

Lead Agency

National Road Traffic Safety Council (Lead Agency) of Ethiopia

Tilahun Yimer

**Head , of Office of the National Road Traffic Safety
Council**

April 2014, Freetown

1. LEGAL AUTHORITY

- The NRTSC is the ^{Lead Agency} for road safety in Ethiopia and established by Regulation no.205/2011. Before the establishment there was a co_ ordination office in Road Transport Authority.
- NRTSC members are individually appointed by the Office of the Prime Minister .Totally they are 11 in numbers.
- The council is accountable to the Ministry of Transport. So that the executive (chair) directly report to the Minister (twice a year).

- The objective of the Council is to develop road safety strategy and coordinate the concerned organs for its implementation. The main functions and powers of the council is ;
 1. formulate national road safety plans and programs,
 2. coordinate and/ or encourage government and private sector participation in road traffic safety,
 3. evaluate the effectiveness of the existing laws, standards and directives regulating roads, vehicles and road users, and propose safety improvements,

4. promote roads traffic safety through forums, formal and none formal education, public participation, and mass media promotion and
5. evaluate and report on strategy and program implementation by government agencies.
6. concerned government organs and non governmental organizations have a legal obligation to cooperate with the council in its implementation of traffic safety policy, strategy and programs. So the council has higher position comparing with other agencies in the government.

2. Financial Authority

- The council has two financial sources;
- One from Road Fund Office and the other is from Ministry of Transport.
- Ethiopian Road Fund Office collects the finance from fuel levies and allocates to road maintenance and road safety.
- Ministry of Transport covers administrative costs and allocates additional budget to the council when it requires.
- (However the amount allocated for road safety is not enough to cover all activity)

- The funding source is much better than compare with other road safety agencies in government, particularly in the transport sector.
- There is no an established process for seeking additional investment in road safety.
- The expenditure especially for road development can't compare with the safety focused expenditure. Huge budget allocated to road development.
- The annual budget of the council is somehow increased from the last two years. However we didn't secure additional investment from other sources.

3. Political awareness and support for road safety.

- Senior road safety executive meet quarterly with the transport Minister to discuss on road safety issues. This is mean that meeting of Minister with director of Road authority, Road Transport, Fund Office, Road Construction Corporation).
- The lead agency (Council) annually report to the Ministry of Transport about its safety programs and performance.
- The Minister supports the lead agency discussing about road safety issues publicly. But still need more time and attention is needed. The limitation is that safety issue is not directed and lead in professional manner.

- Discussion forums have been conducted by the Minister and by State Minister at national level by organizing the key road safety agencies in the government. This can be taken as one type of the demonstrable support.

4. Working with others

- Our lead Agency has a good relation with European Union Ethiopia Office, Addis Ababa University, Total Ethiopia, Tough Oil Ethiopia, and Ethiopian Red Cross Association.
- Among these partners Ethiopian Red Cross Association is the most effective to reduce road trauma. The reason is that it provides ambulance services for road victims and fully participates in pre hospital treatment.
- Here I want to remind that by the help of SSATP this time we have prepared a draft road safety management framework of Ethiopia.

5. Things our Lead Agency does well and could better

• 5.1 Coordination

- Ethiopia is a Federal country with nine (9) regional states and two autonomous city administrations. Following this structure the NRTSC prepares national road safety plan with the necessary finance for each budget year that will be implemented nationwide.
- There is quarter based meeting with regional Transport Bureaus & city administrations discuss about their performance.

- Moreover we have established technique committee who are represented the council and responsible to perform the road safety work plan at federal level. This committee has regular meeting to evaluate its performance and to give effect the coordination issue.
- So that we believe that coordination of road safety works has been improved.
- **5.2 Legislation**
- The NRTSC is responsible for evaluating the effectiveness of existing laws, standards and directives regulating the roads, vehicles and road users, and propose safety improvements.

- However, transport laws and regulations used in Ethiopia are generally old for the current situations. We need also to harmonize our laws of driving licensing, axle load, road user charges, and third party insurance being a member of COMESA (since 1994).
- So that the council must have do better in this area.

Funding and resource allocation

- The road safety financing obtained from the Road Fund Office is managed and transferred to the federal and regional road safety stockholders by the council (NRTSC).

- Normally the request for road safety yearly budgets are forwarded to the council. The office of the council aggregates the annual national budget & forwarded to the Road Fund Office after getting the approval from the council.
- The fund then distributed to the regions as per the requirements of the respective road safety action plans.
- So we believe that we have a good practice in allocating the resource for safety activities and funding for safety works in Ethiopia there has not been financial problem at least in the past few years.

- Due to weak institutional organization, and lack of road safety experience and technical skills the council (agency) can't give much attention for;
- Monitoring and evaluation
- Research & development and knowledge transfer.

Advice to others

Road safety task is a multi sector issue and needs the engagement of other actors. So make sure that you gain participation of these actors in your Lead Agency strategy and work plan.

THANK YOU