1.1 REPUBLIC OF MOZAMBIQUE

1.1.1 Legal

1.1.1.1 International Law

The President of Mozambique in terms of article 162 of the Mozambican Constitution has the power to enter into international treaties. In terms of Article 179(2), the Assembly has the exclusive powers to ratify and terminate international treaties, while the Council of Ministers in terms of article 204(1)(g) has to prepare the signature of international treaties and sign, ratify, adhere to and terminate international agreements, in matters that are within their governmental jurisdiction. The status of international treaties/agreements are determined by article 18, which states that validly approved and ratified international treaties and agreements enter into force in the Mozambican legal order once they have been officially published (in accordance with article 144) and while they are internationally binding on the Mozambican State. Norms of international law have the same force in the Mozambican legal order as have infra-constitutional legislative acts of the Assembly of the Republic and the Government, according to the respective manner in which they are received.

In practice, the line Ministry obtains a delegation from the President to negotiate an international agreement. In the case of a bilateral agreement, the following process is followed:

- The Draft agreement is submitted to the Ministry of Foreign Affairs to ensure that it is in line with the Constitution;
- When the final agreement has been reached, the Minister of Foreign Affairs is requested for power to sign the agreement;
- After signature, a proposal for a resolution to ratify the agreement is submitted to the Board of Ministers;
- If the Board of Ministers agrees, the agreement is ratified at a Board meeting;
- The resolution to ratify the agreement plus its text is published in the Gazette in Portuguese. If the English version of the agreement was signed, an official translation is requested.

In the case of a SADC Agreement, the following procedures apply:

- The line ministry commences negotiations;
- A draft of the agreement is submitted to the Ministry of Foreign Affairs
- If any follow-up meeting on agreement results in substantial changes to the text, the agreement is resubmitted to the Ministry of Foreign Affairs for certification that the agreement is constitutional;
- The agreement is then submitted to the SADC Board of Ministers of Justice for approval;
- Hereafter the agreement is open for signature;

- After signature, a proposal for a resolution to ratify the agreement is submitted to the Board of Ministers;
- If the Board of Ministers agree, the agreement is ratified at a Board meeting;
- The resolution to ratify the agreement plus its text is published in the Gazette in Portuguese. If the English version of the agreement was signed, an official translation is requested.

The last three steps in relation to the SADC agreements are the same as in relation to bilateral agreements.

1.1.1.2 Domestic Law

In terms of article 84 of the Mozambique Constitution, the following people or entities may propose legislation:

- Parliamentary Benches;
- Parliamentary Committees;
- President of the Republic; or
- Members of the Government.

Bills proposed by the Parliament are called *projecto de lei* and bills proposed by the Executive are known as *proposta de lei.*

All bills are submitted to the President of the Parliament who submits them to the relevant Parliamentary Committee for distribution to the Members of Parliament. Bills are then analysed by the relevant working group who issues a detailed report and opinion on the Bill.

The assembly discusses the bill in two readings accompanied by voting. After the final vote at the second reading, the Bill is submitted to the President for signature and is published in the Government Gazette. The President may, however refer the Bill to the Constitutional Council for consideration of its constitutionality before it is signed. Depending on the decision of the Constitutional Council the Bill is either signed or sent back to the Assembly where it under these circumstances requires a two-thirds majority to be passed.

Decrees: Decrees-laws are legislation passed by the Council of Ministers pursuant to authorisation from the Assembly of the Republic. These are automatically ratified unless fifteen Members of Parliament demand to ratify it in the first Parliamentary session held after the publication of the Decree-Law in the Official Gazette (Article 181 of the Constitution). Non-ratification by the Parliament in case the Decree-Law is called for ratification equals revocation.

While the administrative support process for domestic law was not available, it is assumed that explanatory memoranda will need to be submitted and that an approval system is in place as in other countries.

1.1.2 Institutional

Transportation in Mozambique is managed by a combination of national, provincial and public entities:

- **The Ministry of Transport and Communications** is responsible for the development of policy and regulation for road, rail, air and ports and viaducts
- The National Institute of Land Transport (INATTER) is a public entity responsible for road and rail
- **The National Institute of Land Transport (INATTER)** has been assigned responsibility for vehicle registration and licensing as well as driver licensing by the Ministry of Transport and Communications.
- **The Ministry of Public Works and Housing** is responsible for construction and maintenance of roads and supervises the National Road Administration (ANE) and the Road Fund (FE).
- **The Road Fund Administration (FE)** comprised of a combination of fuel charges, tolls and transit charges.
- **The National Road Administration (ANE)** is an autonomous national public entity (a juristic person) in charge of the management of the road network. ANE consists of five member organizations dedicated to the planning, development, construction, management and maintenance of the road infrastructure, in addition to national transport, communications, and housing.
- **The Council of Ministers** includes the Ministry of Public Works and Housing, the National Road Administration, and provincial Governments and aims to ensure co-ordination across the Government on all matters of transport administration.

Policy: Mozambique has a Transport Strategy covering all the modes and which is in the process of being implemented. There are however various challenges to this process such as a lack of coordinated strategic planning for both passengers and freight.

1.1.3 Vehicle Load Management

1.1.3.1 Policy Reforms

While Mozambique does not have a formal vehicle load management strategy, they actively enforce vehicle load limits in accordance with a procedures manual. There are 16 weighbridges in Mozambique, of which three are in Maputo. Three of the 16 weighbridges are operated by a private company. All of these weighbridges are equipped with electronic weighing systems, but are however not interconnected or connected to the vehicle or driver registers. The systems installed at the weighbridges are from the South African Council of Scientific and Industrial Research, as well as from European countries. The operator is prosecuted for overload offences in Mozambique. Overload offences are not yet decriminalised, but the need for decriminalisation had been communicated to the management. Mozambique regulates mass limits only in relation to vehicles with a GVM exceeding 5000kg. Passenger vehicles with exception of bus-trains from South Africa are not weighed.

1.1.3.2 Harmonisation

- Legal load limits: Mozambique allows 9 tonne on a single axle and not ten tonne as agreed by the Tripartite.
- Vehicle dimensions in relation to overload: In line with the tripartite length of 22m.
- Legal definitions in relation to vehicles and vehicle load managements: The legal definitions are not in line with that of the Tripartite.
- Penalties and demerit points: The penalties for overload in Mozambique relates to the level of overload but it is not entirely clear on which basis the monetary value of the additional road consumption due to the overload is being calculated. The Roads Authority however indicated that it is not calculated in accordance with the formula agreed on by the Tripartite.
- Electronic payment: The VLM MOU was provided to Mozambique for future reference and development of legislation in compliance with the Tripartite Agreements.

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, Mozambique's function in this regard is to ensure its participation in the regional programme.

1.1.3.4 Weighbridge Certification, Verification and Maintenance

No standards for weighbridge certification, verification and maintenance were available.

1.1.3.5 Performance based system

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

1.1.3.6 Liability for overload offences

The liability for overload offences in Mozambique lies with the operator.

1.1.3.7 Reciprocal Recognition

Mozambique 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

Decree no. 14/2008 prescribes a tolerance of 2% across the board for axles and GVM.

1.1.3.9 Training

Mozambique does not have a continuing training programme, but personnel are trained when the need arises.

1.1.3.10 Transitional provisions of the VLM MOU

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

1.1.3.11 Implementation Framework

Mozambique will need to review its legislation in accordance with the VLM MOU and develop an implementation plan for it.

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

Decree No. 14/2008 prescribes the following dimensions for vehicles:

Maximum Length:

- Vehicles with two or more axles – 13m
- Articulated vehicles of three or more axles – 18m
- Combination of vehicles– 22m
- One or more trailer axles – 13m
- Agricultural tractor trailers of:
    - One axle – 7m
    - Two or more axes – 10m

Maximum width of vehicles

- 2,6m- no distinction is made between types of vehicles.

Maximum Height of vehicles:

- 4,3m

Specific provisions relating to trailers:

- articulated vehicles specially adapted and approved by the National Institute for Traffic for transporting containers, will be the maximum length of 16.50 metres
- Trailers attached to a passenger carrying public transport vehicle with a gross weight up to 750kg: Length: 2,5 and height: 1,25m;

- Trailers attached to a passenger carrying public transport vehicle with a gross weight up to 1500kg: Length:3,5m and height: 1,750m
- Trailers attached to a passenger carrying public transport vehicle with a gross weight up to 3500kg: Length: 5,5m and height: 2,75m

Not all the above dimensions are in line with those accepted by the Tripartite and Mozambique should review the Decree accordingly.

1.1.4.3 Loads on vehicles

Gross Vehicle Mass

- A vehicle with two axles – 16 tonne
- A vehicle with three or more axes – 26 tonne
- Articulated vehicles (truck- tractors plus semi-trailers) with:
  - Three axles – 25 tonne
  - Four axles – 34 tonne
  - Five axles – 42 tonne
  - Six axles – 48 tonnes
  - Seven or more axes – 56 tonne

Combination of Vehicles:

- Four axles – 34 tonne
- Five axles – 42 tonne
- Six axles – 48 tonne
- Seven or more axles – 56 tonne

Trailers with:

- One axle – 8 tonne
- Two axles – 16 tonne
- Three or more axes – 24 tonne

Tractor trailers for agricultural use:

- With one axle – 8 tonne
- With two or more axes – 16 tonne

Axle Mass Loads:

- Single axle: 9 tonne (Tripartite: 10 tonne- under discussion)
- Tandem: 18 tonne
- Tridem: 24 tonne

The Regulations also determine that the vehicles may not carry a mass load bigger that that allowed by the manufacturer

Mozambique should review the Decree No 14/2008 in line with the Tripartite Standard.

1.1.4.4 Conveyance of Abnormal Loads

Mozambique has a permit system for the conveyance of abnormal loads, but it will have to be reviewed in accordance with the Tripartite standard as the calculation of the fees in Mozambique does not take all the fee components such as administration fees, escort fees, congestion fees and environmental externality fees (noise and greenhouse emissions) into account.

1.1.4.5 Transportation of Dangerous Goods

No legislation on the transportation on dangerous goods was available, except for Decree No.14/2008 that prescribes limits in relation to the carriage of explosives.

1.1.4.6 Testing of vehicles for roadworthiness

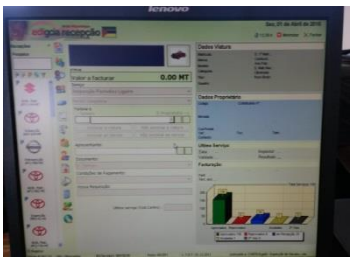
Vehicles are tested annually for roadworthiness whilst heavy vehicles are tested every six months. A new vehicle owner is allowed 30 days under a temporary permit to obtain a roadworthy certificate.

Testing are performed at Vehicle Testing Stations (VTS's) in each of the 11 provinces that are operated by a private contractor under government concession. According INATTER, Maputo Province and Maputo City should preferably have 2 VTSs each. The vehicle testing equipment at the VTS's are approximately 5 years old and maintained under contract. The testing equipment include the following:

- Brake testing
- Headlamp beam-aim checking device
- Wheel alignment
- Suspension testing
- CO_2 Gas Analysis / Emission testing

The VTS facility and equipment are computerised. Multiple testing lanes (x4) with inspection pits and testing equipment are provided for light vehicles as well as a dedicated heavy vehicle and motorcycle testing lanes. The length of the inspection pits differ between approximately 6m – 17m.

Figure 1: Vehicle testing station with equipment



Vehicle testing is computerised with each the Vehicle Testing Station that has its own local transactional system. Applications for roadworthiness testing are registered with the vehicle number plate as unique reference at the public counter, where after the examiner performs the roadworthy inspection and testing. At the “back office”, the inspection and test results are captured on the computerised system using the inspection checklist equipment and testing equipment printer.

A roadworthy certificate and disk is printed on green face value forms that includes a security features such as watermarks and security foil. In case of a failed test, a red report is provided to the vehicle owner.

1.1.4.7 Evaluation of Vehicle Test Stations

There is no separate inspectorate that evaluates the performance of testing stations in Mozambique.

1.1.5 Baseline Requirements for Driver Standards

1.1.5.1 Driving Licence categories

The driving licence card issued by INATTER complies with the SADC vehicle categories and format. Likewise the professional driving permit endorsement on the front of the card, as well as the pictograms and legend on the back of the card comply.

Figure 2: Driving licence card with category legend and 2D barcode at the back

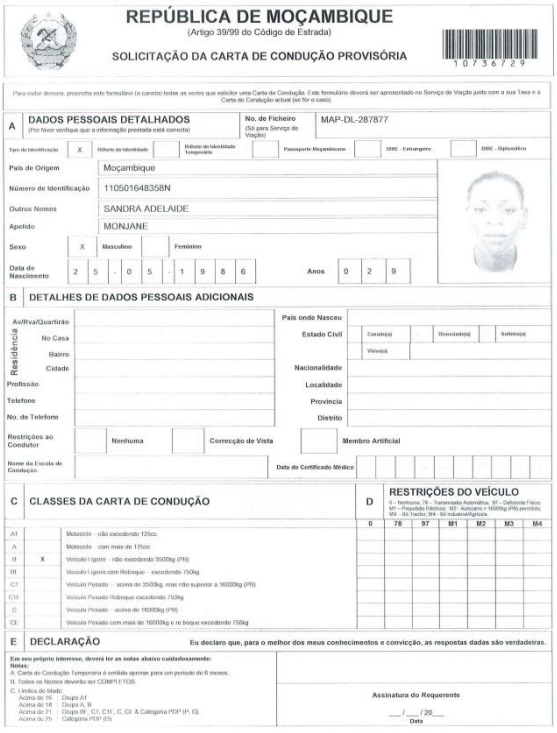
The quality of the photograph printed on the card makes it difficult to identify the holder of the card and the two-dimensional (2D) barcode on the back of the card appears to have been encrypted in its entirety, making it impossible to be read by law enforcement officers outside the borders of Mozambique.

INATTER indicated that the database containing the information of all licenced drivers and the driving licence cards issued is hosted at INATTER but maintained and updated by the private company contracted to produce the cards.

No further information could be obtained to assess the capacity to integrate this driver licensing system with the TRIPS.

1.1.5.2 Training and Testing of Drivers and Professional Drivers

INATTER is responsible for the entire driver licensing process, including learner licences, driving licences and professional driving permits. The theoretical exam was computerised in 2014 by implementing a multimedia solution, i.e. Visual AEOL System. The system was already implemented in nine provinces whilst the commissioning of the same system in the remaining 3 is scheduled for 2016/2017. The system was integrated with the computerised driving licence issuance system that was implemented in 2007.



Driving Schools and Driving School Instructors are registered by INATTER. Driving School Instructors are trained by INATTER and issued with a certificate upon registration. The driving schools must use specialised vehicles for instruction and training of learner drivers. For heavy vehicle licence categories, the training vehicle must be equipped with dual steering and control pedals whilst for light vehicle categories only control pedals are required.

It was indicated that the future driving apprentice must enroll in a driving school. The driving school provides INATTER with a list of apprentices for the biometric data registration process. After paying the fees for the driving schools for each apprentice, the system will automatically mark the date of the

theoretical examination after 15 days. After passing the theoretical exam, the learner is given a learning license, which allows them to receive driving training. The data provided by apprentices are subsequently used by the driving license system for subsequent identity verification, for the printing of provisional driving licenses and for the final production of the driving license, once the respective examination phases have been concluded.

The theoretical examination is a time based (one hour) multi-choice exam that cover questions regarding road signs, traffic signals and markings, rules of the road (legislation), behaviour and vehicle controls as applicable to the specific type of learner's licence. The system provides for testing of leaners in respect of motorcycles, light and heavy vehicles licence codes as well as Professional Driving Permits, i.e. goods, dangerous goods and public transport. To pass the test 18 correct answers are to be provided from a total of 25 questions.

The test is performed on touch screen computers in a test room that is under CCTV surveillance. The identity of the leaner is validated before entering the test room, and the learner is assigned a test terminal with his/her portrait image that is displayed on the terminal screen. Each test comprise of random questions from the questionnaire database.

The learner test results are displayed outside of the test room upon which the learner can re-ply for a subsequent test or collect his/her learner licence certificate.

It was indicated that once the practical training period has been completed, the Driving School registers the trainee at INATTER, so that he can take a practical driving test, before paying a registration fee. If the apprentice fails three times, he/she will have to pay the fee again, to the school for a new training cycleThe practical test is performed on the road in the absence of a testing facility. The driving school instructor is to accompany the learner and examiner during the test. The results are recorded. The original is kept by the examiner for processing of the system and carbon copies are given to the applicant and driving school instructor. In case of a successful test, the applicant can collect this/her driving licence card after 48 hours.

The applicant may also apply for a Temporary Driving Licence (TDL) whilst waiting for the card to be produced or in case of a lost driving licence card. The TDL is valid for 3 months.

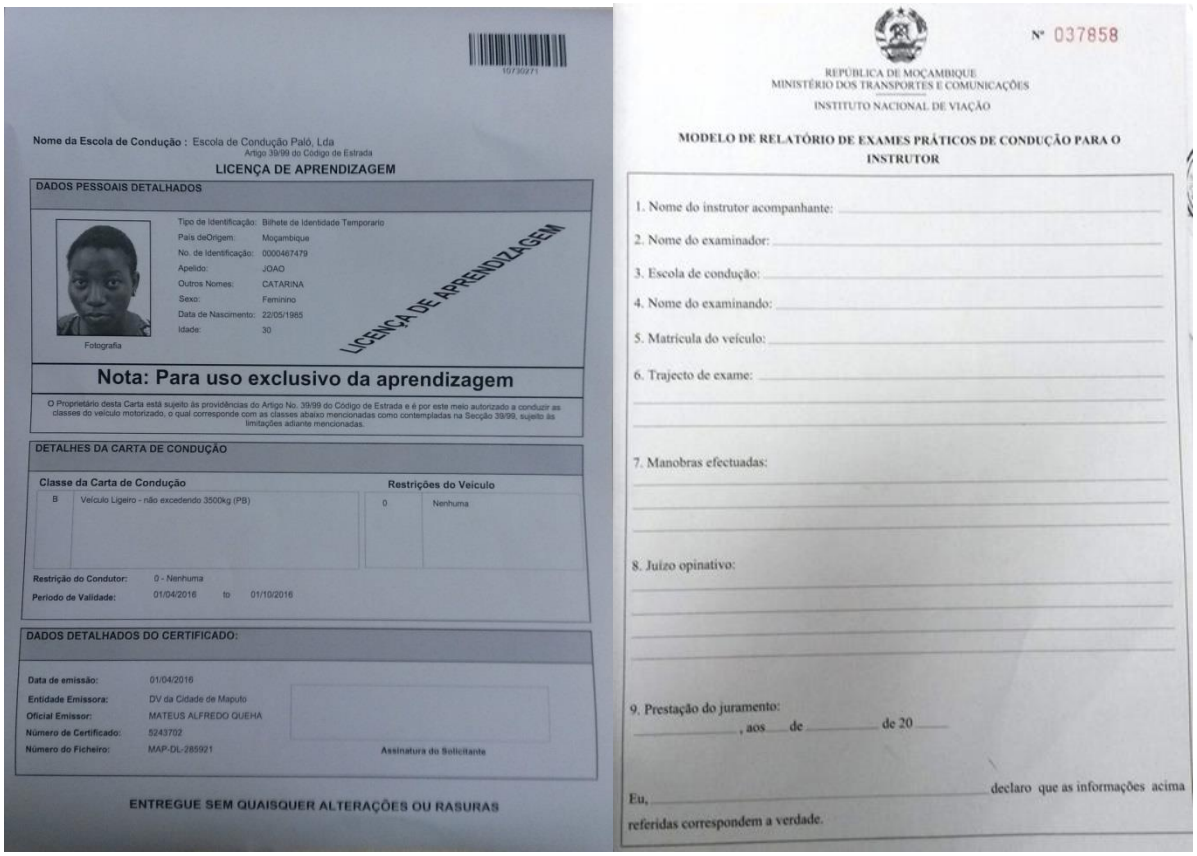


Figure 3: Learner's licence certificate and practical test report

1.1.6 Baseline Requirements for Compliance and Law Enforcement

It was indicated by INATTER that a contravention and accident systems respectively referred to as SICCE and SIAV are being operated and piloted, but these systems are still only standalone solutions..

The driving licence issuance system is being used to record driver committed offences. The manual driver offence notices are captured by INATTER as well as the payments or subsequent issuance of summonses in case of non-payment. It was noted that roadside operations have been performed where driving licence cards are scanned, offences are queried and summonses are issued at the roadside. Although the system has a points demerit option it is not activated. The payment of fines by an offender can be performed at the Traffic Police within 7 days, thereafter at INATTER and in case of non-payment after 14 days, the offender must appear in Court. The payments received at the Traffic Police are forwarded to INATTER for capturing on the system. Similar, recording the results of the Court proceedings are also forwarded to INATTER for updating the offence records.

The inherit payment problems are being addressed with the introduction of an online payment process and website. The INATTER website where such details could be viewed appeared to be inactive and the error message below is displayed. Subsequent attempts to access this feature was unsuccessful too and the INATTER website (www.inatter.gov.mz) could not be accessed at all at the time of publication of this report.

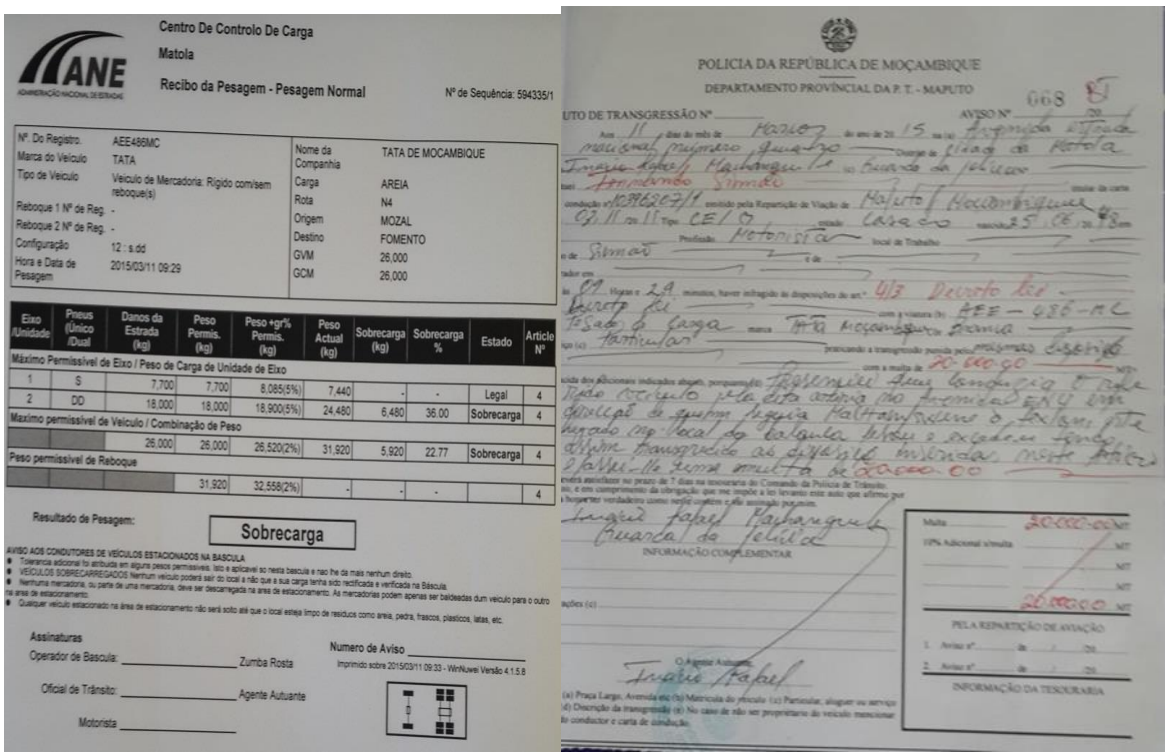


Figure 4: Weigh ticket and monthly statistical reports

1.1.6.1 Road Transport Management System (RTMS)

There are no Road Transport Management Systems in Mozambique.

1.1.6.2 Enforcement Procedures for Foreign Operators and Drivers

Foreign operators must pay their fines before they can leave the country.

1.1.7 Exchange of Information

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

No	Register	Computerised System
1	Vehicles	No computerised vehicle register. Two handwritten vehicle registration and ownership documents are in use. The municipal authorities collect annual vehicle taxes based on information supplied by the owners on application forms. A vehicle tax disc is then issued by the municipal authority.
2	Vehicle fitness	Computer printed inspection disc and receipt from standalone systems testing stations.
3	Drivers and professional drivers	A computerised register of drivers and professional drivers is hosted at INATTER and updated by the private company contracted to print licence cards.
4	Driving licence codes	The driving licence codes comply with the SADC vehicle categories and format. Likewise the professional driving permit endorsement on the front of the card, as well as the pictograms and legend on the back of the card comply with the SADC Agreement.

No	Register	Computerised System
5	Driver Training	The Driving Schools are licensed and the Instructors are certified by INATTER. The training is based on a driving instructional manual, but it was not possible to confirm its content.Computerised theoretical test, practical driving training and test are performed on the road.
6	Operators	No computerised register. The existing operator permit per vehicle is handwritten but is envisaged to be printed by word processor in future.
7	Overloading	A stand-alone computerised weighbridge management system but prosecution documents are manually transcribed at all weighbridges.
8	Law Enforcement	No computerised system is used by the Mozambique police and all prosecution documents are handwritten. Computerised systems have been piloted and driver offences are recorded on the driver register. These systems are not fully functional due to problems experience with updating of payments received and results from court proceedings.
9	Online Processing from all Offices	Only in Maputo in respect of driver register. All other vehicle inspection stations and weighbridges use local or standalone computerised systems that are not online. All other registers / transactions are manual.
10	Online System Integration	No integration between vehicle register and title/ownership register. No integration from driver register. No integration between any other systems either. The pilot accident and traffic offence systems have a link to the driver register.

Figure 5: Summary of status quo in relation to systems

1.1.7.1 Operator Registration

Al matters relating to operators are dealt with by the Directorate of Transport and Logistics of the Ministry of Transport and Communications and both domestic and cross-border permits are issued by the Directorate for the transportation of passengers or goods. However, the municipal authorities are also registering taxi and bus operators as part of their urban transport regulation.

The operator has to submit details of its registration as a business together with proof of registration for taxes with the Ministry of Finance.

In the absence of computerised registers of vehicles, any application for an operator permit, irrespective of passengers or goods, must be accompanied by the following documentation:

- Vehicle identification document that describes the pertinent details of the vehicle;
- Vehicle ownership document that identifies the owner of the vehicle;
- Receipt of recent valid inspection of the roadworthiness of the vehicle; and
- Confirmation of third party insurance in respect of the vehicle.

No limitation applies to the number of vehicles in respect of which an application for the issuing of a goods permit is made, but the operator is required to notify the Directorate of the sale of a vehicle for which a permit has been issued to the operator.

In the case of an application for a permit for the transportation of passengers, the following additional requirements apply:

- The operator must belong to an association of passenger transport service providers, which should have established a relationship with a similar organisation at the destination (in the foreign country, in the case of cross-border permits);
- The application must be confirmed by the route management commission;
- Operators with minibuses, must belong to an association. The nomination must be confirmed by a Management Committee. The operator may have multiple vehicles and several itineraries.

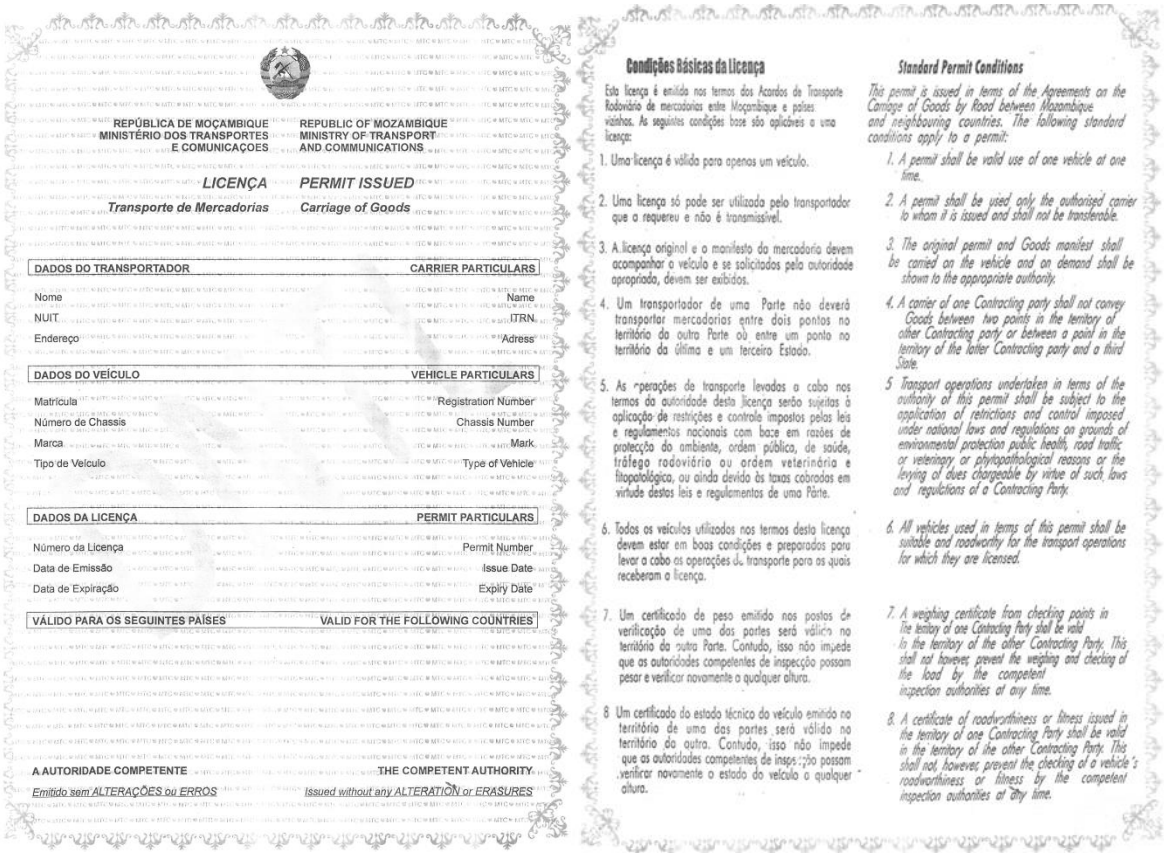
Figure 6: Road transport permit for passengers

The current cross-border permits are handwritten and in the case of passenger permits, the timetable of the service is also recorded. The permit is pre-printed the format of a booklet. In case of the conveyance of passengers, the authorisation can be valid for up to one year, whilst permits for the conveyance of goods can be valid for up to five years. Permits could also be issued for shorter validity periods, i.e. fourteen days in case of occasional services and for regular services it can be for 3, 6 or 12 months. Provision is made in the booklet for the renewals to be recorded manually.

The Directorate envisages the introduction of an A4 sized permit on pre-printed paper with secure markings to discourage the forgery of the permits. The A4 format will also allow the permit to be printed using a Word Processor package on an office computer instead of it being handwritten.

The establishment of a computerised register of operators and vehicles in respect of which permits have been issued is not under consideration by the Directorate at this stage.

Offences committed by operators or drivers in their employ are dealt with by the police and no report is made to the Directorate in order to impose sanctions against operators who regularly transgress. The Directorate only becomes involved when a foreign vehicle in transit in Mozambique without a permit is issued a prosecution notice by the police.



REPÚBLICA DE MOÇAMBIQUE
MINISTÉRIO DOS TRANSPORTES E COMUNICAÇOES

REPUBLIC OF MOZAMBIQUE
MINISTRY OF TRANSPORT AND COMMUNICATIONS

LICENÇA — PERMIT ISSUED

Transporte de Mercadorias — Carriage of Goods

DADOS DO TRANSPORTADOR — CARRIER PARTICULARS

Nome — Name
NUIT — ITRN
Endereço — Adress

DADOS DO VEÍCULO — VEHICLE PARTICULARS

Matrícula — Registration Number
Número de Chassis — Chassis Number
Marca — Mark
Tipo de Veículo — Type of Vehicle

DADOS DA LICENÇA — PERMIT PARTICULARS

Número da Licença — Permit Number
Data de Emissão — Issue Date
Data de Expiração — Expiry Date

VÁLIDO PARA OS SEGUINTES PAÍSES — VALID FOR THE FOLLOWING COUNTRIES

A AUTORIDADE COMPETENTE — THE COMPETENT AUTHORITY

Emitido sem ALTERAÇÕES ou ERROS — Issued without any ALTERATION or ERASURES

Condições Básicas da Licença

Esta licença é emitida nos termos dos Acordos de Transporte Rodoviário de mercadorias entre Moçambique e países vizinhos. As seguintes condições base são aplicáveis a uma licença:

1. Uma licença é válida para apenas um veículo.
2. Uma licença só pode ser utilizada pelo transportador que a requereu e não é transmissível.
3. A licença original e o manifesto da mercadoria devem acompanhar o veículo e se solicitados pela autoridade apropriada, devem ser exibidos.
4. Um transportador de uma Parte não deverá transportar mercadorias entre dois pontos no território da outra Parte ou entre um ponto no território da última e um terceiro Estado.
5. As operações de transporte levadas a cabo nos termos da autoridade desta licença serão sujeitas à aplicação de restrições e controlo impostos pelas leis e regulamentos nacionais com base em razões de protecção do ambiente, ordem pública, de saúde, tráfego rodoviário ou ordem veterinária e fitopatológica, ou ainda devido às taxas cobradas em virtude destas leis e regulamentos de uma Parte.
6. Todos os veículos utilizados nos termos desta licença devem estar em boas condições e preparados para levar a cabo as operações de transporte para as quais receberam a licença.
7. Um certificado de peso emitido nos postos de verificação de uma das partes será válido no território da outra Parte. Contudo, isso não impede que as autoridades competentes de inspecção possam pesar e verificar novamente a qualquer altura.
8. Um certificado do estado técnico do veículo emitido no território de uma das partes será válido no território da outra. Contudo, isso não impede que as autoridades competentes de inspecção possam verificar novamente o estado do veículo a qualquer altura.

Standard Permit Conditions

This permit is issued in terms of the Agreements on the Carriage of Goods by Road between Mozambique and neighbouring countries. The following standard conditions apply to a permit:

1. *A permit shall be valid use of one vehicle at one time.*
2. *A permit shall be used only the authorised carrier to whom it is issued and shall not be transferable.*
3. *The original permit and Goods manifest shall be carried on the vehicle and on demand shall be shown to the appropriate authority.*
4. *A carrier of one Contracting party shall not convey Goods between two points in the territory of other Contracting party or between a point in the territory of the latter Contracting party and a third State.*
5. *Transport operations undertaken in terms of the authority of this permit shall be subject to the application of retrictions and control imposed under national laws and regulations on grounds of environmental protection public health, road traffic or veterinary or phytopathological reasons or the levying of dues chargeable by virtue of such laws and regulations of a Contracting Party.*
6. *All vehicles used in terms of this permit shall be suitable and roadworthy for the transport operations for which they are licensed.*
7. *A weighing certificate from checking points in the tenitory of one Contracting Party shall be valid in the territory of the other Contracting Party. This shall not however prevent the weighing and checking of the load by the competent inspection authorities at any time.*
8. *A certificate of roadworthiness or fitness issued in the territory of one Contracting Party shall be valid in the territory of the other Contracting Party. This shall not, however, prevent the checking of a vehicle's roadworthiness or fitness by the competent inspection authorities at any time.*

Figure 7: New A4 format cross-border operator permit on pre-printed security stationery for transport of dangerous goods

1.1.7.2 Vehicle Registration

The National Institute of Land Transport (INATTER) has been assigned responsibility for vehicle registration in respect of vehicle particulars as well as driver licensing by the Ministry of Transport and Communications.

According to the INATTER officials, vehicle registration and licensing is performed by means of a computerised system which could not be demonstrated. The vehicle documentation observed during discussions with the Ministry of Transport and Communication with regard to the operator registration process is manually completed – either by typewriter or manually.

Currently three independent institutions register a vehicle, namely

- INATTER register vehicles at the port and borders after customs clearance and payment of import duties by the vehicle owner or dealer. The vehicle registration includes the allocation of a vehicle number and the fitment a number plate to the vehicle. INATTER issues a vehicle identification document that describes the pertinent details of the vehicle. Different fees apply to motorcycles, light motor vehicles, heavy motor vehicles and trailers;

- The Ministry of Justice registers the owner and issue an ownership document in respect of the vehicle. A vehicle is only release to a vehicle owner upon registration of ownership at the Ministry of Justice. If a vehicle is bought through a dealership, a sales order together with the INATTER vehicle certificate is used for the registration of ownership; and

- The Municipal authorities also register the vehicle owner for the purpose of collecting local revenue. The municipalities also collect fees and issue “Radio Discs” for vehicles with radios. The National Broadcasters’ fees are included on electricity bills.

The vehicle and ownership certificates (booklets) are manually completed. Samples are depicted below.

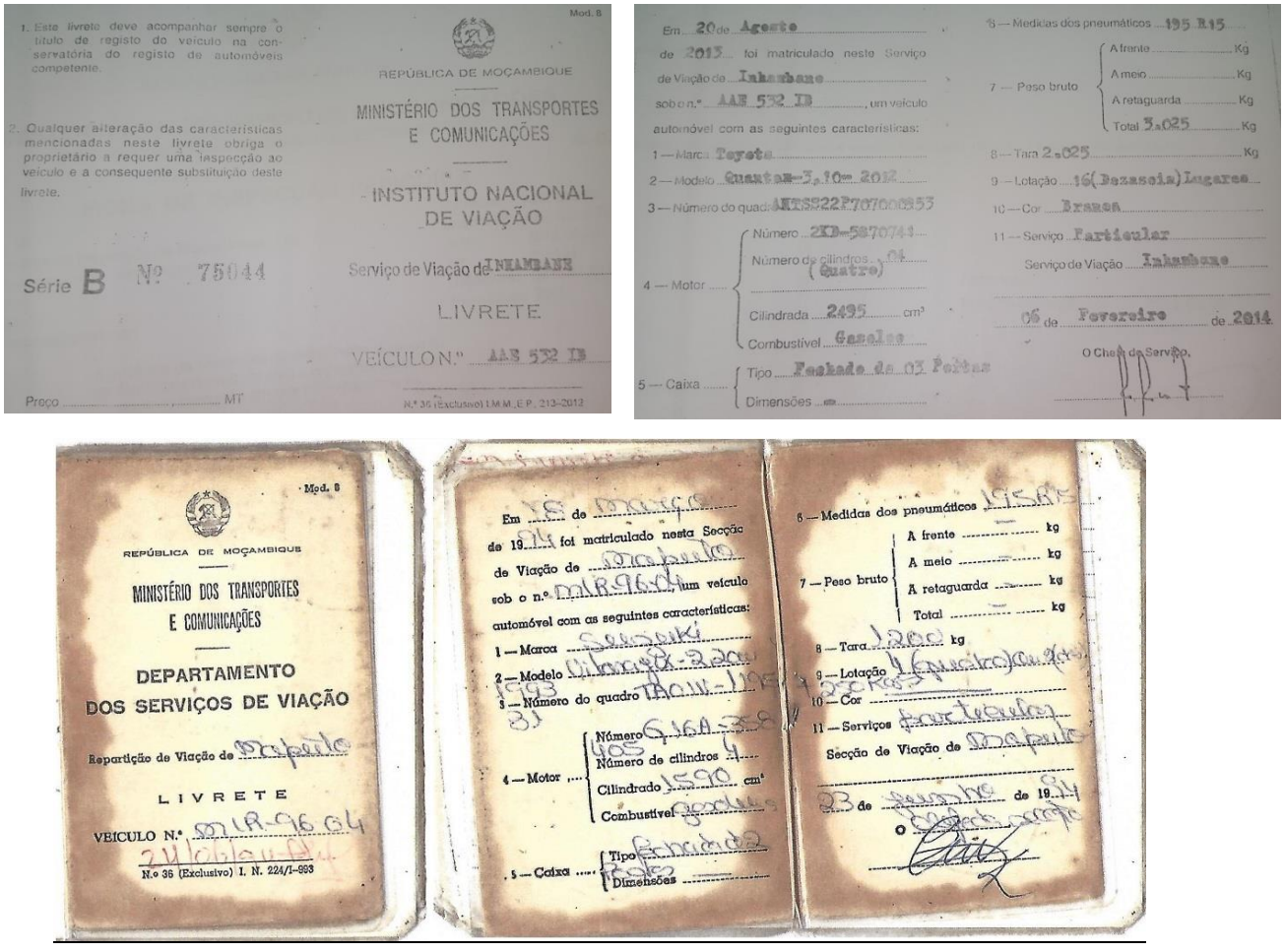


Figure 8: Current vehicle registration/identification certificate

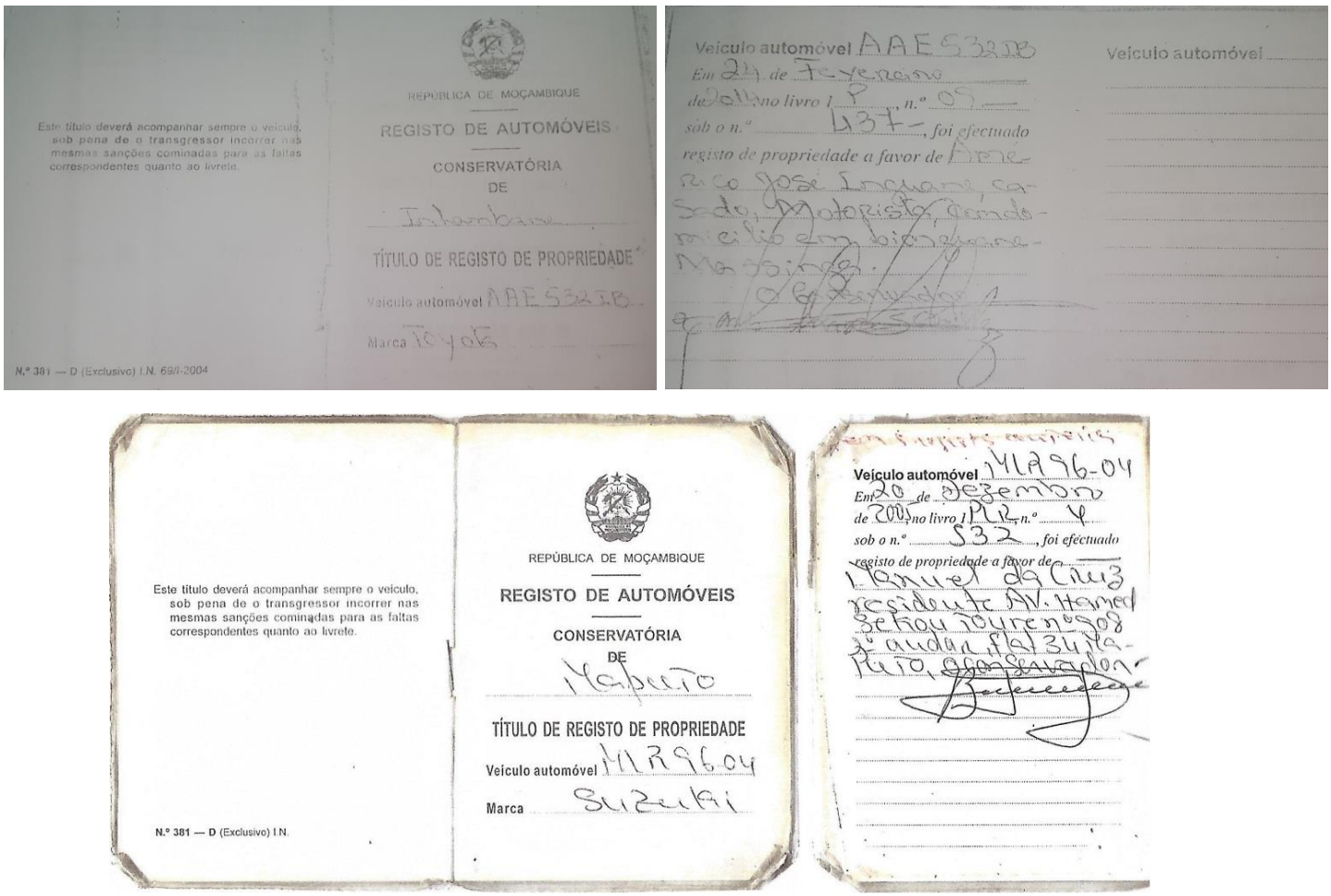


Figure 9: Current vehicle ownership certificate

According to the officials, INATTER is awaiting approval form the Minister of Justice before the two manually completed vehicle documents can be replaced by a single computer generated Vehicle Certificate.

In accordance with a publication of the envisaged vehicle certificate in the Mozambican Official Gazette on 30 December 2008, it is expected that this single computer-generated vehicle certificate would still be issued in a booklet format but it will be accompanied by a vehicle disc.

The name and address of the owner appears on the front side (outside cover) of the booklet, whilst the pertinent details describing the vehicle will be printed on the back (inside) of the booklet.

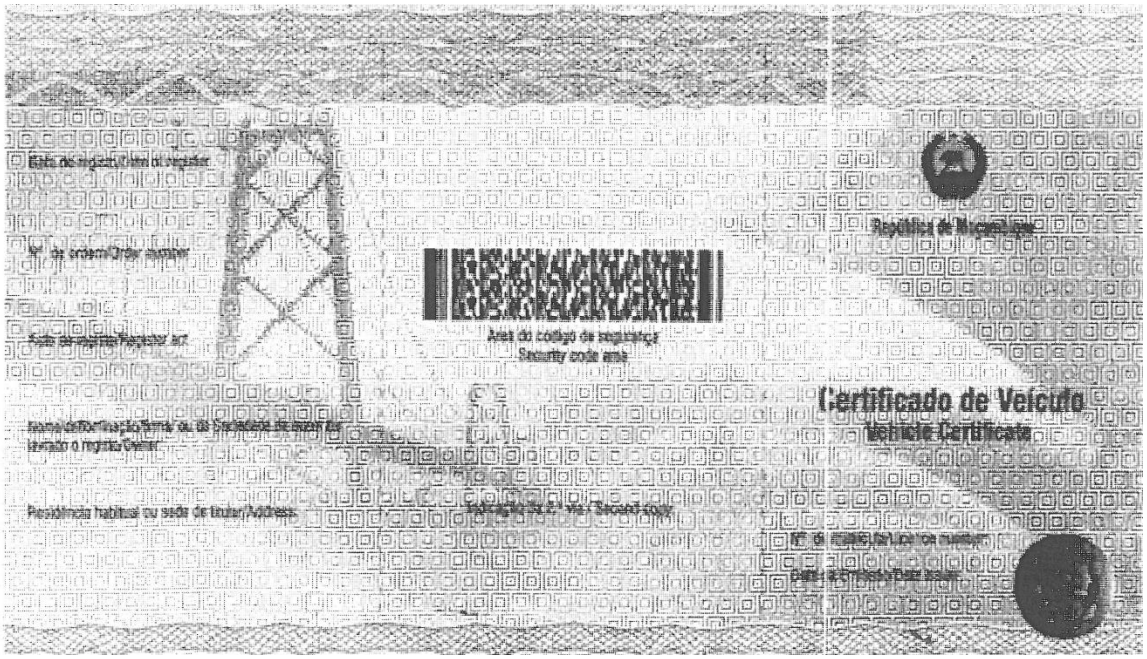


Figure 10: Front or outside cover of envisaged Vehicle Certificate recording the name and address of the owner

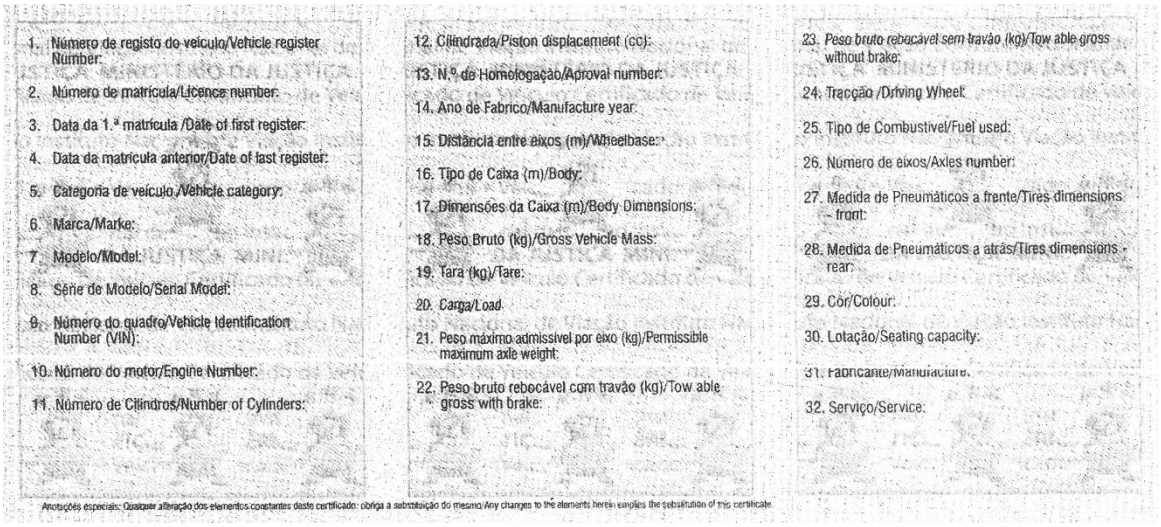


Figure 11: *Back or inside of envisaged Vehicle Certificate recording pertinent details describing the vehicle*

The vehicle disc does not display an expiry date and hence appears to fulfil the function of the previous vehicle identification document used in Mozambique instead of the licence disc as used by other member states in the region.

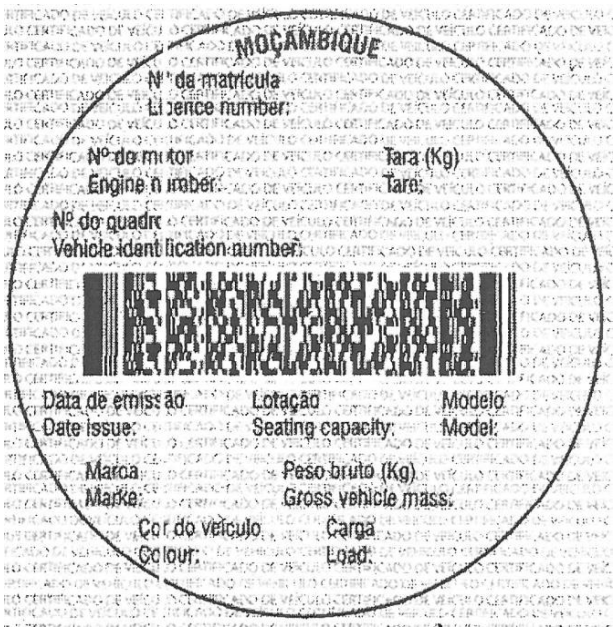


Figure 12: Future vehicle disc, together with current certificate of fitness disc and current insurance disk

In view of the fact that the proposed changes have already been published in the Official Gazette on 30 December 2008 but not yet implemented, it is not clear whether the functionality to issue the vehicle certificate and vehicle disc is already available on the existing computer system or whether it still has to be developed. No estimation regarding the possible date of implementation was available from the responsible officials.

No further information could be obtained to assess the capacity to integrate the existing computerised vehicle certificate system with the TRIPS.

1.1.7.3 Annual vehicle tax

The municipal authorities collect annual vehicle taxes. It is required by law that all vehicles must display a municipal vehicle disk in their window screens. Ownership or the use of a vehicle is to be declared to the municipality on a manual application form. A computer system is used for the collection of vehicle taxes, issuing of a receipt and the printing of the municipal vehicle disc. The system is not linked to the vehicle or ownership registers.

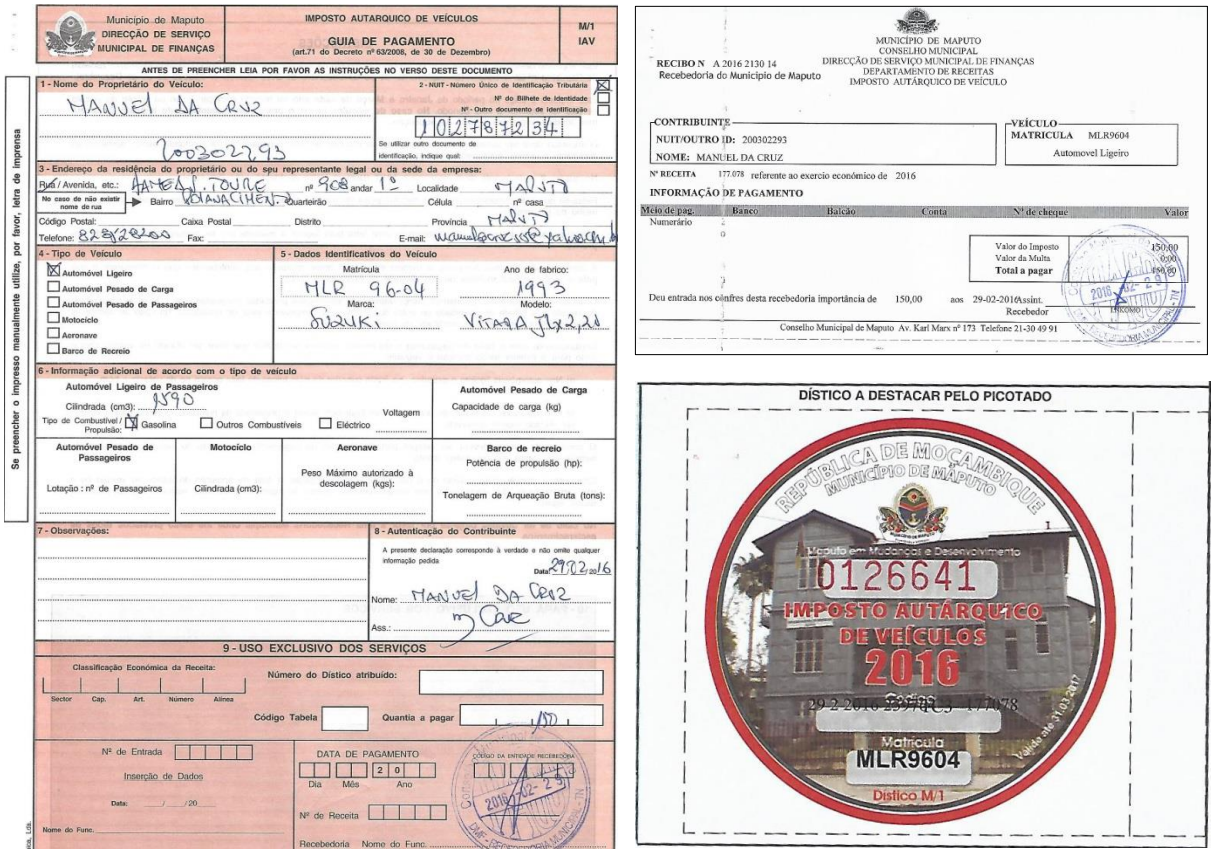


Figure 13: Municipal vehicle tax receipt and disk

1.1.8 Design and Location of Regional Weighbridges

The RWBLP identified a weighbridge for Mozambique at Matola on the Maputo Corridor and at Inchope, Tete, and Caia on the Beira Corridor. The RWBLP was presented to the Roads Authority and they were provided with a copy of the document. Mozambique should analyse the location of the country weighbridges in accordance with the RWBLP weighbridge location methodology and the proposed design for weighbridges.

Figure 14: Matola Weighbridge – 4 Deck static scale and CCTV cameras monitoring by-passing vehicles

But for CCTV cameras monitoring the freeway to identify vehicles which fail to enter the weighbridge to be weighed and traffic signals and booms, no other traffic control or screening devices, such as weigh-in motion scales have been installed at this site. Thus all freight or passenger carrying vehicles are required to be weighed to confirm that they are loaded in accordance with the legislation.

A computerised system links directly to the 4 deck static scale to record the axle or axle group mass loads weighed by the scale without any human interference. The computer system produces a Weigh Ticket on which the mass of each axle or axle group and the gross vehicle mass is recorded, is issued. The ticket indicates whether or not the load complies with the legislation. The system is able to generate various reports, amongst others, monthly statistics of total number of vehicles weighed, value of fines and the identity of habitual offenders.

Centro De Controlo De Carga

Matola

ANE
ADMINISTRAÇÃO NACIONAL DE ESTRADAS

Recibo da Pesagem - Repesar

Nº de Sequência: 594114/2

Nº. Do Registro.	AAX380MP	Nome da Companhia	ABDUL MOMAD
Marca do Veículo	FREIGHTLINER	Carga	TIJOLEIRA
Tipo de Veiculo	Veiculo de Mercadoria: Caminhão-tractor & semi-reboque(s)	Rota	N4
Reboque 1 Nº de Reg.	ML3527	Origem	MALHANPSENE
Reboque 2 Nº de Reg.	-	Destino	MAPUTO
Configuração	123 : s.dd.ddd	GVM	-
Hora e Data de Pesagem	2015/03/10 17:02	GCM	49,700

Eixo /Unidade	Pneus (Único /Dual	Danos da Estrada (kg)	Peso Permis. (kg)	Peso +gr% Permis. (kg)	Peso Actual (kg)	Sobrecarga (kg)	Sobrecarga %	Estado	Article Nº
Máximo Permissível de Eixo / Peso de Carga de Unidade de Eixo									
1	S	7,700	7,700	8,085(5%)	5,240	-	-	Legal	4
2	DD	18,000	18,000	18,900(5%)	17,260	-	-	Legal	4
3	DDD	24,000	24,000	25,200(5%)	24,880	880	3.67	Aviso	4
Maximo permissivel de Veiculo / Combinação de Peso									
		48,000	48,000	50,694(2%)	47,380	-	-	Legal	4
Peso permissivel de Reboque									
			22,500	22,950(2%)	-	-	-		4

Resultado de Pesagem: Aviso

AVISO AOS CONDUTORES DE VEÍCULOS ESTACIONADOS NA BASCULA
- Tolerancia adicional foi atribuida em alguns pesos permissiveis. Isto e aplicavel so nesta bascula e nao lhe da mais nenhum direito.
- VEÍCULOS SOBRECARREGADOS Nenhum veiculo poderá sair do local a não que a sua carga tenha sido rectificada e verificada na Báscula.
- Nenhuma mercadoria, ou parte de uma mercadoria, deve ser descarregada na area de estacionamento. As mercadorias podem apenas ser baldeadas dum veiculo para o outro na area de estacionamento.
- Qualquer veiculo estacionado na área de estacionamento não será solto até que o local esteja limpo de residuos como areia, pedra, frascos, plasticos, latas, etc.

Assinaturas

Operador de Bascula: Helder Hassamo

Oficial de Trânsito: _____ Agente Autuante

Motorista _____

Numero de Aviso _____

Imprimido sobre 2015/03/10 17:26 - WinNuwei Versão 4.1.5.8

MOZ LCC MONTHLY DETAILED REPORT

Periodo	Jan 2015	Feb 2015	Mar 2015
BOANE			
Vehicles weighed	3271	3610	
Vehicles overloaded	544	476	
Vehicles overloaded within grace	454	393	
Vehicles overloaded above grace	90	83	
Vehicles charged	49	47	
Number of violations	0	0	
Vehicles linked	0	0	
Vehicles unlinked explained	0	0	
Vehicles unlinked unexplained	0	0	
Value of fines issued	370500	291300	
Special releases	43	38	
Vehicles escaped	0	0	
Drivers arrested	0	0	
HABITUAL OFFENDERS			
Acosterras	0	0	
Eurico Transportes	0	0	
Hipermaquinas	0	9	
Unitrans	2	2	
Supersteel Transportes	2	2	
Laigy Transportes	0	1	
Soli Transportes	0	1	
MATOLA			
Vehicles weighed	7057	6990	
Vehicles overloaded	2278	2284	
Vehicles overloaded within grace	2251	2253	
Vehicles overloaded above grace	27	31	
Vehicles charged	24	28	
Number of violations	13075	12726	
Vehicles linked	0	0	
Vehicles unlinked explained	0	0	
Vehicles unlinked unexplained	0	0	
Value of fines issued	280600	245500	
Special releases	2	3	
Vehicles escaped	0	0	
Drivers arrested	0	0	
HABITUAL OFFENDERS			
Laigy	0	0	
WBHO	4	0	
Reinhardt	0	2	
Eurico Transportes	0	0	
Supersteel	0	0	
Soli Transportes	0	0	
Nbc	0	0	

Figure 15: Weigh Ticket and Monthly Statistical Report

1.1.9 Cross-Border Third Party Motor Vehicle Insurance Schemes

Third party vehicle insurance in relation to foreign vehicles and local vehicles must be bought from an insurance company accredited to do so. Mozambique is not party to the COMESA Yellow Card Scheme.

ANNEXURE A: LIST OF PARTICIPANTS

1 REPUBLIC OF MOZAMBIQUE

This report relates to the visit performed by the Legal and IT experts from 30 March to 1 April 2016. Meetings were requested and interviews were held with the officials as indicated in the following table.

During the visit, the following officials were met:

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