



**TRALAC ANNUAL CONFERENCE**

**Regulation of Cross-Border Road  
Transport in SADC and Interventions  
Implemented during COVID-19**

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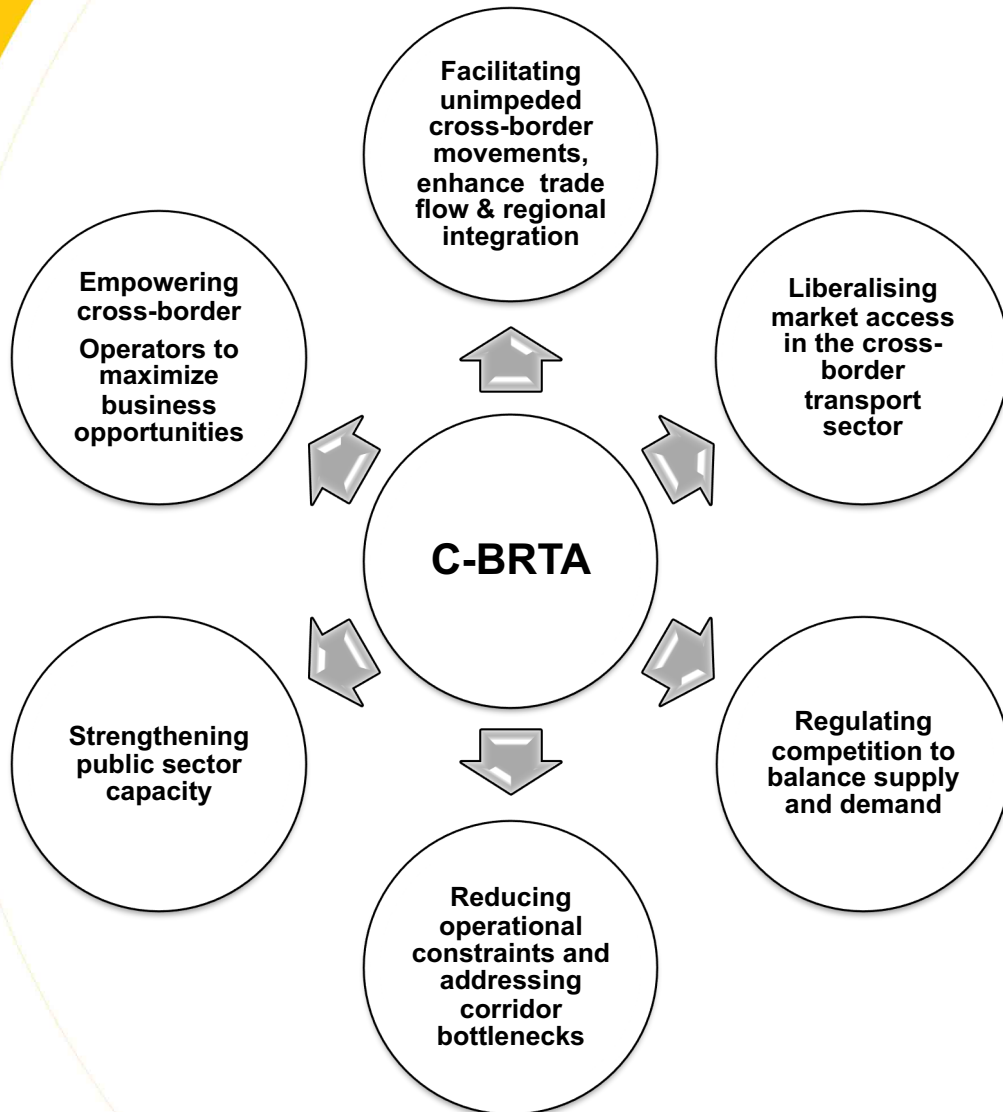
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# Outline

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# C-BRTA: Our Mandate



We are an Agency of the National Department of Transport established in terms of the Cross-Border Road Transport Act (Act No. 4 of 1998) as amended.

We exist to facilitate efficient and seamless cross-border road transport movements with a view to enhance intra-regional trade, regional integration and socio-economic development.

**Vision:** To be the leading economic cross border road transport regulator.

**Mission:** To drive an integrated African continent through excellence in cross border road transport economic regulation, law enforcement, advisory and facilitation of unimpeded flow of goods and people.

# Regulation of Cross-Border Road Transport in SADC

**Cross-border road transport** plays a critical role towards **facilitating trade**, fostering **regional integration** and enhancing **socio-economic development in SADC**.

**It is regulated through a number of instruments:**

- **SADC Protocol** on Transport, Communications and Meteorology.
- **Bilateral Agreements** on Road Freight and Passenger Transport.
- **Other instruments** concluded by certain member states at corridor level such as TKC and SACU MoUs and treaties.

**The key objectives of these instruments are to:**

- Facilitate access, harmonise regulatory requirements, standards and systems.
- Facilitate seamless movements, enhance trade and market integration.

**Regulatory authorities**

- Member states established consultative structures such as the CBRT-RF, Bilateral Forums, Route Management Committees for consultative engagements and referrals.
- Member states closely work with SADC Secretariat.

# Long-standing Issues Affecting Cross-Border Road Transport

- **Fragmentation of the regulatory instruments** – transport legislations and regulations between countries are not harmonized.
- **Unharmonised standards** such as vehicle standards, axle load, regulatory standards, weighbridges.
- **Unharmonised cross-border authorisation systems**, which are used to issue permits, often characterized by unharmonised permit conditions.
- **Lack of coordination, physical and uncoordinated law enforcement operations** in corridors and at border posts.
- **Unharmonised customs systems, unharmonised border operating times, delays, long transit times and high logistics costs.**
- Some countries in the region are beginning to **implement measures aimed at restricting market access and protecting certain domestic transport markets** for locally registered operators, which is retrogressive.

# Challenges During Covid 19

**The Covid19 pandemic added more challenges to cross-border road transport owing to the following:**

- At time of implementing lockdowns and Covid 19 regulations by countries, there was **no plan on how cross-border transportation of goods was to be conducted** during the time of lockdown.
- EAC-SADC-COMESA RECs implemented **separate unharmonised regulations** on cross-border road transport.
- The **unharmonised response** affected **cross-border road transport movements, movement of persons and goods** between countries.

**As a result the following challenges were experienced:**

- Cross-border **operators were not sure of regulatory requirements** in different countries.
- Operators **got stuck in foreign countries** and **drivers and vehicles detained**;
- **Extensive delays** and long transit times.
- **Trade flow and supply chains were disrupted.**

# Interventions Implemented During Covid 19

## Short-term Interventions

- **Guidelines on Harmonisation and Facilitation** of cross-border road transport operations during Covid 19.
- **Tripartite Trade and Transport facilitation guidelines** for safe, efficient and cost-effective movement of goods and services during the covid-19 pandemic.
- **Standard Operating Procedures** taking into account regulations implemented by respective countries.
- **Driver Testing** at border posts and **Corridor Trip Monitoring System**.

## There are also long-term interventions being implemented:

- The **Linking Africa Plan** – a Trade and Transport Plan aimed at transforming the performance of the cross-border transport system and intra-Africa trade towards realization of the objectives of the AfCFTA.
- **Tripartite Transport Transit Facilitation Programme/** Multilateral Cross-Border Road Transport Agreement.
- **Risk-based regulatory systems** and tools such as the **Operator Compliance Accreditation System**.
- Harmonised Integrated Cross-Border Management System.
- Corridor performance monitoring systems.
- Cross-Border Road Transport Regulators Forum.

## Concluding Remarks

- To **increase intra-Africa trade**, we should **address transport** challenges.
- Cross-border transport challenges will **derail achievement** of the **objectives of the AfCFTA**.
- **Negotiations** of trade in services need to look at **transport and trade** as **twin partners**.
- Despite its negative impact, **Covid 19** has **given us the opportunity** to **reset, remodel, re-engineer** and **harmonise** the cross-border road transport regulatory environment for now and beyond.
- **Reforms** should be **underpinned** by the **need for harmonization** and **improved coordination**.





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