Development of Tripartite Transport Registers and Information Platform and System (TRIPS)

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Overview

- System:
  - Status Quo
  - Current Disadvantages
  - Proposed Process
    - Operators & Depots
    - Responsible Competent Person (RCP)
    - Vehicles
    - Drivers
    - Dangerous Goods & Abnormal Loads
  - Alternative System Configurations
  - Advantages
- Questions & Discussion
Agreement

- Implementation of required systems supported by the MCBRTA (Multilateral Cross-Border Road Transport Agreement)
- To be ratified and signed by the participating countries from the 22 member states
- MCBRTA defines the requirements for operators, vehicles and drivers to participate freely in harmonised cross-border transport
- Set the **quality standards** to be achieved and maintained for continued participation in cross-border transport
Regional Quality Standards

To date the following regional standards have been developed and approved at level of Ministers; (date of approval)

2. Dimensions of Vehicles-2009
4. Loads on Vehicles -2009
9. Self-Regulation-Road Transport Management System; -2015
Status Quo

Field Visits

- Project team visited a representative sample of 4 Tripartite member states
- Level of computerisation and scope of systems already implemented vary considerably:
  - full computerisation of all systems in one country
  - combination of standalone computerised systems and various manual systems as well as handwritten documents in other countries

Existing Systems

- Different levels of computerised systems implemented
- No uniform status in terms of the level of computerisation and scope of systems
- Allow maximum flexibility with regard to systems to be interfacing with TRIPS
Current Disadvantages

- Manual systems are in use in many countries with manual filing of supporting documents;
- Limited extent of integration of related systems to enable verification and correlation of data;
- Standalone systems in each country;
- Documents and permits cannot be validated electronically and can therefore easily be forged;
- **Limit quality control on vehicles, drivers and operators**;
- Administrative burden to apply, pay for and issue permits.
System Overview
**Proposed Process**

**Step 1a:** Register the Operator and its Depots.

**Step 1b:** Register RCP independently

- necessary training and experience.
- pass a written test.
Proposed Process

**Step 2:** Link a RCP to the depot through a formal agreement.

**Step 3:** Link validated vehicles and drivers to the depot
- Vehicles: Registered and have valid Certificate of fitness
- Drivers: Valid Licenses and Prof Driving Permits
Proposed Process

Step 4: Grade the Depot. Grading is continuously re-evaluated and adjusted if necessary based on status of:

- RCP
- Vehicles
- Drivers
- Transgressions

After successfully grading depot, Operator Disc valid for 1 year is issued in respect of each vehicle that meets the quality standard.
Proposed Process

**Operator Disc** issued in respect of each vehicle authorised to participate in cross-border transport.
**Proposed Process**

**Step 5:** When stopped by a law enforcement officer or at a border post in any participating member state, the Operator Disc is scanned and its authenticity verified offline or by querying TRIPS.

- Disc validity is based on valid registration status of:
  - Operator, Depot and Vehicle

![Step 5 Diagram]

Stop at border and scan disc

Operate in participating countries
Proposed Process

**Step 6**: Maintain Operator, Depots, RCP, Vehicles and Drivers.

- Annual fees are payable to reissue Operator Disc to each vehicle.

**Step 7 (Optional)**: Register depot for Dangerous Goods AND/OR

Apply for Abnormal Permits
Alternative System Configurations

- **Countries with compliant National Transport System and operational Operator System**
  Existing systems to be amended and interface to TRIPS introduced before being fully compliant with the requirements.

- **Countries with compliant National Transport System but non-compliant or non-existent Operator System**
  Implement standard Operator System developed by the Tripartite in combination with TRIPS, together with interface to Nat Transport System.

- **Countries with non-existent or non-compliant National Transport and Operator Systems**
  Develop a standard National Transport System to interface with the standard Operator System developed by the Tripartite in combination with TRIPS.
Advantages

- TRIPS facilitate exchange of information required for management of cross border operator compliance with quality requirements, including transgressions committed.

- **Shared / Centralised information** that can be accessed by all participating member states for validation of operator, vehicle and driver documentation.

- Significant increase in quality control of cross-border transport and improvement of road safety.

- Considerable cost savings by development of **standard Operator Registration System** which could be implemented by all member states desirous to do so.

- Can also be used to manage local operators that are authorised to participate in domestic transportation of passengers and goods.
Facilitation of Discussion