



# **Technical Report: Dar es Salaam Corridor Cross-Border Vehicle Overload Control Initiative**

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## **LIST OF ACRONYMS USED.**

DC	: Dar es Salaam Corridor
DCC	: Dar es Salaam Corridor Coordinating Committee
NRA	: National Road Authority of Malawi
SADC	: Southern African Development Community
SAGC HUB	: Southern Africa Global Competitiveness Hub
TANROADS	: Tanzania National Roads Agency
TRA	: Tanzania Revenue Authority
ZK	: Zambian Kwacha
ZRA	: Zambia Revenue Authority

## **EXECUTIVE SUMMARY**

This report details the activities of the Dar es Salaam Corridor vehicle overload control task team (DC VOCTT) to implement a cross border vehicle overloading control initiative (CBOCI). The CBOCI is part of a broader programme by the DC VOCTT to harmonize vehicle overloading control activities in the Dar es Salaam Corridor (DC).

The objective of the CBOCI is to implement a fast track system to control vehicle overloading on international traffic at the two border posts along the DC. The initiative seeks to eliminate international traffic vehicle overloading through collaboration between weighbridge operators and border posts Customs officials. The underlying principle of the initiative is that Customs will require documentary evidence that a heavy goods vehicle is not overloaded before conducting border customs procedures.

The DC VOCTT had a progress review meeting on 3-4 June 2004 in Lusaka, which was immediately followed up by a field visit to the Nakonde/Tunduma and Kasumulo/Songwe border posts. A team comprising representatives of the Roads Department of Zambia, the National Roads Agency of Malawi and the SAGC Hub facilitator conducted this field visit. The representative of the Tanzania Roads Authority (TANROADS) could not join the team; however representatives from the Mbeya Region were met during the field visit. The field visit was conducted from 4 June 2004 by road from Lusaka to Nakonde/Tunduma through Mbeya to Kasumulo/Songwe and back to Lusaka on 8 June 2004.

The field visit assessed the existing operations at each site at the following locations: - New Kapiri Mposhi Weighbridge, Mpika Weighbridge, Nakonde Border Post Weighbridge, Nakonde Border Post Customs, Tunduma Border Post Customs, Kasumulo Border Post Customs, Songwe Border Post Weighbridge, Songwe Border Post Customs, Mbeya: Uyole Weighbridge and Mbeya: Itewe Weighbridge. The assessment focused on the following details at each weighbridge: its location, the personnel arrangements, the weighing equipment, the documentation in use, the weighing operations and the enforcement of penalties.

The assessment observed that there does exist good collaboration between the Zambia Revenue Authority Customs officials and the weighbridge operators at Nakonde Border Post. As a result the CBOCI could be easily implemented at this location. The Malawi Revenue Authority Customs officials at Songwe are very supportive of the proposed CBOCI, as it would provide the useful information regards the nature and weight declarations by importers and exporters. The Nakonde and Songwe Border Posts are well placed to facilitate implementation of the CBOCI because of the location of the Customs offices and the weighbridges in the same complex.

The Tanzania Revenue Authority Customs officials at Tunduma and Kasumulo are very supportive of the CBOCI for the same reasons as the Malawi and Zambia Customs officials. The Tanzanian weighbridges at Mbeya Uyole and Itewe are over 100km from

the border posts and this would pose some challenges for the implementation of the CBOCI.

The field visit team observed that it was feasible to implement the CBOCI at the Nakonde/Tunduma and Kasumulo/Songwe Border Posts. Detailed recommendations were made to facilitate implementation of the initiative at each border post taking into account the practical realities on the ground at that location. The recommendations were also supported by a proposed implementation plan for the initiative. The proposed implementation is split into three phases as follows: -

- Preparatory Phase,
- Official Launch, and
- Post Implementation Audit.

The preparatory phase would encompass all activities to ensure the successful launch and implementation of the new procedures. The envisaged activities include: -

- Implementation meetings with officials from all stakeholders to coordinate the implementation activities.
- Production of Official Documents: To avoid multiple documents, the current certificates of weight and printouts will be modified to have an additional section that is used to endorse compliance by the weighbridge staff. There will be need to source the weighbridge clearance certificates which will be used in the new procedures.
- Production of Awareness Campaign Materials: There is need to develop, produce and install awareness campaign materials such as posters, pamphlets and electronic media releases.
- Awareness Campaign: Execution of the awareness campaign.
- On Site Training: Conduct on site training at the border posts to ensure all operational staff understand and are able to implement the new procedures.

The post implementation audit would review the execution of the new operating procedures against the design standards and the records being maintained to assess the effectiveness of the new system.

The implementation plan for each border post would be managed by a joint bilateral project steering committee through a border post implementation committee. The border post implementation committees would consist of representatives of all stakeholders who actually operate the new procedures at the border posts such as weighbridge operations management, Customs officials and other border post agencies. The project steering committees would consist of representatives of roads departments/agencies/policy making units, road transport operators, Customs departments and other affected agencies.

It was observed that a key element of the cross border vehicle overload control initiative is the promotion of mutual protection of the corridor member country road networks by elimination of overloading before, at and beyond the border posts. In order for this to happen at the border posts and beyond it is desirable that the following issues be harmonized: -

- Harmonized Legal Load Limits

- Harmonized Tolerances
- Harmonized Definition of Heavy Goods Vehicles
- Harmonized Penalty Principles
- Abnormal & Awkward Loads Procedures

A draft report detailing the recommendations and implementation plan was presented to the DC VOCTT and the DC Coordinating Committee meetings on 22 and 23 July 2004 respectively. The meetings endorsed the implementation of the CBOCI and made observations that have been incorporated in this report. Furthermore the meetings identified specific conveners for the project steering committees and set targets for them to establish the steering committees to initiate implementation.

The DCC and the SAGC Hub will need to follow up the activities of the project steering committees to ensure implementation.

## **1. BACKGROUND**

The Dar es Salaam Corridor Committee (DC) has been concerned about the lack of harmonized vehicle overload control operations along the corridor. As a result at its meeting in June 2003 the DC agreed to establish a task team for vehicle overload control along the corridor. The task team had its inaugural meeting on 29 March 2004 in Dar es Salaam. At that meeting the task team produced a detailed action plan, which included the need for a cross border initiative among other key activities towards harmonization of vehicle overload control.

The objective of the CBOCI is to implement a fast track system to control vehicle overloading on international traffic at the two border posts along the DC. The initiative seeks to eliminate international traffic vehicle overloading through collaboration between weighbridge operators and border posts Customs officials. The underlying principle of the initiative is that Customs will require documentary evidence that a heavy goods vehicle is not overloaded before conducting border customs procedures.

The DC task team had a progress review meeting on 3-4 June 2004 in Lusaka, which was immediately followed up by a field visit to the Nakonde/Tunduma and Kasumulo/Songwe border posts. A team comprising representatives of the Roads Department of Zambia, the National Roads Agency of Malawi and the SAGC HUB facilitator conducted this field visit. The representative of the Tanzania Roads Authority (TANROADS) could not join the team; however representatives from the Mbeya Region were met during the field visit. The field visit was conducted from 4 June 2004 by road from Lusaka to Nakonde/Tunduma through Mbeya to Kasumulo/Songwe and back to Lusaka.

## **2. FIELD ASSESSMENTS**

### **2.1. Sites and Officials**

The team visited sites and met personnel detailed in Annex 1.

### **2.2. Current Operations**

The current operations at each site are detailed in the following sections. The details at each weighbridge include its location, the personnel arrangements, and the weighing equipment, the documentation in use, the weighing operations and the enforcement of penalties.

#### **2.2.1. Kapiri Mposhi Weigh Bridge**

##### **A). Location**

This weighbridge is located on the Kapiri Mposhi-Nakonde highway just off its junction with the Ndola-Lusaka highway.

##### **B). Human Resources**

The bridge is operated by two personnel per shift and operates on three eight-hour shifts every day. All weigh bridge assistants from the Roads Department were

suspended in November 2003 after the Kazungula Ferry disaster. Since then army personnel currently man all weighbridges. Equipment is supposed to be calibrated every six months but there was no record of such calibration on site.

### **C). Weighing Equipment**

The weighing equipment is an axle unit scale capable of weighing a single or tandem axle unit with approach slabs on either side of the deck. Readings are taken of a mechanical beam balance scale.

### **D). Documentation**

Each vehicle weighed should be issued a certificate of weight as shown in Annex 2. However due to stationery shortages, certificates of weight are currently only issued to be vehicles in breach of the legal load limits. The details of the vehicle and its various weights are entered into a daily register. Entries are also made onto a data entry form shown in Annex 3, and these forms are submitted to the Regional Roads Engineer and to the Director of Roads on a monthly basis. On average, 1800 vehicles are weighed every month.

### **E). Weighing Operations**

Single axles and tandem axle units are weighed in one movement onto the single weighing plate. Tridem axle units are weighed in two steps onto the weighing plate and adding the two readings. The gross vehicle and combination mass is obtained by adding the axle group weights.

Vehicles approach the weighbridge for weighing from both directions.

## **2.2.2. Mpika Weigh Bridge**

### **A). Location**

The weighbridge is located on the southern entry into Mpika town.

### **B). Other Details**

All other details are identical to the observations at Kapiri Mposhi as detailed in sections 2.2.1. B) to E) above.

## **2.2.3. Nakonde Border Post Weigh Bridge**

### **A) Location**

The weighbridge is in the border post between the entrance from Zambia and the gate into no-man's land and with customs across the main roadway.

### **B). Human Resources**

The position is identical to that described in 2.2.1. B) above.

### **C). Weighing Equipment**

The equipment is identical to that described in 2.2.1. C) above. However the approach slabs at this site are in a very bad condition. Furthermore the drainage from the weighbridge deck needs to be improved. This facility needs to be

prioritized for upgrading. The upgrading work must include paving the entire area around the weighbridge as it becomes very dusty in the dry season and very muddy during the rainy season.

#### **D). Documentation**

This is the same as that described in 2.2.1. D) above. The personnel at the weighbridge indicated that certificates of weight occasionally run out of stock. As a result of stationery shortages certificates of weight are only issued to those vehicles found to be over-loaded.

#### **E). Weighing Operations.**

The weighing process is identical to that described in 2.2.1. E) above.

Vehicles approach the weighbridge for weighing from the Zambian facing end of the weighbridge. All vehicles are weighed before customs process their documentation.

#### **F). Penalties**

The applicable penalties on vehicles in breach of mass load limits are different depending on the direction of travel of the vehicles.

- **Zambia Bound Traffic**

Any vehicle with an overloaded axle or axle unit must adjust its load or off-load excess load until it complies with the limits.

Any vehicle overloaded in terms of gross vehicle or gross combination mass must have the excess load removed before it proceeds. The vehicle must be weighed again after load adjustment or off-loading to confirm that it is then compliant with the legal limits.

Currently Zambia Revenue Authority (ZRA) Customs witness this off-loading and take custody of the excess load until it is cleared by another vehicle.

No fines are imposed on the vehicles as they are deemed not to have damaged the Zambian roads.

- **Tanzania Bound Traffic**

Any vehicle with an overloaded axle or axle unit must pay a fine at the rate of ZK500 per kg for damaging the Zambian roads. No further action is taken to adjust or off-load the excess.

Any vehicle overloaded in terms of gross vehicle or gross combination mass must pay a fine at the rate of ZK500 per kg for damaging the Zambian roads. No further action is taken to off-load the excess.

Clearly this approach is not supportive of the SADC need for harmonized vehicle overload control.

#### **2.2.4. Nakonde Border Post Customs**

ZRA Customs at Nakonde perform export, import and transit procedures for all heavy goods vehicles crossing the border. There is good collaboration with weighbridge staff with customs using weighbridge information to cross check declarations were necessary, particularly for used clothing.

In the event that a heavy goods vehicle has to off-load excess weight, ZRA Customs must witness this and take custody of the off-loaded goods. The ZRA Customs border post staff is supportive of the initiative to use a weighbridge clearance certificate as proof that vehicles are not overloaded before customs procedures are initiated.

#### **2.2.5. Tunduma Border Post Customs**

The Tanzania Revenue Authority (TRA) Customs at Nakonde perform export, import and transit procedures for all heavy goods vehicles crossing the border.

The TRA Customs border post staff is supportive of the initiative to use a weighbridge clearance certificate as proof that vehicles are not overloaded before customs procedures are initiated.

#### **2.2.6. Kasumulo Border Post Customs**

The TRA Customs at Kasumulo perform export, import and transit procedures for all heavy goods vehicles crossing the border.

The TRA Customs border post staff is supportive of the initiative to use a weighbridge clearance certificate as proof that vehicles are not overloaded before customs procedures are initiated.

#### **2.2.7. Songwe Border Post Weigh Bridge**

##### **A). Location**

This weighbridge is located in the border post.

##### **B). Human Resources**

The bridge is operated by two personnel per shift and operates on two six-hour shifts every day from 06:00 to 12:00 hrs and from 12:00 to 18:00 hrs.

##### **C). Weighing Equipment**

The weighing equipment is an axle unit scale capable of weighing a single, tandem and tridem axle units with approach slabs on either side of the deck. Readings are taken of a mechanical dial indicator scale.

##### **D). Documentation**

For each vehicle weighed, data is entered onto a vehicle weighing data form shown in Annex 4. A weighbridge over-weight report is issued to overloaded vehicles.

### **E). Weighing Operations**

Single axles and tandem axle units are weighed in one movement onto the single weighing plate. Tridem axle units are weighed in two steps onto the weighing plate and adding the two readings. The gross vehicle and combination mass is obtained by adding the axle group weights.

Vehicles approach the weighbridge for weighing from the Malawi end of the weighbridge.

### **F). Penalties**

The applicable penalties on vehicles in breach of mass load limits are different depending on the direction of travel of the vehicles.

- **Malawi Bound Traffic**

Any vehicle with an overloaded axle or axle unit must adjust its load or off-load excess load until it complies with the limits after taking the tolerance into account.

Any vehicle overloaded in terms of gross vehicle or gross combination mass will not proceed until it off-loads the excess load onto another vehicle. The vehicle must be weighed again after load adjustment or off-loading to confirm that it is then compliant with the legal limits.

No fines are imposed on the vehicles as they are deemed not to have damaged the Malawian roads.

- **Tanzania Bound Traffic**

Any vehicle with an overloaded axle or axle unit must pay a fine according to the schedules in the regulations for damaging the Malawian roads. No further action is taken to adjust or off-load the excess.

Any vehicle overloaded in terms of gross vehicle or gross combination mass must pay a fine according to the schedules for damaging the Malawian roads. No further action is taken to off-load the excess.

Clearly this approach is not supportive of the SADC need for harmonized vehicle overload control

### **2.2.8. Songwe Border Post Customs**

The Malawi Revenue Authority (MRA) Customs at Nakonde perform export, import and transit procedures for all heavy goods vehicles crossing the border. The MRA Customs staff welcomes collaboration with weighbridge staff. Where

necessary, customs uses weighbridge information to cross check declarations, particularly for used clothing.

The MRA Customs border post staff is supportive of the initiative to use a weighbridge clearance certificate as proof that vehicles are not overloaded before customs procedures are initiated.

### **2.2.9. Mbeya: Uyole Weigh Bridge**

#### **A). Location**

This weighbridge is located on the Uyole-Kasumulo road just off its junction with the Mbeya-Dar es Salaam road.

#### **B). Human Resources**

Ideally the bridge should be operated by three persons per shift and operates on three eight-hour shifts every day. However due to shortages sometimes it is operated by two people per shift.

#### **C). Weighing Equipment**

The weighing equipment is a single axle weigher with approach slabs on either side of the deck. Readings are taken of a digital indicator and a printout report is produced. The sequence number on the printout indicates the number of axles weighed since the last calibration.

Equipment is supposed to be calibrated every six months and the last calibration was on 05 February 2004 as per the record in the weighbridge hut.

#### **D). Documentation**

Each vehicle weighed is issued a printout report which indicates the individual axle load and the total combination mass. Details of the vehicle and its various weights are entered into a daily register. Entries are also made onto a data entry form, and these are submitted to the Regional Roads Engineer on a weekly basis and to Dar es Salaam on a monthly basis. A copy of the monthly progressive report is shown on Annex 5.

#### **E). Weighing Operations**

Each axle is weighed in one step onto the single weighing plate. Tandem and tridem axle units are obtained by adding the individual axle weights in the axle unit. The gross vehicle and combination mass is obtained by adding the axle group weights.

Vehicles approach the weighbridge for weighing from both directions.

### **2.2.10. Mbeya: Itewe Mobile Weighbridge**

#### **A). Location**

This weighbridge is located just north of Mbeya on the Mbeya-Dar es Salaam highway.

### **B). Human Resources**

The bridge is operated by two or three persons per shift and operates on three eight-hour shifts every day.

### **C). Weighing Equipment**

The weighing equipment is pair of portable single axle weigh pads. These are mounted on concrete pavement with approach mats on either side of the weigh pads. The mats are supposed to ensure that the wheels of the axle under measurement are level with the other wheels in an axle group. However the pads are not long enough and now need to be replaced. Readings are taken of a digital indicator and a printout report is produced.

Equipment is supposed to be calibrated every three months and the last calibration was on 05 February 2004 as per the record in the Uyole Weigh Bridge hut.

### **D). Documentation**

Each vehicle weighed is issued a printout report which indicates the individual axle load and the total combination mass. Details of the vehicle and its various weights are entered into a daily register. Entries are also made onto a data entry form, and these are submitted to the Regional Roads Engineer on a weekly basis and to Dar es Salaam on a monthly basis. A copy of the monthly progressive report is shown on Annex 5.

### **E). Weighing Operations**

Each axle is weighed in one step onto the single weighing pads. Tandem and tridem axle units are obtained by adding the individual axle weights in the axle unit. The gross vehicle and combination mass is obtained by adding the axle group weights.

Vehicles approach the weighbridge for weighing from both directions.

## **3. RECOMMENDED PROCEDURES**

The underlying principle of the recommendations is that customs will require documentary evidence that a heavy goods vehicle is not overloaded before conducting border customs procedures.

Recommendations for the two border posts for traffic in the up and down directions are described separately for each border post as detailed in the following sections.

### **3.1. Kasumulo/Songwe Border Post**

The following is a process flow for heavy goods vehicles crossing the Kasumulo/Songwe border post indicating actions and decisions to be taken at each point along the process.

### **3.1.1. Malawi Bound Traffic**

#### **A). Uyole Weigh Bridge**

Vehicles traveling towards Malawi are last weighed at Uyole at the junction of the Dar es Salaam – Tunduma road and the Mbeya – Kasumulo road. TANROADS staff may demand to see a copy of the last inland weigh bridge clearance certificate. After weighing the vehicle they must issue two sets of weighbridge clearance certificates provided the vehicle is compliant with the mass load limits for axles, axle combinations, gross vehicles and gross combinations.

#### **B). Kasumulo Customs**

One copy of the certificate must be presented to TRA Customs at Kasumulo before customs processing is initiated. TRA Customs will verify compliance and retain the copy of the certificate.

Only vehicles originating between Uyole and Kasumulo can be processed by customs without a weighbridge clearance certificate.

#### **C). Songwe Weigh Bridge**

The National Road Authority (NRA) staff must demand to see the second copy of the Uyole weigh bridge clearance certificate.

NRA must weigh the vehicle and they must issue two sets of weighbridge clearance certificates provided the vehicle is compliant with the mass load limits. If the recorded weights at Uyole are different from those at Songwe, NRA staff must record these on their copy of the weighbridge clearance certificate. Where the discrepancy is considered to be substantial this must be communicated to Uyole weigh bridge staff. If such discrepancies are noted to be consistent over a number of vehicles, this must be communicated to Uyole Weigh Bridge as well as to the NRA Regional Engineer for immediate investigation of the source of discrepancy with the TANROADS counterpart.

NRA and TANROADS management staff must exchange records of noted discrepancies on a monthly basis to identify and rectify root causes of these discrepancies.

Any vehicle overloaded in terms of gross vehicle or gross combination mass will not proceed until it off-loads the excess load onto another vehicle. The vehicle must be weighed again after load adjustment or off-loading to confirm that it is then compliant with the legal limits.

#### **D). Songwe Customs**

One copy of the Songwe weighbridge clearance certificate must be presented to MRA Customs at Songwe before customs processing is initiated. MRA Customs must retain the copy of the certificate. Any vehicle without such a certificate must be referred to the Songwe weighbridge for weighing before any customs procedures are commenced.

### **3.1.2. Tanzania Bound Traffic**

#### **A). Songwe Weigh Bridge**

NRA staff may demand to see a copy of the last inland weigh bridge clearance certificate. After weighing the vehicle they must issue two sets of weigh bridge clearance certificates provided the vehicle is compliant with the mass load limits.

Any vehicle overloaded in terms of gross vehicle or gross combination mass will not proceed until it off-loads the excess load onto another vehicle. The vehicle must be weighed again after load adjustment or off-loading to confirm that it is then compliant with the legal limits.

#### **B). Songwe Customs**

One copy of the Songwe weighbridge clearance certificate must be presented to MRA Customs at Songwe before customs processing is initiated. Any vehicles without such a certificate must be referred to the Songwe weighbridge for weighing.

#### **C). Kasumulo Customs**

TRA Customs must demand to see a copy of the Songwe weigh bridge clearance certificate before initiating customs processing. The certificate must be returned to the driver once verified to be compliant.

#### **D). Uyole Weigh Bridge**

Uyole weigh bridge staff must demand to see a copy of the Songwe weigh bridge clearance certificate.

TANROADS must weigh the vehicle and they must issue a weighbridge clearance certificate provided the vehicle is compliant with the mass load limits. If the recorded weights at Songwe are different from those at Uyole, TANROADS staff must record these on their copy of the weighbridge clearance certificate. Where the discrepancy is considered to be substantial this must be communicated to Songwe weigh bridge staff. If such discrepancies are noted to be consistent over a number of vehicles, this must be communicated to Songwe Weigh Bridge as well as to the TANROADS Regional Engineer for immediate investigation of the source of discrepancy with the NRA counterpart.

NRA and TANROADS management staff must exchange records of noted discrepancies on a monthly basis to identify and rectify root causes of these discrepancies.

### **3.2. Nakonde/Tunduma Border Post**

The following is a process flow for vehicles crossing the Nakonde/Tunduma border post indicating actions and decisions to be taken at each point along the process.

### **3.2.1. Zambia Bound Traffic**

#### **A). Mbeya: Itewe/Mpemba Mobile Weigh Bridges**

Vehicles traveling towards Zambia are last weighed at Itewe mobile weigh bridge north of Mbeya or at Mpemba mobile weigh bridge just north of Tunduma. In the main the mobile weighbridge is more or less permanently mounted at Itewe but is occasionally moved to Mpemba near Tunduma. TANRAOADS staff may demand to see a copy of the last inland weigh bridge clearance certificate. The vehicle must be weighed and be issued with two sets of weigh bridge clearance certificates at these points, certifying compliance with the mass load limits for axles, axle combinations, gross vehicles and gross combinations.

#### **B). Tunduma Customs**

One copy of the certificate must be presented to TRA Customs at Tunduma before customs processing is initiated. TRA Customs will verify compliance and retain the copy of the certificate.

Only vehicles originating between either Itewe or Pemba mobile weighbridges or Tunduma can be processed by customs without a weighbridge clearance certificate.

#### **C). Nakonde Weigh Bridge**

Nakonde Weigh Bridge staff must demand to see the second copy of the Itewe/Mpemba weigh bridge clearance certificate.

Nakonde weigh bridge staff must weigh the vehicle and they must issue two sets of weigh bridge clearance certificates provided the vehicle is compliant with the mass load limits. If the recorded weights at Itewe/Mpemba are different from those at Nakonde, Nakonde weighbridge staff must record these on their copy of the weighbridge clearance certificate. Where the discrepancy is considered to be substantial this must be communicated to Itewe/Mpemba weigh bridge staff. If such discrepancies are noted to be consistent over a number of vehicles, this must be communicated to Itewe/Mpemba Weigh Bridge as well as to the Zambia Roads Department Regional Engineer for immediate investigation of the source of discrepancy with the TANROADS counterpart.

Zambia Roads Department and TANROADS management staff must exchange records of noted discrepancies on a monthly basis to identify and rectify root causes of these discrepancies.

If a vehicle is non-compliant with the limits, to the extent that it must off load excess weight, then ZRA Customs staff must evidence this before it is re-weighed. Goods off-loaded must be ceded to ZRA Customs to be collected by another vehicle.

#### **D). Nakonde Customs**

One copy of the Nakonde weighbridge clearance certificate must be presented to ZRA Customs at Nakonde before customs processing is initiated. ZRA Customs must retain the copy of the certificate. Any vehicle without such a certificate must be referred to the Nakonde weighbridge for weighing before any customs procedures are commenced.

### **3.2.2. Tanzania Bound Traffic**

#### **A). Nakonde Weigh Bridge**

Nakonde weigh bridge staff may demand to see a copy of the last inland weigh bridge clearance certificate. After weighing the vehicle they must issue two sets of weigh bridge clearance certificates provided the vehicle is compliant with the mass load limits.

If a vehicle is non-compliant with the limits, to the extent that it must off load excess weight, then ZRA Customs staff must evidence this before it is re-weighed. Goods off-loaded must be ceded to ZRA Customs to be collected by another vehicle.

#### **B). Nakonde Customs**

One copy of the Nakonde weighbridge clearance certificate must be presented to ZRA Customs at Songwe before customs processing is initiated. Any vehicles without such a certificate must be referred to the Nakonde weighbridge for weighing.

#### **C). Tunduma Customs**

TRA Customs must demand to see a copy of the Nakonde weigh bridge clearance certificate before initiating customs processing. The certificate must be returned to the driver once verified to be compliant.

#### **D). Mpemba or Itewe Mobile Weigh Bridges**

TANROADS staff must demand to see the second copy of the Nakonde weigh bridge clearance certificate. If the recorded weights at Nakonde are different from those at Songwe, Nakonde weighbridge staff must record these discrepancies on their copy of the weighbridge clearance certificate. Where the discrepancy is considered to be substantial this must be communicated to Itewe/Mpemba weigh bridge staff. If such discrepancies are noted to be consistent over a number of vehicles, this must be communicated to Nakonde Weigh Bridge as well as to the TANROADS Regional Engineer for immediate investigation of the source of discrepancy with the Zambia Roads Department counterpart.

Zambia Roads Department and TANROADS management staff must exchange records of noted discrepancies on a monthly basis to identify and rectify root causes of these discrepancies.

### **3.3. Related Issues.**

A key element of the cross border vehicle overload control initiative is the promotion of mutual protection of the corridor member country road networks by elimination overloading before, at and beyond the border posts. In order for this to happen at the border posts and beyond it is desirable that the following issues be harmonized.

#### **A). Harmonized Legal Load Limits**

In order for weigh bridge operators of country A to enforce limits to protect country B it will be necessary that the operators of country A be knowledgeable of the nature of breaches for which vehicles will not be allowed to proceed into Country B, unless the specific breaches have been rectified. This would place an additional burden on the operators unless if the breaches in the two countries are identical. In this regard the individual axle, axle unit, vehicle and vehicle combination limits for the three countries should be the same.

As noted in previous task team meetings and discussed in Lilongwe on 22 July, Zambia would need to review its limits and give feedback to the Corridor.

#### **B). Harmonized Tolerances**

A situation where load limits are harmonized but the measurement tolerances applicable are different also imposes an additional burden on the weighbridge operators. In this regard the request by the task team for Tanzania to review the need for tolerances needs to be re-emphasized. At the same time both Malawi and Zambia need to review the level at which their tolerances are set against the equipment accuracy and environmental operating conditions.

#### **C). Harmonized Definition of Heavy Goods Vehicles**

The non-harmonization of the minimum weight of vehicles covered by overloading control regulations would also impose the extra burden identified above. It will be important that these be harmonized. In this regard, Zambia needs to review its minimum weight of 6.5 tons.

#### **D). Harmonized Penalty Principles**

The harmonization of limits of breach conditions, which require that the breach be rectified before a vehicle proceeds, has been discussed in 3.3. A) above. There is also a need to have a harmonized approach to the breach thresholds for which vehicles can proceed subject to them paying a surcharge. Zambia would be expected to consider the harmonized approach in Malawi and Tanzania where vehicles can proceed subject to paying a surcharge should any individual axle be overloaded within 5%.

#### **E). Abnormal & Awkward Loads Procedures.**

Abnormal and awkward loads procedures on international traffic need to be harmonized to ensure expedient processing of the movement of these loads.

A customer intending to move such a load along the corridor must send notification of such a planned movement to the contact persons of the roads departments/agencies.

The roads department/agency which first receives the abnormal load will process it for permits and fees, which cover road damage and any escort and administrative costs of processing the abnormal load. At the same time, this roads department/agency must advise the receiving roads department/agency of the impending movement of the load. Such advice must include the load characteristics, which would assist the receiving administration in determining the type of permit, fees and movement arrangements that would speed up the movement of the load.

The receiving administration would in turn advise the forwarding department/agency and the transporter of the requirements that would be required in the receiving administration.

#### **4. PROPOSED IMPLEMENTATION PLAN**

The proposed implementation is split into three phases as follows: -

- Preparatory Phase,
- Official Launch, and
- Post Implementation Audit.

##### **4.1. Preparatory Phase**

In this phase all activities to ensure the successful launch and implementation of the new procedures are carried out. These activities include: -

##### **A). Implementation Meetings**

Meetings with officials from all stakeholders to coordinate the implementation activities.

##### **B). Production of Official Documents**

To avoid multiple documents, the current certificates of weight and printouts will be modified to have an additional section that is used to endorse compliance by the weighbridge staff. There will be need to source the weighbridge clearance certificates which will be used in the new procedures.

##### **C). Production of Awareness Campaign Materials**

The development, production and installation of awareness campaign materials such as posters, pamphlets and electronic media releases.

##### **D). Awareness Campaign**

Execution of the awareness campaign.

##### **E). On Site Training**

Conduct on site training at the border posts to ensure all operational staff understand and are able to implement the new procedures.

#### **4.2. Official Launch**

Start operations of the new cross border vehicle overload control procedures.

#### **4.3. Post Implementation Audit.**

Review of the execution of the new operating procedures against the design standards and the records being maintained to assess the effectiveness of the new system.

### **5. THE WAY FORWARD**

The Dar es Salaam Corridor Coordinating Committee (DCC) endorsed the proposed cross border vehicle overload control initiative and agreed to the above proposed implementation plan. In order to set the programme in motion it was agreed to set up a project steering committee for each border post. The project steering committees would consist of representatives of roads departments/agencies/policy making units, road transport operators, Customs departments and other affected agencies.

#### **Kasumulo/Songwe Border Post**

The task team agreed that Mr. Francis Dimu of NRA would set up the PSC for the Kasumulo/Songwe border post by contacting all the recommended agencies. Mr. Feyya Malekela of TANROADS would assist him in this process by linking with the Tanzanian agencies/departments. The PSC should be established by 08 August 2008.

#### **Nakonde/Tunduma Border Post**

Mr. Jairos Mhango of the Zambia Roads Department would set up the PSC for the Kasumulo/Songwe border post by contacting all the recommended agencies. Mr. Feyya Malekela of TANROADS would assist him in this process by linking with the Tanzanian agencies/departments. The PSC should be established by 08 August 2008.

## **Annex 1.**

### **Field Visit Team Members**

Mr. Francis Dimu, National Roads Agency, Malawi  
Mr. Aaron Mwila, Roads Department, Zambia  
Mr. Evans S. Marowa, SAGC HUB  
Mr. Feya Malekela was unable to travel with the team.

### **List of Officials Met During the Field Visit.**

#### **Nakonde Weigh Bridge**

Sgt. Kaite, Weighbridge Supervisor  
Pvt. Simakugwe, Weighbridge Operator  
Pvt. Lufafa, Weighbridge Operator

**Nakonde Customs**, Mr. Thomas M'hango, Collector

**Tunduma Customs**, Gamaliel Mossi, Senior Collector

**Kasumulo Customs**, Gabriel Mateo, Customs Assistant

**Songwe Customs**, Mr. Oscar Chauwa, Station Manager

#### **Songwe Weigh Bridge**

Mr. Moses Nkhungudzi, Weigh Bridge Assistant  
Mr. Richard Sochera, Weigh Bridge Assistant

#### **Uyole Weigh Bridge**

Mr. Zebron Kenan, Weighbridge Supervisor  
Mr. Eric Massuba, Weighbridge Operator  
Ms Caroline Mollel, Weighbridge Operator

#### **Itewe Weigh Bridge**

Mr. Zebron Kenan, Weighbridge Supervisor  
Mr. Maxmillan Mlowo, Weighbridge Operator  
Mr. Monte Kayoka, Weighbridge Operator  
Mr. Paul Baraka, Weighbridge Operator



Annex 3.



Republic of Malawi



National Roads Authority

**VEHICLE WEIGHING DATA FORM**

Weighbridge Locality		Sequence Number:			
Date		Country of Vehicle: Registration:			
Time		Permit Number:			
Vehicle Class		Registration: Numbers:			
Axle Configuration		Cargo Type:		Tonnage:	
Company		Name of Owner: Address of Owner:			
Origin		Import/Export/Domestic:			
Destination					
AXLE GROUP NUMBER	PERMISSIBLE MASS (Kg)	PERMISSIBLE MASS + 5%	ACTUAL MASS (Kg)	OVERLOAD (Kg)	FINE (MK)
1					
2					
3					
4					
5					
Gross Combination Mass		Kg	Number of Axle Groups:		
Total Overload		Kg	Number of Axles:		
Total Fine	MK				

