1.1 REPUBLIC OF NAMIBIA

1.1.1 Legal

1.1.1.1 International Law

The Namibian Constitution in article 144 determines as follows: “Unless otherwise provided by this Constitution or Act of Parliament, the general rules of public international law and international agreements binding upon Namibia under this Constitution shall form part of the law of Namibia.” The President has the power to negotiate and sign international agreements, and he may delegate that power. One of the functions of the Cabinet is to advise the President as to which international agreements Namibia should accede to. The National Assembly must agree on the ratification of an international agreement.

1.1.1.2 Domestic Law

The line ministry, usually under the supervision of a steering committee consisting of experts on the subject of the legislation, drafts a “layman’s” draft of a bill that usually is based on a policy that was accepted by Cabinet:

The draft bill undergoes a consultative process during which, stakeholders who will be involved in the implementation of the bill or who will be affected by the bill are consulted;

- The draft bill is submitted to the Minister together with an explanatory memorandum to obtain permission for the Bill to be submitted to the Cabinet Committee on Legislation (CCL) for in principle approval and for approval to be published for comment;
- On approval by the CCL, the bill is published in the Government Gazette for public comment. Notices of its publication are usually also placed in newspapers as well as on the relevant official website;
- After the expiry of the public comment period, the comments received are evaluated and incorporated into the bill and the bill is finalised;
- The bill is again submitted to the Minister together with an explanatory memorandum, as well as a Cabinet memorandum.
- The Minister, if satisfied with the Bill, submits it to the CCL for approval;
- The CCL refers the Bill to the Legal Drafters and the Attorney general in the Ministry of Justice. The Legal Drafters reviews the bill in relation to drafting style and correctness and the Attorney General reviews the bill in relation to constitutionality.
- After certification, the Bill is submitted to the National Assembly where it is submitted to three readings (discussions) and voting. During this period, a bill is sometimes referred back to the line ministry for amendments required by the National Assembly.
- After the National Assembly has voted on the Bill and approved it, it is submitted to the President for signature and publication in the Government Gazette. The promulgation process is then finalised.

1.1.2 Institutional

The Ministry of Transport is responsible for the determination of policy for all modes of transport, as well as for oversight over the public entities established to regulate the modes.
The Roads Authority is responsible for the management of the proclaimed road network and the management of the Namibian Traffic Information System (eNaTIS). The Roads Authority employs an Inspectorate which is responsible for vehicle load management.

The Road Fund Administration is responsible for determining and collecting road user charges with the purpose of funding the activities of the Roads Authority.

Local Authorities in some towns have been appointed as registering authorities to undertake the registration and licensing of vehicles (in Windhoek for example, the Roads Authority performs this function). The bigger municipalities have established municipal police forces which also have traffic police divisions.

The Namibian Police (NAMPOL) enforces the road traffic and transport legislation with regards to roads that are not local authority roads and in local authorities where no traffic officers have been appointed or which do not have a municipal police force.

### 1.1.3 Vehicle Load Management

Namibia’s current vehicle load management (VLM) is based on a study of the management of weighbridges and overload control operations which the Namibia Roads Authority conducted. Since that study multi-deck weighbridges were constructed on the proclaimed road network at Onhuno, Walvis Bay, Oshivelö, Windhoek Brakwater, Windhoek Aris, Katima Mulilo, Noordoewer, Ariamsvlei, Gobabis and Rosh Pinah. Namibia’s gross vehicle mass and axle load limits are in line with what was agreed by the Triparite countries. The short term VLM strategy of Namibia is to reduce overloaded heavy vehicles on its main road network to 3%. The long term strategy is to implement a Performance-Based Standards (PBS) VLM and possible future self-regulation.

#### 1.1.3.1 Policy Reforms

The Roads Authority of Namibia is responsible for vehicle load management, as agreed in terms of the VLM MOU. Overload offences are still criminal in nature, but a Vehicle Mass Bill and Regulations have been drafted to implement the decriminalisation process agreed on by the Tripartite, as well as the manner of calculating the overload fees.

#### 1.1.3.2 Harmonisation

**Decriminalisation:** Overloading is still a criminal offence in Namibia, but Namibia is in the process to decriminalise it.

**Overload Fees:** Overload fees are determined as a compensation for road damage due to the overloading and are in line with the MOU on Vehicle Load Management Fees.

**Penalties:** Namibia is in process of developing a demerit point system for habitual offenders. It is contemplated that points will be allocated to each vehicle in a period and each transgression will reduce the points until the points are totally exhausted. Sanctions may include the suspension of the operator card for a local vehicle or blacklisting of the cross border permit for a foreign vehicle. The demerit point system and the mechanism to be implemented are to be finalised.

Regarding the issue of law enforcement and case management, it was noted that when an offence involving a goods or passenger road transport vehicle is committed the driver and operator are not both summonsed/prosecuted, since the driver is the legal culprit but the courts decide to summon an operator to join the driver but this process was found to be a bit cumbersome and uncommon.
The **process of decriminalization is on-going** with a draft bill forwarded to the Minister to commence the legislative process. Draft regulations are already in place. The decriminalisation of overloading is to be implemented as a pilot project where after the same principles are to be applied to other traffic offences except for serious offences, i.e. driving under the influence.

In this connection, **the current administration of transgression requires that all vehicles** to be weighed under the operation of a self-regulation system. Overloaded vehicles shall be detained and not released until the load is adjusted to legal limits and a security bond equivalent to the administrative fee that could be imposed in such a case has been paid. The operator is prosecuted instead of the driver. The administrative offences include exceeding the legal axle, axle group, gross vehicle mass and gross combination mass limits. Additional offences include avoidance of weighbridges and escape of weighbridges which are both prosecutable to the driver and operator. List of penalties is still under consideration but penalties for overloading will be equivalent to the damage (taking into consideration the extent of the overload and the distance of travel caused plus a punitive and administrative element.

### 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, Namibia’s function in this regard is to ensure its participation in the regional programme.

### 1.1.3.4 Weighbridge Certification, Verification and Maintenance

Namibia adopted the standards as agreed on by the Tripartite for the certification, verification and maintenance of weighbridges. All weighbridges are certified and being maintained by a contracted service providers for both the scale and central overload control management information system that interfaces with all the scales at all the weighbridges.

### 1.1.3.5 Performance-based System

The draft Vehicle Mass Bill provides for a performance-based system to be accredited by the Minister.

### 1.1.3.6 Liability for Overload Offences

The Draft Vehicle Mass Bill of Namibia provides for the operator to be held liable for the overload offence. In terms of the Road Traffic and Transport Regulations, this will remain in force until the Vehicle Mass Bill and its regulations have been promulgated, the driver is the primary offender. To prosecute the operator is rather difficult.

### 1.1.3.7 Reciprocal Recognition

The Draft Vehicle Mass Regulations provide for reciprocal recognition and incorporates the provisions on regional weigh stations as provided for in the VLM MOU.

### 1.1.3.8 Tolerance

Namibia allows 5% tolerance on axle loads and 2% tolerance on GVM.

### 1.1.3.9 Training

Training of Road Transport Inspectors occurs on a regular basis.
1.1.3.10 Transitional Provisions of the VLM MOU

Although the VLM MOU has not been signed yet, Namibia has initiated the process for its implementation.

1.1.3.11 Implementation Framework

Namibia will have to develop an implementation framework for the ratification of the VLM MOU as well as the adaptation and commissioning of the current computerised weighbridge offence management system, i.e. the TRAFMAN system.

1.1.4 Baseline Requirements for Vehicle Standards

1.1.4.1 Equipment on Vehicles

Namibia implemented all the vehicle equipment standards agreed on by the Tripartite in 2001.

1.1.4.2 Vehicle Dimensions and Regulations

Maximum Length:

- Combination of vehicles: 22m – in line with Tripartite
- Bus-train: 20m
- Articulated motor vehicle: 18.5m

Specific Provisions relating to Trailers:

- Trailer which is coupled to a drawing vehicle in such a manner that the trailer and the drawing vehicle cannot swivel in a horizontal plane at the coupling: 1.8m
- Trailer, other than a semi-trailer, with one axle or one axle unit of which the GVM –
  - exceeds 12 000 kilogram: 11.3m; or
  - does not exceed 12 000 kilogram: 8m.

Maximum Width of Vehicles:

- Bus of which the distance between the centre-lines of the tyres of the two front wheels exceeds one comma nine metre: 2.6m
- Goods vehicle, with a GVM exceeding 12 000 kg: 2.6m
- Any other vehicle: 2.5m

Above is in line with the Tripartite.

Maximum Height of Vehicles:

- Double-decker bus: 4.65m – the Tripartite allows 4.6m for a double decker bus and 4.3m for all other vehicles
- Motor vehicle with a GVM exceeding 3 500kg: 4.3m
- Motor vehicle with a GVM not exceeding 3 500kg: 3m
1.1.4.3 **Loads on Vehicles**

Namibia’s axle load limits and the manner of determining the permissible mass loads are the same as that agreed on by the Tripartite. The draft Vehicle Mass Regulations include the 10 tonne mass load for a single axle, but the outcome of the current discussions at Tripartite level is awaited to finalise this issue in Namibia.

1.1.4.4 **Transportation of Dangerous Goods**

Namibia’s Road Traffic and Transport Regulations, 2001, include all the Standards and the proposed regulations as agreed by the Tripartite. However, these regulations have not yet been implemented because of a lack of institutional support systems. The policy unit of the Ministry of Works and Transport is currently busy with an initiative to create the institutional support and to implement the relevant regulations.

1.1.4.5 **Testing of Vehicles for Roadworthiness**

Namibia adopted the Standard on Vehicle Testing, which has been agreed on by the Tripartite, in 2001. All vehicles are inspected for roadworthiness as part of the ownership registration and in case of any change of ownership. Furthermore, the Road Transport Quality System (RTQS) requires annual vehicle fitness testing. The following vehicles are subject to the RTQS:

- vehicles with a GVM exceeding 3 500kg;
- passenger vehicles with:
  - seating capacity of 12 or more including the driver, or
  - less than 12 seats that are used for the conveyance of passengers for reward.

Failure of the vehicle test results in the withholding of the Clearance & Roadworthy Certificate disc, as well as the Operator Card disc, both of which are to be displayed on the vehicle.

Examiners of vehicles are graded according to the vehicles that they may examine. Each examiner is issued with an infrastructure number on the Namibian Traffic Information System (eNaTIS) that is linked to his/her grading and in order to register the examiner to a specific testing station. The number of allowed tests per day is monitored by eNaTIS.

Vehicle roadworthy testing is performed in accordance with the prescribed Standard Operating Procedure (SOP) of the Roads Authority as depicted below. A roadworthy application is registered and payment is processed on the eNaTIS upon submission of a complete application with acceptable identification. The test results are captured on the eNaTIS. In case of a failed test, the vehicle owner may return for a re-test within 14 days. In case of a successful test, the vehicle owner has seven days to effect payment in order to obtain the roadworthy certificate together with a roadworthy disc. The payment includes the annual fees for the licensing of the vehicle as well as the operator card that is issued in relation to the vehicle.
Figure 1: Process Flow and Standard Operating Procedure for Roadworthy Testing

Figure 2: Vehicle Licence, Roadworthy and Operator Card for a RTQS Vehicle
The vehicle roadworthy inspection commence with a pre-inspection where the particulars of the vehicle is verified and recorded on the front page of the test report where after the following items are inspected:

- Electrical system
- Fittings and equipment
- Braking system
- Wheels
- Suspension and under carriage
- Steering
- Engine
- Exhaust system
- Transmission and drive train
- Instruments
- Dimensions

Following the inspection of the vehicle on the inspection pit and using the testing equipment at the testing station, the vehicle is also taken for a test drive to test the turning radii of the vehicle, handling and braking.
1.1.4.6 Evaluation of Vehicle Test Stations

The Namibian legislation and the standards incorporated into the legislation provides for the evaluation of testing stations. The standard is the same as that agreed on by the Tripartite. The Inspectorate of Vehicle Testing Stations was appointed in 2014. The management and construction of the vehicle testing stations are the responsibility of the Roads Authority. The only adaptation that Namibia has made to the standard is the allowance of a pit that is less than 18m as prescribed for Grade A vehicle testing stations.

Following the assignment of the function by the Ministry of Works and Transport, the Roads Authority has implemented a programme to upgrade existing vehicle testing stations whilst also constructing new vehicle testing stations in all the regions. Most facilities were upgraded to One Stop Centres where the functions of vehicle roadworthy testing are combined with registration and licensing of vehicles, as well as the testing of drivers and the issuing of driving licence cards. Most of the One Stop Centres that were upgraded did not have sufficient land available to implement a full Driving Licence Centre with all the yard test requirements at the same premises. The latter are still part of the long term programme whilst the current priority is to establish a One Stop Centre in Windhoek due to the growth of the capital city. Land was secured and the engineering designs have been finalised.

<table>
<thead>
<tr>
<th>Existing Stations that were Upgraded</th>
<th>Newly Constructed Vehicle Testing Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gobabis</td>
<td>Eenhana</td>
</tr>
<tr>
<td>Grootfontein</td>
<td>Opuwo</td>
</tr>
<tr>
<td>Karasburg</td>
<td>Outapi</td>
</tr>
<tr>
<td>Karibib (to be further upgraded)</td>
<td>Okahandja</td>
</tr>
</tbody>
</table>

Figure 4: Roadworthy Test Report
<table>
<thead>
<tr>
<th>Existing Stations that were Upgraded</th>
<th>Newly Constructed Vehicle Testing Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keetmanshoop (to be further upgraded)</td>
<td>Ongwediva</td>
</tr>
<tr>
<td>Mariental</td>
<td>Rundu</td>
</tr>
<tr>
<td>Otjiwarongo (to be further upgraded)</td>
<td>Katima Mulilo</td>
</tr>
<tr>
<td>Outjo</td>
<td>Lüderitz</td>
</tr>
<tr>
<td>Swakopmund</td>
<td>Oranjemund (to be constructed, design finalised)</td>
</tr>
<tr>
<td>Tsumeb</td>
<td></td>
</tr>
<tr>
<td>Walvis Bay</td>
<td></td>
</tr>
</tbody>
</table>

Windhoek:
- Motorcycles and sedan vehicles are inspected at the One Stop Centre (“NaTIS Valley”).
- Heavy Vehicles are inspected at the Brakwater Weighbridge.

The new testing stations are designed by professional engineers to ensure that all types/sized vehicles can be tested with emphasis on traffic flow, layout and pavement design to accommodate heavy vehicles at the facilities without interfering with the required movement of smaller vehicles at the facility for inspections and/or driver testing. The designs ensure sufficient parking (pre- and after the inspection), alignment to drive safely over the inspection pit and adequate turning radii for the vehicles as appropriate for the traffic flow at the testing station.

Workshop Electronics, a South African Vehicle Testing Equipment manufacturer/supplier was the successful bidder to install, maintain and calibrate the vehicle testing equipment.

Computerised vehicle testing equipment is installed with integrated CCTV surveillance at the new stations whilst the existing stations that were upgraded have more robust equipment with equipment display cabinets. The standard equipment allows for the testing of heavy vehicles as well as sedan vehicles. The new testing stations are also equipped with axle playwear detection equipment and hydraulic pit jacks, although at the time of the station upgrades it was not a requirement as per the Standards. Hand tools and manual hydraulic jacks are used for such tests whilst the examiners are performing test drives to confirm the handling and steering of the vehicle. The following equipment is installed at all the stations:

- Brake tester
- Wheel alignment tester \ Scuff gauge
- Headlamp beam tester
- Hydraulic jack
- Hand tools, toolbox and carry bag that includes the following:
  - Kingpin & Fifth wheel gauges
  - Tyre depth gauge
  - Spirit level
- Straight Edge
- Torch & Lead lamp
- Plumb line
- Height meters, 30m & 5m measuring tape and aluminium ruler
- Crowbar (0.5m & 1.2m)
- Stopping Blocks for Trucks
- Clutch Helmet
- Motor Cycle Helmet
- Window Light Transmittance Cards
- Reflector Vests (Medium Size)
- Inductive Tachometer

Visual inspection is performed for CO\textsubscript{2} emissions and suspension and confirmed during the test drive of the vehicle. Turning radius areas are either demarcated (painted) at a dedicated area at the station or at a specific open area as agreed with the local authority or municipality that is in close proximity to the station.

**Figure 5:** Fifth Wheel Gauge.

**Figure 6:** Kingpin Gauge
Figure 7: Motorcycle and Light Vehicle Inspection at the Windhoek One Stop Centre

Figure 8: Heavy Vehicle Testing Station at the Brakwater Weighbridge
Figure 9: Windhoek: Turning Radius

Figure 10: Okahandja One Stop Centre: Vehicle Testing Station
Figure 11: Okahandja One Stop Centre: Vehicle Testing Station

1.1.5 Baseline Requirements for Driver Standards

1.1.5.1 Driving Licence Codes

The driving licence codes implemented in Namibia are described in the following table.

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Authorisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>A motorcycle with an engine cylinder capacity not exceeding 125 cubic centimetre, or propelled by electrical power, but excluding-</td>
<td>Code A1</td>
</tr>
<tr>
<td></td>
<td>- a pedestrian-controlled vehicle propelled by electrical power derived from storage batteries; or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- a vehicle with a tare not exceeding 230 kg specially designed and constructed, and not merely adapted, for use by a person</td>
<td></td>
</tr>
<tr>
<td></td>
<td>suffering from a physical defect or disability or a person of old age and used solely by that person.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Note: The above exclusions simply mean that a person needs not to be licensed to operate a hobby-type of motor vehicle, toy, or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>wheelchair type of motor vehicle.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>A motorcycle with an engine cylinder capacity exceeding 125 cubic centimetre.</td>
<td>Codes A and A1</td>
</tr>
<tr>
<td>B</td>
<td>A motor vehicle, being:</td>
<td>Code B</td>
</tr>
<tr>
<td></td>
<td>- a motor car, the tare of which does not exceed 3 500 kg; or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- a minibus, bus or goods vehicle, the gross vehicle mass of which does not exceed 3 500 kg;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>without a trailer, or with a trailer the gross vehicle mass of which does not exceed 750 kg, but excluding an articulated motor vehicle.</td>
<td></td>
</tr>
<tr>
<td>BE</td>
<td>A motor vehicle, excluding a tractor, being-</td>
<td>Codes B and BE</td>
</tr>
<tr>
<td></td>
<td>- an articulated motor vehicle, of which the gross combination mass of the truck-tractor does not exceed 3 500 kg;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- a combination of-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- a motor car the tare of which does not exceed 3 500 kg; or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- a minibus, bus or goods vehicle, the gross vehicle mass of</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- without a trailer, or with a trailer the gross vehicle mass of which does not exceed 750 kg, but excluding an articulated motor vehicle.</td>
<td></td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
<td>Authorisaion</td>
</tr>
<tr>
<td>------</td>
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<td>--------------</td>
</tr>
<tr>
<td></td>
<td>which does not exceed 3 500 kg, with a trailer, the gross vehicle mass of which exceeds 750 kilograms, i.e. small luggage trailers.</td>
<td></td>
</tr>
<tr>
<td>C1</td>
<td>A motor vehicle, being - - a motor car, the tare of which exceeds 3 500 kg but not 16 000 kg; - a minibus, bus or goods vehicle, the gross vehicle mass of which exceeds 3 500 kg but not 16 000 kg, without a trailer, or with a trailer the gross vehicle mass of which does not exceed 750 kg, but excluding an articulated motor vehicle.</td>
<td>Codes B and C1</td>
</tr>
<tr>
<td>C</td>
<td>A motor vehicle, being a bus or a goods vehicle, the gross vehicle mass of which exceeds 16 000 kg without a trailer, or with a trailer the gross vehicle mass of which does not exceed 750 kg, but excluding an articulated motor vehicle.</td>
<td>Codes B, C and C1</td>
</tr>
<tr>
<td>C1E</td>
<td>A motor vehicle, excluding a tractor, being- - an articulated motor vehicle, of which the gross combination mass of the truck-tractor exceeds 3 500 kg but not 16 000 kg; - a combination of a motor vehicle and trailer, the gross vehicle mass of the trailer of which exceeds 750 kg, but the gross combination mass of the drawing vehicle of which does not exceed 16 000 kg.</td>
<td>Codes B, C1, BE and C1E</td>
</tr>
<tr>
<td>CE</td>
<td>A motor vehicle being - - an articulated motor vehicle of which the gross combination mass of the truck-tractor exceeds 16 000 kg; - a combination of a bus or goods vehicle, the gross combination mass of which exceeds 16 000 kg, with a trailer the gross vehicle mass which exceeds 750 kg.</td>
<td>Codes B, C1, C, BE, C1E and CE</td>
</tr>
</tbody>
</table>

It is noted that the SADC driving licence categories do not make provision for the passenger vehicle (bus) related categories D1 and D, as well as the corresponding categories D1E and DE for the combination of a passenger vehicle and trailer of which the GVM exceeds 750 kg.

### 1.1.5.2 Learner Licence Codes

Age restrictions apply in order to obtain a learner driving licence. Learner's Licences are categorised into three main categories: motor cycles (Code 1), light motor vehicles (Code 2), and heavy motor vehicles (Code 3).

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Age Restriction</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Motorcycle, all sizes and types of motorcycles.</td>
<td>Up to 125cc: 16 years; above 125cc: 17 years</td>
</tr>
<tr>
<td>2</td>
<td>Motor vehicle, other than a motorcycle, the tare of which does not exceed</td>
<td>17 years</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
<td>Age Restriction</td>
</tr>
<tr>
<td>------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>3</td>
<td>Motor vehicle, other than a motorcycle, the tare of which exceeds 3 500 kilograms, a minibus, bus or goods vehicle the gross vehicle mass of which exceeds 3 500 kilograms, an articulated motor vehicle of which the gross combination mass of the truck-tractor exceeds 3 500 kilograms or a combination of motor vehicles of which the gross combination mass of the drawing vehicle exceeds 3 500 kilograms.</td>
<td>18 years</td>
</tr>
</tbody>
</table>

### 1.1.5.3 Driving Licence

A central Driving Licence Card Production Facility was established that is producing the SADC format driving licence in compliance with the ISO/IEC 18013 suite of standards for driving licence cards.

![ISO/IEC 18013 compliant Driving Licence Card with SADC Vehicle Categories and Professional Driver Endorsement](image)

In accordance with the ISO/IEC 18013 requirements, the two dimensional (2D) barcode on the back of the card includes a digital signature for authentication of the both the origination and integrity of the data recorded in the 2D barcode, but the barcode has not been encrypted in its entirety to allow the content to be read by other road traffic law enforcement agencies in the region other than the Namibian Police.

### 1.1.5.4 Training and Testing of Drivers and Professional Drivers

The testing of drivers for all driving licence authorisations is prescribed by the Ministry of Works and Transport. The Ministry has through the Roads Authority published comprehensive Driving Instructor and Practical Driving Testing Manuals as well as a brochure that provides critical aspects of the test procedures for each learner licence category.

The manuals describe for each of the respective learner test categories the following:

- Tests itself i.e. format and method of testing.
- Test requirements:
  - Materials needed
- Requirements for the yard test
- Minimum requirements for the road test

**Implementation of the test**

- Pre-trip inspection
- Yard test
- Road test
- Collision
- Mechanical failure
- Hand signs
- Discontinuation of a test

**Test report / Score card**

- Marks and scoring method
- Calculation of scores and conditions that may result in a pass or fail.
- Cut-off points and time limits.

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**Figure 13: Published Driving Instructors’ Manual, Practical Driving Testing Manual and Driving Licence Test Manual (Brochure)**

The manuals were compiled to implement the harmonised standards as prescribed by SADC. The manual complies with the domestic legislation and driving testing centres that were implemented.

There is no legal requirement to undergo practical training at a driving instruction centre, and therefore the learners’ licences are subject to restrictions. The authority to drive a motor vehicle conferred by a learner’s licence is subject to the following conditions:

- The holder of a learner's licence must, be accompanied in or on that motor vehicle by, and be under the direct personal supervision of a person who is in possession of a licence, (other than a learner’s licence) authorising him or her to drive that class of motor vehicle. This person must be seated next to the learner driver, but if there is no passenger seat in front, directly behind the learner driver. This requirement does not apply to a motor cycle.
The holder of a learner's licence must, whenever he or she is driving a motor vehicle ensure that a red sign in the form of the letter "L", of a size of at least 300mm by 200mm, is displayed in the rear window on the right-hand side of the motor vehicle that he or she is driving. A motor cycle is excluded from this requirement.

In the case of a motorcycle, the learner driver may not carry a passenger

A learner driver may not carry passengers for reward.

**Learner Test**

The Roads Authority has developed a question bank for the learner knowledge tests. Multiple test papers are available and circulated. A knowledge test comprise of 79 questions for light and heavy vehicles and for 75 questions motorcycles that must be completed within 90 minutes with a minimum score of 80% in order to pass the test. The test paper comprises of different sections where the signs and rules of the road are the same for all categories whilst the vehicle controls are specific as applicable for motorcycles and vehicles.

An applicant is required to make a booking for a knowledge test. The booking is confirmed upon payment after the application was processed on the eNaTIS. On the date of the test, the applicant must first pass a vision test that is performed at the testing centre using vision testers whilst the image of the applicant is also recorded. The payment for the test is recorded on the eNaTIS and the application form with the identity confirmation sheet is provided to the examiner for verification during the test. The tests are performed under CCTV surveillance.

![Figure 14: Knowledge Testing: Class Room](image)
Driving Licence Tests

The driving licence test procedure for motorcycles is designed to test the rider's ability in respect of the handling of a motorcycle, obedience to traffic rules and vehicle control. The full test consists of a yard test, which includes a pre-trip inspection, a starting procedure and a skill test. This test is to be performed using two-wheeled motorcycles and without a sidecar. The test procedure is prescribed with regards to the pre-trip inspections and all of the following test manoeuvres that must be performed:

- speed management,
- moving off/turns (left),
- lane change (right),
- incline start,
- turning speed judgement (left and right),
- emergency stops, and
- emergency swerve (left and right).

In case the learner should fall or let the motorcycle fall the test is failed or in case the above prescribed manoeuvres were incorrectly performed where the maximum allowed penalty points were exceeded. The test manoeuvres are prescribed based on the below motorcycle test yard layout.
Figure 16: Motorcycle Test Layout

The driving testing for *light and heavy vehicle licence authorisations* comprise of a pre-trip inspection, yard test and a road test. The driving test is similar for light and heavy vehicle categories, whilst the demarcation of the yard tests is deferent for light and heavy vehicles, e.g. alley docking whilst not all the test procedures are required for heavy vehicles as indicated in the table below. Due to this, the time restriction is also different.

<table>
<thead>
<tr>
<th>Yard</th>
<th>B</th>
<th>BE, C, C1E, C1, CE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turn in the road test</td>
<td>Required</td>
<td></td>
</tr>
<tr>
<td>Left turn</td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Reverse in a straight line (40m)</td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Alley docking test (Different for each test category)</td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Parallel parking test</td>
<td>Required</td>
<td></td>
</tr>
<tr>
<td>Incline start test, this may form part of the road test</td>
<td>Required</td>
<td>Required</td>
</tr>
</tbody>
</table>

Time restriction for competing the yard and road tests are indicated in the table below, a penalty point system is prescribed for each test per driving licence category.

<table>
<thead>
<tr>
<th>Driving Licence Code</th>
<th>Pre-inspection and Yard Test</th>
<th>Road Test</th>
</tr>
</thead>
<tbody>
<tr>
<td>B and BE</td>
<td>20 minutes but not exceeding 45 minutes</td>
<td>20 minutes but not exceeding 45 minutes</td>
</tr>
<tr>
<td>C, C1E, C1 and CE (No load required)</td>
<td>Not exceeding 30 minutes</td>
<td>20 minutes but not exceeding 45 minutes</td>
</tr>
</tbody>
</table>
Figure 17: Example of a Driving Testing Centre Layout

The road test is failed if the learner exceeded the permissible maximum penalty points allowed for the driving licence category, or upon a violation of a traffic law, uncontrolled/dangerous action that was performed or in case of a collision. As far as possible a standard test route is followed with the following composition and features:

- Paved lane road, preferably a multi-lane road containing at least two controlled intersections and clearly demarcated road markings.
- At least one intersection controlled by a four-way stop sign.
- At least two intersections controlled by stop signs or traffic signals.
- At least two intersections controlled by yield signs, where the learner must:
  - yield right of way at 1 of the intersections.
  - has right of way at one of the intersections.
- A quiet street where the emergency stop can be executed.
- A right turn must be made at least one of the intersections.
- Crossing of two-way traffic must be made at least two intersections.
- Flashing green arrow indicators for turning vehicles may not form part of the crossings.

Same as for the knowledge test, an applicant is required to make a booking for a practical driving test with payment to confirm the booking with the application that is processed on the Namibian Traffic
Information System (eNaTIS). On the date of the test, the applicant must again first pass a vision test which is performed at the testing centre with payment that is processed on the eNaTIS, the application form with the identity confirmation sheet is provided to the examiner for verification during the practical driving test. The yard test is performed under CCTV surveillance.

Figure 18: Process Flow and Standard Operating Procedure for Driver Testing

The examiner that performed the practical test, records the test results on the eNaTIS in order for the licensing officers at the public counters to order a driving licence card for the applicant upon payment. The identity of the driver is verified upon which the biometrics of the driver is recorded, i.e. high resolution portrait image, signature and two finger prints. A temporary driving licence (paper) is also issued.

Figure 19: Driving Licence Card Image Capturing Equipment
Vision Testing

An applicant's visual acuity and visual field must be tested at the driving testing centre and by means of approved instruments. If defective vision is detected, it can disqualify a person from obtaining or holding licence to drive motor vehicle or learners licence, unless in the case of an application for a licence of the codes A1, A, B, and BE, the person has:

- a minimum visual acuity, with or without refractive correction (glasses or contact lenses), of 6/12 (20/40) for each eye or, if the visual acuity of one eye is less than 6/12 (20/40) or if one eye of the person concerned is blind, a minimum visual acuity for the other eye of 6/9 (20/30); and

- a minimum visual field of 70 degrees temporal, with or without refractive correction, in respect of each eye, or where the minimum visual field in respect of one eye is less than 70 degrees temporal, or where one eye is blind, a minimum total horizontal visual field of at least 115 degrees with or without refractive correction.

In the case of an application for a licence of the codes C, C1, C1E or CE the person has:

- a minimum visual acuity, with or without refractive correction, of 6/9 (20/30) for each eye; and

- a minimum visual field of 70 degrees temporal in respect of each eye, with or without refractive correction.

In the event that an applicant's visual acuity or visual field does not meet any of the minimum requirements, the applicant may, at his or her own expense, cause a 'further test to be carried out by a person of his or her choice who is registered and practising as an optometrist or an ophthalmologist under the laws of Namibia and must be recorded by the optometrist or ophthalmologist concerned on an approved form. If the result of the further test shows that the applicant is not disqualified as contemplated, the result of that further test must be accepted by the driving testing centre.
Professional Drivers

The Ministry of Works and Transport is reviewing the training requirements for Professional Drivers, i.e. Passengers, Goods and Dangerous Goods. Professional permits for the conveyance of dangerous goods are subject to a driving course and training at an appointed driving institution. An application for a professional authorisation must, in addition to the requirements for a driving licence, be accompanied by:

- Medical certificate issued on the approved form not more than two months before the date on which application is made.
- Proof of completion of an approved training course if application is made for a category "D" professional authorisation.
- Statement obtained from the Namibian Police declaring whether the record of offences of the applicant shows that the applicant has been convicted of any offence referred to in the Regulations.
- Driving licence card (or temporary driving licence) of the applicant.

1.1.6 Baseline Requirements for Compliance and Law Enforcement

1.1.6.1 Road Transport Management System (RTMS)

The draft Vehicle Mass Bill and the Vehicle Mass Regulations provide for the accreditation of a Road Transport Management System, as well as for of operators who take part in such a system to be exempted from requirements, as approved by the Minister.

1.1.6.2 Enforcement Procedures for Foreign Operators and Drivers

Currently there is no differentiation between law enforcement relating to local operators and foreign operators with regard to general road traffic offences. The procedures prescribed by the Criminal Procedure Act are followed in Namibia and will continue until Namibia has decriminalised its road traffic offences. This means that a fine is issued and the offender has to pay the fine before the date stated on the notice or attend a court hearing on the date stated on the notice. No instant fines may be imposed in Namibia. This procedure more often than not allows foreign operators or drivers who fail to respond to the notice to escape prosecution, especially as there is no computerised offence management system that links Namibia with the other countries in the region. With regard to overload offences, the draft Vehicle Mass Bill and Regulations prescribes a decriminalised and administrative process for fining overload offences, which complies with that agreed on by the Tripartite.

1.1.7 Exchange of Information

1.1.7.1 Systems used by the Roads Authority

The Roads Authority is responsible for the registers of vehicles, domestic and cross border operators, drivers and professional drivers, vehicle fitness as well as overloading. The Roads Authority established a national network of Regional Offices, Registering Authorities, Vehicle Testing Stations and Driving Testing Centres in all regions and major towns as well as Overload Control (weighbridges) facilities on the main domestic corridors.

The Roads Authority has established a national computer network, a MPLS (Multi-Protocol Label Switching) based data network, in order for all offices and facilities to access the central computerised
registers. The eNaTIS with an Oracle database (unlimited user licence) was implemented on a Unix HP platform (HP DL850 G7) at both the data centre and disaster recovery centre with real-time data replication and failover between the two sites. The data and disaster recovery centres are part of the MPLS network whilst also having direct network connections with failover. Approximately 200 users are using the system at 35 Registering Authorities, 22 Driver Testing Centres and 21 Vehicle Testing Stations. Access to the eNaTIS is shared with other government and law enforcement agencies, such as Nampol, Road Fund Administration (RFA), National Road Safety Council (NRSC), as indicated in Figure 21 that need to:

- Verify vehicle, vehicle owner, operator and/or driver licence particulars when processing:
  - Police accident reports on the accident register system as administered by the National Road Safety Council’s (NRSC).
  - Compensation claim applications for the payment of an injury grant on the Motor Vehicle Accident Fund system as administered by the Motor Vehicle Accident Fund (MVA).
  - An offence that relates to the operator, vehicle and driver fitness or traffic offence i.e. driver behaviour on the traffic contravention systems as administered by the law enforcement agencies, i.e. Namibian Police (ePolice system) and City of Windhoek’s City Police (TCS system).

- Update vehicle, owner and driver records on the eNaTIS when:
  - A vehicle was reported as stolen or when found, the vehicle status is to be changed via the ePolice system as administrated by the Namibian Police.
  - Processing vehicle clearance applications via the ePolice system as administrated by the Namibian Police.
  - Restrict vehicle and owners/operators transactions through administrative status marks when operators default on Mass Distance Charge payments through the MDC system as administrated by the Road Fund Administration.

The Roads Authority’s driving licence card production system already interfaces with the eNaTIS for receiving and confirming card production orders. Similarly, the TRAFMAN systems’ weighbridge and contravention modules are retrieving vehicle, vehicle owner, operator and driver information from the eNaTIS via a system-to-system interface. The exchange of information is performed online in real-time when weighing a vehicle at a weighbridge as well as when processing an overload offence.

Mass distance charge offenses are linked manually to the operators identified in the eNaTIS vehicle registration while overloading offences are linked to the operators and other traffic offences are linked to the drivers by means of the TRAFMAN system when the offences are processed by the Transport Inspectors of the Roads Authority. The TRAFMAN system uses a Progress Database and is implemented on the virtual platform at the data centre and disaster recovery centres and accessible to approximately 30 Transport Inspectors at head office and all the weighbridges in the country via the same MPLS network. The central system control all the scales and weighbridges in the country through the network.

The domestic road transportation permit system (RTPM) and cross border road transportation permit system (CBRTS) are also Progress Database systems that have been implemented on an HP Proliant
DL120 G6 server at the Transport Regulation Office and accessible via the network by at least 10 officials.

Figure 21: Computerised Registers

1.1.7.2 Overloading

The Roads Authority currently operates the following weighbridges as indicated in the following table.

<table>
<thead>
<tr>
<th>No</th>
<th>Location</th>
<th>Scale Configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Brakwater (Windhoek North)</td>
<td>Multi-deck</td>
</tr>
<tr>
<td>2</td>
<td>Aris (Windhoek South)</td>
<td>Multi-deck</td>
</tr>
<tr>
<td>3</td>
<td>Walvis Bay</td>
<td>Multi-deck</td>
</tr>
<tr>
<td>4</td>
<td>Onhuno</td>
<td>Multi-deck</td>
</tr>
<tr>
<td>No</td>
<td>Location</td>
<td>Scale Configuration</td>
</tr>
<tr>
<td>----</td>
<td>--------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>5</td>
<td>Ariamsvlei</td>
<td>Multi-deck</td>
</tr>
<tr>
<td>6</td>
<td>Oshivelo</td>
<td>Single-deck</td>
</tr>
<tr>
<td>7</td>
<td>Noordoewer</td>
<td>Multi-deck</td>
</tr>
<tr>
<td>8</td>
<td>Katima Mulilo</td>
<td>Single-deck</td>
</tr>
<tr>
<td>9</td>
<td>Rosh Pinah</td>
<td>Single-deck</td>
</tr>
<tr>
<td>10</td>
<td>Gobabis</td>
<td>Multi-deck</td>
</tr>
</tbody>
</table>

The Roads Authority uses the TRAFMAN System in respect of the weighing of vehicles and prosecution of overload offenders. A centralised TRAFMAN database located in Windhoek is accessed from each weighbridge via the Roads Authority’s MPLS network to record the axle or axle group mass loads recorded directly from the scale telematics by the system.

The TRAFMAN system calculates the GVM, identifies the relevant transgressions and generates the summons for prosecution purposes automatically without any human intervention. No handwritten prosecution documents need to be prepared at any of the weighbridges.

Figure 22: Location of existing Weighbridges
1.1.7.3 Operator Register

Due to the relatively small population of operators, only a central Transport Regulation office was established in Windhoek for the issuance of both domestic and cross border road transportation permits to operators. Domestic and cross border road transportation permits are required by both domestic and cross border operators in order to operate using a vehicle for a specific purpose. These permits are issued from the RTPM and CBRTS systems. It is not required to have a domestic road transport permit for the conveyance of goods by Namibian operators that operate only within Namibia.

Figure 23: Brakwater Weighbridge

Figure 24: Roads Authority Information Brochure for Domestic Permits
vehicle’s licence is annually renewed. An operator card/disc displaying the owner’s details as the operator is printed in respect of each vehicle which is subject to the RTQS.

Figure 25: Operator Card issued to each Vehicle

The central Transport Regulation office also issue Abnormal Load permits. The permits are issued manually and the cost is determined by the Road Engineers of the Roads Authority. The cost is based on the costs incurred and damage of the road. The calculation of the cost is calculated with the use of a costing system.

Figure 26: Sample Abnormal Load Permit
1.1.7.4 Law Enforcement

The traffic offences are processed on the ePolice system by the Traffic Law Enforcement Unit of the Namibia Police. At this stage, the link to the vehicle and operator registers is not yet computerised although it is envisaged. But for the City of Windhoek and the Municipality of Walvis Bay the other Municipal Traffic Departments do not have computerised contravention systems.

The Walvis Bay Municipal Traffic Department uses the TRAFMAN system via the Roads Authority's national network for traffic camera offences, issuing electronic traffic offence notices by using mobile devices (tablets, PDA's and android phones) as well as using the prosecution functionality that facilitates the court proceedings, admission of guilt payments, issuance of notices, warrants, etc.

The City of Windhoek uses a contravention system inclusive of a traffic camera solution for traffic offences. The City Police has a remote terminal with access to the eNaTIS system in order to manually obtain vehicle, owner and driver particulars when processing offices.

During December 2016, the eNaTIS was integrated with the ePolice system of the Namibian Police services for traffic contravention, traffic and speed camera's as well as for mobile roadside operations.

1.1.7.5 Summary

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

<table>
<thead>
<tr>
<th>No</th>
<th>Register</th>
<th>Computerised System</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vehicles</td>
<td>Namibian Traffic Information System (eNaTIS) is used for vehicle registration and licensing.</td>
</tr>
<tr>
<td>2</td>
<td>Vehicle fitness</td>
<td>Fitness testing is administered on eNaTIS but the vehicle inspection process is performed using a manual check sheet on which the readings of the test equipment are recorded.</td>
</tr>
<tr>
<td>3</td>
<td>Drivers and professional drivers</td>
<td>The eNaTIS is used for learner, driver and professional driver licensing and the licences are computer generated. The road test is performed using a manual check sheet but no hand-written documents are issued.</td>
</tr>
<tr>
<td>4</td>
<td>Driving Licence Codes</td>
<td>SADC codes are not compliant with the baseline requirements.</td>
</tr>
<tr>
<td>5</td>
<td>Driver Training</td>
<td>Driving schools and driving instructors are not regulated.</td>
</tr>
<tr>
<td>6</td>
<td>Operators</td>
<td>Registration as operator in respect of each vehicle on eNaTIS.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Domestic Public Transport/Conveyance of Passengers: Road Transport Permit Module (RTPM).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cross Border Conveyance: Cross-Border Road Transportation System (CBRTS).</td>
</tr>
<tr>
<td>No</td>
<td>Register</td>
<td>Computerised System</td>
</tr>
<tr>
<td>----</td>
<td>--------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>7</td>
<td>Overloading</td>
<td>Weighbridge Management System and Contravention System in use are modules of an integrated Traffic Management System (TRAFMAN) which includes several modules to support traffic and law enforcement operations such as the automation of speed and traffic camera offences and mobile / mobile phone ticketing. The system also includes computerised court administration functionality.</td>
</tr>
<tr>
<td>8</td>
<td>Law Enforcement</td>
<td>The municipal traffic police in Windhoek and Walvis Bay use Contravention Management Systems, which allows for recording of the individual notices issued by officers, automated issuing of speed notices from digital images received from speed cameras and administration of the court process. NamPol has developed ePolice system for law enforcement. The system has been integrated with the eNaTIS for vehicle and driver information exchange in December 2016.</td>
</tr>
<tr>
<td>9</td>
<td>Online Processing from all Offices</td>
<td>Online processing through eNaTIS for vehicle, driver and operator registers. Domestic and cross border operation systems are centralised in the capital, i.e. Windhoek.</td>
</tr>
<tr>
<td>10</td>
<td>Online System Integration</td>
<td>Integrated with eNaTIS that integrates with the weighbridge systems and the Contravention Management Systems and similar to that of the Police and Road Fund Administration’s Mass Distance Systems. The eNaTIS integration with the National Road Safety Councils’ system is process of being implemented and should be completed by mid 2017.</td>
</tr>
</tbody>
</table>

### 1.1.8 Cross-Border Transportation

#### 1.1.8.1 Corridor Management

The major trade corridors traversing Namibia are the following (see Figure 27):

- Trans Cunene Corridor
- Trans Kalahari Corridor
- Trans Orange Corridor
- Trans Zambezi Corridor
Corridor management is performed by the Ministry of Works and Transport, Trans Kalahari Corridor Secretariat (TKCS) and the Walvis Bay Corridor Group (Private Public Partnership organisation).

The Trans Kalahari Corridor (TKC) between Botswana, Namibia and South Africa is managed by the Trans-Kalahari Corridor Management Committee (TKCMC) of which the structure is illustrated below. The political and economic vision is to pursue or contribute towards deeper regional integration in SADC, SACU and NEPAD.

Figure 27: Major trade corridors traversing Namibia

Figure 28: Corridor Management Structure
The Trans Kalahari Corridor Secretariat (TKCS) is responsible for the programme planning, coordination and implementation from a government perspective in respect of policy, legislative and institutional reforms. Current initiatives are the following:

- Establishment of a One Stop Border Post (OSBP) between the Trans Kalahari and Mamuno Border Posts, in respect of using technology instead of a physical OSBP.
- Introduction of harmonised customs procedures along the Trans-Kalahari Corridor using the Single Administration Document (SAD 500).
- Information Communication Technology (ICT) systems interface and connectivity.
- Standardization of Weighbridge Equipment.
- Establishment of Corridor Performance Monitoring System.
- Roll out of Cross Border Vehicle Overload Control System (CBVOCS).
- Adoption of SADC Road Traffic Signs and Signage in Botswana.
- Establishment of Wellness Centres.
- Feasibility study for establishment of truck stops along the TKC.

**Walvis Bay Corridor Group**

The Walvis Bay Corridor Group develops and facilitates trade initiatives on the all the corridors that transverse through Namibia with the objective to establish a regional logistic hub through the Port of Walvis Bay and Lüderitz.

Corridors are developed, extended and integrated into the network of regional corridors to increase trade through the logistic hub of Namibia. WBCG facilitated the establishment the new Memorandum of Understanding (MOU) between DRC, Namibia and Zambia for the Walvis Bay-Ndola-Lumbumbashi Corridor Management Committee (WBNLMC) and One Stop Border Posts, i.e. Kasumbalesa.

Hence, in the absence of a government corridor management agency, WBCG are building the required capacity and institutional requirements for such agencies to be established, i.e. TKCS. As a partner of government, WBCG is currently assisting with the management of the Trans-Cunene, Trans-Kalahari, Trans-Orange and Trans-Zambezi corridors.

At regional level, the WBCG is actively involved with the Africa Corridor Management Alliance (ACMA) to share successes and approaches in order to develop and integrate trade corridors. The WBCG has a practical hands-on implementation methodology by first establishing a baseline understanding for the needs and requirements where after action plans with clear deliverables to be achieved by each party or stakeholder to be implemented and managed.

WBCG manage and develop the corridors from a trade and business approach. The holistic approach is to facilitate trade based on economic and business terms for both the investor and end user of the corridor. Key to this approach is effective legal instruments, funding, infrastructure and removal of trade barriers and marketing of the corridor to investors. The capacity and efficiency of the Ports, i.e. Walvis Bay and Lüderitz, road infrastructure with related facilities and services for operators as well as border post procedures are fundamental factors to effectively market the corridors.

Corridors are developed and managed from a business perspective whilst facilitating:
Implementation of legal and institutional instruments to manage corridors and effect trade and transit reforms to optimise the corridors in respect of capacity, transportation time and cost.

- Securing of funding and required partnerships for development.
- Marketing of the corridors to investors to increase trade volumes and open new markets through the corridor destinations.
- Efficient customs procedures with the implementation of automated Customs Systems, Interface and Connectivity, i.e. ASYCUDA;
- Harmonisation of axle loads and implementing programmes to promote the use of the corridors.

### 1.1.8.2 Cross Border Permits and Customs Procedures

Namibia complies with the Bilateral and Multilateral agreements for the purpose of issuing cross-border road transportation permits that are based on a quantitative approach. Cross Border road transportation permits are effectively issued to any operator that submits an application with payment. The qualitative approach to facilitate trade and transit is supported.

The need for the details of foreign vehicles, drivers and operators to be verifiable by the authorities in any country is recognised. The information in respect of foreign vehicles, drivers and operators will be accessible on TRIPS to law enforcement officers. It is therefore suggested that Customs Services also access and verify particulars relating to foreign operators, vehicles and drivers (if the need arises) on TRIPS.

Customs procedures are optimised with the use of a Single Administration Document (SAD 500) that was initially trialled on the Trans-Kalahari Corridor and system are due to be interfaced. However, the establishment of One Stop Border Posts are a topic of discussion and planning. It is recommended that it be prioritised for implementation especially with regards to integrate weighbridges that are replicated on both sides of the border.

### 1.1.9 Regional Weighbridges

#### 1.1.9.1 Location

The RWBLP was provided to the Namibia officials for the purpose of future planning of the location of Weigh Stations in accordance with the methodology provided in the RWBLP. The RWBLP identified the following weighbridges on the following corridors:

- Trans-Cunene corridor: Weighbridges at Walvis Bay, Otavi (new) and Oshikango (new);
- Trans- Kalahari corridor: Weighbridges at Walvis Bay and Gobabis;
- Trans-Orange corridor: Weighbridges at Keetmanshoop (new) and Aris; and
- Trans-Zambezi: A weighbridge at Katima Mulilo.
Figure 29: Proposed Reasonably Firm Weighbridge Network for the Trans-Cunene Corridor
Figure 30: Proposed Reasonably Firm Weighbridge Network for the Trans-Kalahari Corridor
Figure 31: Proposed Reasonably Firm Weighbridge Network for the Trans-Orange Corridor
### 1.1.9.2 Design

Except for the three new weigh stations, i.e. Keetmanshoop, Otavi and Oshikango as included in the RWBLP for Namibia, all the other weigh stations are equipped with multi decks (x4), holding yards and are all interconnected to the central overload control management system, i.e. the TRAFMAN system. The TRAFMAN system have the functionality as required for the RWBLP design requirements for integration of the booms, loggers, WIMs, cameras and traffic violation detectors as implemented in the region.

<table>
<thead>
<tr>
<th>Weigh Station</th>
<th>Design Type</th>
<th>Existing / New</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aris</td>
<td>Large Type 2 Road Screening</td>
<td>Existing domestic weigh station</td>
</tr>
<tr>
<td>Gobabis</td>
<td>Small Type 2</td>
<td>Existing domestic weigh station</td>
</tr>
<tr>
<td>Katima Mulilo</td>
<td>Small Type 2</td>
<td>Existing domestic weigh station</td>
</tr>
<tr>
<td>Keetmanshoop</td>
<td>Small Type 2</td>
<td>New – Planned, in process of being designed / constructed</td>
</tr>
<tr>
<td>Oshikango</td>
<td>Small Type 2</td>
<td>New – Regional weigh station</td>
</tr>
<tr>
<td>Otavi</td>
<td>Small Type 2</td>
<td>New – Regional weigh station</td>
</tr>
<tr>
<td>Walvis Bay</td>
<td>Large Type 2 Road Screening</td>
<td>Existing domestic weigh station</td>
</tr>
</tbody>
</table>
However, only the new Gobabis weigh station was specifically designed to comply with the RWBLP design requirements although the phase 2 implementation of the vehicle throughput controls equipment are still to be commissioned as depicted in Figure 33.

It is also recommended that:
- Location and number of weighbridges be reviewed in accordance with the principles in the RWBLP,
- Design of the weighbridges that continue to be operated, be reviewed and upgraded in accordance with the design criteria in the RWBLP.

Figure 33: Small Type 2

Figure 34: Large Type 2 Road Screening

1.1.10 Third Party Motor Vehicle Insurance Schemes

1.1.10.1 Domestic

The Motor Vehicle Accident Fund provides for assistance and benefits to all people injured and dependants of those killed in road accident crashes in accordance with the MVA Fund Act 10 of 2007. It is funded by the fuel levy. Should a foreign driver be killed or injured in an accident, he/she or his/her family will be compensated in accordance with the provisions of the MVA Fund, i.e. medical treatment and injury management whilst being in Namibia, and a N$7 000 funeral grant. A foreigner qualifies for all benefits in case the person has a valid work or study permit at the time of the crash.

In addition to the funeral grant, the following may be claimed for:
- Medical Benefits: A person involved in a motor vehicle crash is eligible for an undertaking amounting up to N$1 500 000 which provides for medical treatment, injury management, rehabilitation and life enhancement.
- Injury Grant: The Fund provides an injury grant to the value of up to N$100 000. This is a cash grant that serves as compensation for injury in respect of any injured person.
- Loss of Income: Loss of income may be claimed by a survivor of a road crash and is limited to N$100 000, with certain limitations and exclusions.

- Loss of Support: Loss of support may be claimed by a dependant of a deceased and is limited to N$100 000, with certain limitations and exclusions.

1.1.10.2 Cross Border

Namibia is not part of the COMESA yellow card system.
ANNEXURE A: LIST OF PARTICIPANTS

1 REPUBLIC OF NAMIBIA

This report relates to the visit performed by the IT Expert from 14 to 15 April 2016. Interviews were held with the officials as indicated in the following table.

<table>
<thead>
<tr>
<th>Name</th>
<th>Institution</th>
<th>Contact Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cedric Limbo</td>
<td>Ministry of Works and Transport</td>
<td>+264 61 2088166 +264 81 150 5858 <a href="mailto:cliombo@mwtc.gov.na">cliombo@mwtc.gov.na</a></td>
</tr>
<tr>
<td>Damien Mabengano</td>
<td>Ministry of Works and Transport</td>
<td>+264 61 2088154 +264 81 146 7202 <a href="mailto:dmabengano@mwtc.gov.na">dmabengano@mwtc.gov.na</a> <a href="mailto:dmabengano@yahoo.co.uk">dmabengano@yahoo.co.uk</a></td>
</tr>
<tr>
<td>Enos Mwakondange</td>
<td>Ministry of Works and Transport</td>
<td>+264 61 2088167 +264 81 126 1425 <a href="mailto:emwakondange@mwtc.gov.na">emwakondange@mwtc.gov.na</a> <a href="mailto:emwakondange@gmail.com">emwakondange@gmail.com</a></td>
</tr>
<tr>
<td>Wilfried Brock,</td>
<td>Roads Authority</td>
<td>+264 61 284 7195 +264 81 129 9522 <a href="mailto:brockw@ra.org.na">brockw@ra.org.na</a></td>
</tr>
<tr>
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