

STATUTORY INSTRUMENT

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**THE ROAD TRAFFIC (AXLE LOAD AND OVERLOAD CONTROL)
REGULATIONS, 2015**

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STATUTORY INSTRUMENT No. 1 OF 2015

Published 23rd April, 2015

THE ROAD TRAFFIC ACT, 2007

(Act No. 5 of 2007)

THE ROAD TRAFFIC (AXLE LOAD AND OVERLOAD
CONTROL) REGULATIONS, 2015

Short title.

In exercise of the powers conferred upon it by section 143 of the Road Traffic Act, 2007 the Authority hereby makes the following Regulations—

PART I—PRELIMINARY

1. In these Regulations unless the context otherwise requires— Interpretation

“Act” means the Road Traffic Act, 2007 (Act No. 5 of 2007);

“Authority” means the Sierra Leone Road Safety Authority established by the Road Safety Authority Act, 1996 (Act No. 4 of 1996);

“container” means any means of transport including frame, tankers or similar stock—

- (a) having a durable outlook and of such quality as to withstand repeated use;

- (b) specially designed to facilitate transportation of merchandise without the need for breaking bulk by one or several means of transportation;
- (c) equipped with devices which can be easily manipulated especially when changing from one means of transport to another;
- (d) made in such a way that it can be filled and emptied easily; and
- (e) having an internal capacity of at least one cubic metre;

“enforcement officer” means an officer of the Sierra Leone Police or such other person as may be designated by the Authority for the purpose of enforcing these Regulations;

“Inspection Point” means any fixed post, at the beginning and the end of the roads specified in the First and Second Schedules and at the border with neighboring Member States, equipped with weigh bridges, fixed or mobile weighing scales and dimension gauges for the purposes of effective inspection of vehicles;

“Member State” means a Member State of the Economic Community of West African States;

“Minister” means the Minister responsible for transport;

“public service vehicle” means any motor vehicle used for carrying passengers for hire or reward;

“road vehicle” means any motor vehicle or any trailer or semi-trailer with back axle, the front part of which rests on the towing vehicle and is designed as to be connected to such a vehicle;

“transporter” means the natural or legal person in whose name a transporter’s licence is issued;

“way-bill” means a document issued by the loading agent or freight office, indicating the nature and weight of the cargo, the loading and off-loading points as well as the date of commencement of transportation.

2. These Regulations shall apply to road transportation of persons and merchandise between one or several points by road vehicles or by containers mounted on such vehicles and operating along the roads specified in the First and Second Schedules.

PART II – CONTROL AND ADMINISTRATION

3. The axle load of vehicles authorized to operate along the roads specified in the First and Second Schedules shall not exceed 31.5 tonnes. Maximum axle load.

4. The maximum dimensions of vehicles authorized to operate along the Roads specified in the First and Second Schedules shall not exceed the dimensions, weight and load as specified in the Third Schedule. Maximum vehicle dimension.

5. Platforms and facilities generating over 2000,000 tonnes annually shall equip their platforms or facilities with an installation having the specialized facilities required for inspection of the dimensions, weight and axle load of heavy-duty cargo transport vehicles loading in their respective domains. Platform and facilities.

6. (1) No public service vehicle shall operate along the roads specified in the First and Second Schedules unless – Public service vehicles.

- (a) it has at least two passenger entrances or exits and one emergency exit;
- (b) the width of the passenger entrances or exits are not less than 0.60 metres;
- (c) the height of the passenger entrances or exits are not less than 1.60 metres

(2) Every passenger entrance or exit, other than emergency exit, shall be on the near side of the public service vehicle.

Vehicles with excess dimensions.

7. (1) No vehicle with dimensions in excess of that specified in Regulation 6 shall operate along the roads specified in the First and Second Schedules unless on a permit issued by the Authority for that purpose.

(2) A permit issued under sub-regulation (1) shall restrict public service vehicles with excess dimensions to operate only during the day and on specified axis within a specified period and should be accompanied by an enforcement officer.

Number of passengers.

8. The maximum number of passengers that may be carried in any public service vehicle operating along the roads specified in the First and Second Schedules shall be determined based on the following standards—

- (a) 40 centimeters space shall be provided for each passenger;
- (b) the space between the back of one seat and the other shall be 60 centimeters;
- (c) an allowance of 70 kilograms shall be made for the weight of each passenger;
- (d) each passenger shall be entitled to 30 kilograms for his baggage;
- (e) an allowance of at least 40 centimeters shall be provided for a central corridor.

Identification marks.

9. A vehicle shall not operate along the roads specified in the First and Second Schedules unless it carries at its rear and front, reflectorized plates bearing the registration numbers and the signs issued by the Authority.

Examination of vehicles.

10. (1) Every vehicle operating along the roads specified in the First and Second Schedules shall be subject to a mechanical examination and issued a Certificate of Road Worthiness by the Authority—

- (a) every six months in the case of public vehicles and goods transport vehicles; and
- (b) every twelve months in the case of private passenger vehicles.

(2) A vehicle shall not operate along the roads specified in the First and Second Schedules if –

- (a) it has been involved in an accident;
- (b) it has been altered; or
- (c) the ownership has been transferred to a third-party,

unless it has undergone a mechanical examination and has been issued a Certificate of Road Worthiness by the Authority.

(3) A mechanical examination of a vehicle conducted in, and a Certificate of Road Worthiness issued by, a Member State in which the vehicle is registered shall be recognized as valid in Sierra Leone.

11. (1) A vehicle that was issued a Certificate of Road Worthiness in a Member State in which it was registered and which expires whilst the vehicle is in Sierra Leone shall be required to undergo mechanical examination in Sierra Leone.

Certificate of Road Worthiness.

(2) Where a vehicle undergoes mechanical examination under sub-regulation (1) and is deemed to be mechanically unfit, the Authority shall issue a report requesting a re-examination of the vehicle which shall be forwarded to the Member State where the vehicle is registered.

PART III – TRANSPORTATION REQUIREMENTS

Vehicles registered in Sierra Leone.

12. (1) A vehicle registered in Sierra Leone shall operate between one or several pre-determined Inspection Points along the roads specified in the First and Second Schedules.

(2) Goods loaded in Sierra Leone to be transported to another Member State shall be subject to the freight laws of that Member State.

(3) Vehicles operating along the roads specified in the First and Second Schedules shall, while crossing the customs barrier of a Member State be subject to the laws of that Member State.

Waiver of mechanical examination.

13. The provisions in Regulation 9, relating to mechanical examination of vehicles, may, by bilateral or multilateral agreement between Sierra Leone and any other Member State, be waived in order to facilitate public passenger transportation between Sierra Leone and that Member State.

Transport of goods and persons.

14. (1) No person shall carry persons and goods mixed together in one vehicle along the roads specified in the First and Second Schedules.

(2) Transportation of goods or persons along the roads specified in the First and Second Schedules shall be carried out, in the respective territory of each Member State, in accordance with the transport regulations in force in that Member State.

Fiscal regulations.

15. (1) Vehicles registered in any Member State shall operate within the road traffic and fiscal regulations in force in the Member State in which they are registered.

(2) Vehicles registered in a Member State other than Sierra Leone shall be exempted from fiscal regulations in force in Sierra Leone.

16. (1) Every transporter taking part in transportation shall possess a permit, which shall be valid for one year and renewed annually. ^{Transport permit.}

(2) A permit issued under sub-regulation (1), shall be printed in two colours–

(a) (grey) for public service vehicles; and

(b) (green) for vehicles licensed to transport merchandise.

(3) A permit issued under sub-regulation (1), shall state, in respect of each Member State–

(a) the number and category of vehicles authorised to operate in the other Member State or states;

(b) the tonnage of vehicles and authorised number of passengers;

(c) the number of vehicles, according to specified categories;

(d) the itinerary of the vehicle; and

(e) the official stamp of the Member State.

PART IV – MISCELLANEOUS

17. The Authority shall establish and operate freight offices and road transport stations throughout Sierra Leone, as it may consider appropriate. ^{Freight offices.}

Freight office rules.

18. (1) The operation of a freight office under Regulation 17 shall be governed by rules agreed between the freight offices of Sierra Leone and the freight offices of the Member States.

(2) Notwithstanding the generality of sub-regulation (1), the rules agreed between the inter-state freight offices include rules regulating—

- (a) way-bill - vehicles shall possess a five page way-bill issued by the loading agent or the freight office stating the nature, weight of cargo, loading and offloading points and the date on which the transport owner takes responsibility of the freight;
- (b) transport permit – a transporter engaged in road transport shall produce on demand by Authority, a transport permit and a way-bill, in addition to his driving licence and particulars of his vehicle;
- (c) insurance policy - the transporter shall be responsible for acquiring and maintaining the validity of an insurance policy covering liability for loss or injury to a third party;
- (d) infringement of traffic regulations - an infringement of traffic laws in any Member State shall render the offender liable to the sanctions prescribed by the laws or regulations in force in that Member State.

Offence and penalty.

19. Any person who contravenes any of the provisions of these Regulations commits an offence and shall on conviction be liable to such fines and other penalties as specified by Fourth Schedule.

SCHEDULES

FIRST SCHEDULE

THE ROAD TRAFFIC (AXLE LOAD AND OVERLOAD CONTROL)

REGULATIONS, 2015

LIST OF CLASS (A) ROADS

Regent	–	Kossoh Town	
Lumley	–	Tokeh	
Tokeh	–	Waterloo	
Kissy	–	Wellington	– Waterloo
Songo	–	Moyamba	
Moyamba	–	Moyamba Junction	
Waterloo	–	Masiaka	
Masiaka	–	Rogbere Junction	
Rogbere Junction	–	Pamelap	
Lungi	–	Port Loko	
Tagrin	–	Lungi	– Konakridee
Mange	–	Mambolo	
Makeni	–	Kabala	
Makeni	–	Kamakwe	– Madina Oula
Kambia	–	Kamakwe	
Masiaka	–	Lunsar	– Makeni

Makeni	–	Matotoka		
Matotoka	–	Yiye	–	Sefadu
Yengema	–	Kayaim	–	Kurbonia
Robo	–	Mile 91 Junction		
Matotoka	–	Yele	–	Bo
Masiaka	–	Bo		
Bo	–	Kenema		
Kenema	–	Pendembu		
Pendembu	–	Kailahun		
Bo	–	Bandajuma		
Bandajuma	–	Potoru		
Potoru	–	Zimmi	–	MRU bridge
Bo	–	Pujehun	–	Potoru
Zimmi	–	Joru	–	Daru
Sefadu	–	Gandorhun	–	Segbwema

SECOND SCHEDULE
THE ROAD TRAFFIC (AXLE LOAD AND OVERLOAD CONTROL)
REGULATIONS, 2015
LIST OF CLASS (B) ROADS

Port Loko	–	Batkanu		
Batkanu	–	Kamakwe		
Gbinti	–	Foredugu Junction		
Gbinti	–	Port Loko		
Moyamba	–	Shenge		
Moyamba	–	Gbangbia		
Magburaka	–	Alikalia	–	Kabala
Kabala	–	Bendugu		
Alikalia	–	Kayima		
Blama	–	Potoru		
Blama	–	Sumbuya		
Blama	–	Baoma	–	Njaima Sewafe
Blama	–	Gendema	–	Massingbi
Kenema	–	Joru		
Bo	–	Bumpe		
Mano Junction	–	Largo		
Largo	–	Panguma		
Panguma	–	Yengema		
Nyandhun Junction	–	Bumaru		
Bumaru	–	Giema		

THIRD SCHEDULE

DIMENSION, WEIGHT AND AXLE LOAD STANDARDS FOR HEAVY-DUTY
CARGO TRANSPORT VEHICLES

DIMENSION LIMIT FOR HEAVY-DUTY CARGO TRANSPORT VEHICLES

DIMENSIONS	VEHICLE	MAXIMUM AUTHORISED
LENGTH INCLUSIVE OF ALL PROTRUSIONS. LOAD AND ACCESSORIES	Cargo carrier - Single engine vehicle	12 m
	Semi-trailer between the kingpin and the back)	12 m
	Trailer (without coupling mechanism)	12 m
	Articulated Vehicle	18.75 m
	Road train Coupled assembly of vehicles (cargo carrier + trailer)	18.75 m
	Double train for car transportation	18.00 m
	Double train for container transportation	24.20 m
	Other road train/double train	22 m
WIDTH INCLUSIVE OF ALL PROTRUSIONS, LOAD AND ACCESSORIES	Transport vehicle with controlled temperature	2.65 m
	Other vehicles	2.55 m
	Trailer with "twist lock"	2.70 m
HEIGHT INCLUSIVE OF ALL PROTRUSIONS. LOAD AND ACCESSORIES	Any vehicles	4.50 m

AUTHORISED MAXIMUM AXLE LOAD (AMAL)

AXLE TYPE		AMAL
Single front axle		9 t
Single intermediary or rear axle	Single wheel	11.5t
	Twin wheels	12t
Dual (tandem) intermediary or rear axle 1.	Type 1	11.5t
	Type 2	16t
	Type 3	18t
	Type 4	20t/23t
	Type 1	21t
	Type 2	25t
	Type 3	27t
	Type 4	31.5t
Triple axle (tri-axle)		

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	Deliberate refusal to pass through	US\$ 200	
8	weighbridge or weighing scale		
9	Lack of inspection equipment (platform for heavy-duty traffic)	US\$ 100,000	
10	Breach of compulsory inspection of vehicles and prohibition to exit (platforms)	US\$ 400/laden vehicle	
11	Proven fraud	US\$ 600	In addition to the aforementioned fines

MADE this 2nd day of April, 2015.

BALOGUN L. KOROMA,
Minister of Transport and Aviation.