



**Federal Democratic Republic of Ethiopia**  
**National Transport Policy**  
March 2020 G.C



# **National Transport Policy**

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## FOREWORD

The transport sector underpins our citizens' rights to mobility and plays a crucial role in ensuring the socio-economic wellbeing of our people. It also supports the growth of key pillars of our economy, such as agriculture, industry, tourism, mining, services and other drivers of growth. This national transport policy has been formulated to address the ever-increasing demand for transportation infrastructure and services. It aims to fully utilize the capacity of the sector, develop strategies and use it as a communication tool for the diverse stakeholders internally and externally.

Throughout the process of formulating this policy, we have convened a broad and diverse group of stakeholders from regions, academia, government and non-government partners as well as the general public, to gather their inputs and inform the strategies included in this policy. Furthermore, the key strategies and directions that have been incorporated in the policy consider local and global trends in the sector as well as past performance assessments. This policy is designed in a way that allows it to respond to the dynamic needs of the public and developments in the sector.

In addition, the scope of the policy covers both regional and global transportation needs, and as we are in a time of growing integration and cooperation demand, the policy outlines clear directions and strategies for smooth integration and flow between the two.

Changes and improvements to the transport sector have the potential to significantly improve the social and economic well-being of our people. The policy will deliver tangible benefits to citizens and



businesses by expanding transport infrastructure in all sub-sectors - i.e. roads, rail, aviation, water transport – and fostering greater integration between passenger and freight transport for improved economic feasibility and corridor development efficiency.

The policy offers solutions to enhance the sector's ability to deliver transport infrastructure and services, foster greater cooperation between Federal and Regional States as well as city administrations and strengthen the overall capacity of the sector through training.

As we continue to construct more projects, and as transport is inherently linked to other areas of development, this policy also recognizes the need for a safe, sustainable and environmentally-friendly transport system. In addition, the policy recognizes employment creation as a cross-cutting issue and gives due attention to the mobility needs of vulnerable groups such as women, youth and people with disabilities. Moreover, this policy sets clear directions and strategies to ensure that transport safety is at the core of all our endeavors.

This policy covers wide concerns to transport infrastructure development and freight and passenger transport services, including the introduction of new types of infrastructures (cable car, pipe transport, electric mobility, etc.). The policy also promotes the introduction of innovative technological solutions, explores alternative financing mechanisms, public and private partnerships, making it a crucial framework for guiding the overall transformation of the sector. The active participation of our people, federal and regional states, city administrations, development partners, private sector and investors is now needed to turn this policy into reality. With this in mind, I would like to take this opportunity to urge all stakeholders to play an active role in the field.

**Dagmawit Moges,**  
**Minister, FDRE Ministry of Transport**

## INTRODUCTION

Transport plays an indispensable role for the economic and social growth of a particular country. Transport policy highly determines the role the transport sector plays towards achieving economic and social development. The transport policy thus emanates from its significant importance towards economic, social and political activities.

The importance of this Transport Policy can be justified by the need to identify the role the transport sector plays in fostering the economic, social and regional development of the country and sets the direction and goals by which the sector is governed. The goal of the policy is to ensure that the transport sector is competently shaped to drive economic growth and enhance social interaction hence contribute to the effectiveness of various economic and social sectors.

Based on this general objective, the details of the transport sector set a direction to support social and economic interactions with latest information technology options and deliver efficient and integrated services. The policy document identifies the policy that governs institutional and administrative set up of the transport sector, goals to be achieved and generally enhance the resource base of these organizational set ups. The policy is also designed to foster rapid urban development, rural to rural, rural to urban, urban and global linkages and narrow regional economic and infrastructural gaps. The policy document also envisages to strengthen our relationship with countries in the region so that all parts of our country enjoy equal competitive advantage.

Accordingly, the Transport Policy takes into account road transport infrastructure and services, air transport infrastructure and services, rail transport infrastructure and services, sea transport infrastructure and services and the overall human movements and logistics system handled by these modes of Transports.

The National Transport Policy, designed for the coming 15 years, sets out the interest of the government while envisaging the vision and target of the overall transport sector. The policy allows sector actors and stakeholders to align their plan and undertake activities accordingly. Detailed policy implementation programs shall be indicated in the respective sub-sector policy each sub-sector prepares in compliance with this National Transport Policy. The execution of this National Policy shall be evaluated using sub-sector evaluation benchmarks as a basis.

Therefore, the National Transport Policy clearly stipulates the governing principles of the different transport services and infrastructures and is organized to enable the transport sector meet the overall target of attaining growth and development of our country. The policy shall be amended taking the existing development level of our country, societal need and new transport alternatives into account.

## **PART ONE**

### **GENERAL PROVISIONS**

#### **1.1 General Description of the Policy**

The National Transport Policy is a document comprised of principles, implementation tools and approaches that help to design and direct sectoral management, strategy, goals and planning frameworks. The document also guides, supports and leads the decision-making process related to investment flow, private sector participation, construction of infrastructure and service provision endeavors.

#### **1.2 Significance of the Policy**

In our country, the transport sector is a huge sector embracing road, air, sea and water and rail transport services, transport infrastructure and the logistics service. In addition to its vast coverage, the transport sector plays a key role for the overall economic development and social interaction of the people of Ethiopia.

Enhancing the transport sector administrative system requires determining how such a vast and important sector should be led and setting goals it should attain. This policy document is hence prepared to achieve these objectives.

#### **1.3. Vision**

The National Transport Policy envisions to achieve accessible, integrated, customers oriented, safe, and environmentally friendly and globally competitive transport system.

#### **1.4. Mission**

The mission of the transport policy is to benefit our society equally and create linkage and economic integration among people; support and speed up the economic development; attain

accessible, integrated, efficient, effective, reliable and transparent system that takes paying ability into account and supported by Information technology. The policy also strives to realize a safe transport infrastructure provision and effective transport service provisions.

## **1.5. Policy objectives**

The National Transport Policy has general and specific objectives. These include;

### **1.5.1 General Objectives**

- Make sure that the transport sector competently contributes to enhance the overall economic development and social interaction
- Make the transport sector convenient, efficient, safe and accident free, Information Technology (IT) supported, reliable and accessible
- By guaranteeing the strategic, economic and social benefit for our country, ensure an equitable and efficient transport infrastructure and services operation.

### **1.5.2 Specific Objectives**

- Foster rural to rural, rural to urban and intercity transport linkages by ensuring accessibility and development of transport infrastructure and services;
- In addition to the in-country network the transport infrastructure and service avails, make sure our country is benefited by strengthening regional, continental and global linkages;
- Realize easy and efficient movement of people and logistics services by integrating and coordinating the transport infrastructure with transport service;
- Taking the fact that Ethiopia has no port of its own into account, the transport infrastructure and service should work to narrow the inevitable gaps that occur as a result;

- Make sure the transport infrastructure and services are safe, secured and not susceptible to accidents;
- Enable the transport sector adapts to latest technology options and make the transport system competitive and preferred;
- Encourage and expand transport systems operating on renewable energy without compromising the safety of the natural environment by ensuring that the transport sector is environmentally friendly and does not harm the natural environment;
- Enhance the involvement of the government and private investors and encourage private investment by overcoming the various structural and procedural limitations evidently observed in the sector;
- Operate a number of intercity mass transport options;
- Ensure that the regional governments are key actors and beneficiaries by augmenting their capacity in transport infrastructure and service operation activities.

## 1.6 Principles of the Policy

This National Transport Policy shall be governed by the following principles;

- The transport sector should facilitate the overall growth and development of our country
- The transport sector should be safe, reliable and secured from accident
- The transport sector should be convenient, free from wastage and accessible
- The transport sector should be environmentally friendly and compatible with the natural environment
- The transport sector should operate sustainable intercity public mass transport
- The transport sector should put modern transport operation system in place
- The transport sector should be efficient and reliable in terms of cost, time and accessibility

## **PART TWO**

### **BASIS OF THE NATIONAL TRANSPORT POLICY**

## **2.1 Policy Formulation**

### **2.1.1 Strength, Weakness, Opportunity and Threats of the Sector as a Basis**

#### **Strength of the Sector**

Over the past two decades, focus has been given to the development of the transport sector in the area of road, aviation, sea and maritime services and recently been extended to the development of rail transport. Commendable achievement is recorded in this regard. In the process, it was possible to undertake and is still undertaking ambitious infrastructure development activities with limited knowledge and resources. The rail transport which stayed out of service for some time has resumed operation; cargo and passenger services are now functional. Moreover, intensive activities have been done to enable the logistics sector provide effective and efficient service and contribute to the development of the country. In the aviation sector, activities that helped to realize effective and safe service in line with international standards have been achieved. Institutions in the sector have managed to closely work in a coordinated manner. Moreover, the regulatory and coordinating role of the Ministry of Transport has been improved, modern office set ups, interior designs, procedural improvements and technology-based changes are in place.

#### **Weaknesses of the Sector**

Inability to enhance implementation capacity, capacity constraint to administer resources for infrastructure expansion, lack of coordination to protect infrastructures from destruction, inapplicability of technological options, incompatible demand and supply interplays, in relation to traffic management and safety, inability to reduce road side accidents as desired, lack of clear demarcation between regulatory and executive bodies, gap in infrastructure quality and limitation in implementing existing

transport regulations particularly in the area of allowed load, speed limit, road safety, respecting the rights of transport users and illegal movement of transport services can be mentioned as limitations of the sector.

## **Opportunities of the Sector**

By its very nature the transport sector is open to new ways of doing things- and the time avails a good opportunity to translate these into action. Opportunities in the sector include: strengthening activities that help to bring regional integration, under the leadership of Africa Union, efforts are in place to effect integrated transport services at a continental level, growing international cooperation both in type and availability, closely plan activities with development partners and conduct continuous implementation evaluation, willingness of partners, institutions and bodies to render services by applying technological options, increasing capacity building opportunities, formulation of 10 year National Plan, enabling environment to closely work with the respective federal institutions, encouraging the private sector and enhancing investment in the transport sector.

## **Threats facing the Sector**

Shortage of finance to meet investment need of the transport sector, safety of transport infrastructure and threats of robbery, lack of coordination to lay down various infrastructures, compensation estimation which has increased both in type and amount over time, infrastructure blockage when accidents occur particularly in road and rail transport, shortage of foreign currency, construction of transport infrastructures, provision of logistics service and high moving cost of vehicles, though a lot has been done to expand the transport infrastructure, the service is not yet accessible as desired, limitation to repair, maintain and administer readily available infrastructures, ethical and good governance problems and rent seeking attitudes are some of the problems that hampered the transport sector to take a step ahead as desired.

Hence, this policy is designed taking the above-mentioned points as a basis and is prepared in a manner that helps to build upon strengths, make use of opportunities, learn from and recommend ways to resolve limitations and threats.

### **2.1.2 Constitution of the Federal Democratic Republic of Ethiopia as a Basis**

One of the principles in the preamble of the FDRE constitution indicates the realization of unified political and economic society by enhancing the economic and social development of our country.

Moreover, article 41 and 43 of the constitution stipulates economic, social and development rights. Materializing activities to meet these institutional goals and rights is granted to the Federal Government in accordance with Article 51 of the constitution. Among these include administering and controlling air, rail and sea transport and lead trade activities among regions and handle external trade activities. The Federal Government entrusted with these duties and responsibilities is granted the authority to design and execute the overall economic and social development policies of our country.

The fact that the transport sector has a great significance to enhance the social and economic interaction, it requires the government to design and execute relevant policies. Accordingly, the constitution of FDRE is used as a basis for the formulation of this National Transport Policy.

### **2.1.3 Economic and Social Justifications**

#### **A. A 10 Year Lead Development Blueprint for Prosperity (2013-2022 EC)**

The ten year development plan which envisions to make Ethiopia a prosperous role model for the entire Africa has forwarded various departures. One of the departures in the plan focuses on the need to base the national economic growth on quality. Hence, this policy

takes quality into consideration in the construction of infrastructure and provision of services.

On the other hand, the development plan emphasizes inter-sectoral integration, which gives the chance for the transport sector to work closely with complementary sectors, hence, such attribute is taken as an input in policy preparation.

Ensuring economic growth is one of the strategic pillars of the ten year economic development plan. Under this, effort is exerted to achieve equitable benefit among all sections of the society and scale up the economic growth in such a way that drives supply. Such topics largely relate to the transport sector, accordingly, the transport policy gives due attention to the matter. Productivity and competitiveness is the other strategic pillar. Falling under this pillar of the development plan is the provision of infrastructures without compromising quality, focus on latest and efficient logistics system, competitive technology which lays the foundation for sustainable development are taken as an input for the preparation of this transport policy.

Furthermore, systems change, which is indicated as one direction in the plan, aligns with the transport sector particularly with the private sector. In addition, competent bureaucracy, designing of relevant policies, strategy and legal framework to drive prosperity are relevant areas that the policy has taken into consideration.

Enhancing the private sector to spearhead the economic growth is the other relevant strategic pillar of the ten year development plan. Stated under this pillar are:- creating conducive environment for investment, identification of government support, encouraging local investors to focus on important sectors, enhancing the provision of quality infrastructures and thereby encourage foreign direct investment. Thus, the aforementioned points are considered as an input in the preparation of this policy. According to the ten-year development plan, the government sets direction towards new source of growth. In this regard, the government has a role to support, encourage and practically demonstrate to the private sector so that the sector involves in important and challenging sectors.

In this regards, guaranteeing the equitable participation of women and youth is the other direction the development plan sets. Under this point mainstreaming gender in economic and social sectors brings equal involvement of women in education, work engagement and property ownership. It also fosters equitable decision-making capacity of women and youth in political and decision-making matters. The transport sector strives to increase women's participation and enhance their benefits. It also focuses on job creation options for the youth, hence, considers the above-mentioned matters in policy preparation.

Building climate resilient green economy is the other development direction of the county. The transport sector is directly or indirectly concerned about increasing productivity by reducing greenhouse gas emissions, forest conservation, afforestation and using energy saving technology options, thus, in policy formulation these points are taken into account.

The strategic pillars of the development plan focus on enabling sectors which comprises of improving the provision of infrastructures, enhancing implementation capacity, involvement of the society and investors and fostering financial capacity.

Transport sector goals enumerated in the National Plan and taken into consideration for policy preparation include, ensuring the equitability and accessibility of transport infrastructure development and services, safety of transport services, effectiveness and reliability of logistics service, existence of climate resilient transport infrastructure and services.

## **B. National Economic Reforms**

The national economic reform is intended to bring basic and radical change. In order to entice private actors in the transport sector, some transport services, transport administration services, which has been solely run by the government are open for competition based on market driven principles to avail participatory avenues for the private investors. Efforts taken in this regard are considered as a basis for policy formulation.

## **C. Development Activities in Ethiopia**

In order to boost our economy of and ensure that people enjoy economic benefits, a number of relevant activities are implemented both by the government and private investors. Development activities are the foundations for our economic development hence to carry out these activities the transport sector has a great significance.

Expanding transport infrastructure has paramount importance to undertake various development activities. Organizing and administering the transport service to support and facilitate development activities is a blood line to foster economic endeavors. Unless the development activities being and will be undertaken are supported by transport services and infrastructures, it will be hardly possible to materialize economic activities. Hence, the designing of this policy has taken the overall economic activities into consideration.

### **2.1.4 Agriculture and Rural Development Policy**

Agriculture is the basis of our economy. The sector absorbs the largest human resource and in terms of commodities it provides for the local market, natural resources and comparative economic advantage, the agriculture sectors has a great significance.

As per the local economic reform, the agriculture sector which is the pillar of our economy, is envisaged to undergo radical change by making the supply chain from production to market- open, cost effective, profitable and satisfies the market demand. Complying with the agriculture policy, the transport sector allows timely supply of agriculture products to the market and provides transport service in every step of the production process to avail sustainable and competitive supply of agricultural inputs. The policy is prepared to strengthen the link between agriculture and the market and lay a foundation for sustainable economic growth in which agriculture is strongly connected with the industry.

## **2.1.5 Urban Development Policy**

The recorded economic growth of our country has been a driving force for the growth of urban centers. The growth of urban centers in particular goes concurrently with the expansion of transport services and infrastructures. The proper operation of the transport sector and constant modernization are one of the important factors against which the development and convenience of a particular city is gauged.

Along the growth and expansion of urban centers comes the growth of the service sector. In terms of expanding and moving these centers and augmenting the service sector, transport has a paramount role. This National Transport Policy gives due attention to the service sector; it is particularly unconceivable to think of the tourism sector without transport service. This transport policy is designed in view of the overall contribution of the transport sector to development of urban centers and provision and convenience of the service sector in our country.

## **2.1.6 Growth and Structural Transition of the Manufacturing Industry**

To sustain the recorded economic growth and make the industrial transition worthwhile, progressive growth in the manufacturing industry has to be realized over the coming years. Economic structural change and speedy application of the economic reform is very important to translate our industrial vision to action. Speedy economic structural transition and progress in the industrial sector are the strategic pillars of the industrial development strategy. Accordingly, fostering the national economic reform and growing the manufacturing industry requires the provision of reliable transport infrastructure and services.

Infrastructure services encompasses a number of services and among these provision of transport takes the largest share. Ensuring integrated transport and logistics service to smoothly facilitate manufacturing industry development and economic

structural transformation has meaningful contribution to expedite the reform journey in our country. This coupled with the policy direction set forth to achieve expansion and standardization of road infrastructure, rail transport, competent air transport and enhancing maritime services is the primary basis for the preparation of the Transport Policy.

### **2.1.7 Pastoralist and Semi-Pastoralist Development Policy**

Following the application of the reform in our country, the issue of pastoralists and semi pastoralist is one of the matters that has received special attention for which policy direction is put in place. The main objective of this policy is to involve the pastoralist and semi pastoralists in economic activities and benefits without compromising the mobile nature of their livelihood, culture and values. Moreover in due course, the policy aims at realizing settled livelihood for the pastoralist and semi-pastoralists and this is impossible without transport services and infrastructures. Cognizant of this matter, the Transport Policy focuses on transport service and infrastructure that allows close and interlinked settlement of pastoralists and semi-pastoralist in such a way that communities can partake in agriculture, trade, services and similar economic activities.

### **2.1.8 The Transport Sector and the Natural Environment**

The National Transport policy is prepared by consulting Climate Resilient Green Economy Strategy and the Paris Climate Change Agreement in which Ethiopia is one of the signatories.

The transport service and infrastructure can adversely affect the natural environment. However, if the transport service and construction or expansion of infrastructure is properly undertaken and guided by a policy, it will contribute a lot to protect the environment. This Transport policy has considered the impact of carbon emission from transport services, road construction, airport developments, railway installation and dry port development on the natural environment.

On the other hand, the transport infrastructures that we build should be climate resilient. By encouraging pollution free modes of transport, laying down a system to reduce threats of environmental pollution is one of the basis of this policy.

### **2.1.9 Corridor Transport Development and International Networks**

This policy is designed in alignment with economic network agreements in the transport sector particularly in port services due consideration is given to FDRE foreign affairs, national security policy and strategy, basic principles and directions. Accordingly, Corridor Transport Development, port utilization and international, continental and regional agreements are concluded in light of keeping our national pride, equitable benefits and promoting economic benefits.

In addition, in order to enhance the market and strategic linkage of our country with neighboring states there by fostering the benefits in the international market, the preparation of this National Transport Policy has become very important.

### **2.1.10 The Role of the Transport Sector for Economic Growth**

Improving and expanding the transport system in our country is part of the overall development strategy playing a significant role to improve the livelihood of the people and attain prosperity. In order to attract investment in transport, avail new market opportunities, lower commodity price, promote competitive environment and create economic linkage among countries in the region, road, rail, aviation, sea transport should be well developed and contribute to the national sectoral growth. Such significance of the transport sector is taken as a basis for policy formulation.

### **2.1.11 Current Status of Transport Sub Sectors as a Basis**

This policy has used characteristics of transport sub sectors as a basis. In addition to setting main policy direction in each of the

transport sub sector for the provision of transport services and construction of infrastructure, in accordance with this policy, sub sector policies and other frameworks shall be prepared as deemed appropriate.

## **A. Construction of Road Networks**

Road transport is one of the modes of transport in our country. Due attention is given to construct, repair and maintain standard roads and road networks. Over the past two decades, road infrastructure expansion activities are undertaken, a number of Federal and Regional roads are constructed and the length of country's road coverage has dramatically increased.

Many rural kebeles are interconnected through the Universal Rural Road Access Program (URRAP). It has been possible to construct roads that reduce travel time and remain intact through summer and winter. Hence, constructing quality infrastructure and improving service provision that sustains the consecutively recorded rapid growth and ensures future economic development is a necessary matter that this Policy has taken into consideration.

## **B. Road Transport Services**

In terms of its users and load, among other modes of transport, road transport takes the largest share. It has great significance in urban, rural, international transport corridors. This policy has taken road transport services as a basis by taking service quality, accessibility and its relatively economical nature into account.

The road transport service policy encompasses public transport, road freight transport, urban transport, rural transport and non-motorized transports. Urban transport is concerned with the implementation of sustainable transport system in town and cities in Ethiopia. Sustainable urban transport systems considers that transport vehicles – from the non-motorized up to the highest passenger carrying capacity- apply renewable energy.

## **C. Rail Transport**

Rail transport operating on renewable energy is efficient, effective and free from pollution. It is a preferable mode of transport that allows to carry production inputs and products with minimum cost, short period of time and large amount. Because of the importance of rail transport, over the past years we have been implementing railway projects in our country.

Construction of The Addis Djibouti rail line and Addis Ababa light railway are completed and delivering service accordingly. It will certainly support our economy to finalize and operationalize rail projects in the pipeline and maintain existing ones.

Though rail transport has a great significance, our experience in installing and administering rail activities indicates that the sector requires huge finance for construction and operation purpose. The existing rail infrastructures are constructed with long term loan thus makes it difficult to plan and implement new railway initiatives. By taking economic development and financial capacity of our country into account, the policy proposes detailed financial and economic feasibility study of rail transport.

## **D. Air Transport**

Air transport for passengers and cargo transport is the speediest mode of transportation with the capacity to travel long distances. Over the past two decades, effort has been exerted to benefit in air transport. Commendable results are recorded to boost the capacity of air transport industry through investment and capacity building activities.

Under the airport construction and expansion program, local aviation transport is expanded, standardized terminal is constructed and airport cooling system is installed. To make airport services meet international standard, important equipment have been installed and activities to ensure aviation safety and security are undertaken. The primary basis of this policy is to increase the

accessibility and effectiveness of the aviation sector by involving local operators and enhancing their competitive capacity. Within the framework of this policy, focus is given to create competitive aviation industry by capacitating aviation service providers and regulatory institutions while increasing the involvement of aviation transport operators.

In the aviation sector, effort is exerted to make Ethiopian Airlines a Cargo Logistics Hub and the policy underlines integrated involvement of the Transport and Land Freight Logistics Sector. In terms of aviation cargo transport, increasing the capacity of cargo terminals in Addis Ababa and regions is one of the focus area. The policy emphasizes integrating aviation cargo terminal services with railway services, road transport and cargo stations and coordinating land and aviation logistics systems to realize competent logistics service. Furthermore, through the construction of local cargo logistics stations relevant services can be provided to other countries and integrating the construction and administration of air freight logistic stations with other transport logistics centers is one of the issue underlined in the policy document.

Similarly, the policy enumerates a procedure to embrace regions, city administrations and the private sector in the construction of aviation infrastructures and installation of modern aviation transport equipment, airports, airstrips, drone pad and helipad.

## **E. Sea and Maritime Transport**

Sea transport plays a significant role in import and export activities. Currently, majority of import and exports are shipped via sea transport. Djibouti port is among the ports in East Africa that is serving as a trade gateway for Ethiopia through which import and export trades are conducted. Activities such as capacitating dry ports to handle imported and exported items and increasing the amount of load transported via multi-modal transport options have been undertaken.

The fact that sea and maritime transport contributes a lot to speed up transformation of the manufacturing industry and enhance foreign trade, consequently the policy has given due attention to these matters. To further foster the economy, this transport sector shall be scaled up and modernized. In this regard, joint development of ports with countries having access to the sea, expansion of dry ports and inland water transport services and strengthening the logistics system will be the key priorities.

## **F. Pipeline Transport**

Pipeline transport, which is less costly, is used to transport petrol and relevant liquid products. It is important to install petroleum carrying pipeline from sea port to inland destinations. This will particularly lower the cost of procuring and operating fuel transporting vehicles. Pipeline transport is highly profitable and environmentally friendly having sustainable economic and environmental contribution. Constructing and operating pipeline transport infrastructure and services requires feasibility study and preparation of a standard. Therefore, taking its potential contribution to the overall economy into account, pipeline transport is used as a basis for policy formulation.

## **G. Cable Transport**

Many countries are using cable transport as a means for urban transportation services. This mode of transport is convenient for mountainous areas and tourist centers. Cable transport provides mass transport services in highly populated cities. It alleviates road traffic congestion in cities and has become an alternative mode of transport through electrically powered air rails.

Cable transport is electrically powered and does not emit greenhouse gases, hence preferable to reduce the effects of climate change. As it is convenient and preferred mode of transport in mountainous area, it is a highly applicable transport service in tourist destinations. Upon conducting feasibility study, it becomes important to roll out cable transport services into action.

Because of its contribution to the economy and its contribution through lower emission, cable transport is used as a basis in policy formulation.

## PART THREE POLICY ISSUES

Though detailed policy issues are expected under this section, this National Transport Policy document covers wide ranging sectors and the respective transport sub-sector policy shall be prepared separately. This policy will serve as a basis to formulate transport sub-sector policies hence no need to include detailed policy issues herein. Accordingly, this section provides a general overview of transport services and transport infrastructure.

### **3.1 Transport Services**

The Transport Sector Implementation Evaluation indicates the importance of building and sustaining transport system that links and integrates the various modes of transports so that people accesses and benefit from transport services. Primarily, it is important to identify and respond to challenges in the sector and take timely measures.

Transport services include road, sea, air, rail, pipeline, cable and non-motorized transport services. As much as possible, the policy strives to give focus to new modes of transport that will possibly be introduced to our country.

Similarly, legal procedures will be in place in order to satisfy the needs of transport users. Competition law will also be applied to govern inappropriate competition that could arise between services provides. Moreover, using the National Transport Policy as a basis, each of the transport sub-sectors shall prepare their respective policies.

In the preparation of this policy, the main priority development areas that are also considered in designing detailed issues in each mode of transport include: accessibility of service in urban, rural and pastoralist areas, identification of modes of transport local and foreign private investors could likely invest, harnessing sufficient finance for the construction of infrastructure and service

delivery, lay down a system where the government and private investor work in coalition to construct transport infrastructure, service delivery and traffic management, provision of competitive transport service, integration among the various modes of transport and encouraging feasible and profitable modes of transport, integrating land utilization and transport plan, integrating international and continental transport services, realize and sustain safe and secured transport system, using the diaspora as a resource, enhance implementation capacity through training, technology, research and development, reduce the effects of climate change, environmental pollution, accident and traffic congestion, foster efficient logistics and corridor management, improving recovery options to reduce the adverse effects of man-made accident, bring to attention non-motorized and mid-level transport service delivery alternatives, support those deserving special need, women, children, the elderly, people with disability and equitable distribution of transport service to regions and align roles and responsibilities of policy issuing, regulatory and implementing institutions at different levels of the hierarchy with accountability.

### **3.2 Infrastructure Expansion**

The provision and expansion of transport services greatly depends on the development and expansion of transport infrastructures. The provision of transport services goes hand in hand with the development and expansion of transport infrastructure. Infrastructure development includes the construction of road, air, rail transport as well as dry port and logistics services.

Currently the government is solely responsible for the development and expansion of these infrastructures. This is because the private sector has limited interest and capacity and the development of transport infrastructures is a matter that cannot be delayed. Incentive mechanism will be in place to attract the private sector and make the construction and administration of the transport infrastructure profitable.

## PART FOUR

### POLICY IMPLEMENTATION STRATEGIES

#### 4.1. Policy Implementer

The Ministry of Transport shall execute the National Transport Policy. The ministry is mandated to ensure that the responsible institutions implement the policy. The transport sector encompasses various and wide ranging sectors for which detailed policy needs to be formulated in accordance with the National Transport Policy.

In addition, the Ministry of Transport shall periodically evaluate policy implementation, provide capacity building and recommend modifications so that the policy meets its target. To this effect, the Ministry of Transport shall organize itself and arrange institutions under its mandate in a way that allows effective policy implementation.

#### Strategies

The ministry or the respective transport sub-sector shall prepare policy implementation strategy that includes planning, execution, monitoring and evaluation; organizes various forums to foster active participation of stakeholders and enhance organizational capacity; prepares legal framework to realize institutional capacity of the ministry and regulatory bodies; design human resource development program to meet the sector's workforce demand; design projects to manage sources of fund such as loan, grant and transport service fares; design and implement legal frameworks which drive integration between the government and the private sector; apply latest transport management procedures to effect competitive and supportive processes; plan and implement procedures to reduce transport congestion, accidents and environmental impacts caused by external factors; ensure the execution of international transport agreements Ethiopia signed and see that the provisions of these agreements are not contradictory to each other; put in place early warning system to inform the transport sector and reduce its susceptibility to various

accidents; design and implement monitoring and evaluation system to keep track of policy and plan implementation.

## **4.2 Institutional Implementation Capacity**

It is given that the proper implementation of the transport policy requires competent human resource and wide-ranging resources. In this regard, it is believed that resources constraint makes it hardly possible to execute each policy provisions simultaneously.

Whilst administering the policy document, the ministry of transport is expected to identify priority areas and commence policy implementation. In due course, by building its capacity in terms of human and other resources, the Ministry shall execute the policy. Human resource and other resources capacity are not something the ministry solely responds to but institutions responsible to the ministry shall handle the matter in compliance with the policy document.

By its very nature, the National Policy might not only be implemented by the Ministry of Transport and institutions responsible to the ministry. This needs the involvement of other implementing bodies, hence, the ministry shall identify the respective body, provide policy orientation, implementations and capacity building endeavors.

Institutional implementation capacity can be attained by the coordination of supporting activities. Information technology has a paramount importance in this regard. Information technology in the transport sector enables efficient and effective delivery of service, minimizes cost, meets customer's demand and helps to access transport service that meets international standards. As a result, the policy gives due attention to information technology which the transport sector shall apply to modernize its actives. These include provision of online service; settle transport related payments online; effective use of technology to enhance transport flow and speed up logistics services; creating digital work environment to foster knowledge transfer; research and development and capacity building and virtual working modality.

## Strategies

The policy framework formulated to determine roles and responsibilities of sectoral institutions shall be compatible with the provisions of this policy. A procedural organization will be in place to allow regulatory institutions focus on monitoring and evaluation than operational matters; by clearly determining the role of policy makers, regulators and operators and procedural system will be in place to effect implementation. Moreover, programs to benefit the sector from Information Technology in planning, construction of infrastructure and service provision shall be designed and implemented, strengthen information technology by identifying IT related activities in each sector, commence electronic payment system in cities, cooperate with development partners to support and enhance the sector in IT, lay down a system to work in coalition with Ministry of Technology and Innovation, to design appropriate technology and technology options and prepare guiding documents, work in collaboration with academic institutions, Technical and Vocational Institutions and research institutions, in relation to transport technology and relevant issues, facilitate international trainings and experience sharing visits. Overall, activities to digitize the transport sector will be undertaken by taking economic development of our country, financial capacity and human resource into consideration.

### 4.3 Federal and Regional and Inter-Regional Relationships

The National Transport Policy, implemented at the national level, is a blue print that governs the provision of transport service and clearly and uniformly stipulates provisions regions should adhere to.

One of the primary concerns of the National Transport Policy is to strengthen the relationship between the federal government and regions and among regions. As a result, it is important to accentuate the fact that the Federal Administrative System is the pillar for political, economic, social and other national issues. Effort will be exerted to strengthen such relationship so that people in our country have access to efficient and integrated transport services.

Putting down efficient and integrated transport service with regions allows the federal government to create interaction among people, easily access products and services, permits convenient public administration and sustainable development and peace. In overall terms, because of its contribution to the development of our country, special attention is given to such relationships.

Similarly, creating strong relationship between the federal government and regions will not suffice to bring the intended result of this policy unless there is strong relationship among regions. Many people live in regions and there are lots of interactions there, hence the National Policy gives due attention to transport services among regions. Beyond social interaction, linkage among regions helps to broaden the economic base and puts the national economy on a strong foundation.

Strengthening the two types of linkages indicated in this policy, that is linkage between federal government and regions and linkage among regions, will contribute to enhance our economy, attract foreign investment and locally create conducive investment environment. Hence this policy gives due attention to these types of linkages.

## **Strategies**

Strategy to implement this policy allows the integration of transport infrastructure and services between the federal government and regions and makes the organizational system compatible. A system will be in place to strengthen work relation between federal and regional government transport agencies/offices. There will also be a system to provide special support to developing regions in accordance with the National Transport Policy and Plan. National transport lead plan will be designed to effect implementation.

## **4.4 Regional, Continental and International Relationships**

In addition to enhancing in-country linkages, transport services foster regional and continental integration thereby ensuring

economic and social benefits. Transport driven linkages, plans and ideologies should be backed by policy. Moreover, focus is given to operationalize regional and continental projects and maximize benefit for our country in short term and midterm action plans and agreement that focus on enhancing regional and continental linkages. Transport infrastructure networks link one country with another. Therefore, the policy underlines the need to partake in the design of legal frameworks concerning customs and boarder security, vehicle load estimation, road utilization standards, traffic safety management and relevant matters. Infrastructure projects designed to foster continental integration such as road transport, rail, aviation, sea and other modes of transport shall be implemented by weighing their economic significance, prioritizing their importance and in compliance with financial capability.

In terms of International relations, transport driven social and economic interactions play a great role to the overall growth and development of our country. The policy emphasizes concluding agreements and enhancing activities that enhance cooperation in the area of land transport, rail, aviation and sea transport.

In this connection, it is advisable to work together with international organizations, development partners, cities and countries by taking our foreign policy into account. The policy encourages experience sharing visits, capacity building and investment in the transport sector. The policy also gives due consideration to international agreements, initiatives, supports, convention, climate change decisions and underlines working together with international transport regulatory institution, standards and procedures in a way that ensures the benefit of our country.

## **Strategies**

The strategy to implement this policy shall be designed to address integrated transport infrastructure and services between Ethiopia and countries in the region and in the continent as well. A system to enable close relationship between Ministry of Transport and respective ministry in other countries will be in place; in addition,

procedures to monitor regional, continental and international linkages shall be in place. In collaboration with Ministry of Foreign Affairs there will be a system to follow up international linkages, the contribution of international and continental network on the overall economy shall be included in institutional reports; in bilateral forums strongly present the transport sector by reflecting its economic and social benefit to our country; actively participate in infrastructure forums the Africa Union organizes and share key takeaway to the concerned body, promote to partners and various institutions the importance of investing in the sector, in collaboration with the Ministry of Finance facilitate ways for financing institutions willing to support the sector.

## **4.5 Trainings for the Transport Sector**

Developing human resource is important for the proper execution of the Transport Policy. Taking the vastness of the sector and the number of human resource the sector absorbs, it has become important to treat human resource development under a separate section. Unless the sector is supported by human resource development, it will be hardly possible to meet targets and attain goals.

Therefore, detailed capacity building activities tailored to the respective professions shall be undertaken. Such capacity building activities will be delivered in alignment with the existing situation of the country having international content and acceptance.

### **Strategies**

Higher local academic institution specializing in Transport shall deliver trainings. This links industry-with universities. Cooperative agreements shall be signed with development partners and foreign institutions to equip training centers with human resource and equipment.

## **4.6 Ensuring the Safety and Security of Transport Services**

The transport sector is vast and by its very nature involves movement, covers a range of economic and social issues. It is thus one of the service sectors that is primarily exposed to safety issues and accidents. To enable the policy meet its envisaged services, the transport infrastructure and service should be reliable and free from safety threats.

Overall, the safety threats of the transport sector can be grouped into three. The first one is intentional threats, the second one happens because of lack of prudence and the third one is caused by natural disasters.

There are different varieties of intentional safety threat. The magnitude of such disaster go beyond the transport sector hence it is important to work in collaboration with relevant body.

The second safety threat occurs due to lack of prudence of the sector actors and curative activities shall be implemented accordingly. Early measures include awareness creation, enhancing competence, having transport equipment based on relevance, type and standard. Moreover, post-accident services shall be strengthened and expanded.

The third type of safety threat occurs as a result of unforeseeable natural disasters. Since such threats are difficult to forecast, activities to make the infrastructures disaster resilient shall be undertaken and quick disaster recovery mechanisms shall be in place.

### **Strategies**

The preparation of transport plan shall include traffic engineering, road safety and security management. Road utilization awareness creation endeavor and implementation and monitoring manual shall be prepared and executed. A system to monitor and control transport security standards, rules and regulations shall be designed and implemented. An organization to undertake

emergency accident services will be set up. In order to reduce crime and terrorist attack on the transport sector, work in collaboration with the relevant bodies and put a system to reduce such safety threats.

## **4.7 Transport Research and Development**

Research and development is not a one-time activity in the transport sector. The sector has overarching characteristics in which it affects all aspects of movement in a particular society. This nature of the transport sector calls for periodic researches. Such researches focus not only on existing modes of transports but potential services presumed to have significant contribution. Moreover, these researches give an insight and alternative about improving, leaving out or replacing existing transport services.

Research on the transport sector should not only focus on transport but the contribution of the sector to the overall development of our country, enhancement of social and economic interaction, convenience for investment and national security.

### **Strategies**

A system will be in place to ensure that transport infrastructure and service delivery is research based, monitor execution of research and development activities, and organize statistical data and base human resource development on research and development.

## **4.8 Transport and Environment**

Transport sector is the most important sector to drive economic growth. At the same time, it is one of the sectors that poses great challenge to the natural environment. The policy gives due consideration to the protection of the natural environment because fully fledged economic development will not be realized by disregarding the natural environment.

Preserving the environment is not the sole responsibility of the government. Institutions and authorities responsible to the Ministry in executing this Policy have a responsibility to implement activities by taking the natural environment into consideration.

Therefore, while constructing transport infrastructures and services due attention will be given to the protection of the natural environment. It is also the key responsibility of executing institutions under the direction of the ministry to consider the natural environment in implementing activities and applying any revisions. Protection of the natural environment is one of the benchmarks used to evaluate policy implementation in the respective executing institutions.

## **Strategies**

Rehabilitation of forests affected during the construction of transport infrastructure, strengthen environment impact assessment prior to constructing transport infrastructure, prepare transport sector standards in compliance with climate resilient strategies, encourage the provision of transport services operating on renewable energy, put in place a policy to determine the maximum operating life of imported vehicle and support the private sector to engage in automotive industry and set up assembly units.

## **4.9 Participation of Women and Youth and Ensuring their Benefits**

Transport sector is one of the service sectors playing indispensable role to the economy. On the other hand, we have to go a long way to attain equitable benefits for women and youth in our country. The transport sector shall be geared to encourage the direct and indirect participation of women. Women can directly involve in the transport sector by serving in various capacities and levels of competence and directly contribute to the economy. Indirectly, the transport sector benefits women through the provision of convenient and safe services that takes the needs of women into consideration.

Concerning the youth, the transport sector will introduce its services to the youth, increase their awareness about transport service utilization and directly involve the youth based on their age and competence. Learning from their experience the youth will be geared to become lead players of the next generation to run the transport sector.

## **Strategies**

System to ensure the equitable benefit and participation of women and youth in the transport sector will be in place, capacity building activities to involve and enhance the participation of women and youth in planning and decision making will be undertaken, activities to realize transport service meeting the special interest of women in rural areas will be executed, projects to avail job opportunities for the youth will be designed and implemented, transport sector plan will be prepared taking the interest of women and youth into account.

### **4.10 Vulnerable Sections of the Society and People Living with HIV**

In our country, there are many people living with HIV who require special support. These people are one of the transport users. Outlook and level of awareness to involve these people among the great majority is very low.

As the transport sector is expected to serve the vulnerable sections of the society yet service delivery so far has not taken their needs into consideration.

Therefore, the transport sector gives due attention to narrow the gap in this regard. The consideration to embrace vulnerable people does not only focus on service delivery but also in the construction of transport infrastructure.

This point will be considered as a benchmark to evaluate and audit policy implementation in the respective executing institutions.

## **Strategies**

Compulsory consideration of vulnerable section of the society in the construction of transport infrastructure and service delivery and implement a legal framework, make the designing of HIV prevention program compulsory for organizations engaged in the construction of transport infrastructure and service delivery, implement activities to realize the procurement of public mass transports by taking the needs of vulnerable people into account.

### **4.11 Work Safety and Security**

One of the goals of the transport policy is to ensure the safety and security of its personnel. Unsafe work environment will raise concerns of threat and create uneasy feeling. A worker will not perform wholeheartedly in such environment, will be under psychological stress no matter how many trainings he/she attends.

Therefore, effort will be exerted to create a conducive environment that guarantees safe and secured work environment. This will allow workers to be productive, creative and be attentive. Moreover, workplace safety coupled with periodic capacity building activities contributes to human resource development. As a result, the policy gives due attention to work place safety and security.

## **Strategies**

A section will be set up to follow up professional safety and security of employees, manual to reduce exposure to accidents will be designed and implemented, joint agreement among employers in the transport shall be concluded to safeguard the rights of employees, implement monitoring mechanism to follow up the execution of employee safety manuals and procedures.

### **4.12 Reliable Provision of Finance**

The transport sector needs a huge amount of finance for the construction of transport infrastructure and service provision. The

government has covered the cost of financing huge infrastructures. This is because the private sector is less interested and has capacity limitation. However, things will change and this policy strives to make the transport sector profitable. In such manner, other sector actors apart from the government will be enticed to invest in the sector.

Therefore, in due course activities will be undertaken to gear the transport infrastructure and service provision towards income generation by covering their initial cost of construction.

## **Strategies**

In infrastructure construction and service provision, put in place cost sharing mechanisms with beneficiaries and undertake relevant studies, increase productivity by involving stakeholders in project management and capacity building, design proposals to increase fund from development partners, assess and identify cost effective infrastructures.

### **4.13 Cooperation between the Government and the Private Sector**

The government cannot be the only actor in the transport sector and continue to be the sole financier. Other economic actors should be involved and it will not be feasible to cut out other alternatives.

Therefore, one of the goals of this policy is to encourage the involvement of the private sector in the transport sector. This involvement can be enhanced through collaborative and integrated work between the government and the private sector. Such integrated approach invites the private sector to practically work in collaboration with the government. The involvement of the private sector provides financial and technical support while the presence of the government in delivering integrated transport services helps to control the private sector not to manipulate services and price there by exposing customers to unnecessary burden.

Therefore, this policy will put in place systems that allows and attracts the private sector to work in coalition with the government and involve in the construction of transport infrastructure and services.

## **Strategies**

Policy framework guiding partnership between the government and the private sector shall be implemented, assessment will be conducted to identify areas where the private sector can involve, project design and monitoring should take the involvement of the private sector into account, activities to jointly develop cross boarder transport corridors with neighboring countries shall be assessed and identified.

### **4.14 Corridor Transport**

Imports and exports are the backbones of our economy. Imports and exports are handled via infrastructures linking ports with destinations. Hence the service is delivered through specific transport corridors. Therefore, infrastructure development and relevant services will get due attention in such corridors. These corridor transport services facilitate international trade hence infrastructures and services should meet international standards and consider international conventions our country signed.

More specifically, corridor service should take the geographic location of Ethiopia, access to the sea, port alternatives into account. It shall be executed in a way that increases the economic benefit for our country.

## **Strategies**

Conclude and execute port utilization agreement with countries that provide port services, enter bilateral agreement to have access to ports with competitive price and design and execute integrated corridor transport plan.

## **5.1 The Role of the Transport Sector to Policy implementation**

There are a number of stakeholders having respective goals and stake in the transport sector. The following are stakeholders directly involved in the transport sector;

1/ Federal Government:- the federal government handles affairs between governments and issues of continental matter. Concerning transport issues, the federal government deals with other governments and inter-governmental states.

2/ National Regional States:- The regional states are responsible to construct and maintain regional transport infrastructures, implement urban development policy, design regional transport plan and integrate it with urban land use plan and focus on traffic management. Moreover, the Federal government plays a significant role to put down uniform transport system.

3/ Executive/regulatory Bodies:- Major tasks of the transport sector are construction of transport infrastructures, provision of service and monitoring that transport services are cost effective, efficient and environmentally friendly. The Federal Government Executive bodies of the transport sector oversee and monitor the delivery of services to beneficiaries.

4/ Involvement of the private sector:- The government encourages the participation of the private sector in the construction of infrastructure and service delivery. This move will help to increase the contribution of the private sector in business activities. In this regard, the government will lay down appropriate policy, institutional and monitoring frameworks to support vibrant private sector and private investment.

5/ Development Partners:- The government shall enhance the participation of development partners by creating good relationship with bilateral and international development partners. The government encourages bilateral and international development partners to provide meaningful technical support, finance, and technology transfer and experience sharing.

6/ Beneficiaries and suppliers: beneficiaries are the end users while suppliers provide the transport service. Beneficiaries can ask for a convenient service, appropriate cargo facilities and are expected to settle payment on time. On the other hand, service providers are expected to check the status of vehicles, see if they properly operate and commonly utilize common infrastructures and equipment. Both parties will take part in policy design, implementation and sectoral forums.

7/ Facilitators:- These include Ministry of Trade, Revenue and Customs, Traffic Police, Insurance, Banks, Agents, Regional Administrators, Security apparatus, Immigration, Quality and Standards Agency, Mines and Energy and Ministry of Justice. These bodies are expected to ensure that the traffic flow is operating without a glitch.

## **5.2 Monitoring and Evaluation**

The Ministry of Transport is entrusted with the responsibility to monitor and evaluate the implementation of this policy. To effect this, the ministry will put organizational arrangement in place. This organizational arrangement allows to follow up if policy goals and strategies are attained, timely measures are taken and prior to policy revision preconditions are set.

The following approaches will be used to undertake monitoring and evaluation activities;

- 1/ Avoid wastage of resources and redundancy of activities
- 2/ measure performance by identifying performance indicators
- 3/ Design a website to gather comments and feedback from

beneficiaries and development partners about policy implementation

4/ Actively work in collaboration with stakeholders

5/ Create conducive environment for policy implementation, attract investment and contribute to overall economic growth.

### **5.3 The Way Forward**

The implementation of the policy requires an implementation strategic plan and necessary inputs for its execution. Policy execution at the federal and regional level needs the preparation of plan of action by bringing together executive bodies and composed of the relevant governmental and non-governmental organizations. A document compiling the agreed plan of actions shall then be prepared, commented and implemented.

The ultimate goal of the policy is to bring change in the transport sector and contribute to the overall economic growth of the country and the lives of its people.

## Conclusion

The National Transport Policy is prepared for the coming 15 years by taking the existing economic growth and future development direction of our country into account. It is prepared in alignment with new economic growth and social changes and use such changes as input for policy formulation. The policy has clear vision, mission, detailed objectives and principles for policy formulation and implementation.

The policy formulation has considered strength, weakness, opportunity and threats in the sector as basis. Factors that are not directly linked with the sector but have indirect influence are also used as basis for policy preparation. These include; the constitution, national policies, the ten year prosperity plan, contents of the current national economic plan, environment related frameworks and transport sector sub-sectors.

Taking this policy as a basis, transport sub sector policies shall be implemented by respective sub sector institutions. Some already started policy frameworks are being implemented. The main content of this policy focuses on transport infrastructure and service provision. In overall terms, the National Transport Policy has identified and stated policy issues and implementation strategy that we should adhere to at the national level.

Ministry of Transport is the executive agency. The implementation of the policy has covered the following key issues; implementation capacity, local and international relations, building the transport sector training capacity, research and development, transport and safety, transport and the environment, participation of women and youth and maximizing their benefit, provision of finance and other policy directions.

The policy has also indicated the roles and responsibilities of stakeholders, monitoring and evaluation mechanism and the way forward. It also underlines the need to comprehend contents of this policy and requires the collaboration of all to realize effective implementation.