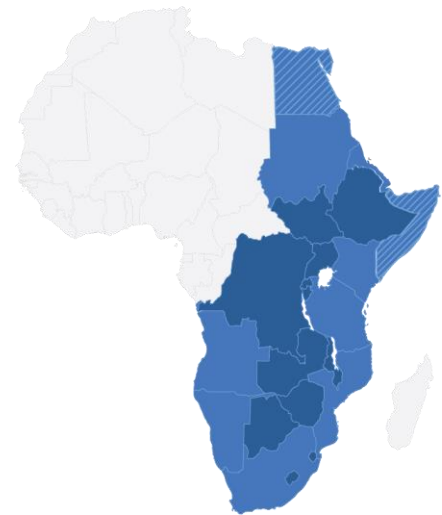




EuropeAid/138372/IH/SER/MULTI
TA for TTTFP Implementation in EA-SA
RFS N. 2015/367563

Accession to 1968 Conventions – New Opportunity for Africa



50th Anniversary 1968 Convention
Global Forum for Road Traffic Safety
Palais des Nations, Geneva
25 March 2019



Overview

- State of Road Traffic Safety & Conventions in Africa
- Tripartite Initiative
- Need for Harmonisation
- Status Quo
 - Compliance Baseline Scores
 - Findings
- Tripartite Transport & Transit Facilitation Programme (TTTFP)
 - Way Forward
- Road Map to Conventions

State of Road Traffic Safety and Conventions in Africa

- Poor road traffic safety record
- Road fatalities among highest in world
 - Highest cause of unnatural deaths
- Poor cohesion in road traffic safety campaigns domestically by individual member states
- Road traffic law enforcement ineffective
- No international focus or cooperation in region
- No urgency to ratify Convention on Road Traffic or Convention on Road Signs & Signals
 - Appears to enjoy low priority by most governments

1968 Convention

Ratified by

- 78 countries worldwide
- Only 14 of the 54 countries in Africa
 - Nigeria (Oct 2018)
- Only 5 of 25 Tripartite members on continent
 - DR Congo
 - Kenya
 - South Africa
 - Tunisia
 - Zimbabwe



1949 Convention

Ratified by

- 97 countries worldwide
- 26 of the 54 countries in Africa
- 10 of 25 Tripartite members on continent

– Botswana

– DR Congo

– Egypt

– Lesotho

– Malawi

– Namibia

– Rwanda

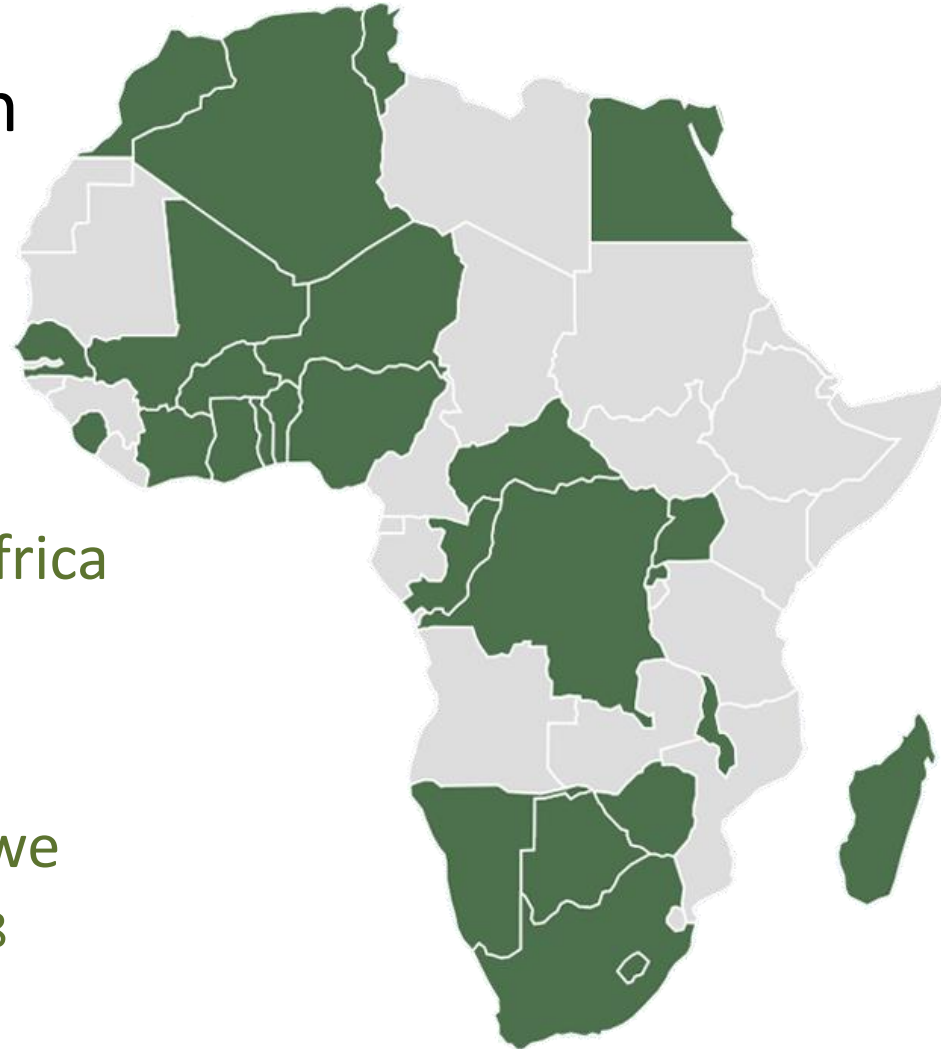
– South Africa

– Tunisia

– Uganda

– Zimbabwe

Ratified 1968
Convention



Tripartite Initiative

- Established by agreement amongst 3 Regional Economic Commissions in 2011
 - Common Market for Eastern & Southern Africa (COMESA)
 - East African Community (EAC)
 - Southern African Development Community (SADC)
 - 25 Member States on Continent
 - 4 Member States on Islands
- Areas of cooperation
 - Regional integration – free movement of persons, goods and services
 - Trade liberalisation – Tripartite Free Trade Area Agreement 2015

The Need for Harmonisation

- Lack of common requirements, procedures and standards relating to:
 - vehicle registration & documentation
 - equipment on vehicles, vehicle dimensions & fitness certification
 - maximum permissible loads on vehicles
 - driver education, training & testing
 - driving licence documents & vehicle categories
 - rules of the road & road signs
 - transportation of dangerous goods by road
 - effective road traffic safety law enforcement
 - poor record keeping of accident data

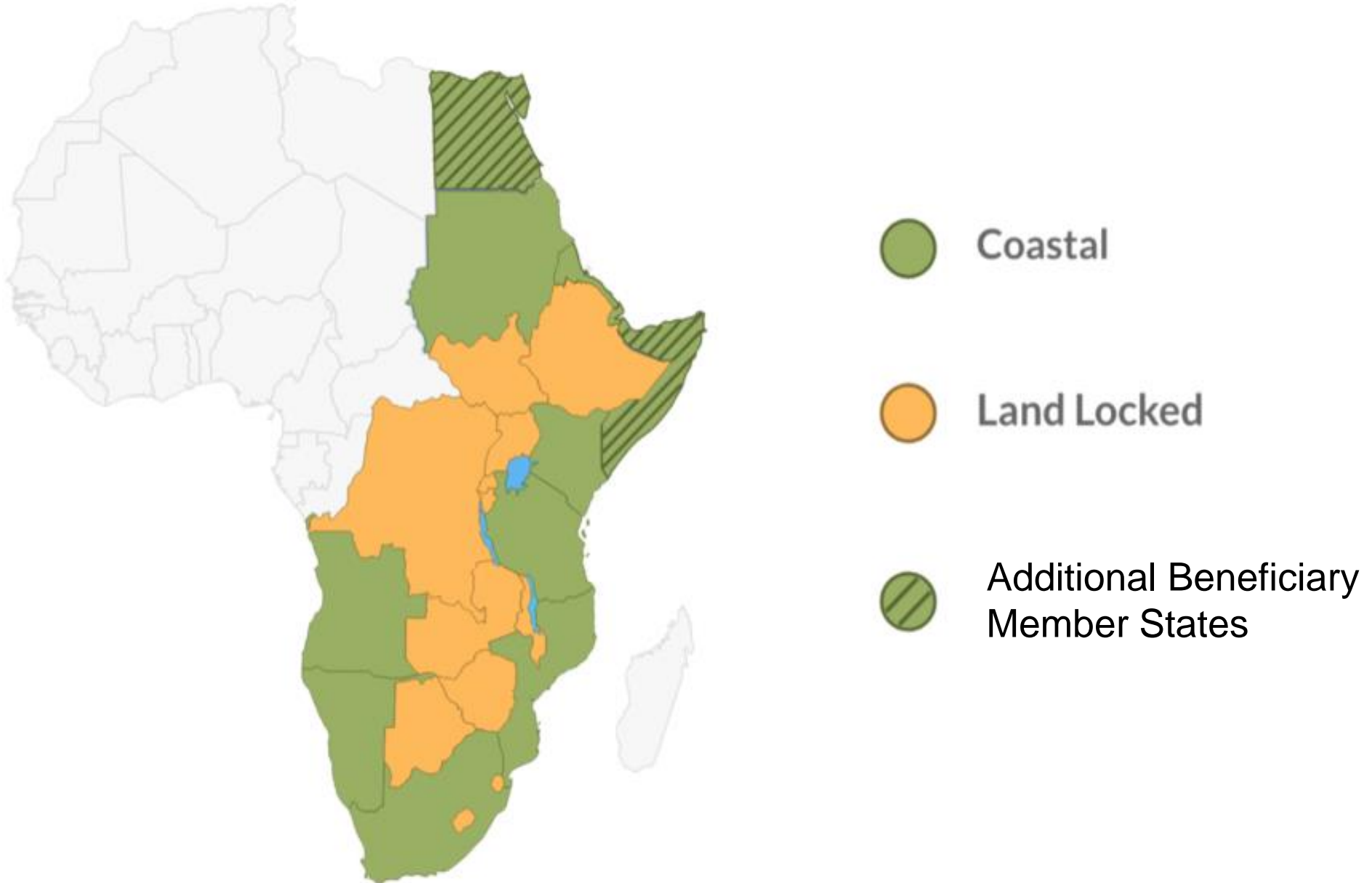
Tripartite Transport & Transit Facilitation Programme (TTTFP)

Policy Goal

Harmonisation in respect of inter-state road transport policies, laws, regulations, standards and systems for efficient cross border road transport and transit networks, transport and logistics services, systems and procedures in the Tripartite (COMESA, EAC & SADC)

Tripartite Transport & Transit Facilitation Programme

Beneficiary Member States

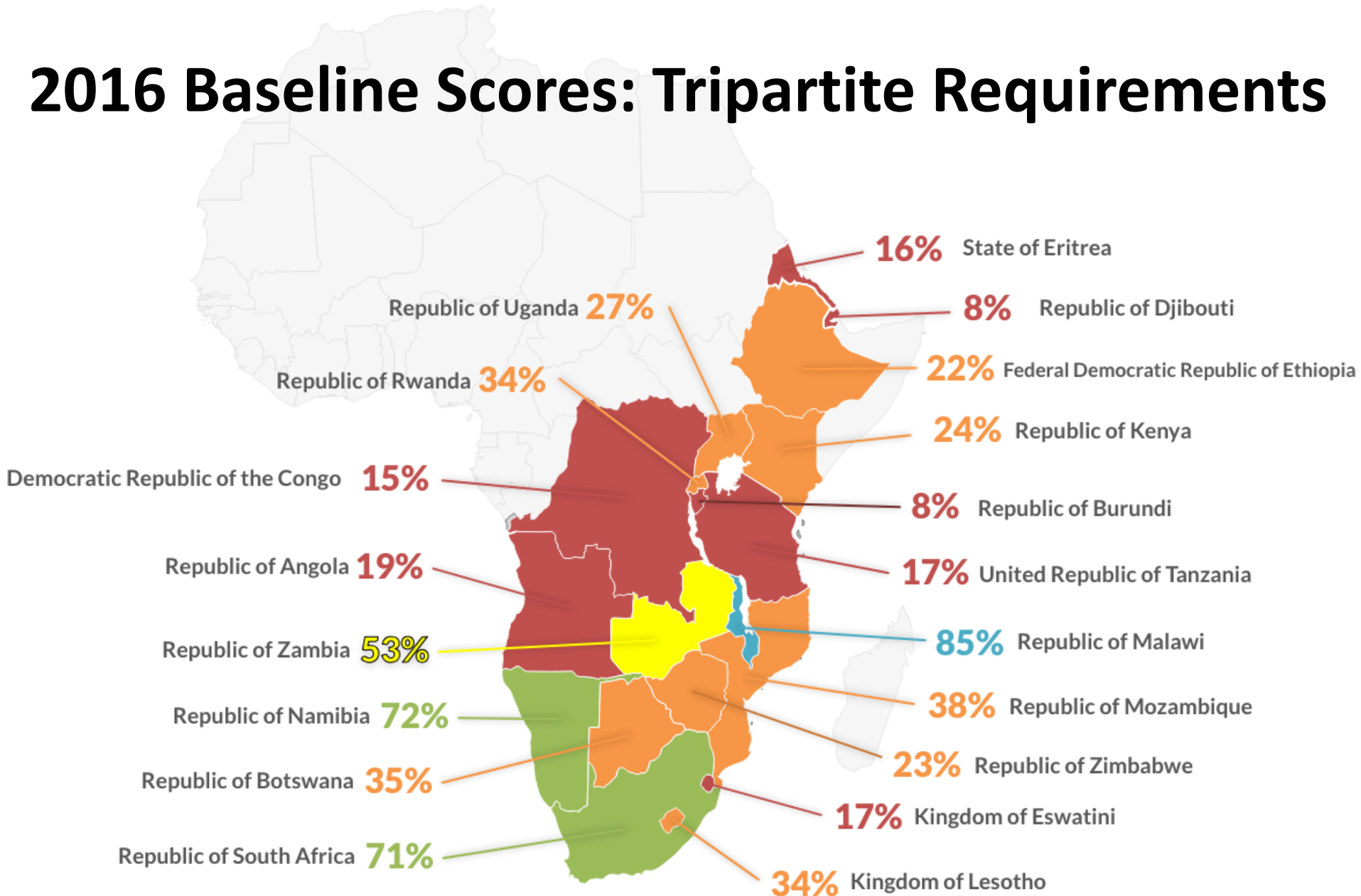


TTTFP BENEFICIARY MEMBER STATES

- | | | |
|-------------|------------------|---------------------------------|
| 1. Angola | 11. Mozambique | 22. Egypt |
| 2. Botswana | 12. Namibia | 23. Somalia |
| 3. Burundi | 13. Rwanda | |
| 4. DRC | 14. South Africa | Additional
COMESA
members |
| 5. Djibouti | 15. South Sudan | |
| 6. Eritrea | 16. Sudan | 24. Libya |
| 7. Eswatini | 17. Tanzania | 25. Tunisia |
| 8. Ethiopia | 18. Uganda | |
| 9. Kenya | 19. Zambia | |
| 10. Lesotho | 20. Zimbabwe | |
| 11. Malawi | | |

Compliance Levels

2016 Baseline Scores: Tripartite Requirements



Findings

- Rules of the Road are generally compliant – only minor amendments required
- Conditions for the admission of motor vehicles and trailers to international traffic
 - Vehicle registration certificates are generally non-compliant regarding numbering of fields, use of Latin characters & lack of distinguishing sign
 - Number plates generally lack distinguishing signs & identification marks

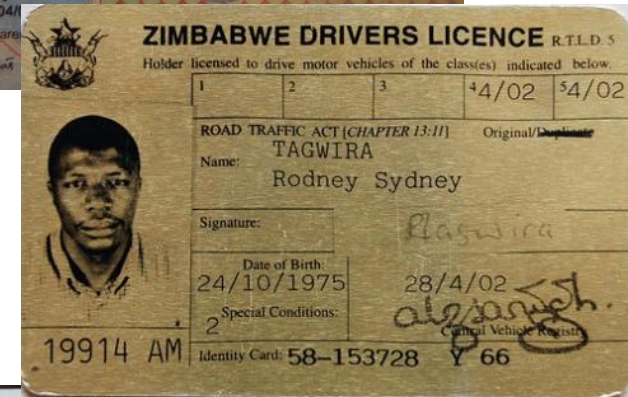
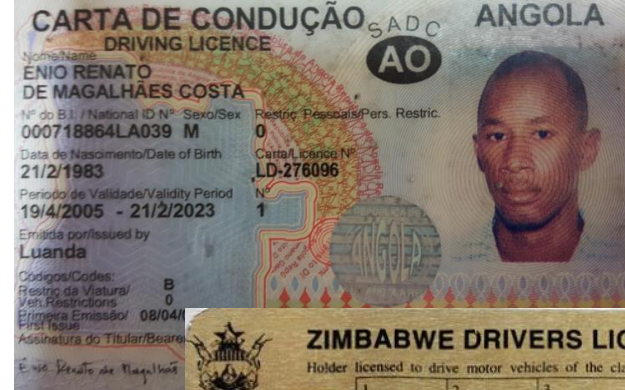


Findings

- Conditions for the admission of motor vehicles and trailers to international traffic
 - Inspection process – large variations:
 - Manual inspections without the use of test equipment in most states – up to 80% of vehicles fail when use of test equipment is introduced
 - Not required annually for all vehicles in a number of states
 - No regulation of technical requirements for equipment on vehicles in most states:
 - Braking, Lights, Tyres, Steering mechanism, Audible warning device, Windscreen wiper, Exhaust silencer, etc

Findings

- Driver training not compulsory in number of states
- No regulation of training environment & content – “brief case” driving schools
- Vehicle categories are not compliant & no restrictions for corrective lenses or physical disability
- Domestic Driving Permits are not compliant in COMESA, EAC and 2 SADC members



Findings

- Road Signs & Signals

- Relative small number of signs that are not compliant
- No standardisation size, colour & reflective properties
- Inconsistent application of signs appear to be result of design & installation by international construction companies
- Small quantity of road signs installed – drivers not warned of dangerous conditions
- Road markings absent from large portion of roads – not in the interest of road safety
- Need for design guidelines or Road Sign Installation Manual describing conditions under which road sign is to be installed




TTTFP APPROACH & METHODOLOGY


1. Change from bilateral to **multilateral agreements** relating to road traffic & transport in region
2. Adopted **principle of quality regulation** of road traffic & transport domestically and internationally
3. **Harmonise legislation** – draft model laws and regulations along lines of international model
4. **Harmonise standards** – adopt international practice (point of departure not current level)
5. All administration supported by **ICT based systems**
6. **Variable Geometry** – less developed states may need more time, but implementation framework based on transport corridors

Way Forward

- Multilateral Agreements validated for signature by heads of state
- Model Laws & Regulations validated for promulgation by individual member states
 - Road Traffic Act & Regulations
 - Vehicle Load Management Act & Regulations
 - Cross Border Road Transport Act & Regulations
 - Transport of Dangerous Goods by Road Act & Regulations
 - Road Traffic & Transport Transgressions Act & Regulations

QR Code





VRC/11-2018
**MOTOR VEHICLE
REGISTRATION
CERTIFICATE**

Road Traffic Act of 2018
 Road Traffic Regulations

Federal Democratic Republic of Ethiopia

Certificate Number: YYYYMM012345C / IS

C. TITLE HOLDER:
Name of Title Holder (Name of Body of Persons/ Surname & First Names of natural person)
 TRN of Title Holder
 Physical Address

OWNER:
Name of Owner (Name of Body of Persons/ Surname & First Names of natural person)
 TRN of Owner
 Physical Address

PDF417 Barcode


VEHICLE DETAIL:

E. VIN/Chassis Number: *VIN/Chassis number*
 Engine Number: *Engine Number*
 Vehicle Register Number: *Register number*
 A. Registration/Plate Number: *Plate number/Special Plate Number*
 D. Make: *Make*
 Model: *Model*
 B₂. Year of Make: *Year of Make*
 Colour: *Colour*
 Propelled: *Driven*
 Vehicle Category: *Vehicle Category*
 Vehicle Type: *Vehicle Type*
 Usage: *Usage*
 Fuel Type: *Fuel Type*
 G. Tare (T) kg: *Tare*
 F. Gross Vehicle Mass (GVM) kg: *GVM*
 Engine Capacity cc: *Engine Capacity*
 Seating Capacity: *Seating Capacity*
 Registering Authority: *Registration Authority*
 Date Liable for Registration: *Date of state change*
 B₁. Date of First Registration: *Date of First Registration*
 Document Control Number: *(to be entered at change in titleholder or owner)*

RECEIPT:

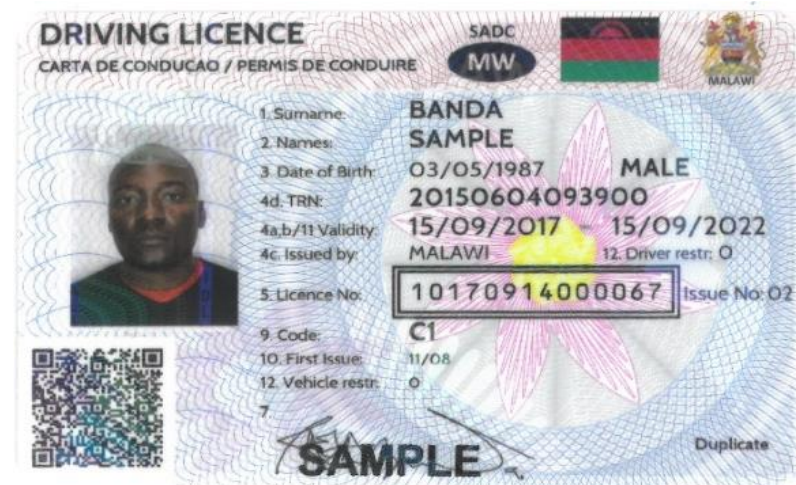
Receipt Number: <i>REC999999999</i>	Method of Payment: <i>Bank deposit</i>
Amount Received: <i>Amount</i>	Received By: <i>Teller number</i>
Date of Registration: <i>Date of print</i>	Payment Reference: <i>Transaction reference number</i>

User TRN

Serial No: *NNNNNNNNNN*


Way Forward

- International Standards identified for adoption by African Regional Standards Organisation (ARSO), eg
 - DDP: ISO/IEC18013: Part 1-4 layout & vehicle categories compliant with 1968 Convention
 - Vehicle Fitness: 6 Part Standard modelled on UN Regulations
 - Transport of Dangerous Goods by Road: modelled on ADR 2005
 - Equipment on vehicles – starting with those with highest safety impact: modelled on UN Regulations
 - Number plates – distinguishing sign, size & font of lettering, reflective properties, durability
- ICT Systems: Specifications developed for all states to procure compliant systems



Road Map: TTTFP Implementation

- TTTFP Model Laws & Regulations are in compliance with UN Conventions
- TTTFP Standards are in compliance with UN Conventions, Agreements & Model Regulations (eg Vehicles, DDP & Dangerous Goods)
- TTTFP driving licence categories, system & card specifications are in compliance with UN Convention
- TTTFP law enforcement, administrative adjudication & demerit points system support sustainable road safety goals
- TTTFP time frames:
 - Promulgate Model Laws & repeal current legislation – April 2019 to March 2021
 - Adopt Standards – August 2019 to March 2021
 - Implement compliant computerised systems – Jan 2019 to March 2021
 - Operationalisation: April 2021

Accession to 1968 Conventions

- Adopted TTTFP rules of the road and road signs & signals are in compliance with 1968 Conventions
- Promulgation of TTTFP Model Laws & Regulations will enable member states to bring their legislation in compliance with 1968 Conventions
- Adoption of the TTTFP Standards will enable member states to comply with UN Conventions, Agreements & Model Regulations (eg Vehicles, Domestic Driving Permit & Dangerous Goods)
- Implementation of TTTFP law enforcement, administrative adjudication & demerit points system provide for equal treatment of domestic & foreign drivers and operators
- Tripartite member states expressed desire accede to 1968 Conventions:
 - Angola
 - Ethiopia
 - Namibia
 - Uganda
 - Other 1949 CPs?
- TTTFP “paved” the road ahead for others to follow



Congratulations at 50th year!

To all who have contributed and
those who are still contributing
to the development of the
1968 Conventions



TTTFP is funded by the EU from the 11th EDF