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THE EAST AFRICAN COMMUNITY  
***STATUTORY INSTRUMENTS SUPPLEMENT***

***No. 3***

***17th August, 2018.***

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THE EAST AFRICAN COMMUNITY VEHICLE LOAD  
CONTROL (ENFORCEMENT MEASURES) REGULATIONS, 2018

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**THE EAST AFRICAN COMMUNITY VEHICLE  
LOAD CONTROL (ENFORCEMENT MEASURES)  
REGULATIONS, 2018**

IN EXERCISE of the powers conferred upon the Council by sections 10 and 23 of the East African Community Vehicle Load Control Act, 2016 the Council makes the following Regulations

PART I—PRELIMINARY.

1. These Regulations may be cited as the East African Community Vehicle Load Control (Enforcement Measures) Regulations, 2018. Citation.
2. In these Regulations, unless the context otherwise requires— Inter-pretation.
  - “Act” means the East African Community Vehicle Load Control Act 2016;
  - “authorised officer” means any person appointed as such under section 14 of the Act;
  - “Community” means the East African Community established under Article 2 of the Treaty;
  - “Council” means the Council of Ministers of the East African Community as established by Article 9 of the Treaty;
  - “Gazette” means the official gazette of the Community;
  - “legal load limit” means the weight that may be borne by a single axle, an axle group, or all the axles of a vehicle as specified in the Second and Third Schedules of the Act;
  - “Minister” means the minister responsible for matters relating to roads in a Partner State;
  - “national roads authority” means for each Partner State, the authority or agency responsible for the trunk roads of the Partner State forming part of the Regional Trunk Road Network;

“national gazette” means an official government gazette of a Partner State;

“overload” means an axle load, a load from a group of axles, or gross vehicle weight on a vehicle which exceeds the prescribed legal limits for the vehicle or for any particular part of a public road;

“overloaded vehicle” means a vehicle that is detected by an authorised officer as overloaded

either with regard to the permissible maximum axle or axle unit weight or permissible maximum gross vehicle weight;

“weighbridge operator” means a person including an authorised officer and any other person.

acting under his or her authority, who manages or operates weighbridge equipment or performs vehicle load control under the Act; and

“weighing station” means a check point or installation along the Regional Trunk Road Network for weighing vehicles and includes all facilities found therein.

## PART II—ADMINISTRATION.

Adminis-  
tration and  
operations  
of weigh-  
bridges.

**3.** (1) Pursuant to section 14 (1) of the Act, the Minister shall by notice in the national gazette, in the form specified in the First Schedule, appoint an authorised officer for the purposes of enforcing vehicle load control measures.

(2) For the efficient and effective enforcement of the Act, the national roads authority shall establish a vehicle load control unit to administer and operate weighbridges.

(3) The national roads authority may outsource the vehicle load control operators from the private sector to operate, manage or maintain weighbridges.

(4) Any powers of the authorised officer under the Act may, other than the powers to issue weighbridge tickets and release orders for overloaded vehicles, be exercised by a weighbridge operator under the supervision of the authorised officer.

4. (1) The Council shall by notice in the Gazette and pursuant to section 12 (1) of the Act set the location of weighbridges for the regional network.

Location of regional network of weighbridges.

(2) A weighing station shall be identified with road signs for weighbridges approved by the Council.

(3) For the purposes of the Act, the Council shall cause to be published in widely circulating regional and national newspapers and in the relevant websites of national road authorities and institutions, the regional network of weighbridges.

(4) The Council may by notice in the Gazette change the location of weighbridges.

(5) A national roads authority may set up a mobile weighbridge and surveillance technology along the Regional Trunk Road Network to monitor compliance with the Act and these Regulations at such place and at such times as may be necessary for the enforcement of the Act and these Regulations.

(6) Where a transporter is found to be in contravention of the Act or these Regulations, as required under sub-regulation (5), the mobile weighbridge operator shall direct the vehicle to be driven under the escort of an authorised officer to the nearest static weighbridge for accurate measurement of the weight.

5. (1) Weighbridge, including a mobile weighbridge, shall not commence operations unless it is approved by the national body responsible for weights and measures and issued with an approval certificate.

Approval and certification of weighbridges.

(2) The approval certificate shall be in such form as the national weights and measures body shall determine.

(3) The national roads authority shall maintain and regularly update a national register of approved weighbridges and mobile weighbridges.

Calibration  
of Weigh-  
bridges.

**6.** (1) The national roads authority shall ensure that every weighbridge and mobile weighbridge is calibrated at least once every three months.

(2) A weighbridge and a mobile weighbridge that have been repaired shall be recalibrated and approved before operation.

(3) The calibration shall be carried out by an officer or agent authorised by the national body responsible for weights and measures in a Partner State and a certificate of calibration issued and signed by the calibrator of each Partner State.

(4) The certificate of calibration shall be displayed conspicuously at the weighing station.

(5) The national body responsible for weights and measures shall accredit duly qualified calibrators and shall maintain a register of such calibrators for reference and use by weighbridge operators.

Regional  
reference  
standard.

**7.** (1) The Council shall prescribe regional weighbridge operations and procedures regulations by notice published in the Gazette for use in all Partner States to ensure that all weighbridge operations are carried out in a proper, consistent and standardized manner throughout the Community

(2) For the efficient and effective harmonisation of weighbridge calibration standards, the national bodies responsible for weights and measures shall reference all weights to the regional reference standard.

**8.** (1) The national roads authority shall cause the audit of a weighbridge and mobile weighbridge to be carried out at least once every twelve months to every weighbridge and mobile weighbridge along the Regional Trunk Road Network.

Weigh-  
bridge  
audits.

(2) An audit report shall be prepared and signed by the supervising officer of the weights and measures body and the authorised officer.

**9.** (1) A transporter shall, upon direction by an authorised officer or a weighbridge road sign, submit the vehicle for weighing or verification of weights and dimensions on a weighbridge and mobile weighbridge.

Weighing  
procedures.

(2) An authorised officer shall upon weighing a vehicle under sub-regulation (1) issue a regional weighbridge certificate to a vehicle that conforms, in the form specified in the Second Schedule.

(3) A person who contravenes sub-regulation (1) commits an offence.

**10.** (1) The regional weighbridge certificate issued under regulation 9(2) shall be signed by the authorised officer and the transporter and stamped by the authorised officer and shall be produced by the transporter to an authorised officer upon request at another weighbridge.

Regional  
weighbridge  
certificates.

(2) Except for a vehicle previously confirmed to be within the legal load limits and dimensions by surveillance or screening devices, every transporter shall upon request by an authorised officer produce a weighbridge certificate.

(3) A transporter who contravenes sub-regulation (2) commits an offence.

(4) A national roads authority shall admit a regional weighbridge certificate issued at any weighbridge along the Regional Trunk Road Network as proof of weighing, unless there is apparent forgery, tampering or manifest error on the face of the certificate.

PART III—OVERLOADING FEES.

Charge for  
overloading.

**11.** (1) Where a vehicle is determined to be overloaded, the transporter shall be liable, and shall pay at the weighbridge station the overloading fees prescribed in the Third Schedule.

(2) The overloading fees shall comprise both the axle and gross vehicle weight overload as provided in the Third Schedule.

(3) The overloading fees payable under sub-regulation (1) shall be determined and certified by an authorised officer on the weighbridge certificate.

Payment of  
overloading  
fees.

**12.** (1) A transporter of a vehicle determined to have exceeded the load limits shall pay the overloading fees at the weighbridge at which the weighing was done or at any other place specified by the national roads authority.

(2) For the purposes of sub regulation (1), the national roads authority shall designate within each weighing station a well-marked and conspicuous paying point at which overloading fees shall be paid and collected.

(3) The national roads authority shall provide convenient facilities and means for payment of overloading fees including electronic means.

(4) An official receipt shall be issued to the transporter upon payment of overloading fees.

Impounding  
and  
detention of  
overloaded  
vehicles.

**13.** (1) An overloaded vehicle shall be impounded and detained until the transporter pays the overloading fees.

(2) In accordance with section 17 (6) of the Act, an overloaded vehicle shall be detained without charge for a period of three days and thereafter a fee of fifty dollars shall be charged for each extra day of detention.



(3) Subject to sub-regulation (2), a transporter who fails to remove his or her vehicle from the parking yard after paying overloading fees shall incur additional fees of fifty dollars for each extra day the vehicle stays at the yard.

(4) An overloaded vehicle carrying a hazardous load shall not be offloaded at the weighbridge station unless the authorised officer has taken special safety precautions or directs the vehicle to such place as the authorised officer may determine for offloading the load.

(5) An overloaded vehicle carrying a perishable load shall not be offloaded at the weighbridge station unless the authorised officer has taken special measures to address health, safety and environmental factors dependent upon the nature of the load, and directed the vehicle to such place as the authorised officer may determine for redistributing or offloading the load.

(6) Subject to sub-regulation (4), an overloaded vehicle carrying a hazardous load which cannot comply with special safety and health precautions for offloading and intends to proceed with the journey shall pay in addition to the normal overloading fee, four times the overload fees for the remaining part of its journey within the Partner State.

(7) The safety and security of any impounded vehicle shall be the responsibility of the transporter.

**14.** (1) A vehicle that has been impounded for overloading shall be released to the transporter upon payment of the requisite overloading fees and any other related charges and production of the original payment receipt.

Release of  
vehicles.

(2) The national roads authority shall issue a release order for the vehicle, which shall be signed and stamped by an authorised officer and shall be in the form specified in the Fourth Schedule.

(3) The transporter shall keep the release order of the vehicle throughout the journey.

(4) The transporter shall be required to present the release order at subsequent weighbridges together with the other weighbridge certificates.

(5) A vehicle found overloaded after a release order has been issued during the course of the same journey shall have the overloading fees charged compounded by a factor of three and imposed on the transporter.

Road  
damage  
assessment.

**15.** (1) Where a transporter causes visible damage to a road, bridge or road furniture, the national roads authority shall prepare a road damage assessment report within fourteen days of the event.

(2) The road damage assessment report shall be prepared by an officer or agent of the national roads authority or other public officer with expertise and experience in road infrastructure.

(3) The damage assessment report shall be signed by the officer or agent and shall be submitted to national roads authority.

(4) The road damage assessment report shall be forwarded to the transporter for comment, if any, within seven days of its date, and the transporter may accept the report as prepared and sign it in acceptance or may by notice to the national roads authority dispute the report.

Payment  
of assessed  
damages.

**16.** (1) A transporter shall be liable to pay to the national roads authority costs of damages assessed within thirty days of receipt of the report.

(2) The costs of damages assessed in the report shall be a civil debt recoverable against the transporter if the costs remain unpaid after thirty days.

**17.** (1) A transporter who disputes a road damage assessment report shall within seven days of receipt of the report notify the national roads authority, stating reasons for the dispute.

Independent assessment where report is disputed.

(2) Upon receipt of notification under sub-regulation (1), the national roads authority shall, in consultation with the transporter, request the chairperson of the national professional body of engineers to appoint an independent assessor within fourteen days of notification from the transporter.

(3) The independent assessor shall review the damage assessment report and may receive representations from the national roads authority and the transporter.

(4) The independent assessor shall issue a final assessment report within thirty days of his or her appointment.

(5) A transporter who disputes a road damage assessment report shall not be liable for payment for road damage costs due until the independent assessor has issued his or her final report.

(6) The report of the independent assessor shall be final and no appeal shall be made on the report unless on the grounds of manifest error or fraud on the part of the independent assessor.

(7) A person who is dissatisfied with the report of an independent assessor in sub-regulation (5) may appeal in accordance with the national laws of the respective Partner State.

#### PART IV—SPECIAL CATEGORIES

**18.** (1) Subject to the national laws, transit cargo shall be weighed at the designated weighbridge stations along the Regional Trunk Road Network.

Transit cargo.

(2) A transporter issued with a weighbridge certificate at a static weighbridge shall be required to present the weighbridge certificate at all subsequent weighbridges traversed during the journey for verification by the authorised officers.

(3) Where a transit cargo is weighed and detected by surveillance devices that it is overloaded, the weight shall be verified by weighing the load at the nearest static weighbridge.

(4) An overloaded vehicle carrying transit cargo shall be detained until an authorised customs officer breaks the seal of the cargo in the presence of the transporter.

Provisions  
for special  
categories of  
loads.

**19.** (1) The transporter of any of the special categories of loads under section 9 of the Act shall apply for and obtain a special permit before commencing a journey.

(2) A vehicle for which a special permit has been granted shall be required to present the special permit at each weighbridge.

(3) An authorised officer may verify the weight and dimensions of special loads at a weighbridge station to confirm adherence to the special permit terms and conditions.

(4) An authorised officer shall be required to have regard for health and safety issues when verifying the weight or dimensions of special loads.

(5) An authorised officer shall impound and detain a vehicle carrying a special load without the requisite permit.

#### PART V—DEMERIT POINT SYSTEM.

Demerit  
point system.

**20.** (1) The demerit point system shall apply to a vehicle, a transporter or a driver where it is determined that a vehicle is overloaded under regulation 11.

(2) The demerit points set out in the second column of Part A of the Fifth Schedule shall be imposed on the vehicle, driver or transporter and shall be applied cumulatively.

(3) Where an overload is on both the gross vehicle weight and the axle load limits with respect to the same journey, the authorised officer shall record the higher of the two categories of overload but not both against the vehicle, transporter or driver.

(4) A vehicle, driver or transporter against whom a demerit point is recorded in accordance with Part A of the Fifth Schedule shall be liable to a penalty prescribed in Part B of the Fifth Schedule.

(5) The national roads authority shall publish in its official website the list of vehicles banned whether temporarily or permanently under Part B of the Fifth Schedule.

(6) A vehicle that has been permanently banned from the Regional Trunk Road Network under Part B of the Fifth Schedule shall have the ban lifted if the vehicle is transferred to another person with no relation or connection to the person under whom the vehicle was banned provided that, such transfer shall be executed with the prior approval in writing by the national roads authority.

(7) Notwithstanding sub-regulation (6), a vehicle banned under these Regulations shall not have the ban lifted or ownership transferred and registered before the lapse of one year.

#### PART VI—MISCELLANEOUS PROVISIONS.

**21.** (1) All weighbridges in operation along the Regional Trunk Road Network at the coming into force of these Regulations shall be deemed to be approved under these Regulations.

(2) The Partner States shall gazette the appointed authorised officers within six (6) months of the coming into force of these Regulations and notify the Secretary General.

Transitional provisions.

(3) Officers in the Partner States carrying out functions of authorised officers under the Act shall continue in office until the operationalisation of sub-regulation (2).

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## SCHEDULES

FIRST SCHEDULE

*Regulation 3 (1)*

**NOTICE OF APPOINTMENT OF AUTHORISED OFFICER**



**NOTIFICATION OF APPOINTMENT OF  
AUTHORISED OFFICER**


*(Under section 14(1) of the East African Community Vehicle Load Control Act, 2016)*

NAME OF PARTNER STATE		Date
<p>NOTICE is hereby given of the appointment of the following as the authorised officer in accordance with section 14(1) of the East African Community Vehicle Load Control Act, 2016 for the purposes of performing duties as prescribed by that Act.</p>		
<p>.....</p>		
<p>.....</p>		
<p>.....</p>		
<p>.....</p>		
<p>.....</p>		
<p>Appointing Officer.....</p>		
		<b>Minister</b>
<p>To be gazetted in the National Gazette of Partner State</p>		

**SECOND SCHEDULE**

Regulation 9 (2)

**Form EACV - 1**

			Stamp
<p><b>THE EAC VEHICLE LOAD CONTROL ACT, 2016</b></p> <p><b>THE EAC (WEIGHBRIDGE) VEHICLE WEIGHT CERTIFICATE</b></p>			
Date.....		Region/Location.....	Time .....
<b>Country</b>			
<b>Weighbridge Station:</b>	Weigh-bridge Code:		
<b>PART A: TRANSPORT INFORMATION</b>			
<b>Owner of The Vehicle</b>	Address.....		
Types of Cargo	Origin..... Destination (Country and City) .....		
Special Load permit No. (If Applicable)	Transporter No.....		
Vehicle Reg No.	Vehicle;	Semi-trailer.....	Trailer.....

*The East African Community Vehicle Load Control  
(Enforcement Measures) Regulations, 2018*

<b>PART B : AXLE WEIGHTS</b>							
Axle no.	Axle-group	Load measured scale reading (kg) (a)	Allowed load (kg) (b)	Discretion allowance (kg) <5% of (b) (c)	Adjusted Load (kg) (a-c) (d)	Over-load (kg) (d-b) (e)	Over-load fee (From e)
1	Axle-group1						
2	Axle-group2						
3	Axle-group3						
4	Axle-group4						
5	Axle-group5						
Dimensions	Legal Height		Measured Height		Extra Height		
	Legal Width		Measured Width		Extra Width		
	Legal Length		Measured Length		Extra Length		
<b>PART C: FINES AND PENALTIES</b>							
Currency							
Sum of Axle- fees							
Gross Vehicle Weight GVW							
Total Amount to be paid							
Action taken:							
Name of Weighbridge Operator						<b>Signature.</b>	
Name of the Driver .....			Driver's License No.			<b>Signature.</b>	
<b>If not satisfied with the findings and you may appeal, tick the box.</b>			.....yes			.....No	



*The East African Community Vehicle Load Control  
(Enforcement Measures) Regulations, 2018*

Remarks	
Notes	For abnormal loads
*	Relevant country's name to appear here.
+	Axle configuration e.g. 1-22(2 axle groups) (3 axle groups) 1-22*2-22(4 axle groups)
.,	Higher of either sum of axle or GVM fee
	Required only when vehicle is overloaded and charged

*The East African Community Vehicle Load Control  
(Enforcement Measures) Regulations, 2018*

**THIRD SCHEDULE**

*Regulation 11, (1) and (2)*

**OVERLOADING FEES**

**PART I - AXLES**

AXLE CONFIGURATION	Steering Axle	Single (Drive) Axle	Tandem Axle	Tridem Axle
	Legal weight =8t	Legal weight = 10t	Legal weight = 18t	Legal weight = 24t
	Legal ESA= 8.158t	Legal ESA = 8.158t	Legal AGLE = 15t	Legal AGLE = 21.3t
OVERLOAD/ AXLE (kg)	OVERLOAD FEE (USD)			
100.00	9.30	18.10	8.30	4.90
200.00	18.95	36.70	16.75	9.85
300.00	28.95	55.90	25.35	14.90
400.00	39.30	75.65	34.05	19.95
500.00	50.05	96.00	42.90	25.10
600.00	61.20	116.90	51.85	30.30
700.00	72.75	138.45	60.95	35.55
800.00	84.65	160.55	70.20	40.85
900.00	97.00	183.30	79.60	46.25
1,000.00	109.80	206.70	89.10	51.70
1,100.00	123.00	230.75	98.80	57.20
1,200.00	136.65	255.45	108.60	62.75
1,300.00	150.75	280.80	118.55	68.35
1,400.00	165.30	306.85	128.60	74.05
1,500.00	180.35	333.60	138.85	79.75
1,600.00	195.85	361.05	149.25	85.60
1,700.00	211.85	389.25	159.75	91.45
1,800.00	228.40	418.15	170.45	97.40
1,900.00	245.40	447.80	181.30	103.40
2,000.00	262.95	478.20	192.25	109.45
2,100.00	281.05	509.35	203.40	115.55

*The East African Community Vehicle Load Control  
(Enforcement Measures) Regulations, 2018*

AXLE CONFIGURATION	Steering Axle	Single (Drive) Axle	Tandem Axle	Tridem Axle
	Legal weight =8t	Legal weight = 10t	Legal weight = 18t	Legal weight = 24t
	Legal ESA= 8.158t	Legal ESA = 8.158t	Legal AGLE = 15t	Legal AGLE = 21.3t
2,200.00	299.70	541.30	214.70	121.75
2,300.00	318.85	574.05	226.15	128.00
2,400.00	338.60	607.60	237.75	134.35
2,500.00	358.95	642.00	249.55	140.75
2,600.00	379.85	677.20	261.45	147.20
2,700.00	401.40	713.30	273.55	153.70
2,800.00	423.50	750.20	285.80	160.30
2,900.00	446.30	788.00	298.20	167.00
3,000.00	469.65	826.70	310.80	173.70
3,100.00	493.70	866.30	323.55	180.50
3,200.00	518.40	906.80	336.45	187.40
3,300.00	543.75	948.25	349.55	194.35
3,400.00	569.80	990.65	362.85	201.35
3,500.00	596.55	1,034.00	376.25	208.45
3,600.00	624.00	1,078.30	389.90	215.60
3,700.00	652.20	1,123.65	403.65	222.85
3,800.00	681.10	1,169.95	417.65	230.15
3,900.00	710.75	1,217.30	431.80	237.50
4,000.00	741.15	1,265.65	446.10	244.95
4,100.00	772.30	1,315.05	460.60	252.50
4,200.00	804.25	1,365.55	475.30	260.10
4,300.00	837.00	1,417.10	490.20	267.75
4,400.00	870.60	1,469.75	505.25	275.50
4,500.00	904.95	1,523.50	520.50	283.35
4,600.00	940.20	1,578.35	535.95	291.25
4,700.00	976.25	1,634.40	551.60	299.25
4,800.00	1,013.15	1,691.55	567.40	307.30

*The East African Community Vehicle Load Control  
(Enforcement Measures) Regulations, 2018*

AXLE CONFIGURATION	Steering Axle	Single (Drive) Axle	Tandem Axle	Tridem Axle
	Legal weight =8t	Legal weight = 10t	Legal weight = 18t	Legal weight = 24t
	Legal ESA= 8.158t	Legal ESA = 8.158t	Legal AGLE = 15t	Legal AGLE = 21.3t
4,900.00	1,050.95	1,749.90	583.40	315.45
5,000.00	1,089.65	1,809.45	599.65	323.65
5,100.00	1,129.25	1,870.15	616.05	331.95
5,200.00	1,169.75	1,932.10	632.65	340.30
5,300.00	1,211.20	1,995.30	649.45	348.75
5,400.00	1,253.60	2,059.75	666.50	357.30
5,500.00	1,296.95	2,125.45	683.70	365.90
5,600.00	1,341.30	2,192.45	701.15	374.60
5,700.00	1,386.60	2,260.70	718.75	383.40
5,800.00	1,432.90	2,330.35	736.60	392.25
5,900.00	1,480.25	2,401.25	754.65	401.20
6,000.00	1,528.60	2,473.55	772.90	410.25
6,100.00	1,578.00	2,547.20	791.35	419.35
6,200.00	1,628.50	2,622.25	810.05	428.55
6,300.00	1,680.05	2,698.70	828.95	437.85
6,400.00	1,732.70	2,776.60	848.05	447.20
6,500.00	1,786.45	2,855.90	867.40	456.65
6,600.00	1,841.35	2,936.65	886.95	466.20
6,700.00	1,897.35	3,018.90	906.75	475.85
6,800.00	1,954.50	3,102.60	926.75	485.55
6,900.00	2,012.85	3,187.85	946.95	495.35
7,000.00	2,072.40	3,274.60	967.40	505.25
7,100.00	2,133.15	3,362.90	988.10	515.25
7,200.00	2,195.10	3,452.80	1,009.00	525.30
7,300.00	2,258.25	3,544.25	1,030.15	535.45
7,400.00	2,322.70	3,637.30	1,051.55	545.70
7,500.00	2,388.40	3,731.95	1,073.15	556.05

*The East African Community Vehicle Load Control  
(Enforcement Measures) Regulations, 2018*

AXLE CONFIGURATION	Steering Axle	Single (Drive) Axle	Tandem Axle	Tridem Axle
	Legal weight =8t	Legal weight = 10t	Legal weight = 18t	Legal weight = 24t
	Legal ESA= 8.158t	Legal ESA = 8.158t	Legal AGLE = 15t	Legal AGLE = 21.3t
7,600.00	2,455.40	3,828.25	1,095.00	566.50
7,700.00	2,53.70	3,926.20	1,117.10	577.05
7,800.00	2,593.30	4,025.85	1,139.45	587.65
7,900.00	2,664.25	4,127.15	1,162.00	598.35
8,000.00	2,736.55	4,230.20	1,184.80	609.15
8,100.00	2,810.20	4,335.00	1,207.90	620.05
8,200.00	2,885.25	4,441.50	1,231.20	631.05
8,300.00	2,961.70	4,549.80	1,254.75	642.15
8,400.00	3,039.55	4,659.90	1,278.55	653.35
8,500.00	3,118.85	4,771.75	1,302.60	664.65
8,600.00	3,199.60	4,885.50	1,326.95	676.00
8,700.00	3,281.85	5,001.05	1,351.50	687.50
8,800.00	3,365.60	5,118.50	1,376.35	699.05
8,900.00	3,450.80	5,237.85	1,401.40	710.75
9,000.00	3,537.55	5,359.05	1,426.75	722.50
9,100.00	3,625.90	5,482.25	1,452.35	734.40
9,200.00	3,715.75	5,607.35	1,478.25	746.35
9,300.00	3,807.20	5,734.45	1,504.40	758.45
9,400.00	3,900.25	5,863.50	1,530.80	770.60
9,500.00	3,994.90	5,994.60	1,557.45	782.90
9,600.00	4,091.20	6,127.75	1,584.40	795.25
9,700.00	4,189.15	6,262.90	1,611.60	807.75
9,800.00	4,288.80	6,400.15	1,639.10	820.35
9,900.00	4,390.15	6,539.50	1,666.90	833.05
10,000.00	4,493.15	6,680.95	1,694.95	845.85

**PART II- GROSS VEHICLE WEIGHT**

*Regulation 11 (1) and (2)*

**OVERLOADING FEES FOR MAXIMUM  
GROSS VEHICLE WEIGHT**

**Overload Charges: Years 2011 - 2020**

<b>EAC OVERLOADING FEES SCHEDULE FOR MAXIMUM GVW</b>	
<b>Overload up to (Kilograms)</b>	<b>Fees (USD)</b>
500	90.95
1,000	186.00
1,500	289.35
2,000	392.70
2,500	504.30
3,000	620.05
3,500	744.10
4,000	872.20
4,500	1,008.65
5,000	1,153.30
5,500	1,306.25
6,000	1,467.50
6,500	1,641.10
7,000	1,823.00
7,500	2,021.40
8,000	2,228.10
8,500	2,451.30
9,000	2,691.10
9,500	2,943.25
10,000	3,220.20
10,500	3,513.70

*The East African Community Vehicle Load Control  
(Enforcement Measures) Regulations, 2018*

<b>EAC OVERLOADING FEES SCHEDULE FOR MAXIMUM GVW</b>	
<b>Overload up to (Kilograms)</b>	<b>Fees (USD)</b>
11,000	3,827.85
11,500	4,170.95
12,000	4,538.85
12,500	4,939.85
13,000	5,369.75
13,500	5,836.85
14,000	6,345.30
14,500	6,895.10
15,000	7,494.50
15,500	8,147.65
16,500	9,635.80
17,000	10,483.20
17,500	11,409.15
18,000	12,426.10
18,500	13,538.05
19,000	14,753.40
19,500	16,092.70
20,000	17,560.20
20,500	19,172.35
21,000	20,945.75
21,500	22,892.75
22,000	25,038.15
22,500	27,398.55
23,000	30,002.80
23,500	32,871.65
24,000	36,029.85
24,500	39,518.70

*The East African Community Vehicle Load Control  
(Enforcement Measures) Regulations, 2018*

<b>EAC OVERLOADING FEES SCHEDULE FOR MAXIMUM GVW</b>	
<b>Overload up to (Kilograms)</b>	<b>Fees (USD)</b>
25,000	43,367.25
25,500	47,616.75
26,000	52,304.45
26,500	57,484.05
27,000	63,209.30
27,500	69,533.95
28,000	76,524.10
28,500	84,250.10
29,000	92,794.60
29,500	102,248.50
30,000	112,702.75
30,500	124,269.00
31,000	137,067.15
31,500 and above	145,889.80

**Overload charges: Years 2021 – 2030**

<b>EAC OVERLOADING FEES SCHEDULE FOR MAXIMUM GVW</b>	
<b>Overload up to (Kilograms)</b>	<b>Fees (USD)</b>
500	235.90
1,000	482.50
1,500	750.55
2,000	1,018.60
2,500	1,308.05
3,000	1,608.30
3,500	1,929.95
4,000	2,262.30



*The East African Community Vehicle Load Control  
(Enforcement Measures) Regulations, 2018*

<b>EAC OVERLOADING FEES SCHEDULE FOR MAXIMUM GVW</b>	
<b>Overload up to (Kilograms)</b>	<b>Fees (USD)</b>
4,500	2,616.15
5,000	2,991.40
5,500	3,388.10
6,000	3,806.30
6,500	4,256.60
7,000	4,728.35
7,500	5,243.00
8,000	5,779.10
8,500	6,358.10
9,000	6,979.95
9,500	7,634.00
10,000	8,352.35
10,500	9,113.60
11,000	9,928.50
11,500	10,818.40
12,000	11,772.65
12,500	12,812.65
13,000	13,927.75
13,500	15,139.35
14,000	16,458.10
14,500	17,884.15
15,000	19,438.80
15,500	21,132.85
16,500	24,992.75
17,000	27,190.75
17,500	29,592.45
18,000	32,230.05
18,500	35,114.25
19,000	38,266.45
19,500	41,740.35


*The East African Community Vehicle Load Control  
(Enforcement Measures) Regulations, 2018*

<b>EAC OVERLOADING FEES SCHEDULE FOR MAXIMUM GVW</b>	
<b>Overload up to (Kilograms)</b>	<b>Fees (USD)</b>
20,000	45,546.65
20,500	49,728.20
21,000	54,327.90
21,500	59,377.90
22,000	64,942.55
22,500	71,064.75
23,000	77,819.55
23,500	85,260.55
24,000	93,452.10
24,500	102,501.40
25,000	112,483.50
25,500	123,505.60
26,000	135,664.25
26,500	149,098.75
27,000	163,948.60
27,500	180,353.10
28,000	198,483.85
28,500	218,523.10
29,000	240,685.25
29,500	265,206.25
30,000	292,321.95
30,500	322,321.85
31,000	355,516.85
31,500 and above	375,266.60

**FOURTH SCHEDULE**

Regulation 14 (2)

**FORM OF RELEASE ORDER**

 <p>East African Community</p>	<p>EAC VEHICLE LOAD CONTROL ACT, 2016</p> <p><b>COMPOUNDING OF OFFENCES ORDER FORM</b> <i>(under Section 22(3))</i></p>	<p><b>National Roads Authority Log</b></p>
<p><b>Description of Offence under section 20(1)</b></p>	<p><b>Amount payable (compounded by a factor of three)</b></p>	
<p><b>Section 20 (1)a</b></p>		
<p><b>Section 20 (1)b</b></p>		
<p><b>Section 20 (1)c</b></p>		
<p><b>Section 20 (1)e</b></p>		
<p><b>Section 20 (1)f</b></p>		
<p><b>Note</b> <b>Attach a copy of the request from the offender in line with section 22(3)a</b></p>		
<p>Paid by .....</p> <p>Signature.....</p>		
<p>Authorised Officer.....</p> <p>Signature .....</p> <p style="text-align: center;"><b>STAMP</b></p>		

FIFTH SCHEDULE

*Regulation 20*

**THE DEMERIT POINTS SYSTEM**

**PART A: DEMERIT POINT SYSTEM**

OVERLOAD CATEGORIES	DEMERIT POINTS
Overloading on GVW between 0 – 1000 kilogrammes	1
Overloading on GVW between 1000 – 2000 kilogrammes	3
Overloading on GVW between 2001 – 3000 kilogrammes	4
Overloading on GVW between 3001 – 4000 kilogrammes	5
Overloading on GVW Between 4001 – 5000 kilogrammes	6
Overloading on GVW between above 5001 tonnes	12
Overloading on any axle above 5 – 10 % of permissible weight	3
Overloading on any axle above 11 – 20% permissible weight	5
Overloading on any axle between 21 – 30% of permissible weight	7
Overloading on any axle between 31 – 40% of permissible weight	12
Overloading on any axle above 41%	24

**PART B: PENALTIES**

NO OF POINTS (accumulated in any 24-month period)	PENALTIES
6-10	Warning
11 -14	6-month ban from using the RTRN
15-20	1-year Ban
21-40	18 months Ban
41-60	3 years Ban
Above 60 points	Permanent ban

**The Procedure for Demerit Points**

1. (1) Demerits points will be recorded against—
  - (a) a vehicle or trailer;
  - (b) a transporter including owner and;

(c) driver declared in the trip plan.

(2) Demerits points recorded shall be cumulative but a transporter with a fleet of vehicles shall only have the entire fleet banned from the regional trunk road network should the following demerit point threshold be met—

- (a) at least one half of the number of vehicles registered under his name have been banned; and
- (b) the cumulative demerit points recorded against him are at least one half of the total maximum points he could receive if each of his vehicles receives a ban

## **2. Demerits warning notice**

(1) Any person, vehicle or trailer that accrues six or more demerit points, will have a warning notice issued.

(2) The warning notice shall show the—

- (a) overloading details;
- (b) date the overloading occurred; and
- (c) number of demerit points for each overload.

## **3. Road Ban**

(1) Any transporter, vehicle or driver that accumulates twelve or more demerit points in any two-year period, shall be disqualified from operating on the Regional Trunk Network for the periods specified in the table above.

(2) Each two-year period is calculated based on the dates the overload occurred.

(3) For a person who has been given a road ban the disqualification starts 28 days after a formal notice is sent to him, providing they may exercise the good behaviour option specified under paragraph 4.

(4) For a transporter under a road ban, any new demerit point disqualification will take effect immediately it is recorded if the violation occurs within three years.

**4. The good behaviour option**

(1) In lieu of serving the demerit point disqualification, a person may be eligible to apply for a good behaviour option.

(2) That person shall notify the national roads authority within 14 days of the date the notice of disqualification was issued.

(3) Failure to apply within this timeframe will result in the disqualification taking effect as specified in the notice.

(4) Once the good behaviour condition is accepted, a person will be able to continue to operate.

(5) A person who has applied for the good behaviour option and further incurs four or more points during the 12 months, will be disqualified for twice the original disqualification period with no right of appeal or further good behaviour option.

(6) Demerit points associated with an existing demerit disqualification or good behaviour option are not counted towards a future disqualification.

RT HON. DR. A.M. KIRUNDA KIVEJINJA,  
*Chairperson Council of Ministers.*