1. BACKGROUND

This activity will be undertaken through the Tripartite Transport and Transit Facilitation Programme (TTTFP) funded by the European Union reference EUROPEAID/13832/IH/SER/MULTI which started 10th July 2017 and will continue to 9th November 2021. The Tripartite comprises COMESA EAC and SADC. TTTFP overall objective is to facilitate the development of a more competitive, integrated and liberalised regional road transport market; and its purpose is to develop and implement harmonised road transport policies, laws, regulations, standards for efficient cross-border road transport and transit networks, transport and logistics services, systems and procedures in the East Africa-Sothern Africa (EA-SA) region.

The specific background for this activity/assignment is that under Article 6.3.6 of the SADC Protocol on Transport, Communications and Meteorology (PTCM) Member States agreed to phase out the registration of left hand drive vehicles in SADC countries with the exception of Angola but this has not yet been done as some countries are still licensing these vehicles. Consequently, Mozambique was under pressure to pass legislation to ban this type of vehicles to be imported and registered in Mozambique including those transiting Mozambique. Transport Operators in Mozambique were complaining that they would be facing unfair competition from cross-border road transport operators from other SADC countries that allow the registration of the left hand drive vehicles. It is generally believed that left hand drive vehicles are cheaper than right hand vehicles. Ministers also raised safety concerns from left hand drive vehicles in roads designed predominantly for right hand drive. SADC Ministers noted that other countries confirmed that they shared the same concerns and face similar challenges and the Ministers want this matter addressed urgently.

2. DESCRIPTION OF THE ASSIGNMENT

2.1 Scope of Work

This is a desk study to identify options to resolve the problems/challenges discussed in the specific assignment background above which shall produce a report with recommended option(s) to address this problem that will be considered by a working group of technical experts which will consider and choose option(s) for submission to the Ministers for their decision.

2.2 Results to be achieved

Recommendation of an option or options to resolve these challenges, option/s that also facilitate(s) the development of a more competitive, integrated and liberalised regional road transport market and allows harmonization of road transport policies, laws and standards for efficient for efficient cross border road transport services in the EA-SA region. The recommended option/s should also have taken into account:

2.2.1 The rationale and background of phasing out the registration of left hand drive vehicles in SADC countries (excluding Angola) and its relevance to transport safety and transport competitiveness.

2.2.2 The effect of allowing or disallowing SADC countries to continue registering left hand drive vehicles on transport safety and transport competitiveness.

2.2.3 The current policy, laws, regulations, practice and standards on the matter in COMESA and EAC and the impact of a SADC decision on the Tripartite region considering the common goal of harmonisation.
2.3. Specific Tasks to be undertaken

Specifically, the STE will undertake a short desk study to investigate, analyse and evaluate the following, inter alia:

(i) The rationale and background to Article 6.3.6 of the PTCM which has not been fully implemented in all SADC countries;
(ii) The relevance and effects of the Article 6.3.6 of the PTCM on transport safety, transport and trade facilitation, road transport competition and market access;
(iii) Relevant or similar policies and practices from other regions and economic blocs such as COMESA, EAC, EU and their effect on transport safety, transport and trade facilitation, road transport competition and market access; and
(iv) Provide the following statistics. a) Total vehicle population with GVM greater than 3500 kg, b) registered left hand drive vehicles with GVM greater than 3500 kg c) percentage of such (b) involved in cross border commercial operations in the following countries-DRC, Botswana, Lesotho, Malawi, Mozambique, Swaziland, South Africa, Zambia, and Zimbabwe. Consultant must also attempt to extrapolate the percentage volume of cross border traffic carried by such left hand vehicles.
(v) Analysis of road safety (accidents/crashes) statistics to test the allegations that left hand drive vehicles with GVM greater than 3500 kg contribute disproportionally to road accidents / crashes in the region.
(vi) The legal, political, economic, financial and social effects of scenarios where a) a single country or b) a group of countries pass legislation to ban the left hand drive vehicles to be imported and registered in their country(ies) including those transiting their territories on transport safety, transport and trade facilitation, road transport competition and market access without the whole of SADC mainland countries doing the same. The Consultant can identify other scenarios in addition to the two above.
(vii) Based on above analysis review the rationale and continued validity of Article 6.3.6 of the PTCM and
(viii) Options to resolve the challenges faced by SADC Members States as summarised in the Background above with recommendations on the way forward considering the need for a regional integration, harmonization, road transport safety, fair competition, and trade and transport facilitation. The report must consider the various effects and scenarios as indicated under (vi) above when recommending options.

2.4 Participation at Working Group

The STE shall present the report to the Working Group on this activity once the report has been approved by the TTTFP Contract Team Leader.

2.5 Expected outputs/Deliverables

All deliverables will be in English and the following are the key deliverables:

a. Questionnaire to SADC Member States for the information required for the study as indicated in Item 2.3 above which should be finalized before the Ministers meeting 9 to 12 October 2017. The questionnaire will be distributed to Member States at the meeting.
b. Draft Final Report to be submitted electronically in MS Word Arial font 11 to the TTTFP Transport Coordinator for SADC for the latter’s approval and submission to the Team Leader of TTTFP who provide final approval before the report is presented to the Working Group.
c. Presentation to the Working Group.
d. Final Report, which incorporates comments from the Working Group to be submitted to the Transport Coordinator-SADC for review and approval by the Team Leader.
2.6 Work Days, Start and Completion Dates

Twenty (20) working days are provided for this assignment for the duration starting 15th September and ending 15th December 2017.

3. EXPERTS PROFILE or EXPERTISE REQUIRED

3.1 Expert Position: Vehicle Technical Specialist

3.2 Category: Senior Expert

3.3 Minimum Requirements:

3.3.1 Qualifications and skills

At least a Bachelor’s Degree in Mechanical Engineering or related discipline or, in its absence, an equivalent relevant professional qualification and experience of at least six years above the general and specific professional experience required below;

Excellent knowledge of spoken and written English is a must. As the Expert will be working in and around SADC region, fluency in other official SADC language(s) (French and/or Portuguese) will be an advantage.

3.3.2 General professional experience

(i) At least 7 years of general professional experience;
(ii) Experience of working in the SADC/COMESA/EAC regions would be an advantage;

3.3.3 Specific Experience

(i) A minimum of 3 years’ experience in the automotive industry and regulatory compliance relating to vehicle standards and road transportation in the Sub-Saharan African context with demonstrable relevant experience in the subject area;

4. WORK LOCATION

The Consultant shall be work from home and reporting to the Team Leader through the Transport Coordinator of the TTTFP based at SADC Headquarters in Gaborone, Botswana.