

1.1 REPUBLIC OF DJIBOUTI

1.1.1 Legal

1.1.1.1 *International Law*

The information regarding the administrative support processes to ratify international agreements was not made available. The process as determined in the Constitution of Djibouti is therefore described here, assuming that every step will have to be supported by explanatory memoranda and the necessary delegations should be in place.

The President of the Republic negotiates and approves the treaties and international conventions, which are submitted to the National Assembly for ratification. The ratified treaties or agreements supersede the domestic laws. The ratification or the approval of an international engagement containing a clause contrary to the relevant provisions of the Constitution may intervene only after its revision.

Based on the legal processes followed in the Tripartite countries, it is assumed that the President delegates the power to negotiate an international agreement to Ministers who mandates a person/s to undertake the negotiations. It is also assumed that the staff of the Ministry of Transport will have to initiate the ratification process, drafting explanatory memoranda to the Minister which can be submitted to Parliament. As no meeting could be arranged with the Ministry of International Affairs, or the Ministry of Justice, the detail of the process could not be established e.g. whether the Ministry of International Affairs first sanction the agreements and whether the agreements also have to be sanctioned by the Ministry of Justice, as is usually the case.

1.1.1.2 *Domestic Law*

The Ministry of Justice could not be interviewed and the legislative process of Djibouti was therefore determined by means of a desktop study only.

Per Article 45 of the Constitution, legislative power belongs to unicameral National Assembly or *Assemblée Nationale*, whose members are called '*Députés*.'

However, like in other Civil Law countries, a residual legislative power is left in the hands of the Executive. Articles 56 & 57 of the Constitution exhaustively list the subject areas that constitute the exclusive legislative domain of the National Assembly. Under this list is the "determination of crimes and misdemeanours and the penalties applicable to them, the criminal procedure, amnesty, the judicial organization, the status of judges, of the ministerial officers and of the juridical and judiciary professions and the organization of the prison regime". Depending how this section is interpreted by the Djiboutian Courts/ legal profession, the majority of the baseline requirements will have to be regulated by an act of the National Assembly.

As per article 59 of the Constitution, all matters not listed in articles 56 and 57 fall under the regulatory power (*pouvoir réglementaire*) of the Executive which exercises it through decrees. This regulatory power belongs to the President of the Republic who may delegate part or the totality of it to the Prime Minister.

As another common feature of civil law systems, the Government may in certain circumstances 'legislate' on subject areas within the exclusive legislative competence of the Assembly by way of

ordinances. This is regulated by article 60 of the Constitution which states that 'with the agreement of the President of the Republic, the government, in order to execute its program, may ask the Parliament for the authorization for a limited period of time to pass ordinances for measures which are normally in the domain of the law.' These ordinances must be adopted by the Council of Ministers and signed by the President of the Republic. They enter into force immediately after their publication and must subsequently be tabled before the Parliament, within the timeframe stated in the enabling law, for purposes of ratification. The president has the power to notify the constitutional council when he considers that the content of a law is contrary to the current constitution.

Equally worthy of notice is the fact that there exists a special category of laws known as organic laws. These typically serve to define the legal framework of key institutions and processes mentioned in the Constitution. In total, the Constitution prescribes for the enactment of 9 organic laws. The adoption or amendment of organic laws is subject to relatively stricter conditions stated in article 67 of the Constitution; one of which is that their constitutionality must first be checked and certified by the Constitutional Council before they can be promulgated.¹

It is assumed that the legislative process will have to be initiated by the Ministry of Transport or the Roads Authority through the Ministry of Transport and as in other countries, a process of approvals with have to be followed.

1.1.2 Institutional

The transport-related matters contemplated in the various Tripartite documents are regulated and administered by different departments/ministries:

Ministry of Transport: The Ministry is responsible for all modes of transport in relation to planning and implementation as well as the oversight over the public entities that have been established to manage specific issues. The Ministry of Transport is responsible for the approval of vehicle imports, registration of driving schools, and international cross border operators.

Roads Agency (ADR): The Roads Authority is responsible for the management of the road network inclusive of vehicle load management.

Ministry of Interior Affairs: The Ministry of Interior Affairs is responsible for Law Enforcement, which is performed by the Police and the Gendarme. The Ministry is also responsible for driver licensing and vehicle registration, except for those vehicles that belong to the Military and the Gendarmerie. The Ministry is represented in the major towns and cities of Djibouti, i.e. Tadjoura, Ali Sabieh, Arta, Obock and Djibouti (City). The Ministry is responsible for the Police as well as the cleanliness of the country. The Ministry of Interior through the Djibouti City is responsible for vehicle registration, testing and driver licensing functions for the country.

Ministry of Finance: The Ministry of finance is responsible for customs and excise and for the collection of annual vehicle taxes.

Policy: Djibouti is in the process of drafting an integrated transport policy.

There is no Bureau of Standards in Djibouti.

¹ <http://www.nyulawglobal.org/globalex/Djibouti.html#LegislativePower>

1.1.3 Vehicle Load Management

Djibouti does not have a Vehicle Load Management Strategy but has a set of overload control regulation, which was promulgated in 2015. These regulations do not comply with the VLM MOU.

1.1.3.1 Policy Reforms

Djibouti has a report on the state of overload control. The VLM Strategy as agreed on by the Tripartite was given to Mr Suleiman of the ADR. Overload offences are administrative offences.

1.1.3.2 Harmonisation

- **Legal load limits:** Not in line with the Tripartite legal load limits.
- Vehicle dimensions: Not available.
- Legal definitions in relation to vehicles and vehicle load management: Not available.
- **Demerit points and overload fees:** There is no penalty points system in Djibouti. The overload fee is determined per tonne overload. However, it does not relate to overload damage (additional road consumption). For example the fee agreed by the Tripartite in relation to 1 tonne overload on a steering axle is approximately three times higher than the fee (US\$ 5,62 or 1000DJF) prescribed by Djibouti. In accordance with the agreement with Ethiopia, cross border transportation fees are charged on the corridor between the two countries, which are collected at two check points along the route, i.e. 21km and 51km respectively from the port. Djibouti is negotiating new rates with Ethiopia as the fees currently charged are not in line with the fees charged in the COMESA region. The current fees are much lower than that of COMESA.
- **Electronic payment:** Djibouti is of the opinion that an electronic payment system is not feasible and intends to implement a cash-based system (two check points will be provided and they intend to work closely with the Gendarmerie).

1.1.3.3 Regional VLM Requirements

The establishment of the Vehicle Load Management Working group at the Tripartite level is a function of the Tripartite, as well as the regional network of weighing stations, the regional performance audits, the regional weighbridge operations and procedures manual and the exchange of information. As these are functions of the Tripartite which need to be initiated by the Tripartite, Djibouti's function in this regard is to ensure its participation in the regional programme.

1.1.3.4 Weighbridge Certification, Verification and Maintenance

Djibouti has no standards for weighbridge certification, verification and maintenance.

1.1.3.5 Performance-based System

There are no self-regulatory systems in place in Djibouti.

1.1.3.6 Liability for Overload Offences

The Djibouti regulations should be reviewed to make the operator liable for overload offences. Currently the driver is liable for the offence.

1.1.3.7 Reciprocal Recognition

Djibouti will need to incorporate allowance for reciprocal recognition of officers' authority and weighbridges certificates into their domestic legislation in accordance with the SADC model bylaws as incorporated into the VLM MOU.

1.1.3.8 Tolerance

Djibouti is not enforcing their overload control legislation at the moment but the percentage tolerance being considered is 10%. In accordance with the VLM MOU, Djibouti should, when implementation commences be following the tolerances agreed on by the Tripartite, namely 5 % on axle loads and 2% on Gross Vehicle Mass.

1.1.3.9 Training

Djibouti does not have a training programme.

1.1.3.10 Transitional Provisions of the VLM MOU

The VLM MOU has not yet been signed, but Djibouti can embark on the process of harmonising its domestic legislation in accordance with the VLM MOU.

1.1.3.11 Implementation Framework

Djibouti is in the process of implementing the recommendations of the report on overload control to enable the implementation of the VLM MOU.

1.1.4 Baseline requirements for Vehicle Standards

1.1.4.1 Equipment on Vehicles

No legislation on the equipment of vehicles was available.

1.1.4.2 Vehicle Dimensions and Regulations

No legislation or other information relating to vehicle dimensions was available

1.1.4.3 Loads on Vehicles

The loads on vehicles prescribed by Djibouti appear to be based on a loading philosophy that differs from that of the Tripartite and Djibouti should review their legislation in accordance with the VLM MOU.

1.1.4.4 Conveyance of Abnormal Loads

No legislation or policy in this regard was made available.

1.1.4.5 Transportation of Dangerous Goods

Djibouti has no specific requirements relating to the transportation of dangerous goods.

1.1.4.6 Testing of Vehicles for Roadworthiness

The Ministry of Home Affairs contracted a private company to perform roadworthiness testing on a revenue share basis. Djibouti has only one Vehicle Testing Centre in Djibouti City, where the Ministry

of Home Affairs' officials are issuing fitness certificates following a successful vehicle inspection test by the Vehicle Testing Station (VTS) contractor. A roadworthy certificate disc is issued in the form of a vehicle windscreen sticker. The disc only contains a serial number and expiry date. The roadworthiness testing fee, i.e. US\$ 56.2 (10 000 DJF) is payable to the VTS Contractor. In case a vehicle failed the test, a re-test may be performed within 30 days at no cost to the applicant.

The tests that are performed include checking of tyres, general vision, mirrors and headlamps as well as testing of emission, wheel alignment, brakes, and suspension. Vehicle types that are tested include sedans, buses, minibuses, trucks and trailers/vans. Although it was not possible to inspect the testing equipment, the vehicle testing is performed within a warehouse or shed as indicated in the photo below. Due to the turning radius and manoeuvring space requirements for heavy vehicles, the Vehicle Testing Station cannot test all types of heavy vehicles. The Roads Authority confirmed that heavy vehicles are not tested for roadworthiness.



Figure 1: The Vehicle Testing Station of Djibouti City



Figure 2: Roadworthiness Disc

1.1.4.7 Evaluation of Vehicle Test Stations

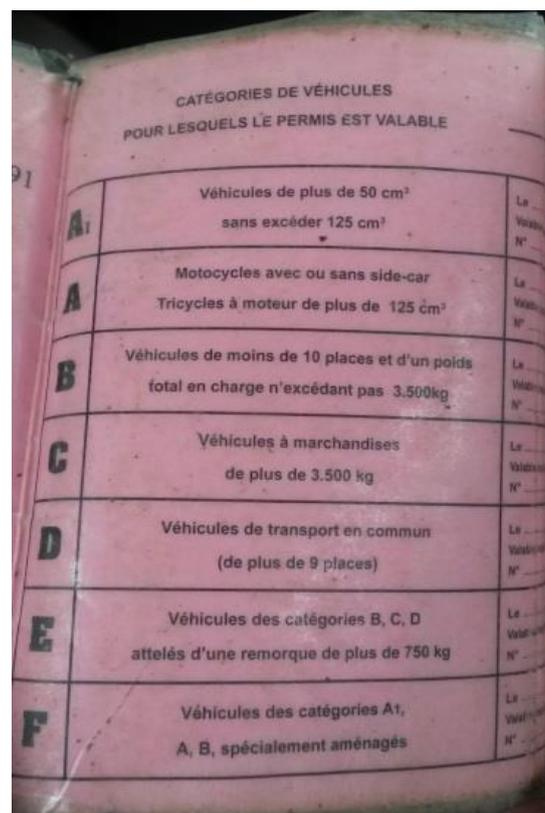
There is no separate inspectorate to evaluate a testing station and there is no standard in accordance with which the testing stations can be evaluated.

1.1.5 Driver Standards

1.1.5.1 Driving Licence Categories

Djibouti does not issue professional driving licences. However, the driving licenses for goods vehicles are renewable and the application must be submitted to the Authority of Ports and Franche areas of Djibouti. The driving licence codes are as follows:

Driving Licence Code	Description
A1	Vehicles over 50cm ³ not exceeding 125 cm ³
A	Motorcycles with or without sidecar. Tricycle motor of more than 125cm ³
B	Vehicles with less than 10 seats and a gross weight not exceeding 3500kg
C	Commercial vehicles with gross weight exceeding 3500kg
D	Transit vehicles with more than nine seats
E	Category B, C, and D Vehicles towing a trailer over 750kg
F	Category of A1, A, and B vehicles that are specially equipped



These driving licence codes are not in compliance with the Baseline Requirements.

1.1.5.2 Training and Testing of Drivers and Professional Drivers

The Department of Transport in the Ministry of Home Affairs' Djibouti City office is responsible for the driving licence function in Djibouti. Driving schools are registered by the Ministry of Home Affairs once the President has issued an authorisation that the driving school may operate. This authorisation is subject to a competence certificate which the driving school owner must obtain by complying with driving school examination requirements. The company that used to conduct the driving school examinations closed and as a result the Ministry of Education intends to implement a new process and curriculum.

A learner must at least be 18 years old in order to apply for a driving licence. The learner is required to obtain an eye test from the Pelletier Hospital in Djibouti. The learner must present him/herself to the Director's office as proof that he/she is in Djibouti to obtain a confirmation letter from the Ministry.

Learner training is at the driving school consists of theoretical and practical driving lessons. At least 10 lessons are required.

AUTO ECOLE ZAKI
A COTE DE LA MOSQUEE AL- SADA
TEL : 21 35 07 45 – 77 81 44 60 -77 84 84 64



In 13000
+5 12000
25000

PIECES A FOURNIR POUR L'INSCRIPTION AU PERMIS

- 6 Photos d'identité récentes
- Récépissé de 7000 FD délivrés par la caisse des menues recette du district de Djibouti
- Photocopie de la carte d'identité
- Certificat médical attestant que je suis indemne des infections
- Incompatibles avec délivrance du permis de conduire qui sera délivré à l'hôpital Peltier en payant la somme de 5 000 FD dont une quittance de Djibouti, du samedi au jeudi
- 1 timbre de 1000 FD
- Certificat administratif pour le Djiboutien 1100 FD
- Certificat de résidence pour le résident délivré par le district de Djibouti.
- Certificat présence au corps ou position militaire

AUTO ECOLE MODERNE

TEL : 21 35 46 03	RUE D'ATHENES	BP : 2592	DJIBOUTI
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PIECES A FOURNIR

- + Certificat médical délivré à l'hôpital Peltier 5000fdj
- + 2 timbre fiscaux : 1 pour le certificat administratif
- + 1 pour la constitution du dossier.
- + Récépissé du district à 7000fdj
- + Photocopie de la pièce d'identité
- + 4 photos

Figure 3: Driving school requirements

The driving school submits a list of their applicants to the Ministry of Home Affairs to be tested by. Proof of payment of the application fee, a recommendation letter from the driving school, a copy of identity book and a photo of each applicant must accompany the list. Specific days are allocated for the testing of each driving school's applicants. After the theoretical test, a practical test is performed in the city. After another two weeks a practical driving test is performed in the city. After another two weeks the testing is concluded with a non-city road test. Different tests are used for the respective driving licence categories. The driving licence is printed and laminated. The learner must collect it from the Ministry's Djibouti office.

For the conversion of a valid driving licence from a country that acceded to the Geneva Convention of 1949 on Road Traffic to a Djibouti driving licence, the application is submitted together with the following:

- Original driving license of the country of origin;
- Four passport photos;
- A copy of a 12-month visa. At the time of filing the application, the applicant must have resided in the country for a minimum of six months;
- Copy of the residence permit, work permit or licence; and
- Proof of residence in Djibouti by providing recognised utility invoices, i.e. Djibouti Telecom or proof of accommodation.

The converted driving licence is issued within two weeks from the date of submission of a completed application.

The Information Technology section that is supporting the driving licence office has begun with the development of a driving licence capturing system that will be used to capture the applicant's details and print the test sheets that are used to record the test results.

1.1.6 Compliance and Law Enforcement

1.1.6.1 Road Transport Management System (RTMS)

There is no Road Transport Management System in Djibouti.

1.1.6.2 Enforcement Procedures for Foreign Operators and Drivers

The general law enforcement procedure of Djibouti is applied to foreign operators and drivers and no distinction is made.

The Police under the Ministry of Home Affairs enforces road traffic legislation in urban areas. The Gendarmerie, who resorts under the Ministry of Defence, works with the Roads Authority on the Djibouti/Ethiopia corridor whilst the Military is responsible for national roads.

The prosecution of serious traffic offences, mainly in cases where the offence is linked to an accident is performed by a committee presided over by the Gendarmerie and Judges. Other members of the committee are drawn from the government services. The Committee considers a police report and the alleged offender may present his/her case to the committee. A similar committee is also being considered for dealing with city security and traffic offence matters for Djibouti City. It could not be established whether Djibouti has general and preventative law enforcement programmes.

1.1.7 Exchange of Information

1.1.7.1 Registration of Vehicles

The Department of Transport in the Djibouti office of the Ministry of Home Affairs is responsible for the registration of vehicles, change of ownership notices as well as issuing authorisation letters when a vehicle is to be used outside of Djibouti.

Vehicles are mostly imported into Djibouti. When a vehicle is imported, the following process applies:

- Application for registration of the vehicle is made to the Department of Transport within the Ministry of Home Affairs;
- The customs process must be followed and the fees paid;
- Police clearance is obtained from Interpol (electronically);
- If the vehicle is new or less than three years old, the vehicle is referred to the VTS only to issued and fitted with a number plate;
- If the vehicle is older than three years, it is referred to the VTS to be tested for roadworthiness and to be issued and fitted with a number plate;

- After the vehicle examiner of the (privately owned) VTS has tested the (older than three years) vehicle for roadworthiness, an official of the Department of Transport within the Ministry of Home Affairs checks that the test has been done properly;
- Following the check an official issues the registration number and the number plate;
- An official stationed at the VTS receives payment for the registration of the vehicle; and
- The final step is for the applicant to return to the Department of Transport within the Ministry of Home Affairs to be issued with a registration certificate which is referred to as a “green card”.

The registration process is the same for vehicles that are not imported, (those that are bought second-hand in Djibouti) with the exception of the customs procedures and duties to be paid and the Interpol certification.

Documentation to support the application for registration for both imported non-imported vehicles includes-

- A copy of the identity document of the applicant;
- In the case of a change of ownership, copies of the identity documents of both the seller and the buyer of the vehicle;
- In the case of a vehicle being financed, the identity of the financier;
- With regard to an imported vehicle, a customs receipt for import duties
- With regard to a bus that is imported to be used for public transport, authorisation from the Ministry of Transport

Once the above procedures are concluded, the application is recorded and approved on a web-based application that was provided to the Ministry by a local service provider, i.e. SDSi. The application processing, i.e. data capturing and approval are done by officials. The printing of the registration certificate is however done by the service provider.

**CERTIFICAT DE VENTE (1)
D'UN VEHICULE D'OCCASION**

TIMBRE FISCAL
1000 FD

Date de la vente
 Vente faite à M.
 demeurant à
 Je soussigné.....
 demeurant à
 déclare avoir vendu mon véhicule (2), le véhicule de (2) (3)

Genre :
 Marque :
 Type :
 Numéro de série du type :
 Immatriculé :

Je l'autorise à solliciter la mutation de la carte grise afférente à ce véhicule et certifie que celui-ci n'a subi aucune transformation susceptible de modifier les indications du certificat d'immatriculation qui m'a été délivré.

(Signature)

(1) A établir en deux exemplaires, la copie étant adressée, dès la transaction, au directeur des Travaux publics (Section Mines), et l'original étant remis au nouvel acquéreur avec la carte grise barrée et revêtu de la mention signée « vendu le... » date de la transaction.
 (2) Rayer les mentions inutiles.
 (3) Au cas où une procuration de vente aurait été établie (voir au verso).

PROCURATION
 (POUVANT ETRE DONNEE TANT A DES PARTICULIERS QU'A DES COMMERCANTS
 PATENTE DE L'AUTOMOBILE)

Je soussigné.....
 demeurant
 propriétaire du véhicule
 - Genre :
 - Marque :
 - Type :
 - Numéro de série du type :
 Immatriculé sous le N°.....
 charge M.
 demeurant
 de vendre pour mon compte ledit véhicule
 Il est bien entendu que M.
 n'agira à cette fin qu'en qualité de mandataire et non de propriétaire, et qu'il me rendra compte des conditions exactes dans lesquelles il aura traité avec l'acheteur.
 Je donne en outre mandat à M.
 d'établir toutes pièces et d'effectuer toutes démarches utiles à la vente dudit véhicule.
 Je reconnais demeurer civilement responsable de mon véhicule jusqu'à cette vente.
 (*) Je m'engage à maintenir en cours de validité l'assurance obligatoire jusqu'à vente ferme de ce véhicule afin notamment, de permettre aux acquéreurs éventuels les essais qu'ils désireraient effectuer.

A le
 (Signature)

(1) A établir en deux exemplaires dont une copie adressée immédiatement au Ministère de l'Intérieur, district de Djibouti.
 (2) Cas où la procuration n'est pas destinée à un commerçant de l'automobile.

Impression Nationale

Figure 4: Change of ownership form

REPUBLIQUE DE DJIBOUTI

CERTIFICAT D'IMMATRICULATION

NUMERO D'IMMATRICULATION (A) DATE DATE DE 1^{re} MISE EN CIRC. (B) NUMERO D'IMMATRICULATION (A)

Nom (C) prénom (D) Profession

Domicile (E) (N° et nom de la Voie) Commune

Genre	Marque (F)	Type		N° dans la série du type (G)	
Carrosserie		Energie	Puiss.	Pl. ass.	N° immatriculation précédent
P. total en charge	Poids à vide	Charge utile	Poids total roulant	Largeur	Surface
					Date cert. précédent

Impression Nationale et Djibouti
 Impression Nationale et Djibouti
 Impression Nationale et Djibouti

Figure 5: Vehicle registration certificate

The Ministry of Home Affairs does not remove any vehicle from the system nor does it record when the vehicle becomes unfit for use or when it is exported.

Although not recorded or processed on the system, the Ministry issues authorisation letters to vehicle owners who are using their vehicles for cross-border travel or who want to export their vehicles.

Vehicles are not allowed to leave the country without authorisation from the Ministry of Home Affairs. The Ministry has a database, which amongst others, indicates when a vehicle is known to be subject to a financing agreement or not.

The process to obtain an authorisation letter is as follows:

- When an application for an authorisation to leave the country with a vehicle is received, the Ministry searches its database.
- If the database does not show that a vehicle is subject to a financing agreement, the authorisation is issued immediately.
- If the database indicates that a vehicle is subject to a financing agreement, a lawyer is appointed to investigate the status of the agreement.
- The lawyer consults with the relevant financial institution and makes a recommendation to the Ministry of Home Affairs.
- The authorisation is issued or withheld, based on the recommendation of the lawyer.

The authorisation letter is required by the Police at the borders because a vehicle that subject to a financing agreement may not be exported.

1.1.7.2 Annual Vehicle Tax

The Ministry of Economy and Finance is collecting annual vehicle taxes from vehicle owners. The vehicle tax is paid by the vehicle owners in order to receive an annual vehicle tax disk that must be displayed in the windscreen of all vehicles to avoid prosecution.

The annual vehicle tax is linked to the engine capacity, i.e. horsepower of the vehicle, i.e. 1000-4000 cc @ 18 000 DJF, <10 000cc @ 25 000 DJF and >10 000 @ 35 000 DJF.



1.1.7.3 Operator Registration

The Ministry of Transport is responsible for the registration of cross- border operators. The registration is performed manually with the issue of operator cards for cross border trucks in compliance with the agreement with Ethiopia. Operator cards are issued in respect of each of the operator's registered drivers. An application is therefore made per driver, with a copy of his driving licence. Payment of the application fee is made at the Ministry of Economy and Finance. Domestic goods operators are not registered.

New legislation is being considered for public transport resulting from studies that have been commissioned in order to professionalise the industry. The import of new buses by individuals is currently restricted but companies may still import buses. Bus and taxi authorisations are issued for the operation of public transport services. The requirements are:

- payment of an application fee of US\$5,62 (1000DJF);
- submission of a valid driving licence; and
- submission of vehicle registration documents.

In case of a company, the driving licence of the nominated driver must be submitted. Approximately 1000 busses and 500 taxis are operating in Djibouti.

Operating licences is graded and revoked by the Council of Ministers.

1.1.7.4 Offence Register

Traffic Law Enforcement is performed by the Police under the Ministry of Home Affairs for urban traffic law enforcement, the Gendarme works with the Roads Authority on the corridor road whilst the Military is responsible for regional / national roads.

The prosecution of serious traffic offences mainly in cases where a subsequent accident occurred are performed by a committee consisting of government officials inclusive of the Ministry of Home Affairs, Gendarme and Judges. The police report is considered whilst the alleged offender may present his/her case to the committee. A similar committee is also being considered for dealing with city security and traffic offence matters for Djibouti City.

1.1.7.5 Summary

The status quo in respect of the computerised systems and registers currently operational can be summarised as follows:

No	Register	Computerised System
1	Vehicles	<p>The full development of the computerised vehicle register is not yet finalised, however, the existing capturing and enquiry functionality are used to register vehicle ownership upon import or change of ownership. The system is not updated when a vehicle is exported, written off due to an accident or unfit for use on a public road. Vehicle registration number does no change with vehicle ownership changes unless the ownership changes form government to private.</p> <p>The Ministry of Economy and Finance is not using the same system for the annual collection of vehicle taxes. Not compliant with baseline requirements.</p>
2	Vehicle fitness	<p>No vehicle testing station grading as there is only one vehicle testing station in Djibouti that is operated jointly by the state and private company. The vehicle testing station is not computerised with regards to being an integral part of the computerised vehicle register. Vehicle testing is performed manually. The computerised vehicle register does not have vehicle fitness functionality. Vehicle fitness testing is not performed in respect of all heavy vehicles. Pre-printed vehicle inspection discs used without any vehicle details. Not compliant with baseline requirements.</p>
3	Drivers and professional drivers	<p>In house developed computerised system for capturing of drivers, not yet fully developed. No learner licence issued during training period as learner can only drive in company of driving instructor. Driving licence (DL) details captured and cards printed centrally. PrDP is endorsed on DL card. Card layout and validity periods of DL and PrDP not compliant with baseline requirements.</p>
4	Driving Codes	<p>Driving codes are out dated and not compliant. SADC codes in use are not compliant with the baseline requirements.</p>

No	Register	Computerised System
5	Driver Training	Driving Training / curriculum being reviewed by the Ministry of Education. No computerised register for driving schools or a computerised register for driving instructors or examiners. No training and/or testing facility exist. Verbal knowledge test and practical driving test in yard and live traffic.
6	Operators	Operator register is manual, whilst the cross border operator cards are printed using a word processing system.
7	Overloading	None due to the lack of any overload control weighbridge.
8	Law Enforcement	Manual processes. No computerised system for court administration. Not compliant with baseline requirements.
9	Online Processing from all Offices	None in Djibouti City with the use of the web based application that was provided for the computerised vehicle register.
10	Online System Integration	None.

1.1.8 Design and Location of Regional Weighbridges

The Regional Weighbridge Location Plan (RWBLP) did not identify weighbridges in terms of the regional strategy for Djibouti. No traffic counts were received from Djibouti. However, the ADR stated that approximately 1200 heavy vehicles travel between Djibouti and Ethiopia per day. There is one weighbridge at the Port of Djibouti, which is used for the purpose of customs and excise, and which can weigh both axles and GVM. This weighbridge however, is not used for the purpose of law enforcement. Djibouti appointed a Portuguese consultant for the purpose to determine the location and design of a weighbridge on the Djibouti-Ethiopia Corridor. The RWBLP Report was provided to the ADR for consideration by the Consultant appointed by Djibouti.

1.1.9 Third Party Motor Vehicle Insurance Schemes

1.1.9.1 Domestic

Only two companies are registered to provide vehicle assurances, i.e. AMERGA and GXA Insurance. The Insurance Companies are managed by the Insurance Directorate at the Ministry of Economy and Finance. The Insurance Directorate has the power to set pricing, though prices are currently determined by the insurers themselves. Operating licences is graded and revoked by the Council of Ministers.

1.1.9.2 Cross-Border

Two insurance companies are accredited in terms of the COMESA Yellow Card Scheme to issue cross-border third party insurance.



ANNEXURE A: LIST OF PARTICIPANTS

1 REPUBLIC OF DJIBOUTI

The Legal and IT Experts visited Djibouti from 18 to 19 July 2016. Meetings were requested with the officials listed in the table below and interviews were held with some of them.

Name	Interviewed	Institution/Position	Contact Details
Mohamed Abdoukader Moussa	No	Transport Minister's office Secretary General's office	Transport Minister's office : +253 21 35 79 13 Secretary General's office : +253 21 25 09 69
Fatouma Awalch Osman	Yes	Ministry of Transport, Director Statistics, Research, Development and Legal Affairs	+253 77 85 98 87 fatolune@hotmail.com
Azhari Karim	No	IGAD	Azhari.karim@igad.int
Souleiman Moumin Robleh	Yes	Roads Authority (ADR), Director of Works	+253 77 84 80 49 / 21 36 05 42 robleh2007@yahoo.fr
Mahdi Abdillahi Sougouleh Salah Ibrahim	Yes	Roads Authority (ADR)	salah.ibrahimos@gmail.com
Mr Mahmoud Moussa	No	Director of Equipment	+253 21 35 64 67 & +253 21 35 15 35
Dileyta Soultan Mohamed	Yes	Ministry of Transport, Department of Maritime (on behalf of the Department of Transport)	+253 77 84 65 53 Dileyta7@gmail.com

A site visit and meeting with the private owner of the vehicle testing station was also requested upon arrival in Djibouti but the station was closed for business. Most of the senior officials of the Department of Transport were also out of the country, but interviews were held with their nominated representatives. A courtesy visit was also paid to the IGAD office. As Mr Azhari Karim was out of the country, the objective was to deliver electronic copies of the project-related documents and presentations that were shared with officials who were interviewed.

The experts also visited the representatives of the EU to report back on the interviews.