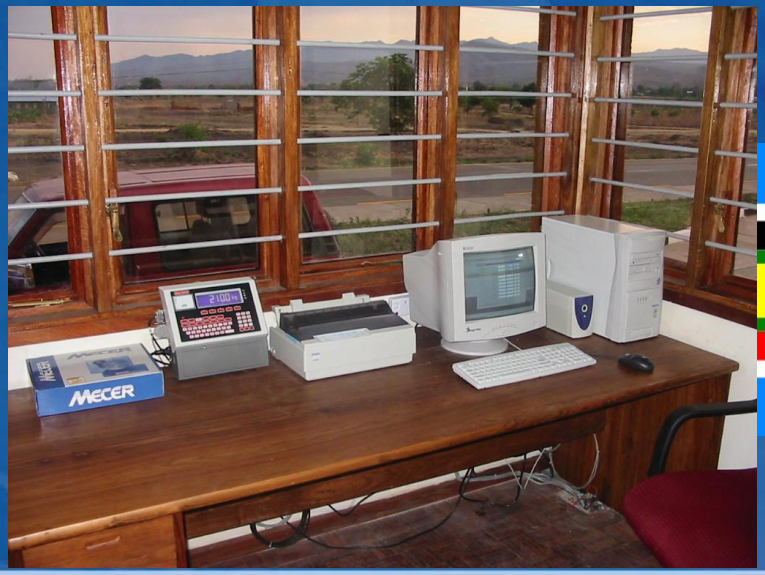

Harmonization of Axle Load Control at EAC Level

Adam Grodzicki
EU Delegation to Tanzania & EAC

Continental Infrastructure Seminar for Africa, Addis Ababa 2013

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Existing situation

- Different axle load and gross vehicle mass (weight) limits is the current practice among the partner states within the EA region

- Burundi and Rwanda still at early stages of developing laws and regulations to control vehicle overloading while Kenya, Tanzania and Uganda have more advanced laws and regulations - but differences in training of personnel and operational practices occur

Existing situation

- Particular issues that vary between and among the partner states include:

- ✓ Operational allowances/tolerances of weighbridges (both on axle loads and on max. gross weight limits)
- ✓ Approach to overloading – criminal offence or administrative sanctions
- ✓ Charging policies - extent of cost recovery (fees/fines vs. actual cost of damage)
- ✓ Liability for overloading (whose responsibility?)
- ✓ Other aspects, eg.banning certain types of vehicles, administrative control measures

Need for harmonization

- Different requirements for axle load and gross vehicle mass limit - major factor impeding the efficient transport within the EA region (inefficiencies, delays, court cases etc.) → high cost of transport

- Transport and transaction costs are key determinants of competitive and comparative advantages that impact the economies of the EAC countries

- Quantifiable economic benefits (JICA study, 2011):

  √ transport fixed cost savings: 1-hr decrease in transit (weighbridge crossing) time → $ 6.2 m/year for the region

  √ maintenance cost reduced by 0.85-0.90 factor if regional harmonization of axle load regulations in the EAC is effective (no overloading)

- The mandate for harmonization of vehicle overload control comes from the Treaty for Establishment of the EAC:

- ✓ Article 5, on objectives of the Community which calls for establishment of common market and consolidation of cooperation in agreed fields (including transport)
- ✓ Article 89, on common transport and communications policies, which requires the partner states to develop harmonized standards and regulatory laws, rules, procedures and practices
- ✓ Article 90, on roads and transport, which requires the partner states to adopt **common rules and regulations governing the dimensions, technical requirements, gross weight and load per axle of vehicles** used in trunk roads within the Community.

- 2011: EAC Secretariat came up with a framework for harmonization of overload control - draft EAC Act:

  - ✓ Legal load limits and overloading fees
  - ✓ Enforcement issues
  - ✓ Management of weighing stations and operations (common training curriculum for weighbridge personnel, uniform weighbridge certificates and overload reporting formats across EAC region, calibration and authorization etc.)
  - ✓ Institutional issues (regional Technical Committee on VLC, regional network of standardized weighing stations with harmonized operational procedures, interconnected and linked to a regional data centre on overloading (monitoring at regional level))

- May 2013: the EAC Vehicle Load Control Bill passed by the EA Legislative Assembly, awaits assent by the Heads of States before becoming Community law (**NB.** aligned with SADC and other EAC legislation, eg. One Stop Border Post Bill)

EU response at present: transport facilitation

- Axle load control – part of wider Non-Tariff Barriers (NTB's) problem: delays in transit due to proliferation of checks which have most significant effect on trade (in Central Corridor weighbridges account for longest stoppage time of all checkpoints: 8 hrs delay on average)

- Way forward to eliminate NTB's (Art. 13 of the EAC Common Market Protocol):

  √ EAC Ministers resolution (March 2012) to reduce all checks/ roadblocks in Northern and Central corridors, incl. optimum no. of weighing sites for transit vehicles, and

  √ Vehicle Load Control Bill (2013): calls for a **regional network of weighbridge stations** where vehicles can be weighed acc. to harmonized procedures and in a more controlled environment (corruption)

- Concept of One-Stop-Inspection-Stations (OSIS): weighing, customs and police checks combined in one place; Central Corridor selected as pilot case for the OSIS to be replicated on other main corridors

EU response at present: transport facilitation

- Pilot project funded by **10 EDF/RIP**: promoted by CCTTFA (govts of TZ, BU, RW, UG, DRC) & TMEA, GoT & freight industry backup

- Goal: reduce NTB's to trade and cost of transit goods transport along CC through transport facilitation; Expected gains – reduced cost of doing business and improved safety (lower risk of accidents, enhanced awareness of STD)

- Ambition: project aims to reduce the waiting time of trucks in transit by a min. **4 hrs** and the cost of single trip by a min. **$ 157**

- 3 OSIS sites: Vigwaza (WB), Manyoni and Nyakanazi (EU) agreed by all parties involved, strategically located along CC (10-hr drive), possibility to capture N-S traffic from other corridors. Confirmed by TZ-RW agreement of June 2013.

EU response at present: transport facilitation

EU response at present: OSIS project details

- Scope:

  (a) construction of public facilities, incl. weighbridges,

  (b) Capacity Building to address governance issues (training for station operators) + awareness/sensitization campaigns for drivers

- Funding:

  EU - € 21m (facilities at 2 sites), Capacity Building + sensitization

  TMEA - € 2m (design & supervision)

- Timeline:

  design & supervision contract by Apr 2014, OSIS in operation - 2016, monitoring of OSIS performance – month 3, 15, 27 after operational

- Complementary actions (WB funding): Vigwaza + 2 other stations in DSM Corridor based on the OSIS concept [Vigwaza – joint Steering Committee with EU and single procurement for design & supervision]

- Transposition: amend national regulations on vehicle load control in line with the Vehicle Load Control Bill:
  → support to all partner states - advocacy through policy dialogue and TA under the NIP and/or SSATP

- Operationalization: develop regulations covering in more detail the operational, technical and administrative aspects covered by the Vehicle Load Control Bill:
  → support to EAC secretariat under the RIP

- Implementation: establish regional network of harmonized weighbridges and/or extend OSIS to other road corridors identified in the Vehicle Load Control Bill:
  → support to governments/ corridor authorities under the RIP

THANK YOU FOR YOUR ATTENTION!

adam.grodzicki@eeas.europa.eu