TRIPARTITE REGIONAL GUIDELINES ON ROADSIDE STATIONS

Preliminary Findings and Priority Areas of Focus

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A Tripartite Project
RSS: An inclusive and consensual tool

- Public/Municipal authorities
  - Road safety
  - Road security
  - Compliance
  - Health

- Private sector
  - Facilities developers
  - Trucking companies

- Business efficiency

- Investment opportunity

- Business opportunities
  - Social and health safeguards

- Driver wellness
  - Safety, security, and health

- Local communities

- Driver
- Motorists
- Road users

- Compliance
- Health
- Investment opportunity
- Business efficiency
- Business opportunities
- Social and health safeguards
- Driver wellness
- Safety, security, and health
- Local communities
Why RSS?

Improving the productivity/competitiveness of road transport operations along Tripartite transport corridors by:

✓ Ensuring minimum operating costs, shortest transit time and reliable service for the transportation of cargo
✓ Providing maximum comfort for both drivers and passengers
Why RSS?

- Improving the productivity/competitiveness of road transport operations by (cont.):
  - Reducing road crashes
  - Reducing highway crime by providing secure parking areas
Why RSS?

- Improving the health of truck drivers and other motorists
- Mitigation of the adverse effects of transport operations on the safety and health of the local communities and on the environment along the Tripartite transport corridors
Why RSS?

- Transforming the Tripartite trade corridors into opportunities for economic and social empowerment for the local communities by turning on new business and other income generation opportunities.
Key RSS Functions

- Service Centers for long distance road users: safe, secure, affordable and adequately located parking areas and other service/rest facilities
- Health/Wellness centers for truck drivers and other motorists, passengers and the local communities;
- Business hubs for local communities: stores, markets and rooms to showcase and sell their goods, services and cultural/natural heritage
Preliminary (Priority) Areas of Focus for RSS Guidelines

- Five preliminary areas of focus (study still at an early stage)
  - RSS Planning
  - RSS Locations
  - RSS Layout and Specifications
  - Service Delivery
  - Enabling Legal and Institutional Environment
RSS Planning

- Developer/Lead agency to lead the planning process with a clearly defined agenda and the required capacity
- Effectiveness in stakeholder mapping and consultations
  - Securing the involvement and commitment of key stakeholders;
  - Understanding the interests of all stakeholder groups
RSS Planning

- Financing of RSS Development and Operation:
  - Seed funding for project preparation
  - Different strategic scenarios for raising funding for the development and operation of the RSS: PPP; blending with other projects (e.g. road construction)
RSS Planning

- Operating framework:
  - Clear sharing of responsibilities and costs among the parties to the project particularly in case of PPP
  - Institutional structure
  - Operating costs (clarify how they should be shared)
RSS Locations

- **Positioning** of RSS sites along transport corridors
  - Distance from other RSS Sites: 100km?
  - Distance from border crossings, weighbridges and other traffic checkpoints: 1 km?
  - Distance from key logistics nodes (sea ports, inland cargo terminals, inland waterway ports, railheads)
  - Distance from Urban areas
RSS Locations

- **Physical** requirements for RSS sites

  - Availability and ease of acquisition of land
  - Safe distance from the noise of highway
  - Favorable topography of the terrain at the location (not being a hazard to safety)
  - Characteristics of the corridor motorway at the location (allowing access to/from the RSS under optimum safety conditions): road alignment, road crossings, interchanges
RSS Locations

- Physical Requirements for RSS Sites (cont.)
  - Access to electricity and clean water
  - Likely impact on the environment: (no hazard to the environment);
  - Road safety profile of the location (black-spot? Red-spot?)
RSS Locations

Non-Physical Requirements for RSS Sites

- Existence and capacity of a developer or promoter
- Local community’s interest, needs/demands and capacity
- Unique opportunities such as exceptional tourism potential or endowment in unique resources, products or services
RSS Locations

- Non-Physical Requirements for RSS Sites
  - Favorable security situation around the location
  - Potential for synergies through integration with other development projects in the area: road construction, agro-logistics; border post improvement
RSS Layout and Specifications

General Considerations

➢ Segregation: cargo area, passenger area, bonded cargo area, dangerous goods area

➢ Noise factor: rest areas far from the motorway and not adjacent to parking areas

➢ Facilities layout/design tailored to their expected usage in order to optimize the service to the users

➢ Facilities layout/design to reflect the local characteristics (economic, social, cultural and natural)
RSS Layout and Specifications

- **General Considerations**
  - Affordability of construction and maintenance costs
  - Modular designs that accommodate future expansion.
  - Provide maximum room for vehicles to manoeuvre and people to move around the RSS area in the safest and most effective manner.
  - Ensure optimal visibility around the RSS area to allow effective security patrols and CCTV surveillance.
RSS Layout and Specifications

- **RSS internal infrastructure**
  - Internal driveways and walkways with the appropriate road markings and signs that guarantee safety and ease of movement
  - ICT infrastructure
  - Clean water and electricity connections
  - Drainage infrastructure for waste and flood water as well as sewage
  - Landscaping that provides for sufficient green areas
RSS Layout and Specifications

- RSS parking areas and other user-service facilities (*based on demonstrated demand*)
  - Parking slots
  - Rest and refreshment rooms
  - Wellness centers/clinics;
  - Vehicle workshops including outlets for spare parts and washing bays
  - Restaurants, shops, open markets
  - Centers for providing information on corridor and also on the local community;
RSS Layout and Specifications

- RSS parking areas and other user-service facilities (cont.)
  - Banks and/or forex bureaus
  - Fuel stations including outlets for lubricants
  - Warehouses
  - Leisure facilities
  - Administration office
RSS Layout and Specifications

- Each **individual facility**
  - Easily accessible through the RSS’s internal roadways and walkways
  - Adequately supplied with electrical power and clean water
  - Connected to the waste water and sewage drainage system
  - Well lit inside and outside
  - Well covered by the RSS internal public announcement system
RSS Layout and Specifications

- **RSS external access and connectivity** (to the national infrastructure networks)
  - RSS layout that optimizes the traffic movement between the RSS and the motorway
  - RSS road connections to and from the motorway
  - Pedestrian flyovers over the main highway at the RSS site
  - RSS connections to the national power grid and water distribution system
Service Delivery

Service to corridor users

- Availability of online information on location of RSS and the services on offer
- Range of products/services that respond to the consumer habits of different user groups; for example truck drivers are known to have peculiar truck spending patterns
- Quality of service: e.g. comfort, hygiene, quality of food/drinks and customer care
Service Delivery

- Service to corridor users (cont.)
  - **Reliability** of services: services consistently available to the corridor users and the local community
  - **Affordability** of the services: prices should not be significantly higher than in the “without-project”
Service Delivery

- **Safety** of corridor users and local communities (within RSS and along the motorway): road safety education, vehicle breakdown services
- **Security** for corridor users and local communities: surveillance, rapid response, staff training
Service Delivery

- **Health** services to corridor users and local communities: trauma center, mobile clinics, ambulance services.
- Protection of the **Environment**
- Service to the **local communities** along transport corridors
  - Affordable rates for renting shops, stalls and business assets
  - Favorable business model (e.g. availing some business assets free of charge; profit sharing rather that rent)
Enabling Legal and Institutional Environment

- **Legal** environment: Tripartite agreement, model laws, national laws and regulations
- **Institutional** frameworks and coordination
  - Regional-level: RECs/CMI statutory organs, stakeholders working groups, implementation units within RECs or CMI
Enabling Legal and Institutional Environment

- **Institutional** frameworks and coordination (cont.)
  - National and County/Local Government-level: lead agencies, steering committees/taskforces, implementation units
  - Project-level Institutional Arrangements: PPP
THANK YOU