Tripartite (COMESA-EAC-SADC) Workshop and Senior Officials' Meeting on The Vehicle Load Management Initiative

Gaborone Sun Hotel
Gaborone, Botswana,
10th - 12th November 2014

RECORD OF THE MEETING OF SENIOR OFFICIALS

ANNEX TO RESOLUTIONS

Chronology of Adoption and Revisions of Tripartite Vehicle Load Management Policy and Legislation

The meeting noted the primary decisions and approvals by Ministers responsible for Transport at the following meetings:

i. Resolutions emanating from regional workshop organized by SSATP/UNECA/COMESA/EAC/SADC and held in Nairobi, Kenya in May, 2008
ii. Meeting of Ministers responsible for transport in SADC and held in Swakopmund, in Namibia in May, 2009
iii. Third meeting of COMESA Infrastructure Ministers held in Djibouti in October, 2009.

1. The above meetings approved the

i) Tripartite –COMESA, EAC and SADC - standardised vehicle and axle/axle unit load limits as below:

Steering	Single		8000 kg
Non-steering	Single	Single tyres	8000 kg
		Dual tyres	10,000 kg
	Tandem	Single tyres	16,000 kg
		Dual tyres	18,000 kg
	Tridem	Single tyres	24,000 kg
		Dual tyres	24,000 kg

ii. Permissible maximum combination mass 56 000 kg

iii. The introduction of a common Bridge

Formula as follows: P = 2 100 x L + 18 000

a. Where P = Permissible mass (kg)
b. L = distance (m) between the centres of the outer axles of any group of consecutive axles

iv. Mass Tolerance: 5% on axle, axle unit, vehicle and vehicle combination mass;

v. No quadrem axle units;

vi. Only one axle or axle unit per semi-trailer

vii. Allow lift axles with vigilant enforcement coupled with punitive measures for non- Compliance

viii. A desk-top study be carried out to determine recommended load limits for axles fitted with "super single" (wide-based) tyres based on tyre width categories; e.g. <350 mm, 350 to 400 mm; >400 mm;

ix. Tag axles should be treated as part of an axle unit, but should be weighed separately.

x. Interlinks (truck-tractor plus two semi-trailers) should be accepted throughout the region provided that they have no more than two articulation points and a maximum length of 22 m;

xi. Weighbridge verification intervals should be no longer than 12 months with interim routine checks

xii. Auditing of weighbridge operations to be carried out at least annually;

xiii. Overloading offences should be decriminalised and replaced with an administrative system incorporating fees;

xiv. Level of fees to be based on the recovery of road damage costs;

xv. The three RECs to develop and facilitate the implementation of a harmonised data management system;

xvi. The three RECs to adopt the SADC MOU and MLP on Vehicle Loading and Member States to review their overload control regulations and ensure compliance with the MOU and MLP;

1.2 WEIGHBRIDGE INFRASTRUCTURE AND EQUIPMENT

I. The three RECs to develop a strategic regional network of overload control stations on the major transport corridors.

II. Member states should select appropriate weighbridge types based on traffic volumes, using the guidelines.

1.3 ENFORCEMENT AND WEIGHBRIDGE OPERATIONS

i. The private sector participates in the operations and maintenance of weighbridges.

ii. A cross-border overload control system linked to customs be introduced at all border posts along the regional corridors.

iii. The three RECs to introduce harmonised regional Weighbridge Clearance Certificates.

iv. The three RECs to adopt a policy to promote self-regulation and accreditation and its introduction to member states.

1.4 INSTITUTIONAL ARRANGEMENTS

I. The three RECs to support the relevant SROs in their management and implementation of overload control programmes.

II. Member states to establish dedicated overload control enforcement units.

1.5 HUMAN RESOURCES

i. The three RECs to pursue the establishment of a regional training centre for overload control utilising existing training facilities where possible.

ii. The three RECs to adopt a common syllabus for overload control training.

iii. Member states to ensure that overload control personnel are adequately trained.

iv. Member states to ensure that overload control personnel are accredited.

v. The three RECs to design and facilitate the implementation of anti-corruption programmes.

1.6 PUBLIC AWARENESS

The three RECs, SROs and MSs to engender awareness of the importance of overload control by publishing brochures, leaflets and installing information signs; etc. as well as through community and national radio stations and websites.

2. EAC VEHICLE LOAD CONTROL ACT, 2013

The meeting also noted the decisions of the EAC made through the EAC Vehicle Load Control Act, 2013 that was approved by the EAC Multisectoral Council of Ministers meeting held in Nairobi in February, 2014 and is awaiting signature by all EAC Heads of State which led to the following additions/alterations:

a) The adoption of 8.5 tonnes for a 385 mm Wide-based tyres
b) The adoption of a zero per cent tolerance on GVM/GCM
c) The acceptance of inter-link vehicles in addition to other types of vehicle combinations

3. REVISIONS TO THE PREVIOUS RECOMMENDATIONS

The meeting also noted the following revisions to the previous recommendations listed above:

I. The Permissible maximum axle mass is the least of the maximum that the tyres can carry according to its manufacturer, the vehicle manufacturer's rating and the road carrying capacity;

II. The Permissible maximum axle unit mass is the least of the maximum that the tyres can carry according to its manufacturer, the vehicle manufacturer's rating and the mass that road carrying capacity;

III. The Permissible maximum vehicle mass is the least of the-

a. Sum of all the permissible axle and axle unit masses
b. The gross vehicle mass as certified by the manufacturer;
c. The power/mass ratio
d. Axle mass of driving axle/total mass ratio
e. Carrying capacity of the road
f. Carrying capacity of the bridges (according to bridge formula)
g. 56 000 kg

IV. The Permissible maximum combination mass is the least of the-

a. Sum of all the permissible axle and axle unit masses
b. The gross vehicle mass as certified by the manufacturer;
c. The power/mass ratio
d. Axle mass of driving axle/total mass ratio
e. Carrying capacity of the road
f. Carrying capacity of the bridges (according to bridge formula)
g. 56 000 kg

V. Plating.

VI. All vehicles must be plated, displaying-

a. The tare in kilograms (denoted as T);
b. the gross vehicle mass in kilograms (denoted as GVM);
c. the gross axle mass or gross axle unit mass of each axle or axle unit in kilograms (denoted as GA or GAU respectively);
d. in the case of a semi-trailer the gross kingpin mass as specified by the manufacturer (denoted as GKM);
e. the gross combination mass in kilograms where the vehicle is used to draw any other vehicle (denoted as GCM);
f. where applicable, the net power in kilowatts as stated by the manufacturer;
g. the permissible maximum vehicle mass referred to in regulation 4 in kilograms (denoted as V), but this paragraph does not apply to a semi-trailer;
h. the permissible maximum axle mass referred to in regulation 2 or axle unit mass referred to in regulation 3 of each axle or axle unit in kilograms (denoted as A or AU respectively); and
i. the permissible maximum drawing vehicle mass (denoted as D).

VII. The adoption of a 2% tolerance on GVM/GCM

4. Draft Tripartite VLM MoU.

The meeting agreed to the inclusion of the above into the Draft Tripartite VLM MoU.