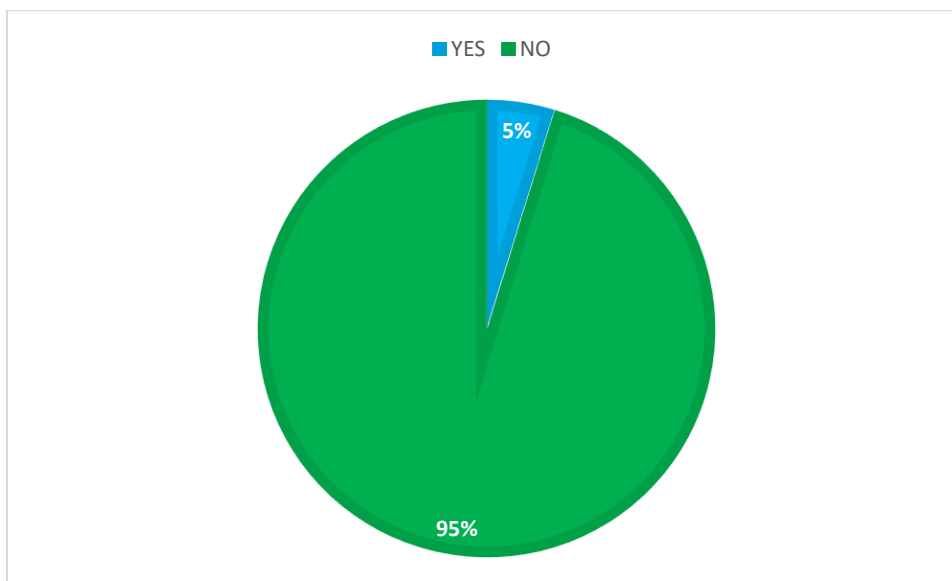
"I know one and only deaf driver who owns an authentic driver's license. This person works with an organization responsible for the welfare of persons with disability. As the driver, it became

necessary for the organization to secure him a driver's license with which the police do not worry him on road" (Hearing impaired driver, 2018).

The third respondent (R3) also said:

"I know one deaf driver whose hearing friend got him a driver's license, but it turned out to be fake, but personally, I have an authentic driver's license. I happened to acquire it with the collaborative effort of management of the organization where I work. This license was acquired on purpose for office work and it enables me to drive the organisation's car to places far and near without any fear of driving without driver's license as it used to be" (Licensed hearing impaired driver, 2018).

Figure 14: Do you have driver's license?



Source: Field work (2018)

The Figure 14 above indicates, 20 respondents (95%) of the hearing impaired drivers do not have a driver's license. Surprisingly, only one person has the driver's license. In probing further into how he managed to secure an authentic driver's license, it was revealed that,

“There was some amount involved in my driver's license acquisition which was higher than the usual fee for the driver's license in 2014, but I don't want to mention the amount. There was a consensus to share the cost involve with my organization because I could not afford to pay the amount in question alone. I paid my part of the amount involved even though I did not have money at the time. However, I paid to acquire the driver's license to secure my job as the chief driver at the work place. I did not go through the usual procedures such as writing driving and testing examinations. This means, the license was issued to me upon payment of the money” (Licensed hearing impaired driver, 2018).

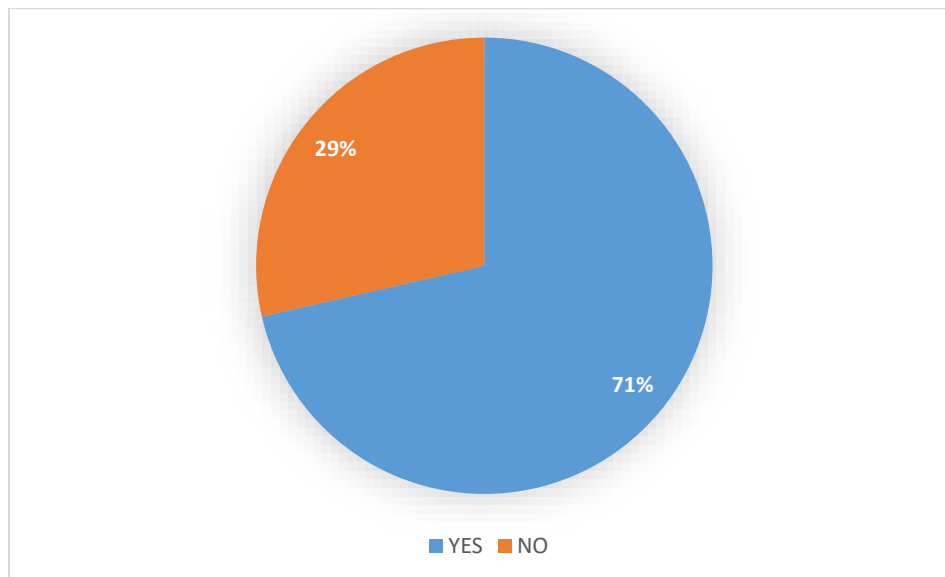
A careful analysis of comments from the respondents who claim to know only one person who has an authentic driver's license happens to be this individual who got his license through the collaborated efforts of his management at the workplace. Again, this individual has really become popular among the hearing impaired persons who drive because he is the only one they could reference on grounds of an authenticity of driver's license.

The researcher attended 'Deaf Awareness Week Programme' organised and happened in a church auditorium which was very educative. Deaf Awareness Week is an annual programme organised by Nsawam Road Church of Christ Deaf Ministry. In the year 2018, the programme was held on Sunday 4th July 2018 on the theme: “MISCONCEPTIONS ABOUT THE DEAF.” The researcher asked the guest speaker who happened to be a hearing impaired person this question: what is

preventing the hearing impaired persons who drive from acquiring driver's license? This was his response:

“The problem is that DVLA don't recognise the deaf drivers and for that matter do not issue them the driver's license, but it is good to note that the number of hearing impaired drivers in Ghana keep increasing day in and day out. I can say that a few deaf drivers have managed to obtain their drivers' licenses through the wrong channel. However, it is very unfortunate to note that all these licenses are fake. I think it is now time DVLA listens to us by lifting the ban on deaf drivers because deaf driver's in countries where deaf can drive such as South Africa are not exceptional than those of us in Ghana” (Hearing impaired resource person, 2018).

Figure 15: Have you been stopped by the police before?



Source: Field work (2018)

Figure 15 above shows, six (6) of the twenty-one (21) respondents said they had never been stopped by police before. On the other hand, fifteen (15) respondents said they had been stopped by the police when driving. Probing further, the researcher asked how they resolve the issue with the officer who stopped them on the road when driving without driver's license? and the following is what some of them had to say:

The first respondent (R1);

“I told the officer on the road that I am a deaf driver and have been denied driver's license by the DVLA for no other reason and fault of mine but because of my deafness, so if he has any problem he must find out from the government for further clarification. He then allowed me to drive away” (Hearing impaired driver, 2018).

The second respondent (R2):

“I have been stopped severally on the road by the police during their routine checks and not because of any reason including reckless driving. One of it was when the police realised I am a deaf upon interrogations and he was surprised. He looked around the car and saw a sticker of my company, the next thing he did was nodding and then told me to drive away” (Hearing impaired private driver, 2018).

The third respondent (R3):

“I was once stopped by the police when driving and told him I am a hearing impaired and he told me to drive away. On another day, the officer who stopped me delayed me for a

while and told me to pay some money before he will let go of me, so I gave him GHS 10.00 and I drove away” (Hearing impaired private driver, 2018).

The forth respondent (R4):

“Police once stopped me and requested my driver’s license, but I told him I do not have one. Then he told me it is an offence to drive without license, so I should wait for him on the side of the road. I called my father to speak to the officer on my behalf. They spoke at length and agreed I pay GHS 40.00. I gave the officer the money and he allowed me to drive away” (Hearing impaired taxi driver, 2018).

These are what some of the respondents who had ever been stopped by the police when driving have to say. Basically, none of them was stopped because of some of the following reasons including reckless driving, expiration of Roadworthy, Vehicle Income Tax (VIT) and AMA certificates but it was during the police routine checks on the road.

4.6 Causes and levels of hearing impairment of respondents

4.6.1 Causes of hearing impairment of respondents

There are several causes of hearing impairment. These include some complications that come at birth, noise pollution, and sicknesses that befall people which consequently result in hearing disability. Below are some responses on what causes respondents deafness;

First respondent (R1):

“I was born hearing but had an accident at the age of six (6) and was hospitalized for a whole year. I was in class one at that age. Even though I cannot remember the kind of accident, what I could remember is that I found myself in a pool of blood when I became conscious of myself at the hospital in the night. I could not walk, see nor hear during my admission at the hospital. Later, I was able to walk and gain my sight but was not able to perceive sound. In the years down the line when I was still young, my mother used to take me to the hospital for ear wash with the hospital machine, but I could still not perceive sounds. It became necessary for me to move from a hearing school to a deaf school to continue my education. I can do lip reading and speaking and able to understand those I am engaged in conversation with and sometime with little or without the help of the sign language” (Hearing impaired private driver, 2018).

Second respondent (R2):

“My mother gave birth to me as a hearing child. I became deaf at the age of five (5). I fell sick at the said age; the sickness was all about some unknown problems with my spinal cord and the family moved from hospital to hospital, but they could not find any solution. I was living with my grandmother in one of the villages in Cape Coast, Ghana at the time. Along the line, my grandmother took me to the Fetish Priest’s shrine, but he could not also do anything about the sickness. At the age of seven (7), my father took me to Accra in seeking medical solution to my sickness. We moved from hospital to hospital, but it did not

result in any progress because the situation remained the same and even to date” (Hearing impaired taxi driver, 2018).

Third respondent (R3)

“I became deaf at the age of six (6). I suffered from Cerebrospinal Meningitis (CSM). I moved from hospital to hospital, church to church for deliverance but I could not be cured. I know several people who have suffered from this sickness which resulted in their deafness and blindness. My mother said, I became deaf and blind, but I only got my sight back he added, thank you Lord!” (Personal communication with a Ghanaian deaf driver based in the USA, 2018).

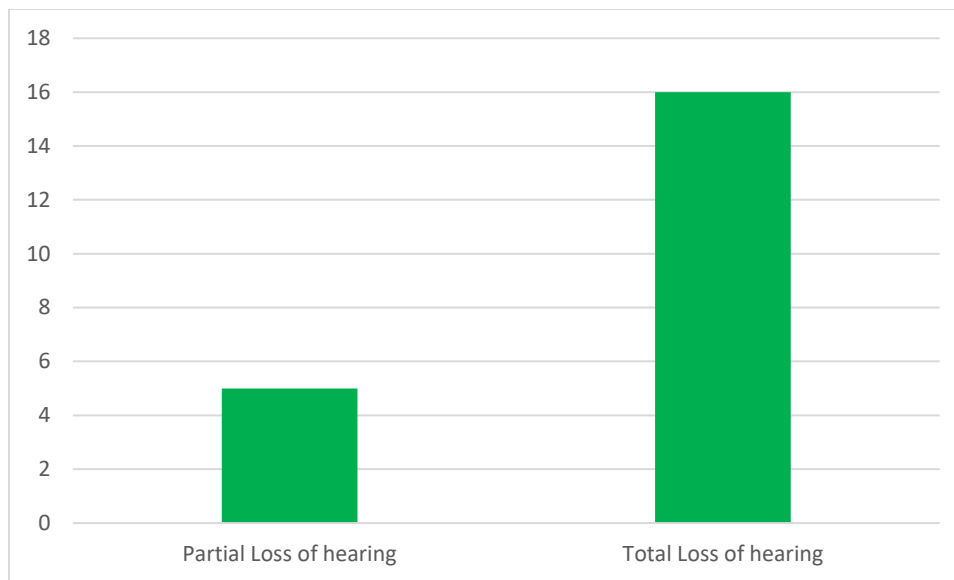
Forth respondent (R4):

“I fell sick at the age of five (5) which led to my deafness. My father took me to a specialized hospital established by the Whites at Oda in the Eastern Region of Ghana for my ear examination and medication. I visited the hospital just after I completed Junior High School in the year 2008. A female White specialist at the facility used a machine to wash my ear after which I was able to perceive little sound to date. I visited the facility again in the year 2012 after some years has gone by. In an anticipation to meet the White female specialist, I was disappointed to be told that she has transferred ownership of the facility to the government of Ghana and has left to her country. The facility is now managed by Blacks who are equally doing well” (Hearing impaired private driver, 2018).

4.6.2 Level of hearing impairment of respondents

Two levels of hearing impairment that came up during the data collection for this dissertation were partial loss and total loss of hearing.

Figure 16: Level of hearing impairment of respondents



Source: Field work (2018)

The Figure 16 above tells the levels of hearing impairment among the respondents. Sixteen (16) respondents acknowledged the fact that they cannot perceive sounds at all. That is, they could only feel the vibration of sounds in any noisy environment but cannot perceive the sound to determine what one want to put across. However, the other five (5) respondents said they can perceive some level of sounds but it should be loud enough before they can get the information one sends across. This means, any communicate with these partial hearing loss drivers should be done in loud tone, so they could perceive very well and give feedback to that effect. Their hearing ability could improve with a hearing aid. On the other hand, total hearing loss respondents could not use a hearing aid as it will not be of any benefit to them.

4.6.3 Exploration to find out the experience of the only female respondent

In finding out what motivated the only female respondent who also happened to be one of the five (5) partial loss hearing impairment to drive, this is what she has to say:

“Some years ago, all my siblings could drive except me, they encouraged me to learn how to drive but I was very afraid of involving myself in an accident. On the second thought I gave in, and one of my motivation was to be either the only female deaf driver or be part of the few in Ghana which I have never come across one. I then began my driving training with the help of my siblings. It took a while before I mustered courage to drive, and as it stands now and to the best of my knowledge, I am one of the few female deaf drivers in the deaf community and in Ghana at large. I must say, I am very proud of my status”. (Female hearing impaired driver, 2018).

4.7 Key informant at the DVLA

The following are some of the modalities/requirements for acquiring a driver’s license

- The applicant must be 18 years or older
- Two levels of driving test namely: Theory and Practical
- Medical test to determine hearing level
- A medical report from health specialist on one’s ability to hear and respond to sound
- Issuance of driver’s license to successful applicant who satisfies these requirements.

(DVLA official, 2018)

4.7.1 Knowledge of the Persons with Disability Act, 2006 (Act 715)

When the researcher asked the key informant at the DVLA of his awareness of the Persons with Disability Act, 2006 (Act 715) this is what he had to say:

“I am aware of the existence of the Persons with Disability Act, 2006 (Act 715). However, to the best of my knowledge, there is no legal documents that mandate the hearing impaired to drive. The acquisition of the driver’s license is a privilege and not a right. The only right enshrined in the Persons with Disability Act, 2006 (Act 715) is the right to family life and social activities. Also, most PWDs survive in society out of courtesy and sympathy. For example, PWDs join queues to board public transport because the provision that at least 2 seats should be left for them is not being adhered to also the license will be issued when one satisfies the requirements of the DVLA. Anyway, in making a case for the hearing impaired to drive, how will they be able to give way to emergency sirens when they cannot perceive sound? The deaf may pose a threat to other road users because of their hearing disability. Our (DVLA) first and foremost interest is to make sure that the driver is protected/safe as well as other road users at large. For some of these reasons and considering the road infrastructure design in the country, I think it will be chaotic on our roads if the hearing impaired persons are allowed to drive. The hearing impaired persons who can perceive some level of sound with or without the use of a hearing aid can write our examination. Both the hearing and the hearing impaired take the same DVLA examination. There is no preferential treatment when it comes to writing the driver’s license examination irrespective of one’s disabilities. (DVLA official, 2018).

4.7.2 The use of special stickers/labels

“There have been several suggestions to put stickers/inscriptions/labels on PWDs cars for easily identification, which I believe it will breed discrimination against the PWDs. That some PWDs may question why should stickers/logos be fixed on their cars. The challenge I have is that, the Persons with Disability Act, 2006 (Act 715) was passed 12 years ago and not much has been done in coming up with a legislative instrument to pass the Act into law. The Associations of PWDs have done little to push for an L.I which will come with detailed measures for implementing the provisions in the Act.

In addition, most infrastructural designs are done in the country without considering the persons with disability and this is making accessibility to some essential services difficult. Examples include steps/staircases without elevators/corresponding way for wheel chairs which makes it difficult for the PWDs to access most facilities in Ghana.

Moreover, we do not have any systems in place in supervising/assisting PWDs import modelled cars. However, if the person needs assistive device/modelled car, we can help the importation with a medical report attachment. Finally, I would like to express my candid opinion that “it is obvious that the Persons with Disability Act, 2006 (Act 715) itself exhibit some level of discrimination in just mentioning only hearing impaired regarding acquisition of driver’s license and without considering other levels of disability. This is because we sometimes copy the standards/way of life of other countries which doesn’t always fit into our situation. However, I push for the passing of a Legislative Instrument (LI) which will give detailed directives and ensure the full implementation of the Act. When an LI is passed it will address some of these discriminatory issues. This means there might still be loop holes in the mother Act without the LI. There are bottlenecks for the

Persons with Disability Act, 2006 (Act 715) due to the absence of an L.I. that DVLA's objective is to ensure the safety of the driver and other road users.” (DVLA official, 2018).

4.8 Key informant at Ministry of Road and Highways

The Ministry of Roads and Highways (MoRH) is responsible for road construction and maintenance in Ghana. Whereas the Ministry of Transport (MoT) is responsible for road services.

The structure of this ministry has two subgroups, namely: The Department of Feeder Roads, responsible for the road construction and maintenance of feeder roads in Ghana, and the Department of Urban Roads, responsible for the road construction and maintenance of urban roads in Ghana.

The main responsibility of the MoRH is to build a safe road network. The following are some of the additional responsibility's including road safety audit, a careful implementation of the findings from the road safety audit report, accident spot management, and re-engineering road sections when accidents happens. All these services are in full operation as a policy and practice of the ministry.

Road agencies under the department of urban roads is responsible for fixing road signs and the traffic lights. The maintenance regime of the MoRH oversees putting road signs at specific places, regulating, and fixing/replacing faulty traffic lights. However, when they are knocked down by a driver, the third party which is the vehicle insurance companies can equally fix them, but the challenge is that the drivers run away. This mostly happens for the fear of going through the tedious bureaucratic nature of getting problems solved in the country. Again, the drivers do not report such incidence to their insurance companies, leaving all the maintenance cost involved with

government. Also, there is an annual maintenance programme but mostly run short because of budgetary problems. There is a budget allocation by the government for emergency fixing of traffic lights. However, it does not come easy getting the budget for such maintenance. The relevance of what has been discussed above to the objective of this study is that, road users would be able to ply the roads more effectively if these systems are well in place and that would result in reduction of the numerous accidents on our roads. The safety on our roads in one way or the other goes a long way to facilitate the passing of the hearing impaired driver's license.

“The MoRH policy says the road infrastructure must be accessible or disability friendly. For example, construction of ramps by pedestrian crossing points will make drivers slow down for pedestrians, including the PWDs as they will be prevented from the risk in crossing the roads. There must be integration of basic accessible facilities in the road design to ensure safety. Also, there must be proper training about how to drive on the road. The road code which was drafted in partnership with the DVLA and the MoRH must be adhered to by all road users. The drivers must accommodate other road users including the PWDs when driving”. Also, the following are some of the measures to curb danger on the road: ensuring road signs (road markings and signals) are kept in the right places, and making the necessary materials available for people to read and know how to use the road, and publicity of road education. To achieve this, the Ministry of Roads and Highways must coordinate with the services (MoT). A challenge is that there are no sign language interpreters in this Ministry.

4.8.1 MoRH official's knowledge of the Persons with Disability Act, 2006 (Act 715)

The awareness of the provision in the Persons with Disability Act, 2006 (Act 715) that basically says the Ministries responsible for rail, air, and road transport and where appropriate the Ministries

of Local Government in consultation with the PWDs shall ensure that the needs of the PWDs are considered in the design for the construction and operation of rail, air, and road transportation network. This provision is equally in the policy document of the MoRH. In making provisions for the PWDs, there are certain basic facilities that need to be included in our road designs: integration of the accessibility standards in our road designs are not fully practiced in Ghana, and for that matter, pedestrian crossing points are not fully accessible to those on wheel chairs because of reasons including lack of ramps and traffic lights at pedestrian crossing points. On the other hand, most foot bridges in Ghana are equally not accessible by PWDs.

The informant's observation when she travelled elsewhere:

“I travelled outside Ghana and got to notice that the roads were disability friendly. The roads are made in such a way that the PWDs could equally use, the texture of the part of the road close to pedestrian crossing is totally different and that alerts PWDs of the crossing points. Again, I noticed that the traffic lights make special sounds indicating the time for crossing the road which is an integration for the benefits of those who are blind”
(MoRH official, 2018).

The development of the road infrastructure is done according to the laid down designs/plans of the MoRH. In talking about monitoring systems in Ghana, there were no monitoring systems for the entire road networks. However, MoRH sometimes get funding from donors for monitoring, road safety audit, and maintenance.

The informant recommended that, there was the need to ensure that the following are adhered to: our road infrastructure must be accessible by all manner of persons, stakeholders' consultations including PWDs, government commitment and political will, sensitization/public awareness to

fight for most integration of basic road standards. However, until there is integration of these reforms, there was the need for PWDs to keep safe and make other road users safe. The PWDs must seek assistance on the road/in crossing the road. Finally, there is the need for collaboration between stakeholders such as MoRH, MoT, DVLA, and National Road Safety Commission.

4.9 Key informant at MTTU of the Ghana Police Service

There is no direct medium of communication with the DVLA and other agencies such as Car Insurance Companies, but it is in the law that all vehicles must be insured. The MTTU helps in the processes of assisting victims in accident to get their insurance claims. The official of MTTU can detect expiration of insurance, roadworthy, and driver's license certificates on cars because the expiration date is written on it.

There is a device for scanning roadworthy and drivers' licenses certificates. All the registration details of the vehicle will be displayed on the device and any grounds of fraud/fake certificates could be detected. Determination of fake certificates on the road is highly impossible by just looking at it with the bare eyes and without a detecting device.

The Road Traffic Regulation 2012, LI 2180 basically talks about everything that is supposed to be observed on the road. It has some of the following sanctions including: failure to renew one's driver's license/driving without driver's license attracts 10 to 25 penalty unit charges, refusal to renew road use certificate attracts 5-25 penalty unit charges. These sanctions will be converted into the modern currency and that will be determined by the law court.

The AMA personnel are equally on the road checking their stickers and expiration date of their tax/certificates. Also, the Customs Officers are supposed to oversee the VIT on vehicles.

The Road Traffic Regulation talks about some of the following including registration of vehicles, licensing, construction and use of the vehicles on the road, commercial vehicles, international convention on vehicles.

Sanctions for road users who cause accident is dependent on the root cause of the problem, for example, the fault of the driver, failure of the vehicle, and the pedestrians, for example,

driving without license, driver is under age, drunk-driving, vehicle is overloaded, and has no reflectors. These infractions attract appropriate fines that are determined by the responsible institutions.

The expectations of MTTU for drivers include, driving carefully on the road. It is the core mandate to make sure that the road is free from all forms of accident and that can be achieved by driving well and obeying all the road ethics.

In the recommendations of the key informant he said,

“I will urge pedestrians to take good care when crossing the road and must cross at designated places. Finally, drivers should be free from accident by abiding by all rules and regulations on the road” and he added

“I can say MTTU does not have sign language interpreters. However, I will be forced to say that the Ghana Police Service has sign language interpreters. So, if we have an issue that may lead to the need for an interpreter, the MTTU should request from the mother police. MTTU will request for an interpreter when the need be.” (MTTU official, 2018)

4.10 Chapter summary

This chapter mainly discussed and analysed the field data interviews. The data analysed consists of the results of the field data interviews from the hearing impaired who drives in the Greater Accra Metropolis, and the key informants from DVLA, MTTU, and MoRH such as the social-demographic characteristics of both the hearing impaired who drives and the key informants, and their various responses.

CHAPTER FIVE

SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATIONS

5.1 Introduction

This chapter gives the summary of the key findings from the data collected from the field work and analysed. Also, the chapter presents conclusion and recommendations drawn from the data collection for both policy direction and future research.

5.2 Key findings

This research focused on the non-enforcement of the disability rights laws in Ghana: the hearing impaired and acquisition of drivers' licenses. This was possible by investigating the infringement of Persons with Disability Act, 2006 (Act 715), and the challenges the hearing impaired encounter in acquisition of drivers' licenses and road usage: to examine how persons with hearing impairment acquire driver's license for use on roads in Ghana, to find out the challenges of persons with hearing impairment when going for drivers' licenses, to investigate whether the DVLA and other departments responsible for the welfare of persons with hearing impairment are aware of the provisions in the Persons with Disability Act, 2006 (Act 715). In achieving these objectives, four main research questions were developed and that guided the realisation of this research and they are: How do persons with hearing impairment acquire driver's license in Ghana? What challenges do persons with hearing impairment encounter in acquiring driver's license? What is the level of awareness/knowledge base of persons with hearing impairment, DVLA and other road users of the Persons with Disability Act, 2006 (Act 715)? And How are the activities of DVLA amounting to non-enforcement of the law by excluding hearing impaired from driving?

This research started by finding out how persons with hearing impairment acquire driver's license in Ghana. This exercise is very important because it opens the research topic for discussion on how the hearing impaired got to learn how to drive, how often they drive, the type of car they drive and the reasons for their preference, how they can give way to emergency sirens when driving, and whether they have ever involved themselves in an accident when driving. The results from the analysis of the field data collection show that majority of respondents learned driving by the help of family members and friends. The reason behind this preference is that, the hearing impaired who drive are not recognised in Ghana, hence provisions are not made for them in the existing driving schools. Most of them drive often, some drive private cars to work and social gatherings whereas others drive commercial/public cars for business reasons. All respondents said they already give way to sirens during driving, by carefully using the driving mirrors especially the rear mirror for the direction of the emergency sirens. None of the respondents has ever been involved in an accident while driving. They further explained that their other senses are naturally trained in making up for the loss of hearing and drive carefully by paying attention to road ethics.

Also, the study sought to find out the challenges the hearing impaired drivers encounter in the acquisition of drivers' licenses. This research question seeks to find out whether respondents knew the institution responsible for the issuance of driver's license in Ghana, if they have ever tried securing or would try going to DVLA in future for driver's license, if they know any hearing impaired who has driver's license/they own one themselves, and if they have ever been stopped by the police during driving and how they resolve the issue for driving without a license. Majority of respondents said they know that DVLA is responsible for driving, training, testing, and licensing. Most respondents personally, and as a group have tried securing driver's license at the DVLA office and sometimes rely on family members and friends, but their efforts yielded no

results. The respondents added that they do not intend going back to the DVLA office any time soon because their concerns seem not to have made any progress, and all efforts over the past years has resulted in disappointment. However, they will not pass by the DVLA office for driver's license until reforms are made and enforcement assured. Few respondents said they know some hearing impaired drivers who own driver's license but turned out to be fake except for one and who happened to be part of this study. The reason is that the door to the right channel for acquiring driver's license has been shut at them because of their impairment and which is no fault of theirs. Hence, they use the wrong channels for acquiring their driver's license.

A hearing impaired driver passionately said;

“Shouldn't I buy my own car if I can afford? Shouldn't I drive my own car if I am capable, to enjoy my independence? Should I hire a hearing driver and pay for his services when I can drive better? If the government does not help to pass the law to allow us to drive legally then he should be prepared to provide us with hearing drivers at no cost but until then I will continue to drive.”

(Hearing impaired driver with driving training, 2018)

Also, respondents said they had been stopped by the police severally at different times on the road during the police routine checks and not because of reasons including reckless driving. However, the hearing impaired drivers mostly end up paying some amount of money to the police for driving unlawfully and for fear of being sent to the law court for driving without a license. Also, hearing impaired drivers are delayed for hours before they could drive away that is if they failed to pay money requested by the police.

The study found out respondents' awareness on the provisions in the Persons with Disability Act, 2006 (Act 715) that seek to bridge the discrimination gap between the hearing and the hearing

impaired especially concerning acquisition of driver's license. The DVLA as an institution knows perfectly that these group of people have degrees of hearing loss, and the provisions in the Persons with Disability Act, 2006 (Act 715). However, it uses the hearing examination as a major pre-requisite and as a basis for disqualification of the deaf drivers regarding the issuance of driver's license. This happens because the Persons with Disability Act, 2006 (Act 715) does not have an LI making it difficult for the DVLA to enforce it, and for the fear that the hearing impaired drivers can pose threat on our roads.

5.2.1 Policy implications

The result from the study has several implications which are presented in this section.

First and foremost, the non-existence of hearing impaired/an integrated driving school is not in the right direction because all drivers must go through some form of education which the driving schools are mandated to do. There is the need for regulatory bodies to continuously check the activities of the driving schools, especially regarding their syllabus for teaching and learning. In addition, the government must endeavour to possibly build driving schools and ensure that the fees are moderate to urge all potential drivers and even those already driving who need to upgrade for assessment to attend. Also, it has become necessary for policy makers to enforce the disability rights laws in Ghana especially the Article 27 of the Persons with Disability Act, 2006 (Act 715) which is the focus of this study. The reason is that, potential hearing impaired drivers would come out of hiding and seek formal driving education towards an award of driver's license, which would rather promote road safety and prevent the hearing impaired from posing danger to themselves and other road users.

Secondly, the act of giving way to emergency sirens including the ambulance, fire combat vehicles and presidential convoy must be encouraged by every driver to save life and property. For that matter, drivers must always yield to all emergency sirens.

The hearing impaired drivers who tried to go the DVLA office to secure driver's license, made the right decision as law abiding citizens. They should mobilise themselves and work hand in hand with all stakeholders in pushing for the passage of the Act into law for which the DVLA will be obliged to enforce its provisions. This would open doors for all drivers especially the hearing impaired to avail themselves for driving assessment for the driver's license that would result in bringing sanity on the roads.

Furthermore, if the hearing impaired drivers are not stopped or arrested by the police because of reckless driving then it implies that they are good drivers. The problem here is that they drive without driver's license which makes it illegal. The policy makers are to protect the interest of the PWDs, so reform is required to accept them into the system.

Finally, there is a lack of awareness creation and advocacy of the Persons with Disability Act, 2006 (Act 715). This is because most of the hearing impaired drivers are not aware of the Act and even those who claim to know the existence of the Act find it difficult to tell what the Act entails. The awareness creation of the Act will help the hearing impaired drivers to hold duty bearers accountable to implement policies to their benefit.

5.3 Conclusions

The acquisition of driver's license by the hearing impaired is an issue in Ghana. This is because, behavioural challenge has influenced duty bearers to rely on their personal opinions and have not

shown much effort in relation to the passage of an LI for the Act. Basically, this has resulted in the non-enforcement of the disability rights laws because without the LI, there is no law to be enforced. Successive government have done well in raising the living standard of the people. However, hearing impaired drivers equally need independence in the attainment of basic services such as education, recreational, health, and economic activities. This could be realised when their rights to movement and independence is respected and given the privilege to acquire driver's license.

The results from the data analysis brought out several issues which duty bearers must consider by taking a paradigm shift to ensure inclusiveness and protection of the rights of PWDs. In the literature review, it came out clear that similar studies have been conducted outside Ghana, but no scientific study has linked the hearing impaired to accident. Therefore, there is the need to encourage researchers to focus on this area and that will go a long way to ensure the enforcement of the disability rights laws in Ghana to enable the hearing impaired drivers acquire driver's license. One major benefit it will bring to the hearing impaired is employment creation which will alleviate poverty among them.

The theoretical perspective adopted for this research is the theory of social inequality/exclusion which basically talks about the need for participation and inclusion in all facet of national life. The theory basically raised issues concerning lack of government full commitment and political will towards the PWDs, societal perceptions and behavioural challenge, deprivation and neglects, and failure of authorities to enforce the laws. This theory has brought to bear, grounds for discrimination and the need for policymakers to accommodate the hearing impaired drivers to ensure all-inclusiveness.

5.4 Recommendations

The following recommendations are based on the data analysis and findings: It was evident in the findings that most of the hearing impaired who drive are not aware of the Persons with Disability Act, 2006 (Act 715) and those who are aware do not have a fair idea of the provisions in the Act, there is the need for institutions responsible for civic education such as the National Commission for Civic Education (NCCE) to educate the general public especially targeting schools and by forming/reinforcing civic education clubs in schools on the awareness of laws and conventions in the country including the Act. Since the government through the NCCE cannot do this alone, Non-Governmental Organisations (NGOs) and stakeholder associations must help to champion this course. Also, it is recommended that sign language becomes one of Ghana's official languages as in the case of countries such as New Zealand, and this can be achieved by putting the necessary measures in place including orienting people who are already working, and forming and teaching sign language in clubs in our schools. This exercise will be very helpful because majority of the citizens will be able to express themselves in sign language in future. This will bridge the communication gap between the hearing and the hearing impaired and permit them gain access to services like education, health, and legal matters.

The researcher recommends that the government gets regulatory body for the Ministry of Roads and Highways as one of their main task is to ensure that the roads are engineered to accommodate persons with disability. The study revealed that there is no regulatory body that oversees and monitors the activities of the Ministry. The creation of the regulatory body would ensure good coordination among the services institution such as Ministry of Transport (MoT), the Driver Vehicle and Licensing Authority (DVLA), National Road Safety Commission (NRSC), and the Motor Transport and Traffic Unit (MTTU).

Furthermore, Ghana has ratified several international treaties including the United Nation Convention on the Rights of PWDs. It is recommended that these treaties are implemented for the benefit of the marginalised.

The Persons with Disability Act 2006, (Act 715) and other rights laws in Ghana has not been functional because they lack legislative instrument (L.I). Legislative instrument is a tool for operationalising the laws enacted. There is the need for government to show full commitment towards the enactment of a legislative instrument (L.I) that will ensure the full implementation of the Persons with Disability Act, 2006 (Act 715). There should be an advocacy to ensure behavioural and perception change towards PWDs as disability does not mean inability. The hearing impaired should not be relegated to the background but rather accommodated to ensure inclusiveness and national development.

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APPENDIX

UNIVERSITY OF GHANA

CENTRE FOR SOCIAL POLICY STUDIES

SAMPLE OF UNSTRUCTURED INTERVIEW QUESTIONS FOR RESPONDENTS

(THE HEARING IMPAIRED)

Introduction

I am a Post-Graduate student of the University of Ghana-Legon conducting a research on the topic:
“NON-ENFORCEMENT OF THE DISABILITY RIGHTS LAWS IN GHANA: THE HEARING IMPAIRED AND ACQUISITION OF DRIVERS’ LICENSES”

Dear Respondent,

This questionnaire is focused on getting your views on the said research topic, which is aimed at soliciting information that will help bring out views of the hearing impaired who want to acquire a driver’s license and those who drives. This research is geared toward an award of a Master of Arts Degree in Social Policy Studies.

You are kindly entreated to read through the questions carefully and respond to them objectively and frankly as possible. All responses will be treated with the confidentiality it deserves as it will be used for academic purposes only. You are kindly requested not to write your name on the questionnaire since your identity is not required.

Thank you very much for your assistance in this research.

Name: Emmanuel Addo Asare

Phone: 0266550771 / 0245435012

SECTION A: Demographic Characteristics/Biodata

1. Age category?.....
2. Sex: 1. Male 2. Female
3. Level of education: 0. None 1. Basic (BECE/MSLC/NVTI) 3. O' Level/A' Level/SSCE/WASSCE 4. Tertiary 5. Professional Qualification 6. Non-Formal
4. Area of Residence:
5. Marital Status: 1. Single 2. Married 3. Divorced 4. Separated
5. Widowed
6. What is your occupation? 1. Trader 2. Farmer / Fishing
3. Formal employment 4. Informal employment 5. Retired
6. Other, specify:
7. Religious Affiliation: 1. Christianity 2. Islam 3. Traditionalism
4. Other, specify:
8. What is the level of your hearing impairment? 1. A total hearing loss of the ability to perceive acoustic information 2. A partial hearing loss of the ability to perceive acoustic information
9. Are you staying alone, with your family or friends? 1. Alone 2. Family
3. Friend 4. Other, specify:

41. Have you encountered any difficulty in acquiring driver's license?

1. Yes 2. No

42. How did you react?

43. Do you have driver's license? 1. Yes 2. No

44. When did you acquire your driver's license?

45. Where did you acquire your driver's license?

46. How did you acquire your driver's license?

47. Have you ever been stopped by the police? 1. Yes 2. No

48. How did you resolve the issue with the officer in charge for driving without license?

SECTION D

KNOWLEDGE/AWARENESS OF THE PERSONS WITH DISABILITY ACT, 2006 (ACT 715)

49. Are you aware of the Persons with Disability Act, 2006 (Act 715)?

1. Yes 2. No

50. What is it about?

51. How do you see the implementation/enforcement of this Act?

52. What do you think is preventing the effective implementation of the Act?

53. What do you recommend for the effective implementation of the Act?

that the needs of the PWDs are considered in the design, construction and operation of the transportation network. Is this the practice over the past years, or it is being considered?

16. Are there people monitoring for this to be done in accordance with the law?

17. What are your recommendations considering the idea of social change and modernization with respect to road and transport regulations?

Appendix 2: Field Work Pictures



The Deaf Ministry premises,
East Legon – Accra.



The Deaf Ministry premises,
Darkuman Official Town – Accra.

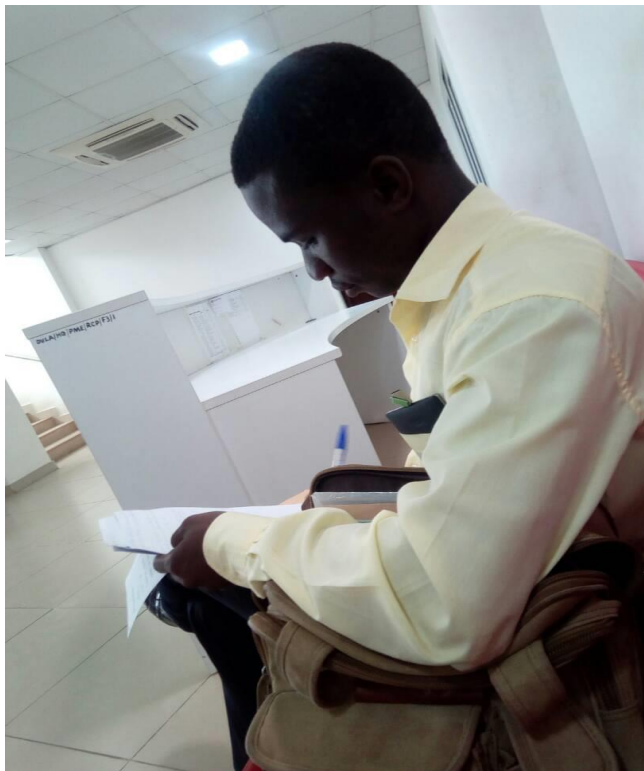


Samara Company, Adjiringanor – Accra.





Ghana National Association of the Deaf (GNAD), Adabraka – Accra.



DVLA, Cantonment – Accra.



MoRH, Accra.