

Road Safety Performance Review of Ethiopia

Progress update submitted by the Ministry of Transport of Ethiopia | December 2020

RS Pillar	Strategic Priorities	Recommended actions	Progress Update
Road Safety Management			
1	Resolve funding gap for road safety	<p>Secure necessary funding for road safety. In this regard, the recommendation in the African Road Safety Action Plan 2011-2020 to allocate 10% of annual expenditure for road construction and 5% of expenditure for maintenance to road safety should be applied.</p> <p>Secure sustainable, domestic funding sources for road safety, such as revenues from traffic fines, vehicle registration and contributions from third-party liability insurance schemes.</p>	<p>The Ethiopian Road Fund (ERF) and the National Road Safety Council Office are working together to review the funding streams and propose a suitable framework for the Ministry.</p> <p>The ERF yearly allocates budget for the road maintenance which is related to the improvement of road safety. Annually ERF allocates 95% for road construction and 5% for maintenance to road safety.</p> <p>The road fund is collected from the local sources like fuel levy and annual vehicle registration. In addition, revenue collected from the third-party Insurance coverage is mainly utilized for post-crash response management like emergency medical services for the victims of traffic accidents.</p> <p>Nonetheless, Ministry of Transport (MoT) is still exploring other options/sources of local budget. Your recommendations in this regard is therefore highly appreciated.</p>
2	Reform NRSC and regional road safety councils	<p>Make NRSC an independent institution, bearing in mind that and some aspects of road safety may need the involvement of Central Government. The aspects that require the involvement of the Central Government should be identified.</p> <p>Define the duties and responsibilities of key stakeholders involved in road safety.</p> <p>Establish clear, measurable and attainable targets, taking into consideration targets adopted by the African Union and the UN.</p>	<p>The MoT has drafted proclamation for establishment of an independent Road Safety Commission, authorized by the Attorney General and now is submitted to Council of Ministers for approval. The proclamation clearly indicates the involvement of the central government to strengthen the commission. Furthermore, the governance structure of the commission is under review so that the commission will have accessible and effective organizational structure. Based on their duties and responsibilities MoT clustered the NRSC members in 4 Road Safety Committees (Enforcement, Infrastructure, Education and Post Crash Care).</p> <p>In order to establish the road safety council, the directives under the COM Reg No 205_2011 identify the duties and responsibilities of the key road safety stakeholders. These stakeholders meet twice a year to evaluate the performance of road safety based on their responsibilities.</p> <p>Based on the targets adopted by the African Union and the UN, to reduce road safety victims by 50%, Ethiopia has planned to reduce mortality due to traffic accident from 34.4 in June 2020 to 10 in 2030.</p>

3	Strengthen road traffic legislation and other related legislation	Amend traffic legislation no208/2011 and 395/2017, using international best practices as benchmarks.	The MoT is in the process of accessing the UN convention for road traffic and AU charter for road safety, therefore, we are reviewing the traffic legislation no208/2011 and 395/2017 to amend which shall be finalized by 2021. GRSP will Support MoT to review and amend Road Traffic Regulation.
4	Establish and implement a road crash and other database systems	Expedite the full implementation of ongoing projects to establish databases for road crash, traffic offences, vehicle registration, and driving licensing.	One of the on-going projects on road safety is establishing the national accident data management system i.e. RADMS. This system is capable to have the real time reliable data and will be integrate with different. Regarding the traffic offensive, the vehicle registration and the driver licensing will be accomplished at National level in the World Bank fund project TRANSIP, which is also an ongoing activity.
5	Ensure placement of competent personnel for each position	Initiate the process of placing competent personnel in road safety institutions at the national and regional levels. This should be preceded by needs assessments of these institutions.	At the ministry level under the World Bank funded budget we have established the Road Safety Project Office (RSPO) and hired different personnel in road safety related personnel - as per the WHO guidelines. We also have around twelve consultants in different professions related to road and transport sector. Furthermore, upon the approval of the road safety commission this strength shall be escalated to manage road safety issues at national level. Furthermore, the MoT has educated and improved skills of various road safety experts and police personnel through ToT program, Master's program and on-job trainings.
6	Implement remedial measures in areas with high crash severities and frequencies	Focuses on areas (locations) with high crash severities and frequencies. Ensure safety of roads with asphalt pavement, which constitute about 14 percent network. Focus on the roads found within xx kilometer radius from Addis Ababa for intervention.	<p>Under the Consultancy Services for Road Safety Assessment of Parts of Care (Paved) Truck Road Network in Ethiopia project, 3000 km of road network has been assessed including the Addis-Adama expressway. Five high accident-prone corridors have been audited including Bahir Dar-Injibara, Hosaena-Butajira, Addis Ababa-Kombolcha, Addis Ababa-Debremarkos, and Mekele-Adigrate. The following two corridors are in the process of being revamped based on the road safety audits with ERA budget: Addis Ababa-Kombolcha and Addis Ababa-Debremarkos. There is also integrated enforcement work with regional Transport Bureaus and Federal traffic police.</p> <p>In Addis Ababa city, locations with more traffic crush history were selected and more than 500 speed humps and rumble stripes were constructed at black spot areas which have resulted in significant safety improvement. In addition to this, based on the findings of IRAP study pedestrian walkway improvement, fence, bollard and related safety improvement works were undertaken.</p> <p>Five supportive Manuals have also been prepared by international road safety specialist, which are Road Safety Audit (RSA) Manual, Traffic Calming (TCM) Manual, Road Safety Research Guideline, Road Accident Collection Manual, Road Safety Policy and Planning Guideline.</p>

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Safe Roads and Mobility			
7	Make road safety audits and inspections legal requirements in Ethiopia	<p>Institutionalized road safety audits and inspections.</p> <p>Prepare and implement road safety audit and inspection manual.</p>	<p>The road safety audit and inspection manual has been prepared and it is in the process of endorsing and consultation with stakeholder and after which it shall be will published.</p> <p>The road safety audits and traffic impact assessment studies are to be made legal requirements. To proceed with this initiative the MoT has been awarded a project to revise and update road safety and speed related regulations. The road safety audits and inspection shall be the part of regulations within these legal revisions. This initiative in collaboration with GRSP is expected to be completed within next two year, however the legal framework is to be completed within the next year.</p>
8	Implement blackspot study and crash costing methods	<p>Prepare manual for blackspot study.</p> <p>Develop a crash costing system.</p>	<p>The Ministry has initiated the black spot studies for the road section between: Mekele-Fireweyni (81.6 km); Ababa-Fiche (126.6 km); Ababa-Adama (84.7 km); Hossna-Butajira (100 km); and Bahir Dar-Injibara (115km).</p> <p>These studies also provide the crash costing in the form of First Year Rate of Return (FYRR).</p> <p>We have also conducted the trainings for certified road safety auditors. These trainings are being provided by internationally certified road safety auditors. A total of 20 participants selected from various stakeholders, such as ERA, NRSC, FTA, ETRE, have been trained.</p>
9	Encourage the use of nonmotorized transport	<p>Prepare non-motorized transport strategies and action plans at national level.</p> <p>Prepare non- motorized design guides.</p>	<p>Last year we have launched the Non-Motorized Strategy for Addis Ababa, further to which we have established the steering committee from the concerned stakeholder to prepare an action plan based on their duties and responsibilities.</p> <p>We also have a plan to build the cycle lane during the rebuilding of the existing roads, so as to promote cycling mode in 69 cities in Ethiopia.</p> <p>Awareness campaigns have been organized to mobilize the masses to adopt NMT modes like cycle and walk for short distance trips.</p> <p>We are working with ITDP to develop the NMT design guides.</p>

10	Capacitate national and local road safety stakeholders	Organize capacity building workshops for traffic police, professional engineers and maintenance workers on the following topics: road safety audit, blackspot study, road user behavior (traffic psychology), road policing, and basic statistics, traffic signs and markings, low cost counter measures, and traffic regulation of the country etc.	The MoT under the WB support has organized capacity building workshops for Traffic Police, ToT for professional engineers and maintenance workers on the following topics: road safety audit, black spot study, road user behavior (traffic psychology), road policing, basic statistics, traffic signs and markings, low cost counter measures, and traffic regulation of the country, etc. In addition to this MoT has organized trainings for the regional and Addis Ababa city administration road safety experts. Furthermore, the MoT has organized the road safety awareness programs for the media personnel.
11	Amendment of the current design standards of AACRA and ERA	Incorporate BRT, dedicated bus lane, cycle and pedestrian design facility. Update the outdated design standard and incorporate safe design principle.	At the MoT we have team of engineering expert who are conducting the review of the current road design standards based on variety of road safety components. In addition to that the current road design standards are also reviewed by Addis Ababa city Administration. Examples of redesigned of the existing roads are links between Mexico-Jemo that includes dedicated bus lanes, also from Mesqel Square to Piassa, pedestrians walkways and cycling lanes have been incorporated.
12	Review the legal speed limit according to the road type and land use development	Review the legal speed limit based on the road classification and land use.	The national legal speed limit document is under review. It is based on the road classification and land use. It is sent to the Ministers of Council.
13	Prepare traffic control devices manual at national level	Prepare comprehensive traffic control devices manual at National level.	This initiative is within the MoT 5 years action plan. However, based on the requirement it shall be expedited and completed in short period of time.
14	Establish criteria for access management and control manual	Prepare a compressive manual for access management and control (for both rural and urban road environment).	This initiative is within the MoT 5 years action plan. However, based on the requirement it shall be expedited and completed in short period of time.

Safer Vehicles

15	Improve vehicle safety through periodic and mandatory vehicle inspections	Improvement of legislation and implementation (enforcement) of laws and regulations/directives MoT, FTA, RTB Calibration of Standards and capacitate the technical staffs/inspectors; FTA, RTB, Private Sectors. Acceding to the UN Road Safety Conventions (WP. 29) MoT, UNECE, ECA, Special Envoy. Introduction of a scrappage policy, pre-shipment road worthiness assessment and New Car Assessment Programmes (NCAP)	The MoT is in the process of improving the Enforcement Regulations No. 208 and 395 at national level. As per the last year's status survey of the vehicle inspection institutions and the drivers licensing institutions there were problems related to the calibration of standards and appropriate expertise in the relevant disciplines. Therefore, in this year the MoT will review and mitigate these issues in collaboration of all regions. The MoT also is in the process of accession of the UN Road Safety Convection, meanwhile the MoT is exercising the activities with the standards of UN Convections. Acceding to the UN Road Safety Conventions (WP. 29).
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Safer Road User Behaviors			
16	Improve road safety education in schools	Implement road safety curriculum developed few years ago from pre-school KG to grade 12. More emphasis needs to be given for lower grade.	The MoT has included the road safety issue in the school curriculum, which is to be implemented by next year. This includes pre-school KG to grade 12. The MoT has also prepared the road safety club manual and based on which the road safety club are established in the school at national level. These club is more focused on the lower grade level.
17	Improve road safety community awareness	Develop national road safety communication framework and implement it through mainstream and social media.	The Ministry of Transport prepared the draft national road safety communication strategy. We have also opened the social media page at the ministry level and with the help of the World Bank fund we are aggressively doing the road safety mass media campaign by using different approaches; especially starting from last year during which we have achieved reduction in fatalities by 10% and 15% by this year first quarter.
18	Improve driver training	<p>Push the Council of Minister to approve the directives of driver licensing proclamation No.1074/2018 towards full implementation.</p> <p>Capacitate the training institution through supportive supervision and appropriate enforcement.</p> <p>Discuss with Municipalities to allocate proper training area for practical exercises.</p>	<p>The MoT are studying issues related to this proclamation at the national level. Therefore, this initiative is on the priority list of the Ministry.</p> <p>As discussed above the Mot is reviewing the status of the private training institutions and preparing the action plan which details the share of all stakeholder that are responsible and evaluates the associated. Therefore, MoT will focus on this initiative and try to bring changes and if necessary, by enforcing the law.</p> <p>For improving Drivers training schools MOT conduct study on five regions based on the study findings MOT discussed with driving institutes to improve their performances.</p> <p>In relation to the discussion with Municipalities to allocate proper training area for practical exercises. Some regions have developed the training area to provide practical trainings.</p>
19	Improve driver testing	<p>Complete the traffic complex started at GTP I in different cities.</p> <p>Work on the automation of driver testing centers to avoid unnecessary intervention.</p> <p>Implement electronic license certificate with bar code to avoid forgery.</p>	All below points mentioned are important points that the MoT is conducting with total focus and attention.
20	Improve traffic enforcement	<p>Harmonize the existing traffic and transport laws and regulation to assure maximum level of compliance.</p> <p>Assist traditional enforcement using appropriate traffic control technology.</p> <p>Capacitate the traffic police for proper enforcement of laws and regulations.</p>	<p>As stated in item 16, the MoT is reviewing and assessing the gaps within the existing traffic law gaps, which shall be revised/updated within the next 5 years.</p> <p>We are also using technology in order to enhance the law enforcement by using alcohol testing kits, speed limiters and speed/radar guns.</p> <p>The MoT has prepared the national level capacity building for traffic police.</p>

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Post-Crash Care Management

21	Strengthen and expand EMS	<p>Work on the establishment of the national trauma system.</p> <p>Implement the WHO priority actions derived from the WHO ECSA tool (Annex 5).</p> <p>Coordinate and expand the rehabilitation system.</p> <p>Create strong link and data sharing system with pre-hospital care, facility-based trauma care and rehabilitation service.</p>	<p>As per the information provided by the Ministry of Health (MoH) the expansion of trauma center in Addis Ababa is ongoing.</p> <p>Further, to improve the response time of EMS the MoH has procured hi-tech equipped ambulances, which are now distributed to the regions with high rates of road crashes.</p> <p>The MoT is in coordination with the Ministry of Health and working towards linking the database and data sharing through the National Road Safety Accident Data Management System i.e. RADMS.</p>
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Safer Rural Transport

22	Rural Transport Safety	<p>Adequately consider and manage rural road infrastructure safety during design, construction and operation (i.e., Carry out road safety audits on rural roads & ensure safety features are incorporated at all stages).</p> <p>Awareness creation and sensitization of rural population on road Safety.</p> <p>Set minimum safety requirements for quick wins (i.e., priority given to seatbelts for public and parastatal freight and bus fleets, and to helmets for two-wheelers).</p>	<p>Ethiopian Roads Authority (ERA) has initiated the process of RSAs during design, construction and operational stages. The ERA roads have now made mandatory to have RSA during the road design and supervision stages. The NRSC office along with the RSPO are now involved with ERA and ETRE in the RSA.</p> <p>The MoT are doing the awareness creation at national level. The regional people also create awareness creation through media in their own local language and which is also has coverage at the grass root level.</p> <p>The Mot has started awareness campaigns along with enforcement for seat belt in the public bus; and in this year the Regional Transport Bureaus have started enforcing the seat belt for all vehicles and all passengers including drivers.</p> <p>The MoT has conducted the studies to analyze the safety issues related to motor bikes and impact of helmets. The MoT has also prepared directives for the enforcement of helmet usage.</p>
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