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

RFS N. 2014/353469-1

TRIPS

SSATP Knowledge Sharing Workshop

Nairobi, Kenya

8-10 November 2015

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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)

1. Vehicle Load Management [Axle load limits, tolerances, bridge formula, de-criminalisation] 2009
2. Dimensions of Vehicles-2009
3. Vehicle Regulations: Equipment on Vehicles -2009
4. Loads on Vehicles -2009
5. Testing of Vehicles for Roadworthiness-2015
6. Conveyance of Abnormal Loads -2015
7. The Transportation of Dangerous Goods including Appendix A – Classification, Documentation and Procedures for Transport of Dangerous Goods by Road-2015
8. Vehicle Testing Stations and Procedures -2015
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.
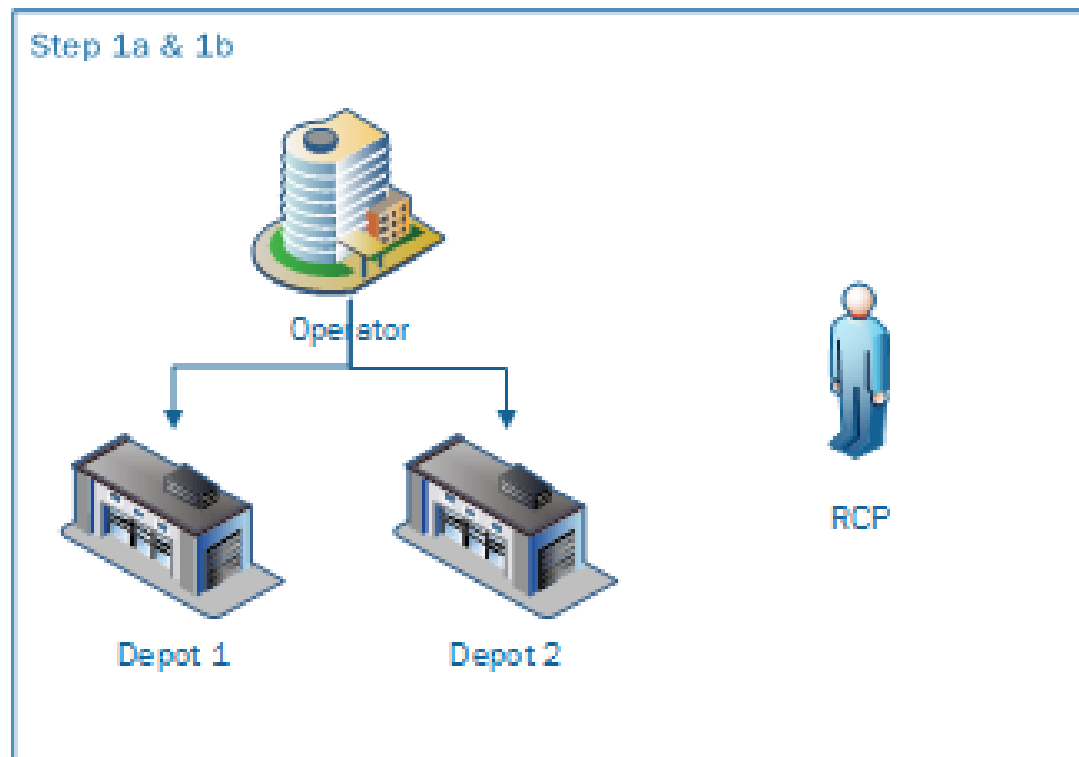
System Overview
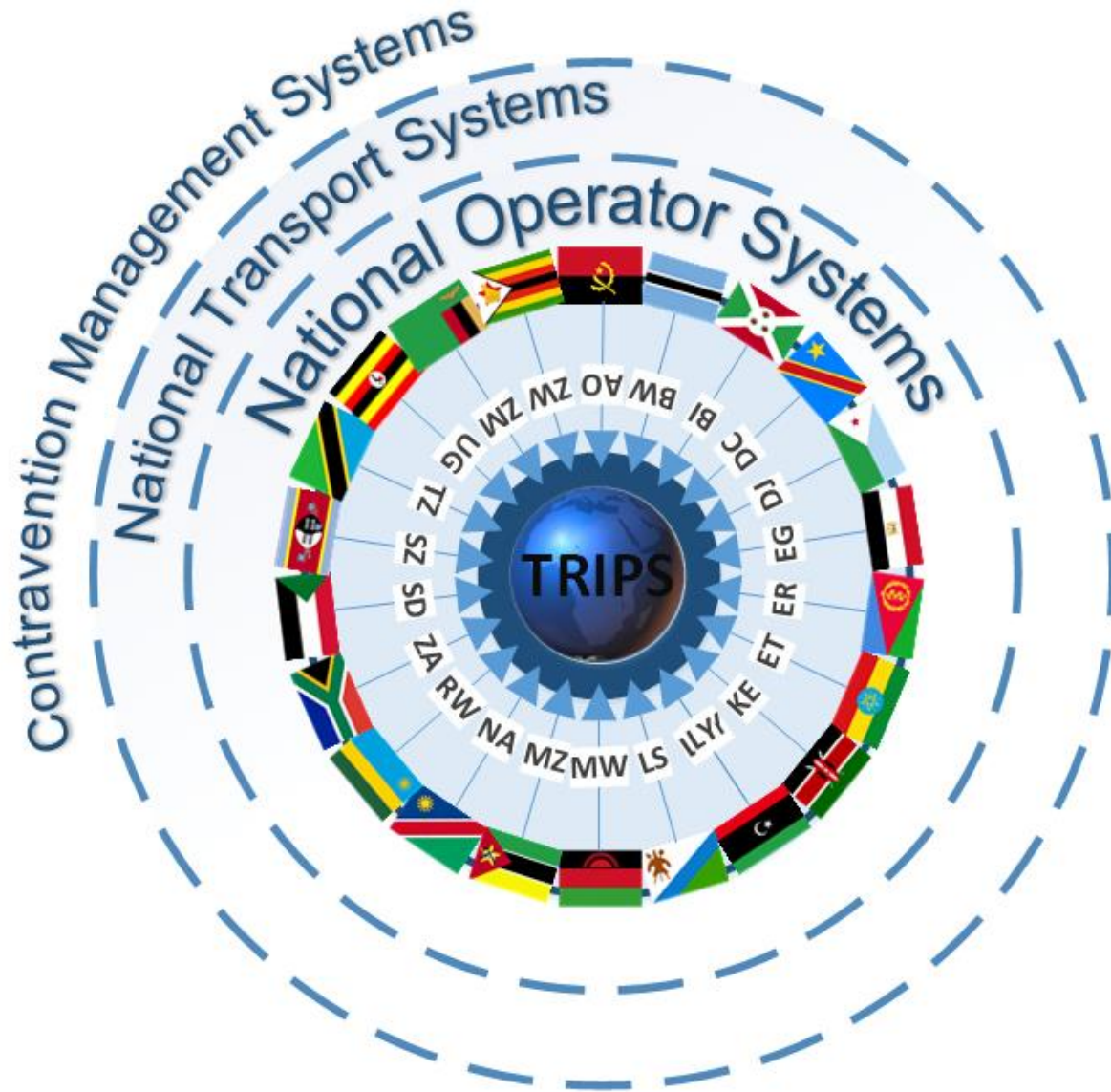
Proposed Process

Step 1a: Register the Operator and its Depots.

Step 1b: Register RCP independently

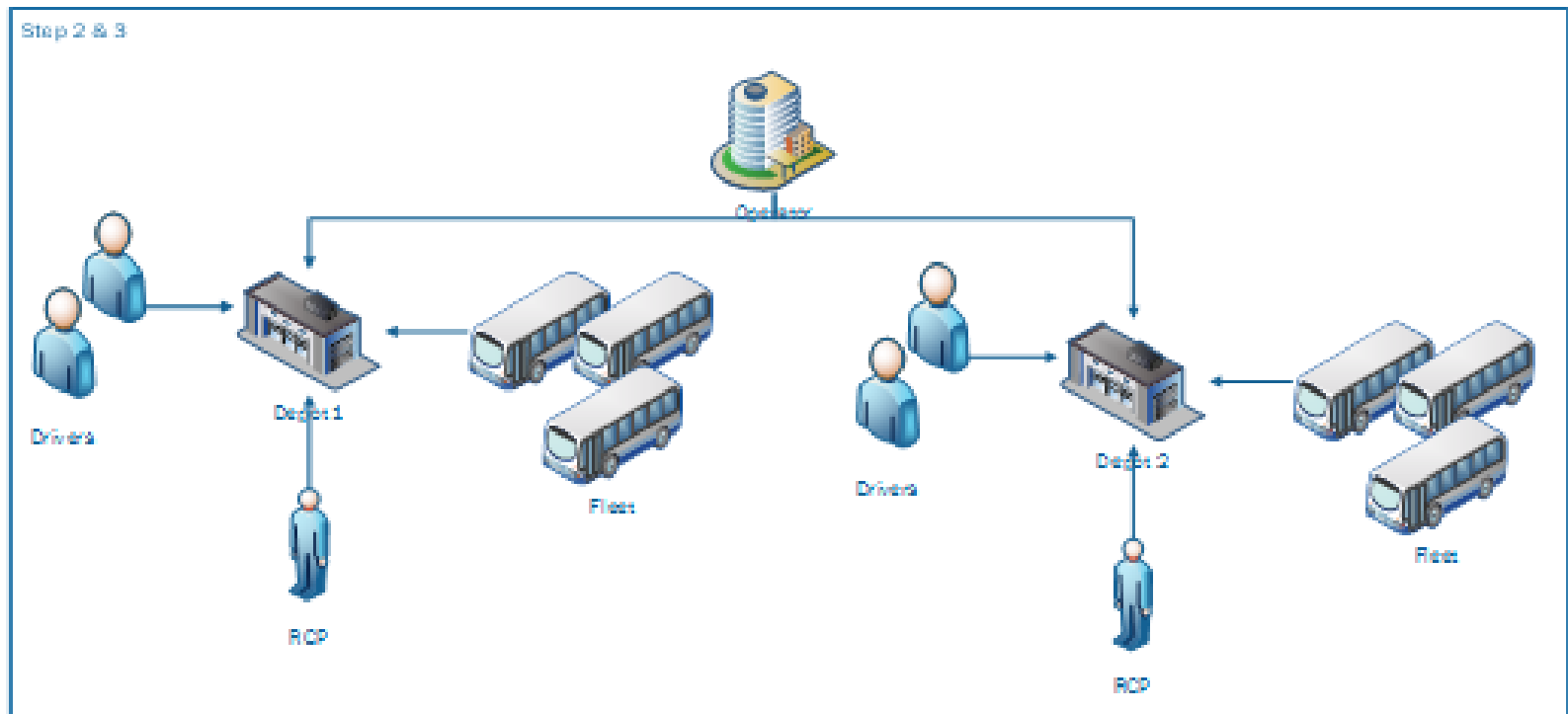- necessary training and experience.
- pass a written test.

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
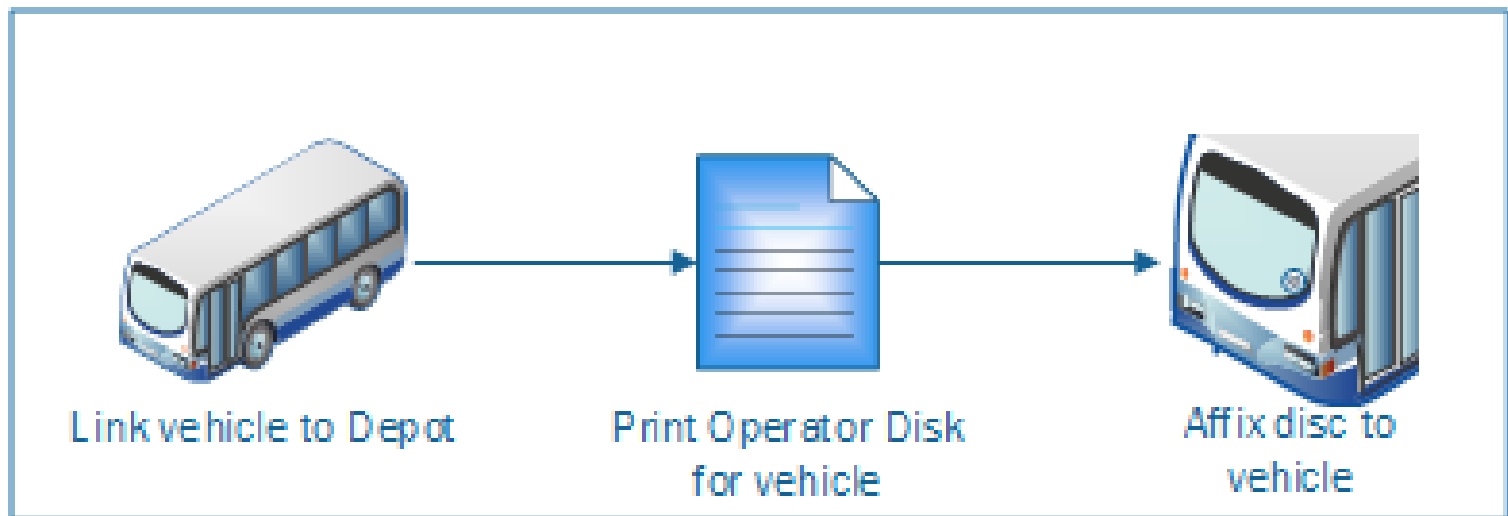- Drivers: Valid Licenses and Prof Driving Permits

Proposed Process

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

- RCP
- Vehicles
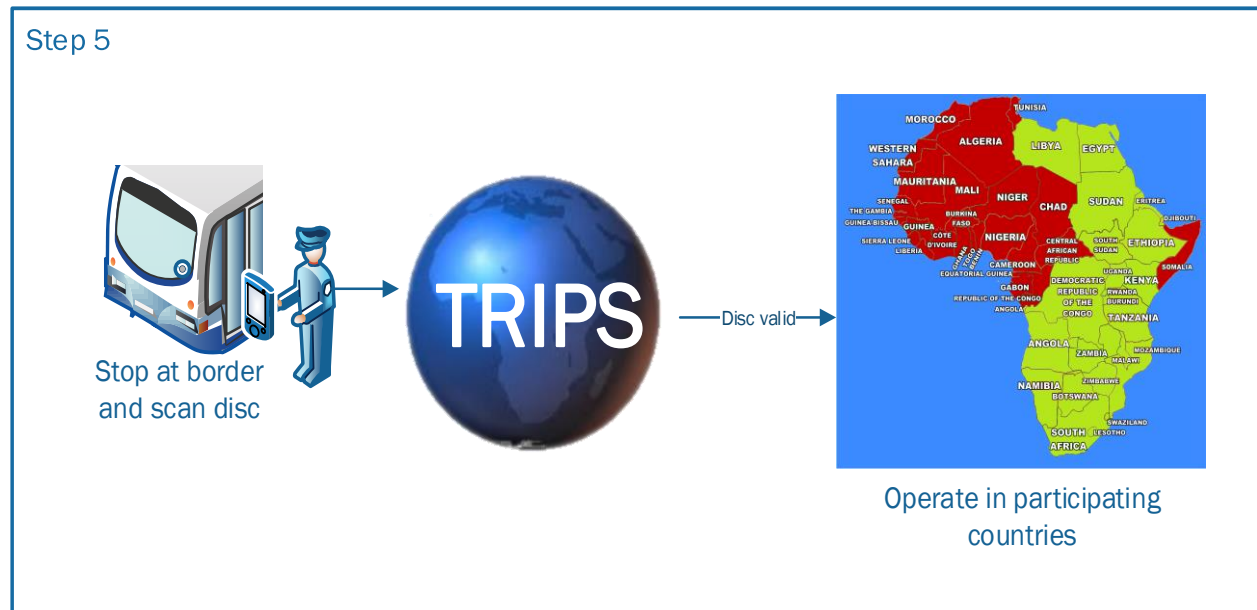- Drivers
- Transgressions

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

Link vehicle to Depot → Print Operator Disk for vehicle → Affix disc to vehicle

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

Stop at border and scan disc

TRIPS

Disc valid

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

Systems Configuration
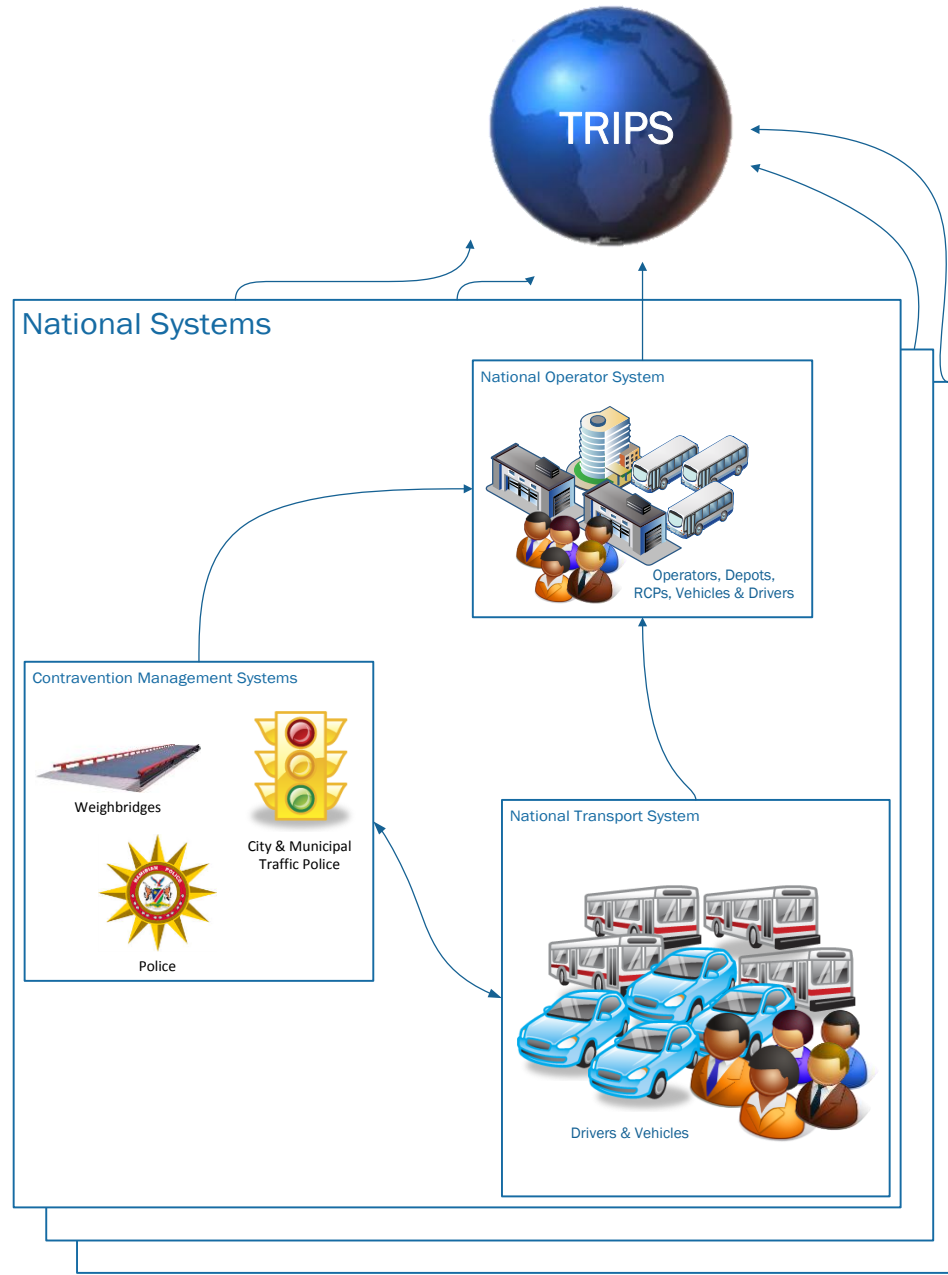
Alternative System Configurations

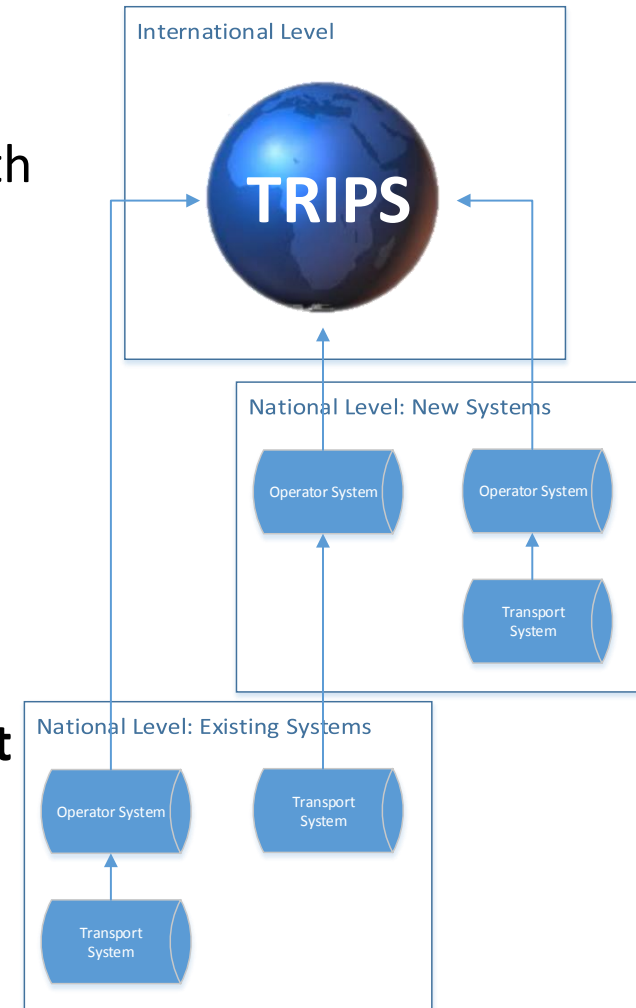❑ **Countries with compliant National Transport System and operational Operator System**

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.

International Level

TRIPS

National Level: New Systems

Operator System

Operator System

Transport System

National Level: Existing Systems

Operator System

Transport System

Transport System

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