

# FEDERATION OF EAST AND SOUTHERN AFRICAN ROAD TRANSPORT ASSOCIATIONS



## **Vision of FESARTA**

To achieve wide recognition of the value of the road transport industry to the East and Southern African region and to enhance its efficiency and competitiveness.

**SIMPLYFYING CROSS BORDER TRANSPORTATION**



## PROGAMMES

FESARTA plays a significant role in the activities of the SADC/EAC/COMESA Tripartite Task Force, towards the harmonization of Vehicle Equipment and Dimensions and Vehicle and Axle Load Limits. The regional recommendations developed have now been ratified by the Council of Ministers and member states will soon be called upon to implement the recommendations.

## IRU—International Road Transport Union

FESARTA has enjoyed a long and successful association with the IRU; starting with the signing of an MOU between FESARTA and IRU in 2015. The MOU covers the following areas of Cooperation:

Promotion of UN TIR Convention

Developing policy positions on road transport issues

Developing standards, training and certification for drivers and operators,

Developing and Implementing projects; to improve freight and passenger transport by road

## NTB's Non-Tariff Barriers

FESARTA has been at the forefront of fighting and removing non-tariff barriers in Southern and East Africa with a proud record of many success that have assisted transporters regionally. FESARTA remains committed to this initiative with the objective to remove all non-tariff barriers and create the seamless movement of transport and people throughout all corridors in Southern and East Africa.

## FEDERATION OF EAST AND SOUTHERN AFRICAN ROAD TRANSPORT ASSOCIATIONS

To promote the common interests of the National Road Transport Association (NRTA) members; being to improve the stature, efficiency and competitiveness of the road transport operating industry and the stature and sustainability of the NRTAs, in the East and Southern African region,

To act as the regional association that represents and provides services to the majority of the road transporters in East and Southern Africa, through the National Road Transport Associations (NRTAs) and, in so doing, strengthen the NRTAs, and

To participate fully in regional East and Southern African transport activities, led by the Regional Economic Communities (RECs), the Trademarks and International Co-operating Partners (ICPs), so increasing the efficiency of road transport, promoting intraregional trade and enhancing the competitiveness of the region in the global arena.



## SIMPLYFYING CROSS BORDER TRANSPORTATION



## Truck Driver Diary

FESARTA is working with NWU (North West University) to develop an Android App known as "Truck Diary". The App will be downloadable from Google Play Store and will allow Truckers to register their drivers on the system. The App using Google Maps will have all the known Corridors in Southern and East Africa and the different trip routes per Corridor loaded on a drop down Menu where the driver can select his route after logging on and registering his truck details first, after selecting the corridor and trip route he must enter the cargo manifest number and cargo description then proceed with his trip. A wide range of trip statistics will be available to view on the system Dashboard. The App will also list all known weighbridges and available secure truck parks with all amenities by Pin locations that can be viewed in Google Maps

## HIV/AIDS

"Trucking Routes are AIDS Routes". The South African road freight industry developed the successful "Trucking Against AIDS" project; and it has spawned the Wellness Centre system. FESARTA's objective, in cooperation with the North Star Alliance Foundation, is to extend the successful system along the transport corridors in the region. Wellness Centres have been established at Mwanza, Blantyre, Walvis Bay, Mombasa, Oshana, Chirundu and Beit Bridge.

## Dissemination of Information

FESARTA has developed and keeps updated various schedules, including Load and Dimension Limits, Vehicle combinations with payloads, Corridor costs and Border and country information. The schedules are distributed free to members.



## OBJECTIVES

Actively supporting the member National Road Transport Associations (NRTAs), strengthening the less-developed NRTAs and encouraging the formation of NRTAs in countries where none exists;

Seeking and enrolling membership of large companies as corporate members and providing services to these members in accordance with their requirements

Developing and sustaining a FESARTA website;

Developing and annually producing a Road Transport Corridor Handbook for its members and other interested stakeholders;

Sourcing and managing information relevant to the road transport industry and disseminating it to the NRTAs and other interested stakeholders, through e-mails, the FESARTA website and the Road Transport Corridor Handbook;

Identifying the leading problem issues faced by road transporters along the corridors in East and Southern Africa and, through the RECs and other regional and national structures, try to find solutions to the problems;

Staging an annual Road Transport Forum to workshop and agree on solutions to the leading problem issues faced by road transporters;

In cooperation with the NRTAs, participate in road safety projects which include driver training, driver health, the prevention of hijacking, the setting up of truck stops/wellness centers and the prevention and containment of the spread of HIV/AIDS and other communicable diseases;

In cooperation with the NRTAs, participate in self-regulation projects which encourage consignees, road transporters and consignors to professionally manage their operations in the best interests of themselves and their countries;

Actively proposing, promoting, supporting or opposing, as may be deemed expedient, legislative or other measures to improve the efficiency of regional road transport services, through appropriate national and regional channels;

Encouraging the settlement of disputes by conciliatory methods;

Co-operating or affiliating with any other body, group or person having objectives similar to those of FESARTA; and

Doing all other lawful things as may appear to be in the interest of road transportation in general and the NRTAs, in particular.



## NRTA Active Membership

Namibia - Namibia Logistics Association (NLA)

South Africa - Road Freight Association (RFA)

Zimbabwe - Transport Operators Association (TOAZ)

## Corporate Membership

Alro Transport—Zimbabwe

Leopack Transport—Zimbabwe

## Affiliated Membership (Non-active)

Zambia—Truckers Association of Zambia (TAZ)

Malawi—Road Transport Operators Association (RTOA)

Tanzania—Tanzania Truck Owners Association (TATOA)

Tanzania—Truckers Association of Tanzania (TAT)

Kenya—Kenya Transport Association (KTA)

Mozambique—FEMATRO

## FESARTA Board of Directors

Executive Director—Mike Fitzmaurice

Chairman—Harold Reed

Director—Kelly John Barnett

## FESARTA Regional Representatives

Wilfred Ramwi—TOAZ Zimbabwe

Robert Matonga—TAZ Zambia

Harold Schmidt—NLA Namibia



## VALUE OF MEMBERSHIP

- ◆ Member's logo on the home page of the FESARTA website, and it will link to the member's home page
- ◆ Member has the voice of FESARTA at regional forums
- ◆ Member receives relevant information through the monthly FESARTA Newsletter on:
  - ⇒ Regional road transport, including updated schedules on load limits, dimensions etc.
  - ⇒ Important regional forums
  - ⇒ Important regional business opportunities
  - ⇒ Important projects being carried out in the region
  - ⇒ Information disseminated to all Member's subsidiaries, dealers etc.
- ◆ Provision of advocacy to change or prevent change of legislation at regional level in East and Southern Africa
- ◆ Assistance with Traffic related offences that are deemed to be harassment of drivers for the extortion of bribes by Traffic Officers within the borders of South Africa.
- ◆ Where Traffic Fines are issued for what appears to be a non-legitimate offence, they will be reviewed to determine whether they have been correctly or incorrectly issued within the parameters of the Road Traffic Act 93 of 1996 and if not written application will be made to prosecutor of the court under which the offence falls under to have the fine overturned and cancelled.
- ◆ Help provided to solve problems faced by transporters along corridors and border posts in East and Southern Africa
- ◆ Assistance and guidance will be given for the compliant transportation Dangerous Goods
- ◆ Supply of a Learners Digest for the Transportation of Dangerous Goods to prepare drivers for obtaining their DG Certification.
- ◆ Provision of Tremcards in pdf. format for the transportation Dangerous Goods from the FESARTA Tremcard Data Base Software.
- ◆ Assistance with the development of in-house Driver Training Programs.
- ◆ Access to FESARTA readymade self-teaching driver training modules at a reasonable cost.
- ◆ SLA (Service Level Agreement) will drawn up between FESARTA and member detailing the service provision.

Membership to FESARTA complements the membership or other working relationship that the Member may have with the National Road Transport Association (NRTA) in a country.

The FESARTA membership extends this offering to the East and Southern African region as a whole.



**SIMPLYFYING CROSS BORDER TRANSPORTATION**



## TIR Key Components

- ◆ Governed by (a) UN TIR Convention, and (b) national customs rules
- ◆ National association issues guarantees to authorized operators
- ◆ IRU manages international guarantee chain which reimburses Revenue Authority for revenue losses
- ◆ National association represents the guarantee chain to the Revenue Authority
- ◆ TIR operators authorized by Revenue Authority. Must use authorized, secure load compartments



## FACILITATING TRANSIT IN SOUTHERN AFRICA

**Controlling transit risk at national level can lead to excessive burdens on private sector:**

- ⇒ Delays waiting for seals/escorts
  - ⇒ Cost of seals/escorts
  - ⇒ Multiple declarations using different documents
  - ⇒ Delays and costs of inspections
  - ⇒ Potential rejection of cargo by customer if integrity of load has been tampered with
  - ⇒ Safety, health, crime and environmental risks associated with queues of trucks
- We, the industry, recognize the key role of customs in protecting revenue.

Therefore, there is no question that transit risk needs to be effectively managed

**An effective transit system would:**

- ⇒ Help customs identify and facilitate lower risk movements
- ⇒ Have sufficient security, guarantees, and information exchange to enable customs to apply controls at corridor level, rather than at national level

**The TIR Carnet boosts trade facilitation, whilst still protecting revenue**

**A Single transit procedure for the whole corridor:**

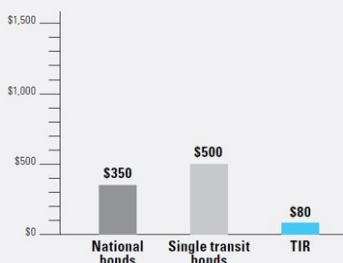
- ⇒ Customs controls at departure and destination, but not along the route
- ⇒ Single guarantee, recognized by all
- ⇒ Authorized, low risk operators, recognized by all
- ⇒ IT tools connecting all key stakeholders

**Quick facts about TIR**

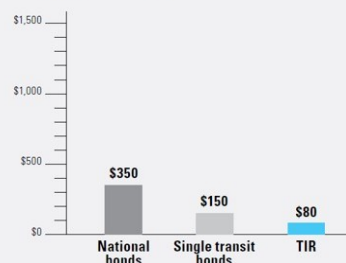
- ⇒ Cuts transport time by up to 80% and costs by up to 38%
- ⇒ Over 10,000 transport and logistics companies use TIR to quickly and reliably move goods across international borders
- ⇒ 1 million annual TIR carnets
- ⇒ Uses a single guarantee allowing operators to move goods in transit across any TIR countries
- ⇒ More than 70 signatory countries to the TIR Convention around the world
- ⇒ An international guarantee covers all customs duties and taxes at risk, with a maximum protection of \$ 110,500 per transport operation
- ⇒ Is an effective tool to implement the World Trade Organization's Trade Facilitation Agreement and the revised Kyoto Convention
- ⇒ Compliant with the World Customs Organization SAFE Framework
- ⇒ Supports the achievement of the objectives of the revised Kyoto Convention

**COST OF TRANSIT GUARANTEE (in USD)**

CORRIDOR: SOUTH AFRICA/ZIMBABWE/ZAMBIA/DRC  
COMMODITY: TRUCK TYRES (HS code: 4011.20.00)  
CARGO VALUE: \$100,000



CORRIDOR: SOUTH AFRICA/ZIMBABWE/ZAMBIA/DRC  
COMMODITY: DIESEL OIL FUEL (HS code: 2709.00.00)  
CARGO VALUE: \$30,000



**SIMPLYFYING**

**CROSS BORDER TRANSPORTATION**

## APPLICATION FOR MEMBERSHIP

Name of company or organization						
Postal address						
Physical address						
Landline number, with country code						
Representative's name						
Position in company/organization						
Cell phone number, with country code						
e-mail address						
Type of business	Transporter		Logistics		Freight Forwarder	
Type of Membership preferred	Corporate			Transporter/Association		

*\*This form can be filled in on-line on the FESARTA website at [www.fesarta.com](http://www.fesarta.com) and e-mailed to [info@fesarta.com](mailto:info@fesarta.com)*

Annual membership fee, valid for 12 months from the month of joining will apply:

Corporate Membership - R24,000 (twenty-four thousand Rand) or \$1,800 (one thousand eight hundred USD)

Transporter or Association Membership - R18,000 (eighteen thousand Rand) or \$1,500 (one thousand five hundred USD)

*\*Payments can be made by EFT or Swift Transfer using the banking details provided below:*

An invoice will be sent to the company/organization, once membership is agreed upon and SLA (Service Level Agreement) is signed by both parties.

FESARTA's banking details:  
Standard Bank of South Africa  
Swift code: SBZAJJ  
Branch: Rivonia - 00125500  
Account no: 023051140



**SIMPLYFYING CROSS BORDER TRANSPORTATION**



## History of FESARTA

In the early 1990's, several of the larger transport operators in Southern Africa, decided to get together and form an association that would address problem issues such as permit difficulties, border delays and disparate road traffic legislation, and work with the authorities to try to find solutions. The Federation of Regional Road Freight Associations (FRRFA) was founded in 1993, by member associations of Malawi, South Africa, Zambia and Zimbabwe.

Lobbying government authorities to harmonize legislation throughout the region became a regular activity.

A concerted effort by the FRRFA brought for the first time, recognition by governments that road transport operators were an important factor in the economies of the region. It became the first official association member of the Road Infrastructure, Transport and Traffic Committee (Roads SCOM) of SATCC-TU.

For the FRRFA to be sustainable, it had to have a sound financial basis. Hand-outs from donor agencies were not an acceptable form of funding. There had to be regular financial support from the member associations and a commercial approach. At that time, the latter was preferred, since it was unlikely the members would produce any sustainable funds for some time to come. The commercial approach could include the FRRFA playing an active role, for a fee or commission, in regional projects such as the Yellow Card insurance system, weighbridge operation, cross-border road user charges etc.

At the AGM held in Mombasa in November 2000, attended by representatives from Uganda and Tanzania, it was agreed that the FRRFA extend its' services to include East Africa and change its' name to FESARTA (Federation of East and Southern Africa Road Transport Associations).



## SIMPLYFYING CROSS BORDER TRANSPORTATION

### FESARTA

10 Marchant Way  
Taybank, 6025  
Port Elizabeth  
South Africa

Tel: +27 41 360 1335  
Cell: +27 73 772 4927

[www.fesarta.com](http://www.fesarta.com)