

1.1 REPUBLIC OF RWANDA

1.1.1 Legal

1.1.1.1 International Law

Article 189 of the Rwandan constitution provides as follows: “The President of the Republic negotiates international treaties and agreements and ratifies them. The Parliament is notified of such treaties and agreements following their conclusion.

However, peace treaties and treaties or agreements relating to commerce and international organizations and those which commit state finances, *modify provisions of laws* already adopted by Parliament or relate to the status of persons, *can only be ratified after authorisation by Parliament.*

Article 190 of the Constitution confirms the monist nature of the international law in Rwanda, determining that the international law “is more binding” than “organic laws”. International treaties and agreements thus once published in the official gazette, supersedes national law.

1.1.1.2 Domestic Law

Domestic laws in Rwanda take the form of Laws, Decree-laws, Orders of the President, Orders of the Prime Minister or Orders of a Minister. Information on the administrative support documentation and process could not be obtained.

1.1.2 Institutional

The National Transport Policy outlines the desired institutional framework for the transport sector with the Ministry of Infrastructure (MININFRA) being responsible for sector policies and strategies.

The Ministry of Infrastructure: Is responsible for transport policy and oversight.

The Rwanda Transport Development Agency: Is responsible for managing all day-to-day aspects of the transport sector in Rwanda. It was put in place by organic law No 02/2010 of 20/01/2010 establishing its mission, structure and functioning. The RTDA is the policy execution arm of the Ministry of Infrastructure and its mandate covers both the road network and public transport. The RTDA reports to the Minister of Infrastructure.

The Road Maintenance Fund: Is responsible for the management of resources, and receives its money from state budget allocations, subsidies from the state or partners, income from services rendered, loans (with the approval of the Minister of Finance) and donations.

Rwanda Utilities Regulatory Agency (RURA): Is responsible for the oversight and regulation of public services

Rwanda National Police (RNP): Is responsible for road traffic law enforcement, driving licence testing and the issuing of driving licences; vehicle testing.

Rwanda Revenue Services: Is responsible for the registration and licensing of motor vehicles.

Rwanda Standards Board: Is responsible for the issuing of standards regarding vehicle equipment and weighbridge verification.

Policy: Rwanda has a comprehensive transport policy. The National Transport Policy (NTP) of 2008 forms the basis of the on-going transport reforms in Rwanda. The **objective** of the NTP is to strengthen

institutional and legal frameworks to support the development of a sustainable transportation sector. The transport policy is also meant to consolidate the achievements of the National Investment Strategy (NIS) adopted in 2002.

The **vision** of the NTP is provide modern infrastructure and cost-effective and quality services which are safe and environment-friendly to support the economic growth of the country, the mobility of the population and to serve as a pivot for exchange of goods and services at national and regional level.

The **mission** of the NTP is to reduce constraints to transport in order to promote sustainable economic growth and contribute to poverty reduction.

The **strategies** for implementation of the NTP include:

- encouraging the private sector to play a greater role in the development of infrastructure and provision of transport services;
- supporting the provincial and district administrations in the implementation of the decentralisation policy;
- supporting the local communities in the maintenance of rural access transport infrastructure;
- developing the sector to benefit from and contribute to the regional integration initiatives; and
- developing institutional and human resource capacities for a vibrant transport sector in future.

The policy outlines the desired institutional framework for the transport sector with the Ministry of Infrastructure (MININFRA) being responsible for sector policies and strategies.

The **implementation** of programmes for the entire transport sector is assigned to the Rwanda Transport Development Agency.

The policy also recommends establishment of semi-autonomous agencies responsible for transport services, sector regulations and maintenance of the national road network.

The NTP recognises the importance of human resource capacity and provides for the establishment of a capacity building programme to equip the sector with qualitative and quantitative human resources.

The policy also allows for coordination and consultation with development partners during planning and preparation of sector policies, strategies and programmes to enable development partners to align their support with the sector priorities.

1.1.3 Vehicle Load Management

Rwanda completed a study for the operationalization of axle load control and weighbridges. As Rwanda is a member country of the EAC, the EAC Vehicle Load Control Act, 2013, must be implemented in Rwanda.

Rwanda is in the process of domesticating the EAC Vehicle Load Control Act, 2013.

1.1.3.1 Policy Reforms

The policy reforms required by the Tripartite are included in the EAC Vehicle Load Control Act and will thus be implemented together with that Act.

1.1.3.2 Harmonisation

- **Legal load limits:** The axle load limits are in line with the Tripartite. However, the EAC Vehicle Load Control Act, 2013, allows for super single tyres. It also limits tyre sizes and apparently allows for different vehicle configurations, which, when loaded to the maximum permissible axle load, will exceed the maximum permissible GVM of 56 tonne.
- **Legal definitions in relation to vehicles and vehicle load management:** Harmonised with the legal definitions of the Tripartite.
- **Penalties and demerit points:** The penalties and demerit points of the EAC Vehicle Load Control Act, 2013 have not yet been implemented. Draft Regulations have been circulated, which are not in line with those agreed by the Tripartite.

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

1.1.3.4 Weighbridge Certification, Verification and Maintenance

The EAC Vehicle Load Control Act requires weighbridge approval, certification, verification and calibration (section 11). No standard that is similar to OIML 76-1: "Non-automatic weighing instruments Part 1: Metrological and technical requirements – Tests" was found for Rwanda.

1.1.3.5 Performance based system

There is no Road Traffic Management Systems in Rwanda yet.

1.1.3.6 Liability for overload offences

The EAC Vehicle Load Control Act, 2013, holds the driver or the operator responsible for the overload offence.

1.1.3.7 Reciprocal Recognition

In the domestication of the EAC Vehicle Load Control Act, 2013, Rwanda will have to, include a section on reciprocal recognition. This is not necessary in relation to countries within the EAC as the Vehicle Load Control Act applies only to the regional roads within the EAC. However, reciprocity needs to be included in respect of other Tripartite countries.

1.1.3.8 Tolerance

The EAC Vehicle Load Control Act allows a tolerance of 5% on axles but is silent on tolerance in relation to GVM.

1.1.3.9 Training

Since it is one of Rwanda's transport strategies to develop human resource capacities for a vibrant transport sector, it is assumed that training of officers will commence together with the implementation of the Rwanda overload control programme.

1.1.3.10 Transitional provisions of the VLM MOU

The VLM MOU has not yet been signed, but Rwanda can embark on the process of harmonising its domestic legislation in accordance with the VLM MOU, especially as it has recently commenced with the implementation of its overload control programme.

1.1.3.11 Implementation Framework

Rwanda should compile an implementation framework for the implementation of the VLM MOU.

1.1.4 Baseline requirements for Vehicle Standards

1.1.4.1 Equipment on Vehicles

The Tripartite standard on vehicle testing had been adopted by Rwanda. However, standards on equipment on vehicles such as the SADCstans “Braking for motor and towed vehicles, designed for low speed or for use off public roads”, Part 1: “Tractors” and Part 2: “Trailers”, and “Lights and light signalling devices installed on motor vehicles and trailers” and “Lights for motor vehicles” Part 2 “Head lights” and others, have not been adopted by Rwanda.

1.1.4.2 Vehicle Dimensions and Regulations

Maximum Length:

- 18m This will change as soon as the EAC Vehicle Load Control Act is domesticated and implemented.

Maximum width of vehicles

- 2,65

Maximum Height of vehicles:

- 4,2m

Specific provisions relating to a combination of vehicles consisting of a Truck tractor and a trailer:

- 17,4m

1.1.4.3 Loads on vehicles

Maximum Gross Weight

The following provision is the only current provision found relating to overload control in Rwanda:

- “The maximum weight of a vehicle and the maximum load transmitted to the ground by each of its axles cannot exceed the weight for which the vehicle and its axles have been approved.”
- The Presidential Decree No 85/01 Regulating General Traffic Police and Road Traffic also determines load limits in relation to specific types of roads.

The above legislation is not sufficient to support successful vehicle load management. This may be rectified when the EAC Vehicle Load Control Act is domesticated and implemented.

1.1.4.4 *Transport of Dangerous Goods*

Rwanda adopted all the standards related to the transport of dangerous goods which were agreed on by the Tripartite. These standards have however not been incorporated into the legislation and so made compulsory.

1.1.4.5 *Testing of Vehicles for Roadworthiness*

The Rwanda National Police (RNP) is responsible for motor vehicle fitness inspection and the issuance of roadworthy certificates. Private vehicle testing stations are not allowed.

Vehicle inspections are performed in accordance with the Rwanda Standard RS 145-1, "Testing of Motor Vehicles". Commercial vehicles are required to undergo roadworthiness testing every six months. All other vehicles are required to be subjected to a road worthiness test once a year.. New vehicles are required to be subjected to its first roadworthy test only 18 months after the date of first registration.

A vehicle owner must submit the following when applying for a roadworthiness test:

- Proof of insurance,
- The vehicle log book,
- The identification card of the owner,
- The driving licence of the owner, and
- Proof of payment (bank receipt) of the testing fee.

If a vehicle fails the roadworthiness test the owner is allowed 14 days to repair any defects or faults for a final inspection.

If the vehicle passes the test, a roadworthy certificate is issued and a secure sticker is attached to the vehicle's number plates for the purpose of law enforcement. The security and integrity of the roadworthy certificates and stickers are a high priority for the Police.

The RNP is in the process of developing software to computerize the operations of the Motor Vehicle Inspection Centre. The automation of the vehicle testing application process will include online payment for services, e-booking as well as electronic archiving, among others. At Remera, a vehicle queue management system is already in use. It makes use of a sequential numbering process that is supported by video streaming of the test lanes to the control room and the public waiting rooms.

The vehicle inspection equipment is connected to a server room where vehicle inspection logs are automatically registered, and inspection reports that are automatically processed.

1.1.4.6 *Evaluation of Vehicle Test Stations*

In 2008, the Rwanda National Police established a Motor Vehicle Inspection Centre (MIC) at Remera. The MIC performs inspections for both commercial and private vehicles. Initially two inspection lanes were built but another lane was added increasing the inspection capacity of the MIC to 150 vehicles



per day.

A test lane was constructed at the Gishari Integrated Polytechnic in Rwamagana District and a mobile test lane was also introduced. The Motor Vehicle Mobile Test Lane rotates through the three provinces of Western, Southern and Northern Rwanda. The Eastern Province is served by the motor vehicle inspection lane based at the Police Training School in Gishari. The mobile test lane has the capacity to inspect up to 100 vehicles per day.

It is planned to have capacity increased to approximately 800 per day by the end of 2016 with the two additional test lanes that is intended to be fully operational by November 2016.

Inspections increased from 20,472 in 2008 to 96 283 in 2015 and at the time of writing this report, 152 778 vehicles were tested during the first 6 months of 2016.

The testing equipment includes the following:

- Brake roller tester
- Axle play detector
- Headlamp beam-aim checking device
- Wheel alignment device
- Suspension tester
- CO₂ Gas Analysis / Emission tester

A visual inspection is also done and includes an evaluation of the body of the vehicle, as well as the side and rear view mirrors.

The legislation prescribes a minimum qualification of the examiners of vehicles.

1.1.5 Baseline Requirements for Driver Standards

1.1.5.1 Driving Licence Categories

The driving licence card issued by the Rwanda National Police does not comply with the driving licence codes, layout or format as required for harmonisation.

Driving Licence Code	Description
A	Motorcycle and motor tricycle with or without side-car
B	Motor vehicle built for the transport of persons and having in addition to the driver's seat, a maximum of eight seats; Motor vehicle adapted for the transport of goods with a GVM not exceeding 5000 kg; Motor quadrucycle.



Driving Licence Code	Description
	Vehicles of this category may be coupled with a light trailer with one axle.
C	Motor vehicle adapted for the transport of goods with a GVM exceeding 5000kg. Vehicles of this category may be coupled to a light trailer.
D	Combination of vehicles contemplated in Categories B,C, or D with a trailer which has a GVM exceeding 50 kg.
E	Special vehicles

Note: Sub categories are provided for classes A, B and D.

The period of validity of the new driving licence is related to the age of the driver at the time when the driving licence is issued:

- For persons under 65 years of age – 10 years;
- For persons between the age of 65 and 70 – driving licence is renewed for the remaining period calculated from the date of expiry until the date on which the person concerned turns 73 years of age;
- For persons over the age of 73 – 3 years



Figure 1: New Driving Licence Card

1.1.5.2 Training and Testing of Drivers and Professional Drivers

The Rwanda Utilities Regulatory Agency (RURA) issues registers and licences to driving schools. At a fee to be paid by the driving school to RURA. An application for a driving school licence is processed within approximately two weeks following the submission of a complete application with supporting documents. RURA performs a compliance and quality assessment which includes an inspection of the driving school's curriculum, the driving instructors employed by the driving school, its facilities, vehicles and insurance.

A learner may only drive a vehicle on a public road after having obtained a provisional licence from the RNP and when under the direct supervision of a professional driving school instructor. The driving school must use training vehicles with dual controls. The police and management of driving schools are share information for the purpose of formulating a syllabus for driving courses.

The Rwanda National Police (RNP) is responsible for the testing of drivers and the issuing of driving licences. The driving licence applications, booking a time slot for a test as well as payments have been computerised through a text messaging service (e.g. dail *909#) as well as an online process via the

RNPs' website link to www.irembo.gov.rw. All payments are made to the Rwanda Revenue Authority in cash, direct bank deposits or using the mobile and online payment options.

The text message service is interactive and command text code driven with airtime money payment options. The online portal driving licence transactions describes the application requirements, process to be followed, application and processing time, payment requirements and provides an option for online payment using VISA and MasterCard.

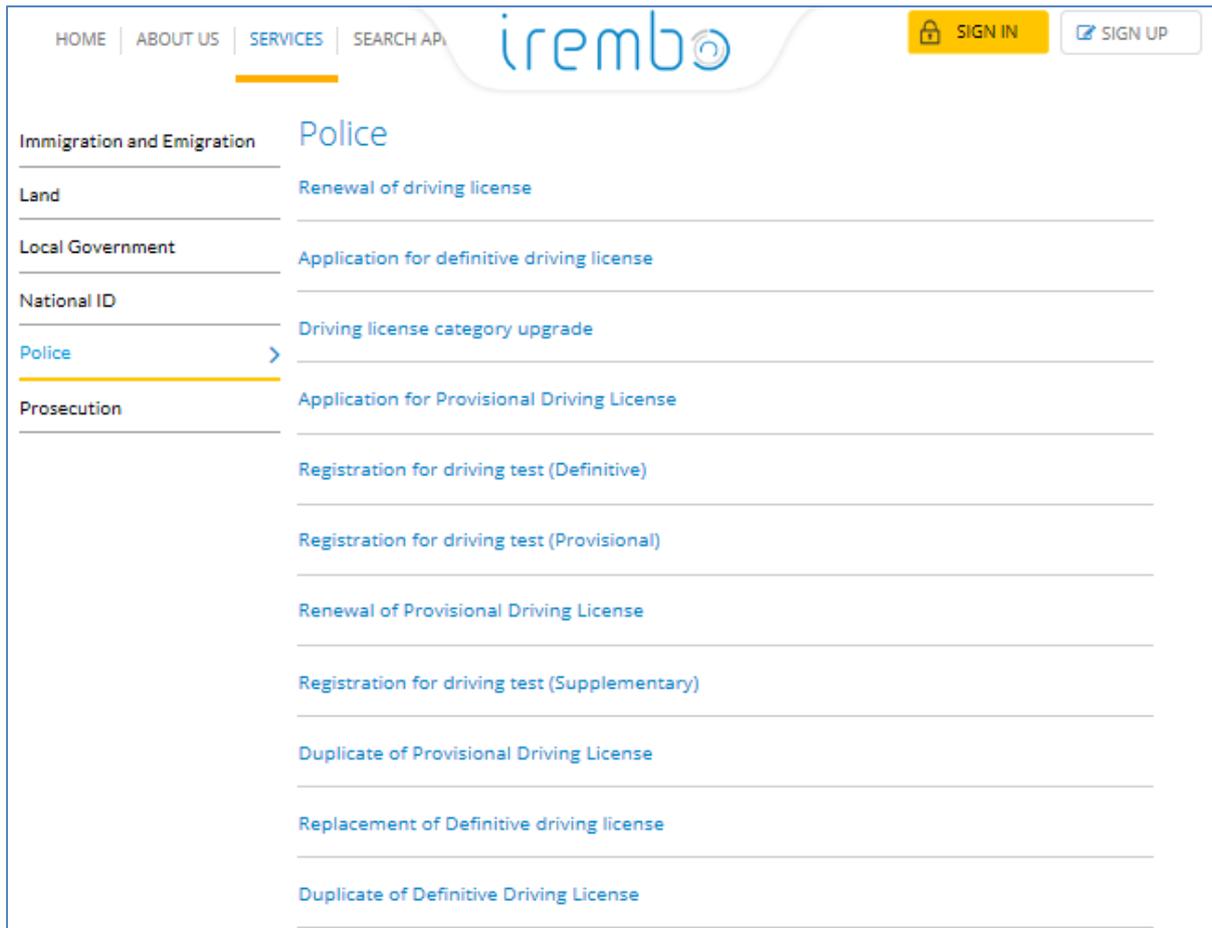


Figure 2: Online Web Portal for Driving Licences¹

The Rwanda National Police (RNP) issues a provisional licence if the learner had passed the (written) theoretical which includes the following:

- Rules of the road,
- Traffic signs. and
- Traffic Signals.

The written test is class room-based or taken down at public facilities such as sport stadiums. The driving schools may facilitate the test booking process for learners. The application process and booking for a test are done via a mobile phone text



¹ (<https://irembo.gov.rw/rolportal/web/rol/eservice-by-category?cat=PLC&menu-highlight=CAT>)

message facility or using the online portal that includes online payment for the test.

Following the theoretical test, applicants who passed the test, must apply for a provisional driving licence which is valid for two years. The application for a provisional driving licence is issued after approximately two weeks following the payment of the application fee.



A learner is required to undergo and pass a practical driving test before a driving licence is issued to him or her. .. Drivers who already hold a driving licence and who want to add another driving licence code to his or her driving licence, must apply for a supplementary driving licence test... The supplementary test is a practical driving test using a vehicle of the vehicle licence code applied for. A theoretical test is not required. Minimum age restrictions are enforced, i.e. 18 years for licence Categories A and B and 20 years for Categories C, D, E, and F.

For the practical driving test, the applicant must have a provisional driving licence or an existing driving licence. Practical driving tests are organised by an electronic booking system with a time slot that is allocated upon payment. The practical test comprises of a yard and road test. The yard test is performed in open public spaces to test parallel parking in a demarcated area, reverse in a straight line (30m) and departing and controlling a vehicle on an incline without stalling the vehicle.

The outcome of the practical test is obtained electronically and if the applicant was successful, he or she must apply for the issuing of the driving licence card.. Proof of payment, identification of the applicant and his or her provisional driving licence must be submitted as part of the application...

A driving licence application may be refused if the applicant fails the eye test or is deaf or has other physical disabilities.

TIME TABLE OF EXAMS FROM JUNE-DECEMBER 2016							
S/N	TYPE OF EXAMS	PERIOD FOR REGISTRATION	PERIOD OF EXAMS	DATES OF EXAMS	LOCATION	SITE	DURATIONS
01.	THEORY & PRACTICAL (INDEPENDENT CANDIDATES)	03-17/06/2016	05-28/07/2016	05-10/07/2016	KIGALI CITY	-REMERA -GAHANGA -NYAMIRAMBO	06 Days
				25-26/07/2016	NORTHERN PROVINCE + PART OF WESTERN	-GICUMBI -RULINDO -RUBAVU -NYABIHU	02 Days
				27-28/07/2016		-MUSANZE -GAKENKE -BURERA	02 Days

THEORY & PRACTICAL (INDEPENDANT CANDIDATES)	08-21/07/2016	01-25/08/2016	01-06/08/2016	KIGALI CITY	-REMERA -GAHANGA -NYAMIRAMBO	06 Days
			08-09/08/2016	SOUTHERN PROVINCE + PART OF WESTERN	-HUYE -GISAGARA -NYAMAGABE -NYARUGURU	02 Days
			10-11/08/2016		-NYANZA -RUHANGO -RUSIZI -NYAMASHEKE	02 Days
			12-13/08/2016		-MUHANGA -KAMONYI -NGORORERO -KARONGI -RUTSIRO	02 Days
			15-18/08/2016	EASTERN PROVINCE	-NYAGATARE -GATSIBO -RWAMAGANA -KAYONZA	02 Days
			17-18/08/2016		-NGOMA -KIREHE -BUGESERA	02 Days
			22-23/08/2016	NORTHERN PROVINCE + PART OF WESTERN	-GICUMBI -RULINDO -RUBAVU -NYABIHU	02 Days
			24-25/08/2016		-MUSANZE -GAKENKE -BURERA	02 Days

Figure 3: Sample Online Driving Test Schedule

The Rwanda Utilities Regulatory Agency (RURA) regulates and issues Driver's "Vocational Cards", which have similar vetting and screening requirements in respect of criminal and serious driving behaviour offences, as applicable to Professional Driving permits. No specific training requirements are required.

1.1.6 Baseline Requirements for Compliance and Law Enforcement

1.1.6.1 Road Transport Management System (RTMS)

There is no Road Transport Management System in Rwanda yet.

1.1.6.2 Enforcement Procedures for Foreign Operators and Drivers

Traffic offences have not been decriminalised in Rwanda, and there is no differentiation between the prosecution of local offenders or foreign offenders.

1.1.7 Exchange of Information

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

No	Register	Computerised System
1	Vehicles	Rwanda Revenue Authority (RRA) developed a Motor Vehicle Information Management System (MVIMS) for vehicle registration, ownership administration and tax collection in respect of commercial operators.
2	Vehicle fitness	Motor vehicle inspection centres are computerised and mobile testing units are used to undertake testing of vehicles in remote areas. It is not certain whether the Rwanda National Police (RNP) has a central vehicle testing system that interfaces with the Motor Vehicle Information Management System (MVIMS).
3	Drivers and professional drivers	The RNP developed a computerised register of drivers that is used to print driving licence cards.
4	Driving licence codes	The driving licence codes are not compliant with the Codes agreed on by the Tripartite.
5	Driver Training	Driving schools are regulated with minimum qualifications for instructors. Written theoretical test, practical driving training and test are performed on the road.
6	Operators	Passenger Road Transport Operators (domestic and cross border) are regulated and licensed by RURA.
7	Overloading	None.
8	Law Enforcement	No information available.
9	Online Processing from all Offices	Only the computerised vehicle register of RURA and the driver register of RNP provides for Online Processing from all offices as both systems are web based. It is not certain whether the same applies for the system used by the Rwanda National Police (RNP) for vehicle testing, from the desk study that was performed, it seems that a central system is used for all vehicle testing stations, but it could not be confirmed.
10	Online System Integration	Integration between the vehicle register of RURA and the vehicle testing system of RNP was noted by the RURA. The vehicle ownership and drivers are linked through the tax identity number that is required for all online system transactions at RURA. The extent of the existing integration between RURA and RNP is not known for the purpose of the baseline, i.e. transactional system integration between the computerised vehicle, driver, operator and offence registers as required by the TRIPS..

Figure 4: Summary of status quo in relation to systems

1.1.7.1 Operator Register

The Rwanda Utilities Regulatory Authority (RURA) developed a Transport Licensing Management System (TLMS). The system is used to register and license all public passenger transport operators. Information stored on the system includes the identification of public transport operators, authorized vehicles, routes, the issue of driver vocational cards as well as a demerit penalty system in respect of operators' offences.

The operators of buses and mini buses, school buses, taxi cabs, motorcycles, tourist vehicles and rental vehicles are required to be licensed. Licences are classified into –

- Long term licences, which are valid for five years;
- Short term licences, which are valid for two years; and
- Temporary authorizations are valid for a period not exceeding three months.

Subject to the published regulations, licences may be renewed, transferred, suspended and revoked. The demerit system used is based on a 100- point scale where the severity of the offence determines the points that are deducted. The operator commences with 100 points and points are deducted in relation to every offence. When the operator exceeds the minimum level of 40 points, he or she is suspended. After every suspension the operator is re-allocated 100 points.

With every additional suspension the period of the suspension increases by three months:

- the first suspension is for a period of three months,
- the second suspension is for a period of six months,
- The third suspension is for a period of nine months; and
- The fourth suspension is for a period of 12 months.

After the fourth suspension, the operator's licence is revoked.

1.1.7.2 Vehicle Register

The Rwanda Revenue Authority (RRA) developed Motor Vehicle Information Management System (MVIMS) for the introduction of vehicles upon import, allocation of vehicle number plates, the subsequent ownership registration, and change of ownership, as well as the deregistration when the vehicle became unfit for use. Vehicle owners may also temporarily suspend their vehicle from road use at no cost and when they intend to re-use it again a registration fee is payable. Functionality for duplicate registration documents, Motor Vehicle/Cycle log books and vehicle number plates are also provided. The system is further used for the administration of:

- Registration fees collection for the following three types of registrations:
 - Import of a vehicle
 - Vehicles already registered in Rwanda, and
 - Vehicles with personalised number plates.
- Annual tax collection from commercial operators who operate vehicles for reward where the tax is based on vehicle load capacity and the Motor Vehicle/Cycle log book. (Not applicable to non-commercial use of vehicles.)

Vehicle and ownership information is exchanged using system-to-system interfaces with the Ministry of Infrastructure, Rwanda National Police and the Ministry of Justice.

The Customs offices are responsible for new vehicle registrations, change of ownership, deregistration and duplicate documents. The RRA motor vehicles services head office is responsible for vehicles sold through authorised dealers running private bonded warehouses, as well as vehicles sold through government public auctions, and the temporary importation of vehicles by embassies and international agencies.

An application for registration is processed on receipt of a complete application form. RRA officials then perform a physical inspection of the vehicle. Imported vehicles are subject to an Interpol clearance that is obtained from the Interpol computerised system. The registration is concluded with the payment of the registration fees that are prescribed per type of registration. The vehicle owner is issued with proof of payment as well as the following:

- A motor vehicle log book (Yellow Card)
- Motor vehicle number plates
- A permanent motor vehicle registration sticker

MUTATIONS

1) _____

2) _____

3) _____

4) _____

REPUBLICQUE DU RWANDA



Certificat d'immatriculation du véhicule
(Duplicate)

N° _____

IDENTIFICATION DU VEHICULE / Ibiranga ikinyabiziga

N° IMMATRICULATION	GENRE	MARQUE	N° DU MOTEUR	N° DU CHASSIS	ANNEE	DATE

IDENTIFICATION DU DETENTEUR

TIN:	NOM:	ADRESSE:

RECOMMANDATION

En cas de déclaration de mise hors usage, même provisoire, ou en cas de réexportation définitive, les marques d'immatriculation doivent être renvoyées au service qui les a délivrées, en indiquant les motifs du renvoi. Tout fait appelant une modification des mentions relatives au titulaire du certificat d'immatriculation ou à l'identification du véhicule doit être notifié dans les huit jours au service qui a délivré le certificat, soit verbalement, soit par lettre recommandée.

En cas de cession ou de vente de véhicule, le certificat initialement délivré est valide au nom de l'acheteur ou du cessionnaire.

ICYITONDERWA

Iyo ikinyabiziga gihagaze burundu, gipfuye burundu cyangwa kigiye mu mahanga abutagaruka, ibyapa byacyo bigomba kwoherezwa ibiro byabifatanze, kandi bakavugira impamvu bigarutse.

Ikintu cyose cyatuma ibyerekeye nyir'ikinyabiziga cyangwa ibimenyetso bikiranga bihinduka, kigomba kumenyeshwa ibiro byatanze ikarita mu gihe cy'iminsi itarenze umunani. Nyir'ikinyabiziga ashobora kubyivugira ubwe, cyangwa akabimenyeshya mu rwandiko rushyiriyemo mu iposita.

Mu gihe ikinyabiziga gitanzwe cyangwa kigurishijwe, ikarita cyari gisanganywe igomba kwandikwaho uyiguze cyangwa uyihawe.

Figure 5: Sample vehicle registration certificate and vehicle log book (yellow card)

<p style="text-align: center;">MOTOR VEHICLE REGISTRATION FORM</p> <p style="font-size: small;">Republic of Rwanda Rwanda Revenue Authority</p> <p>A- OWNER IDENTIFICATION</p> <p>Tin: <input type="text" value="104037247"/> Name: <input type="text" value="CYUSA FABRICE"/></p> <p>Identity card: <input type="text"/> Issue Date: <input type="text"/></p> <p>B- VEHICLE INFORMATION</p> <p>Type: <input type="text" value="JEEP"/> Manufacturer: <input type="text"/> Model: <input type="text" value="RAV4"/></p> <p>Frame No: <input type="text"/> Engine No: <input type="text" value="INVISIBLE"/></p> <p>Year: <input type="text" value="2001"/> Volume: <input type="text" value="2000"/> Weight: <input type="text" value="1470"/> Power: <input type="text" value="10"/></p> <p>Steering Wheel: <input type="text"/> Color: <input type="text"/></p> <p>C- CERTIFICATION</p> <p>I certify that the information provided above is true and correct in accordance with the Motor Vehicle Law articles discussing the transfer and de-registration of Motor Vehicle and that I'm the vehicle's owner and /or buyer or his authorized representative</p> <p>Date: <input type="text"/> Title: <input type="text"/></p> <p>Sign in: <input type="text"/> Authorised Signature of the Buyer</p> <p>D- FOR RRA USE ONLY</p> <p>Date: <input type="text"/></p> <p>Name: <input type="text"/> Signature: <input type="text"/></p> <p>Yellow Plate Number: <input type="text"/> White Plate Number: <input type="text"/> Status: <input type="text"/></p> <p>Yellow Card Number: <input type="text"/></p> <p>Received: <input type="text"/> Assessment: <input type="text"/> Amount Paid: <input type="text"/></p> <p>By: <input type="text"/> Payment Date: <input type="text"/></p> <p>DOC ID: <input type="text"/> Signature: <input type="text"/> Receipt No: <input type="text"/></p>	<p style="text-align: center;">TRANSFER AND DE-REGISTRATION OF MOTOR VEHICLE DECLARATION</p> <p style="font-size: small;">Republic of Rwanda Rwanda Revenue Authority</p> <p>A- OWNER & VEHICLE IDENTIFICATION</p> <p>Tin: <input type="text" value="102432737"/> Name: <input type="text" value="THEOGENE MUNGWARAKARAMA"/></p> <p>Plate No: <input type="text" value="RAC844I"/> Manufacturer/Model: <input type="text"/></p> <p>B- TO COMPLETE IN CASE OF TRANSFER</p> <p>Transfer Request Date: <input type="text" value="05-Apr-2016"/></p> <p>Date of Sale: <input type="text" value="05-Apr-2016"/></p> <p>Reason of Transfer: <input type="text" value="SELL"/></p> <p>C- BUYER'S INFORMATION:</p> <p>Tin: <input type="text" value="104037247"/> Name: <input type="text" value="CYUSA FABRICE"/></p> <p>D- SIGNATURE(S)</p> <p>I certify that the information provided above is true and correct in accordance with the Motor Vehicle Law articles discussing the transfer and de-registration of Motor Vehicle and that I'm the vehicle's owner and /or buyer or his authorized representative</p> <p>Date: <input type="text"/></p> <p>Title: <input type="text"/> Authorised Signature of the Seller Authorised Signature of the Buyer</p> <p>E. PAYMENT STUB DETAILS:</p> <p>Document No: <input type="text" value="10557642"/></p> <p>Tin: <input type="text" value="102432737"/> Name: <input type="text" value="THEOGENE MUNGWARAKARAMA"/></p> <p>Requested Date: <input type="text"/></p> <p>F. OWNERSHIP TRANSFER APPROVAL</p> <p>RRA Officer: <input type="text"/></p> <p>Date: <input type="text"/></p> <p>Signature: <input type="text"/></p>
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Figure 6: Sample Registration and Ownership Transfer Form

A change of ownership must be declared within eight days from the date of the transaction. A motor vehicle transfer application form must be accompanied proof of physical verification by the Revenue Investigation and Enforcement Office, bearing the buyer’s passport size photo for individuals or stamp for companies. The application must also be supported by the following:

- The original vehicle log book;
- Proof of payment;
- Appropriate identity documents of both the buyer and seller; and
- The sales agreement.

1.1.8 Design and Location of Regional Weighbridges

The RWBLP identified a weigh station to be built at Kigali. The Study that Rwanda completed with regard to the commencement of overload control and the building of weigh stations was not available to compare with the recommendations of the RWBLP and it is not known on which basis the location of weigh stations is determined in Rwanda. The RTDA may use the methodology agreed on in the RWBLP to determine the design and location of future weigh stations.

1.1.9 Cross-Border Third Party Motor Vehicle Insurance Schemes

Rwanda is part of the COMESA Yellow card scheme.

ANNEXURE A: LIST OF PARTICIPANTS

1 REPUBLIC OF RWANDA

This report relates to the visit performed by the Transport Economist and IT experts from 5 to 6 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:

Name	Institution	Contact Details
Eng. Peterson T. Mutabazi	Ministry of Infrastructure, Head of Division, Transport Section	Peterson.mutabazie@mininfra.gov.rw +250 788 528 594
Amos Kiiza	Ministry of Infrastructure, Legal	amos.kiiza@mininfra.gov.rw +250 788 522 790
Emmanuel Asaba Katarwa	Rwanda Utilities Regulatory Authority, Head of Department	emmanuel.katarwa@rura.rw +250 252 584 562 +250 788 305 906
Samuel Mporanzi	Rwanda Standards Board, Director of Engineering and Urban Planning Standards Unit	samuel.mporanzi@rsb.gov.rw +250 788 565 977
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Joel Ntihemuka	Rwanda Revenue Authority, Deputy Commissioner for ICT	joel.ntihemuka@rra.gov.rw +250 788 501 055 +250 738 501 055
Lambert Ntagwabira	Ministry of Youth & ICT, Senior Technologist, ICT Skills Development	ltagwabira@myict.gov.rw +250 784 616 446
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Rutera Rose	RTDA, Public Transport Division Manager	rose.rutera@rtda.gov.rw +250 788 731 806

Name	Institution	Contact Details
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Twangiromokiza Leonard	RTDA, Division Manager Development and Maintenance Operations	Leonard.twgiromukiza@rtda.gov.rw +250 788 468 070

Note: CSP Anselme AHIMANA was not available to be interviewed, but the experts were referred to Captain G. Ntakirutimana (+250 788380211).