

TRANSCENDING BORDERS

The official Publication of the
Cross-Border Road Transport Agency
March 2019



**RSA BORDERS
EXTEND OPERATING HOURS
TO AVOID DELAYS
DURING EASTER PERIOD**

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The champion of free-flowing Inter-State operations.

MISSION

We spearhead the unimpeded flow of Inter-State operations thereby facilitating sustainable social and economic development.

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FROM THE CEO'S DESK



Siphon Khumalo

Dear Readers,

Let me take this opportunity to welcome you to this edition of our *Transcending Borders*. The release of this edition coincides with the end of our financial year as the Cross-Border Road Transport Agency (C-BRTA). This is a critical period for us as an Agency because it means we are wrapping up in preparation for the financial year end as well as to prepare for the new fiscal year. As part of wrapping up, we must introspect and take stock of our performance throughout the year.

What was special about this financial year 2018/19 is the fact that we were celebrating our 20th anniversary. This called for us to look back, retrace our steps to 1998 and place ourselves in a better position to craft the road ahead for C-BRTA. We had to celebrate this milestone because 20 years is a long period for any organisation's professional life. For us, this was a period to visualise the future of the Agency which mainly rests on us becoming a regulator of note in the cross-border road transport industry. We have set ourselves the goal of becoming one of the best regulators in Africa and contribute further towards building the Africa that is self-reliant and economically viable. Given our mandate of facilitating transport and trade in Africa, we intend to emulate our performance over the years as a way of living up to the promise of being counted amongst the best transport regulators in Africa.

This publication is used as a tool to share our activities and programmes with our stakeholders so that they are kept in the loop. As an organisation that is heavily reliant on extensive stakeholder engagements to deliver on its mandate, a publication like this becomes an important communication vehicle to keep stakeholders informed about the cross-border road transport industry matters.

Inside this edition, we have covered several stories which are centred on the programmes and initiative we are championing as the C-BRTA. These include the Linking Africa Plan, the Tripartite Transport and Transit Facilitation programme, the Cross-Border Road Transport Regulators' Forum and the Annual State of Cross Border Operations Report. All these are key initiatives which are central to our operations. These are informative articles which will give the readers an update on the status of these initiatives.

Please enjoy reading this publication.

Regards,

Siphon Khumalo

CEO: Cross-Border Road Transport Agency

The C-BRTA has its eyes on

LINKING AFRICA PLAN AND ANNUAL STATE OF CROSS-BORDER OPERATIONS REPORT SEMINAR



The Cross-Border Road Transport Agency (C-BRTA) hosted a seminar on the Linking Africa Plan (LAP) to engage and solicit inputs from various government departments, public entities and private sector companies with an interest in cross-border road transport.

This seminar was a follow-up to the OR Tambo International Road Transport Indaba that was held in 2017 with the objective of bringing together key industry players with a focus on unlocking Africa's industrial potential through linking the African continent by means of integrating trade and transport to position the continent as a meaningful trading player in the global economic arena.

The Indaba played a significant role in selling LAP as a concept and solicit ideas on how to improve it and make it a continental programme to improve trade and help Africa to realise its economic potential. The Indaba was attended by transport and trade experts from South Africa, Africa and other continents and their contributions to the LAP concept played a key role on its development and enhancement trajectory.

The Linking Africa Plan is an initiative by the C-BRTA to enhance the performance of the regional transport system, thus enhancing intra-Africa trade and industrialization in the continent.

As such, the Agency plays a coordinating role and champions LAP and constantly provides feedback to domestic and

international stakeholders who are partners in the cross-border road transport space. It is in this light that the C-BRTA convened this seminar to update domestic stakeholders on the progress made since the 2017 Indaba. The seminar also afforded the stakeholders an opportunity to make inputs on the progress made thus far to ensure that it ultimately becomes a wholistic transport and trade plan which has inputs from various stakeholders across the continent.

The C-BRTA, as a champion and coordinating Agent, is pleased with the contributions of stakeholders and the progress made thus far.

Now that the domestic stakeholders have been engaged, the C-BRTA will host another seminar with stakeholders from the African continent to afford them the opportunity to assess progress and make inputs on the plan.

All these engagement platforms are meant to enhance LAP to ensure that all stakeholders take pride and ownership in the plan. To this effect, stakeholder engagement is central to the development and execution of LAP.

Furthermore, all these efforts are meant to enhance LAP to make sure that it lives up to its objective of becoming a continental transport and trade master plan which serves as blueprint towards African economic development.



FOCUSING ON THE ANNUAL STATE OF CROSS-BORDER OPERATIONS REPORT

The C-BRTA compiles the Annual State of Cross Border Operations Report (ASCBOR) to update the industry stakeholders about various transportation matters. Transcending Borders caught up with **Helene Du Toit, the Senior Research Specialist** and ASCBOR Project Manager to gain more insight about this report. Please follow this conversation below;

- **What is the Annual State of Cross-Border Operations Report?**

The ASCBOR is compiled annually to advise cross-order role-players (public and private sector) of major challenges and developments that impact on cross-border road transport operations. The ASCBOR also provides a package of solutions (reforms) that aim to address, or at least, eliminate infrastructure impediments along regional road transport corridors.

- **When was it launched and how many have been compiled to date?**

The first report was launched in 2014 and we have successfully completed 7 reports since then.

The 2019 report focuses on strategic road transport corridors that traverse the SADC with specific reference to infrastructure choke-points (e.g. border post and weighbridge delays) and on-going initiatives aimed at improving the efficiency of prioritised transport corridors.

- **What is the rationale and impact of ASCBOR?**

The ASCBOR is compiled annually to advise the Minister of Transport, DoT, fellow cross-border industry regulators, public and private sector corridor role-players (e.g. SARS, the dti, clearing agents) and cross-border road transport operators of regulatory, strategic and operational challenges as well as developments that impact on cross-border road transport operations. The report also provides a package of solutions (reforms) that may be implemented to address infrastructure challenges.

The ASCBOR seeks to equip stakeholders with invaluable information that will enable them to:

- Make informed policy, regulatory, strategic and operational decisions with respect to cross-border road transport;
- Understand the nature and context of infrastructure constraints, including tariff and non-tariff barriers facing cross-border road transport operators along strategic transport corridors in Africa;
- Inform role-players of transport developments unfolding in Africa;
- Measure the performance of road transport corridors through intelligence provided by on-line corridor performance monitoring systems;

- Determine interventions and reforms that can be implemented to address operational constraints, tariff and non-tariff barriers along strategic road transport corridors;
- Determine financing options that can be explored in relation to implementation of recommended ASCBOR interventions.

- **How would you describe the overall feedback from the cross-border road transport industry?**

The industry players are mostly appreciative and positive. The C-BRTA uses national and regional engagement sessions as platform for obtaining input and suggestions from public and private sector role-players on how to improve the report and serve the industry better. During the ASCBOR seminar which was hosted in Pretoria on 28 February 2019, a suggestion was made that the 2019 ASCBOR should focus on the North South Corridor (NSC). This corridor is strategic in terms of traffic flows and geographic positioning. The majority of South African cross-border road freight operators conduct business along the for reward along the NSC.

- **Can you share any success stories in the industry that can be linked to the publication of ASCBOR?**

I cannot answer this question with the utmost certainty because an empirical study has not been conducted to draw the correlation between the two. However, in my opinion, the ASCBOR packages corridor constraints and development in such a way that they are clearly understood by relevant parties. The report, therefore, plays an important role in advocating the need for change. In addition, Member States know what they need to do to bring about lasting improvement along regional road transport corridors.

Some progress is noted in the implementation of “existing” (on-going) reforms proposed in previous reports (2016/17 and 2017/18 versions). The implementation of the Multi-lateral Cross-Border Road Transport agreement (M-CBRTA) is on track, whereas the establishment of One-Stop Border Posts is gaining momentum, although still at a slow pace due to funding constraints. An on-line corridor performance monitoring tool has also been launched for the East and Southern African region to track cross-border vehicle movements along various routes. This refers to approximately 3000 routes, covering 10 corridors and 294 border posts. Unfortunately, this on-line platform has been put on hold because funding for this initiative has been withdrawn. Currently, the SADC Secretariat is liaising with various stakeholders to operationalise this platform. This issue provides a lesson and emphasises the importance of reaching agreement on the ownership of on-line monitoring systems.



THE CBRT-RF is running at full steam

The C-BRTA and delegates representing various African countries convened a high-level meeting in Maputo, Mozambique on 25 March 2019 to assess progress and further advance the work of the Cross-Border Road Transport-Regulators Forum (CBRT-RF).

Since the launch in March 2018, the CBRT-RF has been hard at work to design and implement programmes which would, among others, maximise the road transport sector's contribution to the region's social and economic performance and growth. This included the annual work plan which was developed, adopted and then submitted to the SADC meeting of Ministers that took place in Namibia in 2018. It is this plan that guides the work of the forum and enables members to track progress in relation to delivery of tasks.

As part of the programme for the day, the delegation representing the C-BRTA and South Africa as a country had to give progress update on the C-BRTA's flagship projects, the Linking Africa Plan (LAP) and the Annual State of Cross-Border Operations Report (ASCBOR). On the one hand, LAP is a continental trade and transport master plan which is meant assist African countries to realise their economic potential

through efficient transport and intra-Africa trade. On the other hand, ASCBOR is a research project that is conducted by the C-BRTA on an annual basis to highlight cross-border road transport challenges as well as recommend possible solutions to the identified problems. It serves as an advisory document on cross-border road transport matters.

The Agency presented the work that has been done thus far in relation to LAP and ASCBOR to afford the delegates an opportunity to comment and appreciate the work that had gone into both projects. The delegates appreciated the level of work that had gone into these projects and advised on how they should be carried forward and implemented.

Furthermore, the meeting appreciated the presentation on the ASCBOR and indicated that it is a valuable document which should be appreciated by all in the industry. The SADC Secretariat on Transport urged the Forum to use ASCBOR as a base and conduct an annual study of all corridors in the region. In other words, it recommended that the study initiatives be implemented in other corridors to help improve the performance of corridors in relation to efficient transport and trade.

AS A ROAD-USER BETWEEN BORDER CROSSINGS, REMEMBER YOUR RIGHTS!

**SAY NO
TO
BRIBERY!**

IF YOU GET PULLED OVER

- ✓ Remain **cooperative**
- ✓ **Insist on a written or officially printed notice/fine** in case of an alleged violation
- ✓ **Never pay a fine directly to an officer** unless you receive an official receipt
- ✓ If prompted for a bribe, **take note of the officer's name**, badge number, time, date and location and if possible, vehicle registration number
- ✓ **Never pay a bribe** (including meals, drinks or any other form of bribes)!



RSA and DRC meet to improve trade



In an effort to improve cross border road transportation between South Africa and the Democratic Republic of Congo, the two countries held a Working Group Meeting in Pretoria on 29 March 2019.

The meeting is a continuation of several previous similar meetings which were held to address matters which hamper efficient transportation of passengers and goods between the two countries. This bilateral relationship was formalised through the signing of a memorandum of understanding between RSA and DRC through their road transport Agencies, the Cross-Border Road Transport Agency and Office de Gestion du Fret Multimodal (OGEFREM) respectively.

Some of the major topics being discussed as part of the working group meeting include visa requirements, law enforcement procedures, harmonisation of third party insurance, the safety of the drivers along routes, border operation issues and many other matters which serve as impediments to efficient flow of passengers and goods between the two countries.

The working group meetings as well as other bilateral

engagements between DRC and RSA play a significant role in resolving transportation challenges experienced by the operators. This is done with the ultimate objective of improving trade between the two countries and achieve economic development. These efforts are driven by the wholehearted belief that transport is a servant of trade, which basically means that for trade to be realised, there must be efficient transportation.

The working group resolved to constantly monitor progress regarding all these issues that were discussed and constantly come up with interventions to address them for the benefit of the two countries and their respective cross border road transport operators. In addition, some of the critical issues that were discussed at the meeting will be escalated to the Bi-National Commission (BNC) which is scheduled to take place later this year. The BNC is a high level bilateral meeting between countries to discuss matters of mutual interest as well as strengthen relations and economic cooperation. It is attended by Presidents, Ministers and officials. It is for this reason that these meetings are important because they serve as a stepping stone towards the BNC.

MCLI closes its doors after 15 years of facilitating trade among RSA, Eswatini and Mozambique



Barbara Mommen

It is with a profound sense of sadness, but an equally profound sense of pride that we announce the closing of this dynamic corridor institution, the Maputo Corridor Logistics Initiative (MCLI).

Our pain is acute, as so much has been done to avoid this very moment. Our deep sense of achievement and pride is centred on the principles which informed the establishment of the MCLI. It was formed in the crucible of risk, hope, vision, determination, and still more importantly, an unwavering belief in the ability of the people of this region to work together to make the Maputo Corridor the first choice for the region's stakeholders. In 2004, the first private sector corridor management institution on the African continent was established and took the transport and logistics sector by storm in its ability to work closely with public and private sector stakeholders to address non-tariff and technical barriers to trade.

Volumes through the corridor have grown exponentially since MCLI's inception, with a record of 19,5 million ton throughput via Port Maputo in 2018. This is due, in great measure, to the partnership approach which has become its trademark. We have been able to partner with the public and private sector, understand the dynamics and demands of both, and provide clear and pertinent information to all stakeholders across the spectrum. This has been crucial in clearing the negative perceptions which dogged the Port of Maputo at the start of its historic concession period in 2003.

Little of this would have been possible without the constant efforts of MCLI and its stakeholders working together to ensure the best possible outcomes for trade. The region remains one of the leading growth areas within SADC and this is entirely as a result of the role that every organisation has played in enabling MCLI to gather information, bring people together and jointly resolve the problems we encounter. It is this dynamic that has gained MCLI its reputation as a model corridor management institution on the continent and in the international transport and trade facilitation environment.

Two critical interventions by the World Bank's Sub Sahara Africa Transport Program, namely, the revision of transit legislation in Mozambique in

2011, and the drafting of a comprehensive strategy and draft Memorandum of Understanding which updates the existing and outdated bilateral agreement, are significant milestones which have and will continue to have an impact on the Maputo Corridor for some years to come. In addition, the piloting of the Corridor Transport Observatory enabled us to draw on real time sample data to begin to understand the dynamics of the corridor's trade and impact.

It is extremely difficult to quantify the impact of the MCLI's work over the years, but it is clear that without the organisation's ability to harness and exploit every available platform for highlighting the benefits of the Maputo Corridor and its growth in capacity and throughput, the Maputo Corridor would not have achieved the status it has as one of Africa's leading transport corridors.

Our sense of sadness arises from the twin challenges of capacity and funding that have plagued the organisation since the outset. Despite these challenges we were able to consistently maintain rigorous governance standards and achieve a succession of clean audit findings.

In the past three years, however, the struggle has escalated with the staff complement reduced from four to just two, and we have really battled to do justice to our mandate and to ensure that we cover all the bases. The withdrawal of key infrastructure investors such as TRAC and the Port of Maputo in 2014 and 2016 respectively has been examined from many angles based on the benefit that has accrued to these companies through the untiring work of MCLI. The financial risk has been considerable, and far too much time has been spent in the pursuit of funding rather than effectively fulfilling the actual mandate of the organisation.



The Board's decision to cease operations at the end of February 2019 was taken after two years of unrelenting pressure and a thorough examination of the different options confronting us. The Board has stated emphatically that the closure in no way whatsoever reflects on the work of the organisation, but is the result of some very difficult decisions around the texture of the economic landscape and the sad reality that neither the Port of Maputo, nor TRAC for that matter, have fully appreciated the value of MCLI. Much effort, by many, has been put into attempting to address and resolve these differences, but to no avail. The closure of MCLI is the sad but inevitable outcome.

We are gratified that the World Bank supported the development of a revised draft Memorandum of Understanding, which MCLI was able to present to the three corridor governments. This is a process that will continue despite our absence. The SADC Secretariat will continue to work as the facilitator and while the ratifications through Parliament may take a while, the signing of the MoU requires, as part of the agreement, to establish a corridor management institution which we hope will have the balance of public and private sector role players that have characterised the nuts and bolts of MCLI's daily workings since inception. It will be, again, the responsibility of the private sector to ensure that they are adequately represented in the institutional arrangements and operation of the new Corridor Management Institution resulting from the MoU.

There are so many people to thank at a time like this and I cannot hope to cover every one. Some people do, however, deserve a special mention.

First and foremost, we must extend our grateful thanks to Dr António Matos and Dr Mathews Phosa who have been the untiring Chairmen of MCLI. They filled the very big shoes of Jorge Ferraz who was the first Chairman and who set the tone for

the collaborative engagement and conciliatory approach which we hope to have retained over the past 15 years. In addition, the first CEO, Brenda Horne, was instrumental in taking the organisation into the spotlight and winning the hearts and minds of the logistics and supply chain community on the corridor. Her legacy is phenomenal and we will forever be indebted to her for her work.

We also thank our Board of Directors, the major funders over the years as well as our loyal members, the majority of whom have remained on-board since 2004 and who have believed in us, supported us and have been a constant source of expertise and encouragement in the often very difficult work that we do.

We close this chapter with heavy hearts, but with the comfort of knowing that our work has been worthwhile in every way, and that every member of staff we have had in this phenomenal team have invested their passion and conviction in this important work. I have a strong conviction that the continued efforts of the corridor countries to sign the requisite agreements and plot a sustainable way forward will be successful.

On behalf of the MCLI team, I would like to thank our stakeholders and members for their unwavering support. The team has never had a job more difficult nor more rewarding. We have met so many truly inspiring people in every imaginable sector and I have been enormously privileged to have learned as much as I have.

May our countries grow through wise and considered policies and more importantly, implementation of that policy, and may none of us miss an opportunity to make a lasting contribution to this wonderful continent.

Barbara Mommen was the Chief Executive Officer of the Maputo Corridor Logistics Initiative.



South Africa and Zimbabwe meet to improve trade and cooperation

The Republic of South Africa and the Republic of Zimbabwe recently held the third session of the Bi-National Commission (BNC) in Harare, Zimbabwe on 12 March 2019. The meeting provides a platform for the two nations to discuss matters of mutual interest with the objective of improving trade between the two countries and thereby ensure socio economic development.

The Zimbabwean delegation was led by the President of the Republic of Zimbabwe, Emmerson D. Mnangagwa, while the South African delegation was led by the President of the Republic of South Africa, Cyril M. Ramaphosa.

The Commission reviewed the bi-lateral cooperation between Zimbabwe and South Africa and deliberated on broad areas of cooperation under the following Sectoral Committees; Political and Diplomacy, Economic, Social, as well as Defence and Security.

With regards to cross-border road transport matters, the Commission discussed the delays at Beitbridge Border Post which was a follow-up on the 2nd Bi National Commission which was held in Pretoria in 2018 where recommendations were made on how to resolve the challenges at Beitbridge Border Post. This included the setting up of a committee to look into the challenges at the border post. These challenges included the following;

- **Container depot processes**

This includes the physical inspection of cargo. The meeting was advised that in the past, after the physical inspection, transporters would have to return to the border for the Bill of Entry assessment; the document can now be assessed at the container depot.

- **Risk Management**

The Automated System for Customs Data (ASYCUDA) system used by the Revenue Authority has a selectivity module for risk management which is used to target high

risk goods and facilitate low risk goods using risk criteria and parameters. Zimbabwe Revenue Authority (ZIMRA) regularly reviews the risk parameters and criteria.

- **Electronic cargo tracking**

The Zimbabwe Revenue Authority indicated that they have identified 10 commodities that are considered as high-risk transit cargo. Currently, the human element of physically selecting the consignments for examination is contributing to the delays. The ASYCUDA system is recognised to automatically select consignments for sealing purposes.

- **Pre-clearance Systems**

The committee noted that the pre-clearance systems are already in place in both countries.

- **Separation of traffic**

To ease congestion, separate lanes have been implemented for the various categories of transport as follows:

- “Malume zone” small trucks that carry commercial cargo;
- Buses and other smaller vehicle traffic, including pedestrian movements, and
- Commercial trucks.

- **Ease of Doing Business**

The Trading Across Borders Thematic Working group is represented by all stakeholders at the border post. The aim of this Committee is to assist in the facilitation of traffic, with the ultimate goal for single window processing.

Both countries are working on mechanisms to address the delays at the border post, the Commission directed that activities be undertaken under a joint harmonised approach that will be led by the revenue and immigration authorities of both countries. The committee promised to visit the border post, prepare and submit a report on the current challenges and develop an improvement plan by end of June 2019.

South Africa's Ports of Entry Extend Operating Hours to Avoid Delays During Easter Period



In order to accommodate the expected increase in the number of travellers during the Easter period, the Department of Home Affairs (DHA) has announced a comprehensive plan to capacitate various Ports of Entry that connect South Africa with the neighbouring countries. This forms part of South African Government's plans to facilitate the ease of movement of people and goods through various border posts during the Easter season. Although these plans are led by DHA, they are a result of coordination amongst Government departments and agencies who have a role to play at border posts.

When addressing the nation on this Easter season plan, The Minister of Home Affairs, Siyabonga Cwele explained this coordination by saying; "the Department of Home Affairs leads the coordination of border management activities through the Operations Task Team which include South African Police Service, SA Revenue Service, Department of Agriculture, Forestry and Fisheries, Department of Health, State Security Agency, SA National Defence Force and Border Management Authority Operational Task Team Members."

He further said that each Easter and Festive Season, an operational plan is prepared to ease traveller movements because the Ports of Entry record higher numbers of traveller movements during these periods.

Although the plan is geared towards improving efficiencies at Ports of Entry, it also focuses on dealing with security challenges

and mitigating against illegal movements and transgressions during the peak periods.

In 2018, the border posts recorded 1.2 million traveller movements during the Easter period wherein one in four travellers were South Africans. Most of these movements were recorded at;

- OR Tambo International Airport, (204 946)
- Beit Bridge, (142 009)
- Lebombo, (122 782)
- Ficksburg, (110 376)
- Maseru Bridge, (97 247) and
- Oshoek, (70 275)

The operational plan and related preparations for readiness at identified Ports of Entry include;

- Extending operating hours at selected ports of entry across the country,
- Installation of temporary infrastructure to help with the faster processing of travellers,
- Increasing capacity of staff deployed at our ports of entry, for example the Department of Home Affairs is deploying additional 237 staff members at selected ports and the Department of Health is deploying three additional staff at Beit Bridge,
- All departments and agencies have provided for officials at ports to work overtime in order to deal with the expected increase in traveller movement and to avoid congestion.

> PLEASE REFER TO THE TABLE ON THE NEXT PAGE FOR OPERATING HOURS

EXTENDED OPERATING HOURS AT VARIOUS PORTS FOR 2019 EASTER PERIOD

PROVINCE	PORT OF ENTRY	CURRENT HOURS	EXTENDED HOURS	INCREASED HOURS	DATES
MPUMALANGA	Lebombo	06h00 – 00h00	24 hours	6 hours	17 – 29 April 2019
	Mananga	07h00 – 18h00	07h00 – 20h00	2 hours	18 – 20 April 2019
	Jeppes Reef	07h00 – 20h00	07h00 – 22h00	2 hours	18 – 19 April 2019
	Oshoek	07h00 – 00h00	24hours	7 hours	18 – 21 April 2019
	Mahamba	07h00 – 22h00	07h00 – 00h00	2 hours	18 April 2019
EASTERN CAPE	Qacha's Neck	07h00 – 20h00	06h00 – 22h00	3 hours	17 – 18 April 2019
			06h00- – 20h00	1 hour	19 April 2019
KWAZULU-NATAL	Kosi Bay	08h00 – 17h00	07h00 – 19h00	3 hours	17 April 2019 to 02 May 2019
FREE STATE	Caledonspoort	06h00 – 22h00	06h00 – 00h00	2 hours	18 – 19 April 2019
			00h01 – 06h00	6 hours	19 April 2019
			06h00 – 00h00	2 hours	22 April 2019
	Van Rooyenshek	06h00 – 22h00	06h00 – 00h00	2 hours	18 April 2019
			00h01 – 06h00	6 hours	19 April 2019
			06h00 – 00h00	2 hours	22 April 2019
LIMPOPO	Groblersbridge	06h00 – 22h00	06h00 – 00h00	2 hours	18 April 2019
			00h01 – 06h00	6 hours	19 April 2019
			06h00 – 00h00	2 hours	21 April 2019
			00h01 – 06h00	6 hours	22 April 2019
			22h00 – 00h00	2 hours	22 April 2019

Relevant authorities at Ports of Entry and countries that share borders with South Africa have been engaged and have agreed on the dates as well as to reconfigure their operations and align them with South Africa's plans to ensure efficiencies on both side of the Ports of Entry.

PERMIT FEE ADJUSTMENTS 2019



THE C-BRTA RECENTLY PUBLISHED SCHEDULE 1 AND SCHEDULE 2 OF THE NEW PERMIT FEES IN TERMS OF REGULATIONS 7(5) AND 7(6) OF THE CROSS-BORDER ROAD TRANSPORT ACT AMENDED REGULATIONS, 2014

PLEASE VISIT WWW.CBRTA.CO.ZA TO ACCESS THE PUBLISHED FEE SCHEDULE.

THE FEE ADJUSTMENTS WILL BE EFFECTIVE FROM 1 MAY 2019.

