**ROAD SAFETY ACTION PLAN**

During 2013 and 2014, the National Road Traffic Safety Council (NRTSC) of Ethiopia worked with the Africa Transport Policy Program (SSATP) to develop a Road Safety Management Framework to strengthen the capacity and effectiveness of the Council, and the Office through which it works. The implementation of the framework is now a focus of the Council, and this action plan has been prepared to support implementation.

Road safety action plans developed by the NRTSC Office have focused on several major activities, which have supported a number of national and regional projects and been funded by the Ethiopian Roads Fund. These activities include:

* Enforcement of traffic law for road safety along major roads: with support for purchasing equipment and for road safety enforcement training
* Technical and financial support for awareness creation activities – for example mass media, road safety clubs in Kebeles and schools, workshops and driver training
* Undertake road safety engineering activities along federal roads and urban areas, including blackspot studies, and improved signs and markings
* Improve data collection and management at national and regional levels
* Improve emergency service to victims
* Strengthen the programs of the National Road Safety Council Office

The actions set out below are intended to complement these activities and the management framework which has been prepared. They represent some of the most significant next steps for road safety in Ethiopia.

* Road safety assessment on high trafficked road corridors
* Road safety hazard mitigation measures
* Safe pedestrian crossing of Addis Ababa ring roads
* Capacity building training for NRSC secretariat
* Capacity building training for RTA staff
* Road traffic safety compliance and enforcement

The items in this action plan are based on a project proposal template (see attachment) to assist the NRTSC to consider and approve items for further development and preparation of funding proposals.

Consideration has been given to how these measures will be funded either through the Ethiopian Roads Fund or as part of externally funded major road development projects. Monitoring and evaluation aspects will be addressed as per the management framework. It is recognised that full implementation of the management framework and this action plan will take some time, and activity needs to be prioritised as resources are made available.

**ROAD SAFETY ASSESSMENT ON HIGH TRAFFICKED**

**ROAD CORRIDORS IN ETHIOPIA**

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| **Issues** | **Descriptions** |
| Project | Road safety assessment on high trafficked road corridors in Ethiopia |
| Agency | Ethiopian Roads Authority |
| Purpose | To use the International Road Assessment Programme (iRAP) to identify network corridors of high risk and to shape future road safety investment. |
| Background | Road crashes in Ethiopia are a serious problem causing enormous destruction to life and property. Many different interventions are needed, and there is considerable potential to prevent death and serious injury by improving the road network itself. Long-term solutions to road crashes can be made through making roads more predictable and consistent, and more capable of protecting users from death or serious injury as a result of motor vehicle crashes. |
| Activities | * Survey and produce star rating maps for 6000 km of roads with the use of video coding specifications * Collect crash data, traffic flow and speed data for the network according to the iRAP Data Analysis and Reporting specification. * Produce an iRAP input file which includes all road attributes and collected data. * Produce a detailed technical report in accordance with iRAP Data Analysis and Reporting specification * Develop an Ethiopian Road Assessment Programme (EthioRAP) * Support the setting of design standards and the commitment of funds to implement the recommendations. |
| Implementer | Ethiopian Roads Authority employing international road safety engineering, analysis and monitoring and evaluation specialists, and other experts as deemed necessary. |
| Expected Outcome | * High risk roads are identified * Star rating system is introduced * Safe roads management practices are introduced * Life is saved and property is protected |
| Deliverables | * An initial short assessment of the quality of data received (road attributes, crash data, and traffic and speed data collected under a separate ongoing assignment); * Risk Map for the 6000km (subject to the provision of satisfactory data); * Star Rating maps for the 6000km; * Engineering countermeasures plan for the 6000km (at network and corridor level); * Safer roads investment plan for 6000 km; * Engineering design for road safety improvements in the selected corridors; and guidance to in preparing the corridors improvement plans and the technical parts of bidding documents for physical works in the selected corridors; * An Ethiopian Road Assessment Programme (EthioRAP) * Training of staff of ERA on iRAP tools. |
| Timeframe | The proposed project period is two years. An Action Plan with Terms of Reference shall be completed within two months of getting the financial and technical support from relevant donors. |
| Results | The implementation of the EthioRAP is to be the major result of the project. An evaluation shall be undertaken one year after the system is in place. |
| Capacity | The agency has the sufficient technical and management capacity to deliver the project provided it gets the necessary technical and management as well as financial support to be produced in details after the concept note is accepted by the relevant supporters. The technical and management support will include the training of ERA staff on the tools of iRAP and developing the EthioRAP management framework for its future sustainable application. |
| Consultation | This project idea was discussed with Mr Martin Small, SSATP consultant. There is a need to continue consultation with relevant consultants towards the realization of the project proposal. |
| Cost | Details of cost shall be worked out in future in consultation with consultants expert in iRAP. The most appropriate funding sources are sought to be driven locally from the Ethiopian Roads Fund, ERA’s contribution and external support. |

**ROAD SAFETY HAZARD MITIGATION**

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| **Issues** | **Descriptions** |
| Project | Strengthening implementation of road environment related road safety hazard mitigation measures. |
| Agency | Ethiopian Roads Authority |
| Purpose | The purpose of this project is to provide safe road for road users. It will help to reduce road safety hazard that are caused because of the problems associated with engineering road design deficiencies related to the road environment. |
| Background | Road environment related road safety hazard minimization and/or elimination work is currently carried out in all ERA road design projects, construction projects and roads under maintenance. These tasks are currently on going and need to be carried out continuously in order to address the road environment related hazards effectively. The project needs to strengthen these already ongoing efforts of tackling the road environment related road safety hazards by addressing road safety causing problems at the road design phase, construction phase and road operation phase. |
| Description | Strengthen all the ten road network management directorates’ ongoing efforts of carrying out on Existing Road network:   * Physical identification of the road safety hazarded location, identification of engineering solutions for problem areas and providing work order for implementation; and * The task of managing the ongoing task of implementation of the proposed solution by the DRMC and contractors for those work order provided locations. * All these task needs to be carried out continuously in order to address the road environment related road safety hazards effectively.   Strengthen the contract management directorates’ ongoing efforts of carrying out the task of managing that:   * The road designs of each road project to be designed fulfilling the requirement of providing safe road for road users by the road design consultants. * All road construction projects to be carried out fulfilling the requirement of providing safe road for road users. * All these task needs to be carried out continuously in order to address the road environment related road safety hazards effectively.   ERA will implement the project through:   * Ten road network directorates, * 6 contract management directorates, * Design and build directorates, * Design consultants, * Supervision consultants, and * Contractors (for any road: new, upgrading, rehabilitation, maintenance, etc contractors). |
| Deliverables | Several road segment and spots associated with road safety hazard will be made safe for road users. |
| Timeframe | This is an ongoing and continuous task, and needs strengthening. |
| Results | Results will be evaluated by carrying out road safety audit and studying accident records of the traffic police. |
| Capacity | Training is needed on road safety management, design and implementation work. |
| Consultation | Design consultants, supervision consultants, DRMC and contractors will need to be involved. |
| Cost | The routine actual implementation of the proposed interventions will be covered from ERA’s budget. The other cost required for the proposed project will be training and twining cost of about USD 200,000, for which external grant funding is required. |

**SAFE PEDESTRIAN CROSSINGS FOR ADDIS ABABA RING ROADS**

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| **Issues** | **Descriptions** |
| Project | Safe Pedestrians’ Crossing of Addis Ababa Ring Roads |
| Agency | Ministry of Urban Development, Housing and Construction |
| Purpose | Create conducive pedestrians’ crossings – overpass, underground or ground zebra lines – so as to prevent road crashes and its adverse consequences on human lives and property. |
| Background | The passes for pedestrians on ring roads are generally poorly designed and built with few zebra lines and overpasses. The few overpasses are built in far distances for many to easily access them and prompting many to jump over the concrete and steel fences. Because of this, pedestrians make crosses on ring roads in a risky manner causing loss of life and destruction of property. |
| Description | Overpasses will be constructed. The construction will be carried out by capable suppliers through contractual agreement.  Accessing pedestrian overpass on high speed ring road significantly reduces casualties, protects pedestrian from injury and contributes towards the goal of achieving reduced road fatalities. |
| Deliverables | Well designed safe passes for pedestrians at convenient distances with overpasses, underground passes or zebra crossing on the ground.  Appropriate passes – bridges, underground passes and zebra crossings |
| Timeframe | The project takes a year and a half. It shall start within 4 months time up on availability of budget. |
| Results | Reduced road crashes and its consequences |
| Capacity | With skill-upgrading training on safety design to designers, the Ministry of Urban Development and Housing Construction in collaboration with the Addis Ababa Roads Bureau have the technical capacity to implement the project. |
| Consultation | ERA, AACRA and AA Police Commission will be consulted  There is a need to consut both international and local consultants in the implementation of the project. |
| Cost | The specific cost elements of the project include cost for Survey Study, Design and Consultancy, and Construction/Supply of the over pass.  The funding source could come mainly from ERF, stakeholders and donors |

**CAPACITY BUILDING FOR NRSC SECRETARIAT**

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| **ISSUES** | **DESCRIPTIONS** |
| Project | * Road Safety Good Governance |
| Agency | * National Road Safety Council Secretariat |
| Purpose | * To deliver efficient and effective road safety network |
| Background | * The National Road Safety Council was established in 2011 by proclamation with the primary objective to reduce road crash fatalities and avoid resource destructions. The Council is composed of 10 ministerial and commission and agencies mandated to work on road safety. The Council meets twice a year and dwells mainly on policy matters and providing directives to the relevant organizations. It is also responsible to formulate Management Framework for the realization of its objectives. It is accountable to the Minister of Transport and is chaired by the State Minister of Transport. In order to further its activities the legislation has provided the Council to have a Secretariat to undertake routine works and to guide, direct, co-ordinate and control the activities of the concerned bodies having road safety mandates. * Prior to the establishment of the Council, there existed the National Coordination Office of Road Safety stationed in the Road Transport Authority. Now, it is replaced by the Secretariat of the Council and its place in the Ministry of Transport. The Secretariat has already made some works at national level, including undertaking assessments of road safety works at regional level. This project is meant to make it in a right direction and strong position whereby all partners are to clearly understand their respective tasks and networking mechanisms among the partners at federal and regional level encompassing the involvement of the non-state actors, viz., private sector, CBOs, FBOs and NGOs. |
| Description | * This project aims at conducting training to the Road Safety staff of the NRSC members and its secretariat as well as selected representatives of non-state-actors. * The training shall be given by experienced International and local consultants * There shall be an expose to the international road safety perspectives, national legislative frameworks and introduction of the various stakeholders. |
| Deliverables | * The Consultants will deliver detail plan of the training and the final report of the training. There could be recommendations both by the trainees and the consultant. |
| Timeframe | * The training shall be for 10 days including field tours. * Details of the timeframe usage could be shown in the plan. |
| Results | * At the end of the training all participants are expected to have the necessary skill and tools to undertake their tasks in an efficient and effective manner with all the incumbent monitoring and evaluation system in place with responsibility and accountability. * Clear mandates and workable networking system will be introduced. * A monitoring and evaluation scheme could be developed in a transparent manner for future use after a year period of the end of the training. |
| Capacity | * The Secretariat does have sufficient technical and management capacity to deliver this project with the envisaged support of two consultants. * The availing of experienced consultants is sought to be an important technical and management support. |
| Consultation | * The World Bank /SSTP international and local consultants working currently with NRTSC Secretariat are consulted on this and other possible ensuing project proposals. * NRSC secretariat seeks to have further consultation with the World Bank and SSATP. |
| Cost | * The training cost shall include:   -Training venue, training materials and equipment  -Transport and/or full board accommodation for resource persons  -Lunch, coffee/tea to participants  -Transport allowance to participants  -Field visits costs   * The Secretariat could cover costs for training materials, training, materials, IT systems, and participants’ internal travel and accommodation involved in delivering the project. * External assistance is sought for the consultants’ cost. * The costs to be covered by the Secretariat shall be secured from the Ethiopian Road Fund. |

**CAPACITY BUILDING FOR RTA STAFF**

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| **Issues** | **Descriptions** |
| Project | Capacity Building Training for RTA Staff |
| Agency | Road Transport Authority |
| Purpose | To enhance the capacity of the staff and other stakeholders from media, government and non-government organizations so as to enable them strengthen the control and enforcement of the traffic law; to create information/data system, and, to realize the Transformation Plan of Road Safety |
| Background | Road crash in Ethiopia is causing enormous destruction on human life and property. Both urban and rural people are vulnerable to road crashes. The indirect impact on the escalation of road transport freight and passengers cost is escalating; thus, having adverse effect on the economy of the country. |
| Description | RTA in cooperation with the Road Traffic Council and experts in the area will organize training to further enhance the understanding of the causes of the problem and possible solutions to the problem. This will lead to a strengthened and coordinated action towards realizing the objectives set by the Transformation Plan on Road Safety. |
| Deliverables | Training materials  Report |
| Timeframe | How long will the project take to deliver and how soon can it start?  How are the timeframes broken down between or within deliverables? |
| Results | * The participants will be equipped with the necessary tools to averting road safety problems * The result will be measured a year after the staff are employed in their respective tasks of delivering services with the following expected results: * Enhanced community awareness on road safety; * Information/Data system is in place; * Improved collection and dissemination of data at national level * Partnership developed in realizing Road Safety Plan of Transportation and Development Plan |
| Capacity | RTA in collaboration with the RTC has the capacity to undertake the project.  The availability of experts in the field is of vital importance. |
| Consultation | This project idea has been forwarded to the RTC for its kind considerations. |
| Cost | The specific cost elements include consultancy fee, staff and other stakeholders’ training materials, appliances for media coverage, publications, IT systems, travel of participants, accommodations, stationery materials, etc.  The cost estimated at Birr 3,502,230 shall be covered by Road Fund and/or external support |

**ROAD TRAFFIC SAFETY COMPLIANCE AND ENFORCEMENT**

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| **Issues** | **Description** |
| Project | Road Traffic Safety Compliance and Enforcement |
| Agency | Ethiopian Federal Police Commission |
| Purpose | To ensure observance of traffic law, investigate road traffic crashes and reduce road trauma by enforcing the law so as to minimize traffic crash in federal roads network. |
| Background | There exists a law to ensure road traffic observance and the Federal Police is mandated to implement it. Though the Federal Police is equipped with the necessary materials to enforce the law in the 200km radius of Addis Ababa. The Traffic Police has developed traffic module, curriculum for training and other directives for technical support to regional police commissions. |
| Description | The project will have components of capacity building, research and development and the acquisition of the necessary materials for the implementation of the project. |
| Deliverables | * Testing and controlling mechanisms of drink driving, * Control of over speeding & use of mobile phones while driving * Enforcement of seatbelts & helmets |
| Timeframe | The project will take two years to deliver service. It can start 2014/15 fiscal year. |
| Results | Reduction of road crashes along federal roads network |
| Capacity | The commission has sufficient technical and management capacity to deliver this project with the necessary capacity building. |
| Consultation | The National Road Safety Council Secretariat is consulted. |
| Cost | The total cost is estimated to be Birr 1million. The cost shall be funded by the Ethiopian Road Fund and external support. |

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| **Issues** | **Description** |
| Project | Road traffic safety compliance and enforcement project proposal |
| Agency | Proposed by Ethiopian Federal Police Commission |
| Purpose | To ensure observance of traffic law, investigate road traffic crashes and reduce road trauma by enforcing the law. To minimize traffic crash in federal roads net work, enforcing the existing law should be given priority. |
| Background | There exists a law to ensure road traffic observance by federal police but the duty is not yet operational. We acquired materials such as vehicles, GPS, alcohol tester, speed control radar which is on process, LCD projector, laptop computer and police uniform. Road traffic law enforcement will be functional in 200km radius of Addis Ababa in the near future. Preconditions that enable us to accomplish the duty are on process i.e. Traffic module, curriculum that can be covered in two month period is developed to train 55 trainees selected through normal policing budgets. To ensure traffic law observance, investigate road traffic crashes and collect data in coordination with regional states and administrative cities providing educational, training, technical, and advisory support to regional police commissions is critical. |
| Description | **Capacity building**  We need to train additional officers those who can operate high way road safety. The training will be short term and long term professional training, on duty training and awareness rising activities that can play significant role in road safety. Some training will also be given to regional police officers  **Research and enforcement**  Road traffic crash data, cause of road traffic crash, challenges to traffic police duty and the community’s attitude will be assessed in order to increase enforcement. The scope of assessment and enforcement will increase as the time increases focused on enforcing critical road safety traffic law against drink driving, speeding, use of mobile phones, and non-use of seatbelts and helmets. We will ensure traffic law observance using community policing differentiating target and general deterrence to protect VIP and to detect offenders.  **Acquisition**  Materials to control road traffic   * Radio communication apparatus (long distance, short distance, base and hand held) * Long base ambulance vehicle * BNIW motorcycle * Safety cones * Materials to organize the staff (computer, printer, scanner, photo copy machine, fax machine, chair, table etc )   The duties of law enforcement will be performed in collaboration with stake holders and partners. In addition till Federal Police cover the whole federal roads net work the regional police commissions may be delegated. Enforcing the law has a significant role in reducing road trauma and to make our roads safer. If crashes are created its important to identify the cause and the offender. |
| Deliverables | Compliance is strengthened by enforcing critical road safety traffic law against drink driving, speeding, use of mobile phones, and non-use of seatbelts and helmets. VIPs will be protected. Enforcement strategies will be taken as an example by regional police commissions. Driver’s behavior will be changed by creating specific and general deterrence and there will be several deliverables. |
| Timeframe | The project will take two year to deliver service and it can start 2014/5 fiscal year. The research will be studied 200 km Radius distance from Addis Ababa city in 2014 and to study nationally 2015 is appropriate. Target enforcement is going to be delivered in June 2014 by federal police and will continue to increase the scope of enforcement in order to cover the whole country with in two years period directly or by delegating. Consecutive trainings will be given until 2016. We need to acquire materials 2014/15 fiscal year. |
| Results | Controlling the federal road net work and enforcing the existing law thoroughly. The project results will be evaluated by reduction of road trauma. |
| Capacity | The commission has sufficient technical and management capacity to deliver this project. But training and follow up is needed. |
| Consultation | The national road safety council has been consulted and the project depends on the council. Out of this no other parties been consulted in the preparation of this proposal. So, the project is not dependent on the participation of other parties. |
| Cost | * Training cost 10,000,000 * Radio communication apparatus 5,770,000 * Long base ambulance 9,000,000 * BNIW motorcycle 600,000 * Safety cones and cordoning plastic 700,000 * Materials to organize the staff 24,000,000 * Research cost 500,000 * Travel 500,000   Total cost ETB 51,000,000   * For the above listed costs, there can not be met any cost elements by current commission budgets except the salary of officers and other operational materials. The most appropriate funding source to meet these costs is the Ethiopian Roads Fund and external funding. |

**Attachment: Project Proposal Template for Action Plan**

The table below sets out headings which it is proposed each project proposal should cover. The table also includes questions to prompt preparation of the proposal.

Each project proposal should be limited to two pages, and provide critical information to allow the National Road Traffic Safety Council the opportunity to consider and approve the preparation of specific budget proposals from agencies. An indication of likely cost would be useful, but the priority should be in identifying what cost elements will need to be met for the project to be delivered.

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| **Heading** | **Questions to prompt preparation of project proposal** |
| Project | * What is the name of this project? |
| Agency | * Which agency is proposing project? |
| Purpose | * What is the purpose of this project? * Why should it receive a high priority from the NRTSC? |
| Background | * What is the current state of this area of activity in Ethiopia? * What preliminary work or analysis has been done, and how has this shaped the project proposal? |
| Description | * What will be done as a result of this project? * Who will do this, and how will it be done? * How is this project expected to make a significant contribution to road safety in Ethiopia? |
| Deliverables | * What specifically will be delivered by the project? * Is there one single deliverable, or several? |
| Timeframe | * How long will the project take to deliver and how soon can it start? * How are the timeframes broken down between or within deliverables? |
| Results | * What are the expected results from the project? * How will project results be evaluated? |
| Capacity | * Does the agency have sufficient technical and management capacity to deliver this project? * What technical or management capacity is needed to support delivery of this project? |
| Consultation | * Have any other parties been consulted in the preparation of this proposal? * Is the project dependent on the participation (for example consultation or collaboration) of other parties? |
| Cost | * What specific cost elements (for example staff, training, materials, IT systems, travel) are involved in delivering this project? * Can any cost elements be met by current agency budgets? * What is the most appropriate funding source to meet these costs – the Ethiopian Roads Fund? External loan funding? Government allocation from consolidated revenue? Other? |