1.1 FEDERAL REPUBLIC OF ETHIOPIA

1.1.1 Legal

1.1.1.1 International Law

International agreements in Ethiopia have to be ratified by the House of Representatives. The line ministry prepares a ratification proclamation for submission to the Ministry of Foreign Affairs. During every step of the procedure, the proclamation is accompanied by an explanatory memorandum. In the case of transport-related agreements, the Ministry of Foreign Affairs submits the ratification proclamation to the permanent committee on transport (of the House of Representatives) and the Council of Ministers. If these two bodies approve the ratification proclamation, it is submitted to the House of Representatives for approval, after which it is published and comes into effect.

1.1.1.2 Domestic Law

The Ethiopian state consists of a federal government and state governments. These governments consist of executive, legislative and administrative branches. The Constitution contains a list of issues on which the federal government has exclusive legislative powers. Matters that are not covered by that list may be legislated on by the States. The transport function has been elaborated on in the Transport Authority Act, which gives the federal government extensive powers in relation to transportation. However, the states for example have their own road traffic safety legislation, resulting in road traffic fines differing from state to state. State laws in general do not really deviate from that of the federal government.

Domestic laws are initiated from the different government institutions and consist of proclamations, regulations and directives. Proclamations and regulations are drafted in accordance with the following procedure:

- Any road transport laws will be initiated by the Transport Authority and proposed together with an explanatory memorandum to the Ministry of Transport;
- If the Ministry of Transport agrees with the proposed legislation, a drafting committee comprising specialists in the field is appointed and a “zero draft” is compiled;
- The zero draft is submitted to the Ministry of Transport for comment;
- The Drafting Committee then incorporates the comments by the Ministry into the draft legislation, resulting in a second draft;
- The second draft of the legislation is submitted to stakeholders for comment;
- The stakeholders’ comments are incorporated into the second draft. Ethiopia in general does not publish legislation for public comment. However, public consultation meetings are usually held to obtain the public’s comment;
- After the consultation phase, a third draft is compiled incorporating the stakeholders’ and public’s comments;
- The Third draft is submitted to the Ministry of Justice (the Federal Attorney General) for constitutional certification and to ensure that the draft legislation does not conflict with existing legislation; after the Attorney general has approved the draft legislation, it is submitted to the Council of Ministers;
The drafting team and the Attorney General present the draft legislation to the council of Ministers in order to explain its content;

If the draft legislation is a proclamation it is submitted to Parliament after approval of the Council of Ministers;

If the draft legislation is regulations, it is published in the Official Gazette on approval of the Council of Ministers and comes into effect;

A proclamation is submitted to the House of Representatives where it is submitted to a permanent committee on transport;

Once the permanent committee on transport approves the Proclamation, it is submitted to the House of Representatives where it is deliberated and voted on; and

If the majority of the House of Representatives approves of the Proclamation, it is published and comes into effect.

Directives are drafted in terms of regulations and need to be approved by the Minister of Transport if it regulates an issue that requires special attention. However, the Transport Authority is authorised to issue directives without obtaining the prior approval of the Minister. The Directives issued by the Transport authority typically contains detailed processes and requirements

1.1.2 Institutional

The Ministry of Transport is responsible for policy and oversight with regards to all modes of Transport. As per Article 23 of the proclamation no. 691/2003 E.C Ministry of Transport have the following specific powers and duties;

- Promote the expansion of transport services;
- Ensure that the provision of transport services are integrated and are in line with the country's development strategies;
- Ensure the establishment and implementation of regulatory frameworks to guarantee the provision of reliable and safe transport services;
- Regulate maritime and transit services;
- Ensure that transport infrastructure is constructed, upgraded and maintained;
- Follow up on the activities to the Ethiopia-Djibouti Railways in accordance with the garments concluded between the two countries; and
- Enforce the powers and duties formerly given to Ministry of Transport and Communication on the matters relating to transport sector.

The Transport Authority is responsible for the overall management of land transport including amongst others the management of registration and licensing of vehicles and the issue of standard specifications.;

The Ethiopia Road Fund Agency is responsible for the management of the Road Fund;

The Ethiopia Roads Agency (ERA) is responsible for the management of the federal road network and vehicle load management;

The National Road Traffic Safety Council is responsible for road safety management; and
Ethiopian Road Construction Corporation is responsible for road construction.

**Policy:** Ethiopia has a Growth and Development Plan, which includes a five-year Transport Plan, as well as a draft Integrated Transportation Policy, which is awaiting approval.

### 1.1.3 Vehicle Load Management

Nine stationary weighbridges operate at strategically important sites throughout the country, excluding the recently opened weighbridge at Sendafa. Most of the existing weighbridges are single deck scales and the axles or axle groups of the heavy vehicles are weighed one by one. The weighbridges operate full time, 24 hours a day and seven days a week and are located in such a way that they cover most of the main routes. Enforcement is further strengthened by employing the use of mobile weighbridges for random axle load control activities. Two mobile teams are dedicated to this task, operating in different areas of the country and covering those routes missed by the stationary weighbridges. The ERA recently commissioned a study to determine the status of weighbridges in the country and to propose a way forward. Nine additional locations for new weigh stations were proposed.

#### 1.1.3.1 Policy Reforms

Overload offences are still criminal offences and fines have to be paid at the court closest to the weighbridge where the offence was detected. With regard to the entity that is responsible for vehicle load management, the institutional structure of Ethiopia is in line with the policy adopted by the Tripartite.

#### 1.1.3.2 Harmonisation

- **Legal load limits:** Not in line with the Tripartite decision.
- **Legal definitions in relation to vehicles and vehicle load management:** Not in line with the Tripartite VLM MOU.
- **Demerit points and overload fees:** The penalty rate in Ethiopia differs from court to court and increases for repeat offenders. Hence it ranges from 4.5 birr per quintal 100kg to 20 birr, depending on whether it is a first or a repeat offence and the type of product transported. Legislation providing for demerit points was published in 2003 and demerit points are applied individually and independent of each other by the nine regions and two city administrations. This implies that a driver may have 11 sets of demerit points and although the cumulative number of points may be sufficient to result in the suspension of his/her licence, there is no means currently to administer the points on a federal basis. Development of a central register is underway.
- **Electronic payment:** Payment is done manually.

#### 1.1.3.3 Regional VLM Requirements

The establishment of the Vehicle Load Management Working group at the Tripartite level is a function of the Tripartite, as well as the regional network of weighing stations, the regional performance audits, the regional weighbridge operations and procedures manual and the exchange of information. As these are functions of the Tripartite which need to be initiated by the Tripartite, Ethiopia’s function in this regard is to ensure its participation in the regional programme.

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1 Biniam Tesfay: Implications of axle load limitation in Ethiopia (The case study on axle load management at Holeta and Modjo weighbridge stations), 2015
1.1.3.4 Weighbridge Certification, Verification and Maintenance

There is no legislation or standard available relating to the certification, verification or maintenance of weighbridges.

1.1.3.5 Performance based system

There are no performance based systems (self-regulatory/road transport management system) in Ethiopia.

1.1.3.6 Liability for overload offences

The driver and the operator can be charged with overloading a vehicle.

1.1.3.7 Reciprocal Recognition

Ethiopia will have to incorporate provisions regarding reciprocal recognition as included in the Tripartite VLM MOU.

1.1.3.8 Tolerance

A tolerance of 5% is allowed. Vehicle drivers/owners are prosecuted only in relation to GVM.

1.1.3.9 Training

The ERA has training centres where technical personnel are trained.

1.1.3.10 Transitional provisions of the VLM MOU

The VLM MOU has not yet been signed, but Ethiopia can embark on the process of harmonising its domestic legislation in accordance with the VLM MOU.

1.1.3.11 Implementation Framework

Eritrea must develop an implementation framework for the implementation of the VLM MOU.

1.1.4 Baseline requirements for Vehicle Standards

1.1.4.1 Equipment on Vehicles

No legislation or standards with regard to equipment of vehicles were available.

1.1.4.2 Vehicle Dimensions and Regulations

Maximum Length:

- Truck body length-with or without trailer: 12m
- Truck tractor with semi-trailer: 17m
- Truck with draw bar trailer: 18m

Note: At a meeting with the officials, it was indicated that car-carriers are allowed a length of 29 m and that the maximum length for all other vehicles is 19 m and not 18 m as indicated on the website of the ERA.

Maximum width of vehicles:

- 2.5m
Maximum Height of vehicles:

- 4.2m

1.1.4.3 Loads on vehicles

The legal limits for axle loads in Ethiopia are proclaimed as: (Negarit Gazeta, 1990)²

<table>
<thead>
<tr>
<th>Axle Load Limits</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Steering Axle</td>
<td>8 tonne</td>
</tr>
<tr>
<td>Single Drive Axle</td>
<td>10 tonne</td>
</tr>
<tr>
<td>Tandem Axle</td>
<td>Up to 17 tonne</td>
</tr>
<tr>
<td>Tridem Axle</td>
<td>Up to 10 tonne each</td>
</tr>
</tbody>
</table>

Table 1: Ethiopia axle load limits

These load limits are not in line with the load limits agreed by the Tripartite.

1.1.4.4 Transport of Dangerous Goods

Proclamation 548/2007 Multimodal Transport of Goods Proclamation (Part IV) regulates liability of the shipper in relation to multimodal transport of dangerous goods. The goods must *inter alia* be appropriately labelled. There is no indication however that the standards as agreed to by the Tripartite have been implemented in respect of road transport vehicles that do not undertake multi-modal transport.

1.1.4.5 Testing of vehicles for Roadworthiness

Vehicle roadworthy inspections are performed by privately owned and operated Vehicle Testing Stations (PVTS). Vehicle roadworthy inspections are required for all new vehicles and for registered vehicles, annual inspections are required. The fees that may be charged by the PVTS are prescribed and based on the load and seating capacity of the vehicle.

The roadworthy inspection includes a visual inspection of the vehicle, wheel alignment, brake roller testing, headlight beam testing and CO₂ emission testing. It was noted that a 30% efficiency difference between the left vs right or front vs back brakes are regarded as a failure, whilst the footbrake and handbrake pass rate is 55% and 18% respectively.

Following payment and vehicle inspection, a roadworthy certificate is issued manually. Carbon copies are provided to the Transport Authority and vehicle owner whilst a copy is kept in the roadworthy certificate book. The vehicle owner must submit both the roadworthy certificate and the testing equipment inspection report to the Transport Authority.

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² Ibid, p12
Figure 1: Vehicle Inspection Checklist

<table>
<thead>
<tr>
<th>No.</th>
<th>Item Description</th>
<th>Correct</th>
<th>Not Correct</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Certificate (Copy)</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>2</td>
<td>VIN</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>3</td>
<td>Engine</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>4</td>
<td>Body No.</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>5</td>
<td>Tyre Pressure</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>6</td>
<td>Windscreen</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>7</td>
<td>Wipers</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>8</td>
<td>Lamps (Head)</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>9</td>
<td>Lamps (Tail)</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>10</td>
<td>Side Mirrors</td>
<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>

Figure 2: Vehicle Inspection Report and Roadworthy Certificate as issued by the PVTS
In order to get a vehicle roadworthy disc in case of a new vehicle registration, annual vehicle inspections or lost or damaged roadworthy disc, the vehicle owner must submit to the Transport Authority, the following:

- Completed application form with a copy of Identity Document (ID) and vehicle plate number indicated thereon,
- Valid Roadworthy Certificate
- Vehicle Title Certificate
- Road Fund Receipt, and
- Third Party Insurance.

Upon issuance of the roadworthy disk, the annual roadworthy inspection is recorded on the back page of the vehicle ownership title certificate (booklet).

![Road Fund Receipt](image)

**Figure 3: Road Fund Receipt**

![Vehicle Roadworthy Disc](image)

**Figure 4: Vehicle Roadworthy Disc in Amharic**
It is noted that but for the year and serial number in Latin characters, the other inscriptions on the disc is in Amharic and could not be interpreted by law enforcement officers in other countries in the region with the exception of Sudan and Eritrea.

1.1.4.6 Evaluation of Vehicle Test Stations

Private Vehicle Testing Stations (PVTS) are registered and regulated by the Transport Authority (TA). The TA has published a Vehicle Inspection Manual for the PVTS requirements and operations. According to the PVTS officials, they are regularly inspected and are required to submit management reports of vehicle inspected on a monthly basis. Reports are emailed to the TA for record keeping. According to the officials interviewed, approximately 50 PVTSs are operating in Ethiopia.

Two PVTS’s were visited. Both testing stations had similar functional facilities and equipment, i.e. the following:

- Waiting area with surveillance of the testing area;
- Web camera that records pictures of the brake roller tests;
- CO₂ Emission tester
- Brake tester
- Wheel alignment testing / Slip / Scuff gauge
- Suspension tester
- Headlamp beam test
- Inspection pit

At the first testing station that was visited, the waiting area was not in use as vehicle owners drove the vehicles to be inspected, over an inspection pit approximately six meters in length. Some effort was required to get the automated brake, axle weigh and suspension testing equipment operational. The “integrated web camera solution” was demonstrated as proof of the vehicle inspections performed, yet the web camera was operator-controlled with video clips that saved to the hard drive of the system and is accessible through the Windows File Explorer function. The CO₂ Emission testing equipment was available but not used during the vehicle inspections that were witnessed. It was noted that all vehicles are tested including 18m trucks. The automated testing system software was not updated to comply with Ethiopian requirements.
At the second PVTS that was visited, the waiting area was used. Vehicles queued for CO₂ testing and headlamp beam testing, before progressing to the brake and suspension testing. The integrated camera solution is system-controlled and video clips are stored within the application together with the test results as received from the equipment. Although hydraulic vehicle lifts are provided at the facility, the inspection pits are located outside.
1.1.5 Baseline Requirements for Driver Standards

1.1.5.1 Driving Licence Codes

Ethiopia differentiates between dry cargo and liquid cargo when it comes to freight transportation and both vehicle and driving licence categories differentiate accordingly.

A complicated system of seven classes of driving licences is used differentiating between motor cycle drivers, light motor vehicle drivers, taxi drivers, public transport vehicle drivers, truck drivers (dry cargo), tanker driver (liquid cargo) and special mobile equipment drivers, as detailed in the table below.
This is uncommon to the approach followed in any of the other countries included in the country visits. The relevant officials could not explain the rationale behind this approach as it is also uncommon in the international context. The domestic driving licence is produced independently by the nine regional states and two city administrations. It is documented in Amharic (the official working language of Ethiopia) and thus not interpretable by law enforcement officers in most of the other Tripartite countries.

Drivers, who wish to participate in international cross-border traffic and transport, must obtain a Federal Driving Licence. A Federal Driving Licence is issued in the form of a driving licence booklet for the following codes:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Code 1</td>
<td>Any motor cycle with or without side trailer, and any 3 wheel motor vehicle with unloaded weight not exceeding 400kg</td>
</tr>
<tr>
<td>Code 2</td>
<td>Any commercial vehicle with a maximum permissible gross vehicle mass not exceeding 3500kg or any private motor car having in addition to the driver’s seat, at most 8 seats and any of the above coupled with a light trailer.</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
</tr>
<tr>
<td>Code 3</td>
<td>Any second class motor vehicle; as well as any commercial vehicle with a maximum loaded weight from 3500kg up to 7500kg or any public service vehicle with a maximum of 30 seats, and of the above described vehicles with a light trailer.</td>
</tr>
<tr>
<td>Code 4</td>
<td>Any commercial vehicle with a maximum loaded weight of more than 7500kg or any public service vehicle with the driver’s seat more than 30 seats and any of the above described vehicles coupled with a light trailer.</td>
</tr>
<tr>
<td>Code 5</td>
<td>Any second, third or fourth grade motor vehicle and any truck tractor coupled with any trailer, other than a light trailer.</td>
</tr>
</tbody>
</table>

### 1.1.5.2 Driving Licence Card

The driving licence card (see Figure 7) issued for domestic use as well as the as well as the Federal Driving Licence for international transport (see Figure 8) do not comply with any of the Baseline Requirements. It is recommended that the cards be redesigned in compliance with the standard as part of the project to implement a new computerised vehicle and driver register with card production capacity.

![Figure 7: Domestic Driving Licence in Amharic (Front and Back)](image)

The holder of the Federal Driving Licence may also hold a domestic driving licence. The Road Traffic Safety Regulations are currently being amended to centralise driving licensing and all road traffic offences and fines.

The RTA envisages publishing a bid for the central production of driving licences in future. This system will be comprised of the following 3 modules:

- **First module** – enrolment of applicants and their biometric details at the regional and city administration offices
- **Second module** – upload of data from the regional and city administration offices
- **Third module** – central card production by or on behalf of RTA

The personalised cards will be sent back to the office where the application was made for collection by the licence holder. No time frame for the envisaged central production of driving licences was communicated.
According to the officials who were interviewed, Ethiopia has approximately 190 driving schools. Each region has a centre where driving licence applications are processed and subsequent driving licences are issued.

Driving schools are responsible for training learner drivers. The Federal Transport Authority registers and regulates driving schools and driving licence instructors. Schools are accredited and driving licence instructors are formally trained and tested. Driving training is performed in accordance with a driver manual with 15 hours of knowledge / theory training and the minimum practical driving training hours as indicated in the table below.

A learner driver may not drive on a public road and may only drive at a driving school's training facility or at a driver testing centre that is made available to the driving school for training.

<table>
<thead>
<tr>
<th>Vehicle class</th>
<th>Training Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcycle</td>
<td>15</td>
</tr>
<tr>
<td>Motor / Sedan</td>
<td>25</td>
</tr>
<tr>
<td>Taxi</td>
<td></td>
</tr>
<tr>
<td>Category 1 (Tri-Cycle), and</td>
<td>20</td>
</tr>
<tr>
<td>Category 2 (1-12 seats)</td>
<td>30</td>
</tr>
<tr>
<td>Public Transport</td>
<td></td>
</tr>
<tr>
<td>Category 1 (1-24 seats), and</td>
<td>45</td>
</tr>
<tr>
<td>Category 2 (+25 seats)</td>
<td>55</td>
</tr>
<tr>
<td>Vehicle class</td>
<td>Training Hours</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Trucks for Dry Cargo</td>
<td></td>
</tr>
<tr>
<td>Category 1,</td>
<td>35</td>
</tr>
<tr>
<td>Category 2, and</td>
<td>45</td>
</tr>
<tr>
<td>Category 3</td>
<td>55</td>
</tr>
<tr>
<td>Trucks for Liquid Cargo</td>
<td></td>
</tr>
<tr>
<td>Category 1 (18 000 litre), and</td>
<td>55</td>
</tr>
<tr>
<td>Category 2 (18 000 litre + trailer)</td>
<td></td>
</tr>
<tr>
<td>Public Transport</td>
<td></td>
</tr>
<tr>
<td>Category 1 (1-24 seats),</td>
<td>45</td>
</tr>
<tr>
<td>Category 2 (+25 seats)</td>
<td>55</td>
</tr>
</tbody>
</table>

The age and education requirements for learners who want to obtain a driving licence are indicated in the table below.

<table>
<thead>
<tr>
<th>Vehicle class</th>
<th>Minimum Age</th>
<th>Minimum Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcycle and Sedan Vehicles</td>
<td>18</td>
<td>4th Grade Certificate</td>
</tr>
<tr>
<td>Dry and liquid cargo vehicles</td>
<td>20</td>
<td>8th Grade Certificate</td>
</tr>
<tr>
<td>Public Transport, i.e. taxi and busses</td>
<td>24</td>
<td>8th Grade Certificate</td>
</tr>
</tbody>
</table>

A learner driver must first complete the required training at a driving school. The driving school then makes an appointment for their learners to be tested by the Transport Authority. The theoretical and practical driving test may be conducted on the same day or scheduled for separate days.

The appointment is made by the submission of a learner/student register as well as a file for each learner. The learner drivers’ file is to include an application form, receipt for 100 Birr payment that was paid on behalf of the learner by the school, copy of identity document cards, copy of highest education certificate, test sheet or training schedule and physical examination report (medical). The full medical examination includes a vision and hearing test.

![Figure 9: Yellow Driving Licence Application & Follow-up form, and Physical Examination Sheet.](image)
The appointment is scheduled using a computerised booking system. The learner is required to first pass a computerised theoretical test. The computerised test comprises of 50 random questions that are asked from a question bank of 3,000 questions. The learner must achieve at least 74% to pass the test for which 60 minutes are allowed to complete.

To prevent identity fraud, the learners are registered for the test using their passport photos, and their photos are displayed on the computer screen in the room where they are required to complete the test.

The practical driving test is performed at the Driving Testing Centre and comprises of the following:

- Visual inspection of the vehicle;
- Yard test with revers and garage/parallel parking test;
- Road test to test the use of traffic lights, signs whilst giving priority of other road users;
- Obstacle test that includes a bridge (incline) test, reverse in a straight line and alley docking (turning 90° whilst reversing).

The driving testing centre provides for practical testing of drivers on multiple testing lanes and areas whilst also simulating a driving course with traffic signals, lights, inclines amongst others. Although not functional, the testing areas are under CCTV surveillance with the provision for independent examiners to monitor and who keep scores from within the control room.

For the practical tests, a card system was used to randomly assign examiners to learners. A similar A4 sized numbers posters are used to identify the vehicles and used for the independent examiners in the control room to score and audit the testing in the yard. Large computer screens stream video footage from the CCTV cameras. Each of the independent examiners can select the relevant camera from a control station to display on the large screens.

For all vehicles without trailers where the demarcation of the test areas are adjusted according to the type of vehicle:

- Obstacle test
Figure 8- or “S” curved test

Parallel / Garage Parking

Reverse Parking

For motorcycles only the above obstacle test is performed. For vehicles with trailers, reverse in a straight line as well as alley docking are tested.

Learners who passed the tests are issued with driving licence cards. The cards are issued upon payment and currently, the driving licence cards are printed and issued at the same offices.

1.1.6 Baseline Requirements for Compliance and Law Enforcement

1.1.6.1 Road Transport Management System (RTMS)

There are no performance based systems (self-regulatory/road transport management system) in Ethiopia.

1.1.6.2 Enforcement Procedures for Foreign Operators and Drivers

No computerised systems are currently in use for the effective and efficient administration of traffic law enforcement in Ethiopia. All prosecution documentation is prepared manually and the court process is also administered manually. After the procedures have been completed, the information is captured on a system.

Foreign operators are not treated differently in relation to traffic offences. All have to pay the overload offence at the court closest to the weighbridge before the offender is allowed to proceed. For other road traffic offences, the legislation classifies them in accordance with its severity. The Traffic Police may prosecute the lesser offences while the more serious offences have to be heard by the Court.
1.1.7 Exchange of Information

1.1.7.1 Systems used by Road Transport Authority (RTA)

The functions related to vehicle registration, vehicle fitness, driver licensing and operator registration (public service vehicles, private freight and passenger transport) have been devolved to the nine regional states and the two city administrations. Hence, no common system is in use by all 11 authorities to whom the function has been delegated and no central database of registers of all motor vehicles, drivers and operators exists in Ethiopia.

In regions where the services are provided at multiple offices, each office also has its own system and own separate database. All databases are Microsoft SQL. Not all the offices have computerised systems, as indicated in the table below. As the functions have been devolved to 11 authorities, the ICT officials that were interviewed could not provide any details of the deployment base such as the number of system users in the regions or at the respective regional offices.

<table>
<thead>
<tr>
<th>No</th>
<th>Region / City Administration</th>
<th>Capital</th>
<th>Offices</th>
<th>Computerised Systems</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Addis Ababa</td>
<td>Addis Ababa</td>
<td>10</td>
<td>Yes</td>
<td>City Administration</td>
</tr>
<tr>
<td>2</td>
<td>Afar Region</td>
<td>Semera</td>
<td>1</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Amhara Region</td>
<td>Bahir Dar</td>
<td>5</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Benishangul-Gumuz Region</td>
<td>Asosa</td>
<td>1</td>
<td>Yes</td>
<td>No Driving Licence System</td>
</tr>
<tr>
<td>5</td>
<td>Dire Dawa</td>
<td>Dire Dawa</td>
<td>1</td>
<td>Yes</td>
<td>City Administration</td>
</tr>
<tr>
<td>6</td>
<td>Gambela Region</td>
<td>Gambela</td>
<td>1</td>
<td>No</td>
<td></td>
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<tr>
<td>7</td>
<td>Harari Region</td>
<td>Harar</td>
<td>1</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Oromia Region</td>
<td>Addis Ababa</td>
<td>29</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Somali Region</td>
<td>Jijiga</td>
<td>1</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Southern Nations, Nationalities, and Peoples' Region</td>
<td>Hawassa</td>
<td>17</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Tigray Region</td>
<td>Me'ele</td>
<td>7</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

Table 2: Computerised Systems used by the Transport Authority

System interfaces exist between the Customs System (MsSQL & Oracle) where vehicle data is pushed to the Transport Authority’s systems. The Transport Authority’s systems can also request information. These interfaces are implemented using GRPS.

A study proposal has been submitted to the World Bank for funding of a two phased project to establish a central database in the next three to five years.

- Phase 1 has already been detailed and will comprise the establishment of the vehicle and driver registers.

- Phase 2 is still to be detailed and is envisaged to comprise the operator component inclusive of public service vehicles, private freight transportation, passenger transportation and trip management.
In line with the above, the Transport Authority is part of a government project to establish a new government-wide area network with central data centres and disaster recovery centres that will enable the establishment of a central computerised vehicle, operator and driver registers to be used by the regional and city administrations in the country.

1.1.7.2 Registration of Vehicles

The computerised vehicle registers are maintained with up-to-date information as the vehicle registration, ownership and annual roadworthy certification is computerised, using the same computer system. However, the vehicle ownership title certificates are still issued manually.

![Image of Vehicle Ownership and Title Certificate with Annual Roadworthy Inspection Information]

Figure 10: Vehicle Ownership and Title Certificate with Annual Roadworthy Inspection Information

For the import of a new or used vehicle the vehicle is only registered after the application and supporting documentation has been verified as correct and complete, and an examiner of the TA confirms the vehicle identification and general particulars by way of a physical inspection. The ownership title certificate is captured and concluded with the issue of a registration number to the vehicle. The registration number does not change unless the type of ownership or use of the vehicle changes. Five different number plates are used in relation to different codes and colour schemes to distinguish private, commercial, taxi use as well as government and NGO/diplomat ownership. For vehicle registration, the owner is charged a tax that is equal to 2% of the value of the vehicle, based on the value of import as stated on the Customs Declaration. Service fees are also charged for the title certificate and number plates issued.
The application must be supported by at least the following documents:

- Customs declaration;
- Receipt and bill of loading;
- Importer licence as issued by the Ministry of Trade;
- Federal Transport Authority letter for allowing the import of the vehicle with regards to vehicle standards and criteria;
- Invoice or cash receipt of purchase to proof ownership of the vehicle, and
- Imported Standard Vehicle Inspection Form.

Figure 11: Bill of Loading and Imported Vehicle Standard Inspection Form

Vehicle registration is performed based on the information that was captured and verified by the examiner.
The vehicle status is annually updated with the roadworthy testing, confirmation of taxes paid to the Road Fund and verification of Third Party insurance.

In case of a lost vehicle ownership title certificate or lost vehicle number plate, the vehicle owner is required to pay a service fee for the lost documents as well as for the cost of the re-issue / production thereof. The notice of lost documents and plates includes a declaration to the police in respect of the lost plates, requesting an investigation and in the case of a lost vehicle ownership title certificate, a public notice in the media.

A sales agreement is required to be submitted in the case of the change of vehicle ownership. It must be signed by the seller and the buyer. The vehicle number plate does not change except in case the use of the vehicle changes or when the ownership changes from government, NGO or Diplomat to private or commercial. The new vehicle owner is required to pay 2% tax on the highest amount of the initial value of import, i.e. Customs Declaration or the new purchase amount as per the sales agreement. The new owner is issued with a new vehicle ownership title certificate.

Temporary vehicle number plates are issued in case an unregistered or non-roadworthy vehicle is to be operated on a public road for the purpose of repairs or for obtaining the required documents for registration, i.e. a roadworthy certificate.

Vehicle importers, builders and manufacturers of vehicles as well as private vehicle testing stations are regulated and registered on the system.

1.1.7.3 Registration of Operators

Public transport and freight transport operators are regulated. Operators are required to register their vehicles and drivers. A computerised system is used to issue invoices and receipts for applications in respect of the registration and grading of operators as well as the registration of associations, operator vehicle ownership, operator drivers and assistant drivers. However, operator licences are issued using a
MS Word processor whilst vehicle ownership certificates, driver licences or Driver ID cards are issued manually.

![Figure 13: Microsoft Word Template for an Operator Certificate vs Computerised Registration System](image)

Only one application form is used for all transactions.

![Figure 14: Operator Application Form](image)
Freight Operators

Freight operators are regulated at Federal level. Private company operators are graded and categorised in Levels 1 – 4 with sub levels that relate to specific loading capacities. The following criteria are used:

- Minimum number of depots or branches;
- Minimum number of Fleet Managers and Experts employed;
- Minimum number of vehicles;
- Model and age of vehicles, and
- Loading capacity and number of axles of vehicles.

To register as a Level 1 - 4 Operator the operator must own at least 100 vehicles. Small companies and/ or individuals must form associations with a minimum of 10 vehicles in order for the association to register as a special operator. As part of the registration and grading process, the Transport Authority inspects the offices, depots, branches to confirm the business operations and supplied information regarding the vehicle fleet and management.

Individual operators may not operate internationally whilst operators that have been graded as Level 1 – 4 may operate internationally. All operators must register and maintain their registered vehicles and drivers as well as assistant drivers for the purpose of their grading.

Operators who operate internationally must apply for a federal vehicle ownership certificate and licence their drivers and assistant drivers for the countries where they operate. The bilateral agreements between Ethiopia and neighbouring countries, for example Sudan and Djibouti prescribe the type of driver and assistant driver documents that must be obtained. For Sudan, a passport format booklet driving licence is required with entry and exit stamps at the borders whilst for Djibouti a laminated ID card is required. Similar but different documents are required for the drivers and assistant drivers as depicted below.
The registration and grading of international public/passenger transport operators has not yet been implemented. Domestic public transport operators are regulated through associations. For balanced transport throughout the country and fairness amongst the operators, areas or routes are allocated on a rotation basis to be operated for a limited time period, i.e. 3 to 6 months, before they are moved to the next area or route.
Domestic Public Transport Operators are also graded based on the quality services rendered. Criteria used are amongst other the type of service, age and size of vehicle, comfort and safety levels, maintenance depots or garages and level of insurance. The grading is performed using a comprehensive checklist with a scoring system. The main objective of the grading scheme is price regulation for ordinary public transport services, whilst special services may determine their own rates.

1.1.7.4 Overloading: Systems used by Ethiopian Road Authority (ERA)

ERA is considering modernizing weighbridges at its existing stations and opening new stations in order to improve the efficiency and transparency of axle load control, on the financial basis of a Japanese Government grant. The consultants appointed by ERA have suggested a further 9 weighbridges be constructed. The suggested sites for the additional weighbridges are located as Quiha, Amba Giyorgis, Woreta, Semera, Bure, Asosa, Nekemte, Jijiga and Yabelo.

The existing and proposed new weighbridges are depicted on the following map prepared by the consultants to ERA.

![Figure 18: Existing and Proposed new Weighbridges](image)

Most of the existing weighbridges are single deck scales and the axles or axle groups of the heavy vehicles are weighed one by one. The mass reading is displayed to the scale operator who signals to the staff members next to the scale as soon as a stable reading for a particular axle or axle group has been recorded, for the driver to be instructed to roll the next axle or axle group onto the scale.
Figure 19: Single deck static scale at Mojo and single axle or axle group weighing

Enforcement is further strengthened by employing the use of mobile weighbridges for random axle Data on individual axles of each heavy vehicle is recorded by hand on pre-printed stationery, from where it is transcribed into a handwritten register. The monthly statistics are compiled at the weighbridge of which summary reports of the recorded data is submitted to the ERA headquarters. Reports are sent on a monthly basis and are collated and analysed at head office. A summary of the annual axle load information forms part of the annual road condition report. These reports provide detailed information on the level of overloading at each station.

Figure 20: Hand written weigh slip and register at Mojo weighbridge
1.1.7.5 Traffic Law Enforcement

No computerised systems are currently in use for the effective and efficient administration of traffic law enforcement in Ethiopia. All prosecution documentation is prepared manually and the court process is also administered manually.

Legislation providing for demerit points has been published in 2003 and demerit points are applied individually and independent of each other by the nine regions and two city administrations. This implies that a driver may have 11 sets of demerit points and although the cumulative number of points may be sufficient to result in the suspension of his/her licence, there is no means currently to administer the points on a federal basis. Development of a central register is underway and is expected to be implemented on a pilot basis in 4 months' time. The pilot project will run in the city of Addis Ababa as well as a 200 km radius from the city.
1.1.7.6 Summary

The status quo in respect of the computerised systems and registers currently operational in Ethiopia can be summarised as follow:

<table>
<thead>
<tr>
<th>No</th>
<th>Register</th>
<th>Computerised System</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vehicles</td>
<td>Independent and stand-alone systems used by 9 regional states and 2 city administrations</td>
</tr>
<tr>
<td>2</td>
<td>Vehicle fitness</td>
<td>Independent and stand-alone systems used by 9 regional states and 2 city administrations. Private Vehicle Testing Stations are regulated but vehicle testing procedures, equipment and automated testing that were witness were not at the same standard.</td>
</tr>
<tr>
<td>3</td>
<td>Drivers and professional drivers</td>
<td>Independent and stand-alone systems used by 9 regional states and 2 city administrations. Non-compliant driving licence card and professional driving permit.</td>
</tr>
<tr>
<td>4</td>
<td>Driving Licence Codes</td>
<td>Non-compliant with baseline requirements.</td>
</tr>
<tr>
<td>5</td>
<td>Driver Training</td>
<td>Driving schools and instructors are regulated. Computerised knowledge testing and driving testing centres have an appropriate test track to perform a comprehensive yard test prior a road test. Use of curriculums. Independent and stand-alone systems used by most of the 9 regional states and 2 city administrations in respect of knowledge test.</td>
</tr>
<tr>
<td>6</td>
<td>Operators</td>
<td>Independent and stand-alone system used by land transport authority, whilst all issued documents are handwritten.</td>
</tr>
<tr>
<td>7</td>
<td>Overloading</td>
<td>No computerised weighbridge management system or contravention system are used at any of the weighbridges.</td>
</tr>
<tr>
<td>8</td>
<td>Law Enforcement</td>
<td>No computerised system is used by the federal police or municipal traffic police and all prosecution documents are handwritten.</td>
</tr>
<tr>
<td>9</td>
<td>Online Processing from all Offices</td>
<td>Online processing at the City Administrations and in some of the regions for vehicle and driver registers. (See Table 2 above for details.) Other registers are standalone computer systems or manual.</td>
</tr>
<tr>
<td>10</td>
<td>Online System Integration</td>
<td>No integration as yet into a national person register for vehicle ownership, drivers, etc. New system is being planned.</td>
</tr>
</tbody>
</table>

Table 3: Status Quo in respect of Computerised Systems and Registers in Ethiopia

1.1.8 Cross-Border Transportation

1.1.8.1 Corridor Management

The current major trade corridors in the region are the following:

- Lamu Corridor;
- Arusha Corridor (Moyale Border Post);
- Djibouti Corridor;
- Massawa Corridor, and
- Port of Sudan Corridor.
Although no existing corridor exists with Somalia or the now autonomous Somaliland, this could become a reality in the near future. In accordance with the Media Release by Dubai Port World dated 5 September 2016, a 30 year concession with an automatic 10 year extension for the management and development of a multi-purpose port project at Berbera was awarded to them. The Port of Berbera would open a new point of access to the Red Sea. The Port of Berbera will become a new deep-water gateway for Somaliland’s and East Africa’s global trade. According to media notices, a Berbera Corridor road is considered to link Somaliland to Ethiopia.

Figure 22: Potential Ports through Somalia (map from www.nationsonline.org)
The following main trade corridors traverse in and around Ethiopia:

- Arusha Corridor;
- Luma Corridor;
- Djibouti Corridor, and
- Port of Sudan Corridor.

**Figure 23: Port of Berbera**
Figure 24: Major Trade Corridors in and around Ethiopia

1.1.8.2 Cross-Border Permits & Customs Procedures

Bilateral Agreements regulate the cross-border permits between Ethiopia and corridor partners. Cross Border Operators are required to register their depots, depot/ fleet managers, vehicles, drivers and assistant drivers whilst bilateral agreement specific licences or cards issued for Sudan and Djibouti.

Although a computerised system are used, all cross border permits that relates to the operator, driver, assistant driver and vehicles are registered but the documents are issued by hand. The system is effectively a capturing system that automates the collection of permit/ licence application and issue fees. Operators are issued certificates using Microsoft Word. However, the Ethiopian business model for managing operators is very similar to that of the TRIPS in respect of also registering depot/ fleet managers, registering and inspecting depots, registering of vehicle and drivers of an operator.

The need for the details of foreign vehicles, drivers and operators to be verifiable by the authorities in any country is recognised especially by law enforcement agencies that are patrolling the corridors. Security was noted to be a priority especially in respect of the Djibouti and Port of Sudan Corridors.
The information in respect of foreign vehicles, drivers and operators will be accessible on TRIPS to law enforcement officers. It is therefore suggested that Customs and Immigration Services also access and verify particulars relating to foreign operators, vehicles and drivers (if the need arises) on TRIPS.

1.1.9 Regional Weighbridges

1.1.9.1 Location

The potential of the Port of Berbera and the possible realization of the Berbera Corridor will most likely require a new regional weighbridge on the corridor due to the relative short travel distance.

The RWBLP identified no new regional weighbridges in Ethiopia, except the weighbridge at the Moyale Border Post with Kenya. Since Moyale is developed as a One Stop Border Post, it recommended that the weighbridge be designed in such a manner that it takes into account the One Stop Border Post.

![Figure 25: Arusha Corridor](image)

1.1.9.2 Design

None of the current weighbridges are compliant with the standards stated in the RWBLP. It is also recommended that whilst the ERA are reviewing the design standards of the weighbridges, that the location and number of weighbridges be reviewed in accordance with the principles in the RWBLP.
1.1.10 Third Party Motor Vehicle Insurance Schemes

1.1.10.1 Domestic

Ethiopia has legislation requiring compulsory third party insurance for Ethiopian vehicle owners.

Figure 26: Insurance Certificate

1.1.10.2 Cross-Border

Ethiopia is part of the COMESA Yellow Card Scheme.
ANNEXURE A: LIST OF PARTICIPANTS

1  FEDERAL REPUBLIC OF ETHIOPIA

This report relates to the visit performed by the Legal and IT Experts from 21 to 22 July 2016. Interviews were held with the officials as indicated in the following table.

<table>
<thead>
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<th>Institution</th>
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</tr>
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<tbody>
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