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Road Safety & Insurance Fund Service



GLOBAL
ROAD SAFETY
PARTNERSHIP

On September 13, 2022, Save the Nation, in collaboration with GRSP, held a consultative workshop with various stakeholders on the revised speed limit law.

The workshop was well attended with over 21 delegates from diverse commercial transport taxi associations, meter taxi associations, Higer bus associations, long-distance cross-country bus associations, dry cargo truck, and liquid truck associations, the president and executives from the Ethiopian Transport Employer's Federation, regional transport offices, Federal Road Safety and Insurance Fund Service, Bloomberg Initiative and Vital Strategies, as well as local civil societies, making the consultative workshop sessions vibrant.

At the opening of the workshop, the Executive Director of Save Nation, Mr. Mesganaw Bimerw, gave a welcoming opening speech by thanking all stakeholders for coming to the workshop and pointing out that unless all stakeholders participate and are involved in any policy dialogue and legal change, it may raise questions about its implementation and could hamper the desired changes.

But if we can ensure the involvement of stakeholders, he pointed out that it will enable and ensure a smooth transition of safe and sustainable transport in the country.

A representative of the Federal Road Safety and Insurance Fund Services Agency, Mr. Alemu Dinka, thanked Save the Nation effort for bringing and organizing this type of consultative meeting with key stakeholders and mentioned that this type of forum is important to reduce the road traffic trauma that the country is facing every day and to improve the dire situation. He emphasized that having and doing such a consultative forum will have an important role in bringing positive changes. Mr. Alemu reassured the participants that his newly formed Road Safety Insurance and Fund Service Agency will pay attention to and respond to the questions and concerns that may be raised at the event and again assured the audience of the readiness of his agency to work together with all stakeholders to find solutions for the existing challenges.

He further stated that to ensure the improvement of sustainable mobility, the participation of the stakeholders in the policies and legal changes will pave the way for the realization of the ambition of the country for a safe and sustainable transport system.

Dr. Teferi Abegaz from SNA gave an overview of the new Speed Limit Regulation No. 492/2022. The issues he discussed were, among others, related to the RTI Burden in Ethiopia, the Global Agenda, the Safe System Approach, Legal Frameworks, the Importance of Speed Limit Regulation Amendment, International Best Practice, and Terms in the New Speed Regulation.

The workshop resolved and recommended that:

- ▶ During the event, various ideas and opinions were raised by regional transport office officials and transport associations who were in attendance.

- ▶ Among the ideas that were raised at the workshop, it was mentioned that some of the speed limit rules need to be corrected in the new decree.

- ▶ In terms of infrastructure, some questions were raised that one of the reasons that cause road accidents for drivers is that big and wide roads have been built but without roadside signs and streetlights. Related to infrastructure, when building roads, safety must be a priority. This includes the installation of road signs and the use of technological devices to control speed.

- ▶ From the viewpoint of road design, construction, and maintenance, it has been stated that most roads have no quality. One of the causes of this is that stakeholders have not been involved in the process of road building, so most of the roads are not fit enough for a safe journey, and this keeps causing great danger and casualties. Therefore, it has been stated that it is necessary to involve key stakeholders in the process in which they participate and give their opinion on road construction and maintenance.

- ▶ In the regional states, especially in the South (SNNRP) and Sidama region, the motorbikes providing transport services without the presence of a legal framework have not been given the necessary attention and serious measures must be taken. It has been stated that the transport services provided in unsafe conditions are causing deaths and severe injuries to

citizens in these two regions.

- It was said that if motorcycles should be legalized, it is necessary to look into the matter and research studies should be conducted. If they have to join the transport network, the use of safety gear, facilitating training for motorcycle drivers, and increasing the number of people using safety helmets, must be mandatory.
- A representative from the Sidama region said that the work of road assessment and differentiating black spots is crucial to curbing the injury and death toll from road traffic in their region.
- From the ideas raised in the workshop regarding seat belts, it was said that a study shows only 40% of the seat belts are working correctly in transport service vehicles.
- The laws issued on transport concerning COVID-19 are not realistic in terms of the current spread of the disease and the set number of passengers is not realistic and is putting pressure on drivers that provide transport services.
- It was raised in the workshop that a law should be made regarding pedestrians' road usage and a law should be drafted that punishes pedestrians for jaywalking and using the road inappropriately.

Conclusion:

The workshop commended SNA and GRSP collaboration for their continued support for road safety in Ethiopia. Finally, Mr. Mesganaw Bimerw reiterated SNA's appreciation to the attendees for their active participation, valuable contributions, and interventions in the discussion of the different sessions and declared the workshop a close.