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S T A T U T O R Y I N S T R U M E N T S

2026 No. 52

**THE ROADS (VEHICLE DIMENSIONS, VEHICLE
LOAD CONTROL AND ENFORCEMENT MEASURES)
REGULATIONS, 2026**

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S T A T U T O R Y I N S T R U M E N T S

2026 No. 52

The Roads (Vehicle Dimensions, Vehicle Load Control and Enforcement Measures) Regulations, 2026

(Under section 46 of the Roads Act, Cap. 346)

IN EXERCISE of the powers conferred upon the Minister responsible for roads by section 46 of the Roads Act, these Regulations are made this 11th day of June, 2026.

PART I—PRELIMINARY

1. Citation

These Regulations may be cited as the Roads (Vehicle Dimensions, Vehicle Load Control and Enforcement Measures) Regulations, 2026.

2. Interpretation

In these Regulations, unless the context otherwise requires—

“abnormal load” means a load, which by its nature is indivisible and the dimensions of which exceed the authorised dimensions of the vehicle on which it is to be loaded;

“Act” means the Roads Act;

“authorised officer” means a person appointed under section 41 of the Act;

“axle” in relation to a vehicle, means a device or set of devices, whether continuous across the width of the vehicle or not, about which the wheels of the vehicle rotate and which is so placed in a manner that, when the vehicle is travelling straight ahead, the vertical centre lines of the wheels would

be in one vertical plane at right angles to the longitudinal centre-line of the vehicle;

“awkward load” means a load that is unstable in nature and which, although it is divisible, requires special equipment and safety precautions to offload;

“axle group” in relation to a vehicle means any number of axles which, for the purposes of transferring load to the road pavement act in unison or together;

“axle load” means the sum of the wheel weight loads of all wheels on any axle;

“axle unit” in relation to a vehicle, means a set of two or more parallel axles of a vehicle which are so interconnected as to form a unit;

“currency point” has the value assigned to it in Schedule 1 to these Regulations;

“dead man’s switch” means a switch that is spring loaded and held “in” by the driver while the axle is in the lifted position and which, as soon as the driver takes his or her hand off the switch, returns to the pavement and takes up normal loading;

“driver” means any person who drives or guides, or is in actual physical control of a vehicle on a public road, and includes an operator of such vehicle;

“escort vehicle” means a support vehicle with high-visibility markings and reflective signage, amber warning or beacon lights, two-way radio communication, trained escort personnel, route monitoring and hazard identification capability and traffic control equipment including stop

or slow paddles and cones, that accompanies special loads to ensure safe and compliant movement and guides the transporter, warns other road users, and assists in navigating hazards;

“gross vehicle weight” in relation to a motor vehicle, means a maximum permissible weight of a vehicle and its load under the Act;

“hazardous load” means—

- (a) toxic, corrosive, explosive, oxidising, flammable, harmful or irritant solid, liquid or gases, which when, inhaled, ingested or come into contact with human skin cause or is likely to cause harm or damage;
- (b) a substance which due to its physical chemical or chemical properties and use creates a risk to human health and the environment; and
- (c) any dust, whether in form of solid particles or fibrous materials or other material is capable of forming an explosive mixture in air or an explosive atmosphere.

“High-Speed WIM (HSWIM)” means a weigh-in-motion system capable of weighing vehicles at normal traffic speeds without requiring vehicles to reduce speed;

“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 under Schedule 2 and Schedule 3 of the Act;

“liftable axle” means a non-powered axle in an axle unit, which can be lifted independently, but which, by virtue of an automatic mechanism, must be lowered to the road pavement when the adjacent axle in the axle unit is loaded to the legal limit;

“Low-Speed WIM (LSWIM)” means a weigh-in-motion system requiring vehicles to traverse at reduced speeds typically below 10 km/h;

“national road” means a strategic road of national importance which—

- (a) links ports, airports and border posts to each other and to the Capital City;
- (b) links district headquarters to each other and to small towns; and
- (c) is vital for facilitating trade, commercial activities and national integration and the provision of administrative and social services;

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

“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;

“owner” means any person who is registered as such in the log book or similar registration of a vehicle and includes, for any vehicle under a hire purchase agreement, any person in possession of the vehicle other than a financier, or any person who is registered as owner under a lien or security document;

“public road” means a road specified in Schedule 4 of the Act and any road classified or reclassified by the Minister

under section 12 of the Act as a public road and includes every carriageway over which the public has a right of way, express highway, footways on either side of the road, drains, ditches, embankments, ferries, bridges appertaining to the road, shoulders and all land not being private property, lying within the road reserve;

“special purpose vehicle” means a vehicle which is manufactured to operate in a specialised industry or trade and is indivisible and needs special route requirements;

“super load” means a load, which by its nature is indivisible and the weight of which exceeds the authorised weight of the vehicle on which it is to be loaded;

“tandem axle” means two axles suspended with a spacing between axles ranging from 1.2m to 2.5m and interconnected in such a manner that any load imposed upon them will automatically be distributed in proportions predetermined by the design of the suspension system, regardless of the road profile or road condition;

“transporter” includes an owner and driver of a vehicle and every person acting as agent of the owner or who is in possession or control of the vehicle;

“tridem axle” means three axles suspended together with a spacing between the axles from 1.2m to 2.5m, and interconnected in a manner that any load imposed upon them will automatically be distributed in proportions predetermined by the design of the suspension system regardless of the road profile or road condition;

“unstable load” means a load on a vehicle which could shift or oscillate within the vehicle when the vehicle is moving or stationery;

“vehicle” means any conveyance or structure which is designed to be propelled or drawn on land, including a trailer, machine or implement of any kind drawn or propelled along a public road whether by animal, mechanical, electrical or any other motive power;

“weighbridge” means a machine for weighing vehicles, under the Act includes all its associated peripherals and software;

“weighbridge operator” means any person, including an authorized officer, and a person acting under his or her authority who manages and operates weighbridge equipment or performs vehicle load control under the Act.

3. Application

These Regulations apply—

- (a) to public roads; and
- (b) to vehicles of 3.5 tonnes unladen gross weight or more.

PART II—VEHICLE DIMENSIONS AND CONFIGURATION

4. Vehicle dimensions

(1) A person shall not operate a vehicle on a public road where the vehicle dimensions exceed the limits in Schedule 6 of the Act.

(2) In determining the dimensions of a vehicle for the purposes of subregulation (1)—

- (a) an outside rear-view mirror shall not be included in determining the width of the vehicle, unless the mirror protrudes more than twenty centimetres beyond the widest part of the vehicle or its load; and
- (b) a non-load bearing device used to secure, contain or cover any load on a vehicle shall not be included in determining

the width of the vehicle, unless the device protrudes more than ten centimetres beyond the widest part of the vehicle or its load.

5. Axle configurations and load limit

(1) A person shall not operate or cause to be operated any vehicle on a public road unless that vehicle conforms to the axle configurations specified in Schedule 2 to these Regulations.

(2) The axle load shall not exceed the limits set out in regulation 10 to the Regulations.

(3) The gross vehicle mass shall be distributed on axles in the manner specified in Schedule 2 to these Regulations.

(4) Notwithstanding subregulation (2), the weight on an axle unit shall not exceed the manufacturer's gross axle weight rating if the manufacturer's gross axle weight is less than the amount permitted under these Regulations.

(5) A person shall not operate a vehicle on a public road where—

- (a) any single axle of the vehicle transmits more than seventy five percent of the laden weight on the road surface; or
- (b) the vehicle has a rigid body with more than three axles, except for a vehicle with two steering axles.

(6) The maximum number of axles in any axle group shall be limited to three axles but can be increased under special cases of redistribution of loads once certified by the Chief Licensing Officer in consultation with the Government Chief Mechanical Engineer.

6. Wheels and tyres

A person shall not drive a vehicle—

- (a) on a public road unless the vehicle is fitted with wheels and adequately inflated pneumatic tyres or other type of wheel or tyre adequate to carry safely the permitted maximum laden weight of the vehicle; or
- (b) if any wheel or tyre fitted to the vehicle is in a condition that the vehicle does not bear a load evenly on the road surface when the vehicle is moving.

7. Liquid loads

(1) The volumetric capacity of a tank, constructed for the purpose of transporting liquid loads in bulk, shall not exceed the maximum volume provided in Part A of Schedule 3 to these Regulations.

(2) The maximum volumes of specific liquid products permitted to be loaded into each category of tank shall be as specified in Part B of Schedule 3 to these Regulations.

(3) A person shall not transport on a public road network quantities of bulk liquid exceeding those specified under Part B of Schedule 3 to these Regulations.

(4) A tank mounted on a vehicle for the purposes of transporting bulk liquids shall have affixed to each side—

- (a) a diagram of the type of vehicle as specified in Schedule 2 and the volume of the tank expressed in cubic metres; and
- (b) a table below the diagram specified under subparagraph (a) indicating the maximum volume of bulk liquid permitted of each type of liquid product capable of being transported in the tank as specified in the Part B of Schedule 3 to these Regulations.

(5) The diagram and table under subregulation (4) shall consist of black characters on a white background, and shall be located on

each side of the tank midway between the top and the base of the tank at the point nearest to the end of the tank which is closest to the front of the vehicle or trailer.

8. Lifiable axles

(1) A vehicle operated on a public road may have liftable axles where—

- (a) the liftable axles are authorised and fitted by the vehicle manufacturer or fitted by an accredited service provider by the manufacturer;
- (b) the vehicle is fitted with a dead man's switch certified by the manufacturer;
- (c) the operating mechanism of the dead man's switch is certified by the manufacturer of the liftable axles;
- (d) the liftable axles meet the minimum safety requirements as prescribed by the Minister; and
- (e) the vehicle is registered and its liftable axles verified by an authorized officer.

(2) The liftable axle on any vehicle shall automatically be in the down position on the road pavement if the adjacent fixed axle is loaded or above legal load limit and the liftable axle can only be operated through operation of a dead man's switch in exceptional circumstances.

(3) The permissible axle load weights applicable to liftable axles shall be the same as for the fixed axles as prescribed in Schedule 2 of these Regulations.

(4) The wheel hubs of the liftable axle shall be painted in bright orange or red colour to contrast with the other wheel hubs of the vehicle.

(5) A vehicle fitted with liftable axles shall have an identification plate issued by the manufacturer affixed close to the liftable axle in such a manner that the identification plate is visible to an authorised officer.

PART III—PERMISSIBLE WEIGHTS AND LOADS

9. Gross vehicle weight limit

(1) The permissible maximum gross vehicle weight shall be fifty six metric tonnes.

(2) A vehicle shall have a maximum of seven axles but under special cases, the axles may be increased to serve a purpose and for a predetermined period as long as such a modification is approved by the Chief Licensing Officer in consultation with the Government Chief Mechanical Engineer.

(3) The gross vehicle weight shall be limited in relation to the vehicle spatial axle load distribution.

(4) A person shall not drive on a public road, a vehicle whose gross weight exceeds the permissible combined axle load weight.

(5) Where a vehicle is found on a public road to be in excess of the maximum gross weight, the authorised officer shall direct the owner to pay the penalty specified in Part A of Schedule 4 to these Regulations.

10. Permissible axle load weights

(1) The maximum axle load weight permitted in case of a vehicle fitted with pneumatic tyres or any other tyre type, whether laden or unladen, shall be as specified in Schedule 5 to these Regulations.

(2) A tolerance of five percent of—

(a) the permissible maximum axle load shall be allowed in respect of axle load limits; and

- (b) the permissible gross vehicle weight shall be allowed for purposes of accounting for weighing variations in respect of specified products, including agricultural produce.

(3) An axle in the tandem or tridem axle group shall not exceed the permissible maximum single axle load limits.

(4) A person shall not drive on a public road, a vehicle whose single axle weight exceeds the permissible single axle load weight.

11. Limitation on projecting loads

A person shall not drive a vehicle on a public road if the load on the vehicle projects beyond the permissible dimensions in Schedule 6 of the Act.

12. Special loads

(1) A person shall not transport a special load on a public road without a permit issued by the Minister, on recommendation of a relevant road authority.

(2) For purposes of subregulation (1), special loads are—

- (a) abnormal loads;
- (b) awkward loads;
- (c) hazardous loads;
- (d) unstable loads;
- (e) super loads; and
- (f) such other load as the Minister may prescribe by notice in the Gazette.

(3) The classification of vehicle dimensions and the transport conditions for special loads are prescribed in Schedule 6 to these Regulations.

(4) A person who intends to transport a special load shall apply to a relevant road authority for a special load permit before commencing the journey.

(5) An application under subregulation (4) shall—

- (a) be in a form set out in Schedule 7 to these Regulations; and
- (b) be accompanied by evidence of payment of a fee prescribed in Schedule 8 to these Regulations.

(6) Where the Minister is satisfied that the applicant qualifies to be granted a special load permit, the Minister shall cause the road authority to assess the likely route to minimize damage to a public road.

(7) The road authority shall assess the likely route and advise the applicant to pay a fee to cover the damage the special load may cause to the road.

(8) The applicant shall pay the fee assessed under subregulation (7) prior to the grant of the special load permit.

(9) Where a road authority is satisfied that the applicant meets the conditions for transporting the special load and has paid the fee, the road authority shall recommend to the Minister to issue a special load permit to the applicant.

(10) The Special Load Permit shall be in a form set out in Schedule 9 to these Regulations.

13. Duties of person transporting special loads

(1) A person transporting a special load shall, in addition to any condition specified in the permit, ensure that—

- (a) the necessary safety precautions are taken to fasten the load and to prevent any damage or injury to persons or property;
- (b) the vehicle has all the required markings, warning flags and flashing lights for the transport of the load;
- (c) the vehicle is operated by a properly trained and qualified driver;
- (e) the vehicle is marked conspicuously on each side with a sign indicating the special load;
- (f) notice has been provided to the general public on the dates of the proposed journey and the roads it will traverse;
- (g) all safety, environment and health laws in Uganda are adhered to;
- (h) notification has been given to the traffic police and local authorities of the proposed journey and the routes the vehicle shall take; and
- (i) all requisite permit fees have been paid.

(2) A vehicle transporting a special load shall have visible red flags on all the four extreme widest corners or edges of the load or vehicle and a sign reading ‘ABNORMAL LOAD’ conspicuously displayed at the front and the rear ends of the vehicle.

(3) A vehicle transporting hazardous cargo shall bear a conspicuous display sign on both sides clearly marked “HAZARDOUS AND DANGEROUS CARGO.”

(4) Unless otherwise permitted by the Minister, a vehicle transporting a special load shall not operate outside the designated hours of between 6:30 am to 6:30 pm.

(5) A vehicle which overloads while transporting hazardous or dangerous cargo shall be handled expeditiously and shall not be detained at the weighbridge station for more than four hours.

(6) Where the four hours under sub regulation (5) elapse, an authorised officer shall direct such vehicle to a special holding yard at the cost of the transporter.

(7) The owner of the vehicle shall be liable for any physical damage to the road infrastructure or any other damage to third party property caused by the vehicle.

(9) A road authority may directly or through contractual arrangements with private parties, establish suitable facilities and yards for the holding and offloading of special loads.

PART IV—WEIGHBRIDGE OPERATIONS

14. Operation of weighbridge systems and other devices

(1) A road authority in consultation with the Minister may, determine the network and location of weighbridges and weighing stations along public roads under its jurisdictions.

(2) A road authority shall—

- (a) ensure that a weighbridge or other device for overload control installed on a public road meet the minimum requirements in Schedule 10 to these Regulations;
- (b) by notice in the Gazette designate the fixed weighbridge points as established under subregulation (2)(a);
- (c) ensure that weighbridge stations are automated with the use of latest technologies such as Weigh in Motion;
- (d) develop and manage a control centre for all weighbridges with interoperability to centralise and share all the data and reduce delays along the network;

- (e) erect road signage for safe and efficient operation of a weighbridge;
- (f) collect and analyse weighbridge data to support the planning, designing, construction, maintenance and operation of public roads;
- (g) submit a quarterly report detailing the level of loading on the roads per weighbridge and equivalent load factors to the Minister and publish it on their website.

(3) A driver shall submit a vehicle to an authorised officer at a weighbridge for the purposes of having the weight of that vehicle ascertained.

(4) A person who does not comply with subregulation (3) commits an offence and is liable, on conviction, to a fine not exceeding two hundred currency points or to imprisonment for a term not exceeding two years or both.

(5) Notwithstanding subregulation (1), the Minister may license other persons to set up weighbridge facilities on the public roads network as well as where cargo freight may be originating.

15. Mobile weighbridge

- (1) A road authority may set up—
 - (a) a mobile weighbridge along a public road under its jurisdiction at such place and at such times and conduct axle load surveys as may be necessary for the enforcement of these Regulations; and
 - (b) surveillance technology along a public road under its jurisdiction at such place and at such times as may be necessary for the enforcement of these Regulations.

(2) The owner of the vehicle shall remove the excess load or redistribute the weight, have the vehicle reweighed and pay the overloading fees before the weighbridge operator can release the vehicle to the owner.

(3) The mobile weighbridge operator shall impound a vehicle that contravenes subregulation (2).

16. Calibration and audits of weighbridges

(1) A road authority shall ensure that the Uganda National Bureau of Standards or a person authorised by Uganda National Bureau of Standards calibrates the weighbridges and mobile weighbridges at least once every three months.

(2) A weighbridge that has been repaired shall be recalibrated and approved by the Uganda National Bureau of Standards before operation.

(3) The Uganda National Bureau of Standards shall issue a certificate of compliance and the certificate shall be displayed conspicuously at the weighbridge or on the mobile weighbridge.

(4) A road authority shall cause the audit of a weighbridge and mobile weighbridge to be carried out once every twelve months by an independent audit organisation appointed by Uganda National Bureau of Standards which shall issue a report.

17. Procedure at weighbridge

(1) An authorised officer may—

(a) require a driver of a vehicle to drive a vehicle or to do any other thing in relation to the vehicle or its load which is reasonably required to be done for the purpose of weighing the vehicle;

(b) enter the vehicle;

- (c) inspect any load carried in or on the vehicle;
- (d) inspect a record in respect to a load carried in or on the vehicle; or
- (e) weigh the vehicle.

(2) Where an authorised officer finds that a vehicle is overloaded, the authorised officer shall generate a report stipulating the excess load and the penalty payable.

(3) The authorised officer shall cause the driver of the overloaded vehicle to sign the report and the signature of the driver shall be treated as consent that the vehicle particulars and weighing scale reading at the time of weighing are correctly reported.

(4) The failure of a driver to sign the weighbridge report does not prevent a road authority from imposing a penalty.

(5) Where a driver does not sign the report, the refusal to sign the report shall be reflected in the report.

(6) Where an authorised officer finds that a vehicle complies with the permissible axle weights, a copy of the weighbridge report shall be issued to the driver.

(7) An authorised officer shall expeditiously handle a vehicle carrying hazardous cargo at a weighbridge.

(8) Notwithstanding subregulation (7) a vehicle may be subjected to another check at any other weighbridge before completion of a journey.

(9) Where a check under subregulation (8) reveals that a vehicle has been reloaded and the vehicle is carrying excess load, this regulation shall apply.

(10) Where an authorised officer establishes that a vehicle is carrying a load in excess of the permissible load limit, the vehicle shall be impounded until—

- (a) the penalty imposed is paid;
- (b) the excess load is offloaded or redistributed at the cost of the owner; and
- (c) the vehicle is re-weighed and complies with the permissible load limit.

(11) Where a driver—

- (a) refuses or neglects to comply with any requirement under this regulation; or
- (b) obstructs an authorised officer or police officer in the exercise of their functions under this regulation, the driver commits an offence and is liable, on conviction, to a fine not exceeding seventy-two currency points or to imprisonment for a term not exceeding three years or both.

18. Power of authority to alter weight limit

Subject to regulation 9(1), a road authority may lower the permissible maximum gross vehicle weight for a specified period to protect certain bridges or particular sections of a public road from damage.

PART V— OVERLOADING FEES

19. Payment of overloading fees

(1) Where an authorised officer determines that the vehicle is overloaded, the transporter shall pay the overloading fees certified by the authorised officer to the Uganda Revenue Authority responsible for revenue collection before leaving the weighbridge station.

(2) The fees referred to in subregulation (1) shall be as prescribed in Part A and Part B of Schedule 4 to these Regulations.

(3) Where a vehicle is overloaded with respect to axle load and gross vehicle weight limits, the highest fee shall be charged in respect to the overload.

(4) A road authority shall provide convenient facilities and means for payment of the overloading fees including payment through electronic means.

(5) An official receipt shall be issued to the driver or owner of the vehicle upon payment of the overloading fees.

20. Impounding and detention of overloaded vehicles

(1) An authorised officer shall impound and detain an overloaded vehicle until payment in full of the overloading fees is made and the transporter shall be responsible for the safety of the impounded vehicle and its contents.

(2) An overloaded vehicle shall be detained without charge for a period of seventy-two hours and a fee of fifty United States dollars or the equivalent in Uganda shillings at the prevailing exchange rate, shall be charged for each extra day of detention.

(3) Where a vehicle is impounded and detained for more than sixty days, a road authority shall issue a notice of sale in the local newspaper or newspaper in the vehicle's country of registration if the vehicle is registered outside Uganda, for the owner to claim the vehicle and its load.

(4) If the owner does not claim the vehicle within fourteen days after receipt of the notice under subregulation (3), a road authority shall auction the vehicle and its load.

(5) The proceeds of sale of the auctioned vehicle shall be applied in the following order of priority—

- (a) to cover overloading fees;
- (b) road damage fees if any;
- (c) to cover the cost of detention referred to in subregulation (2);
- (d) to cover the charges arising from the sale including the cost of storage, the advertisement and removal of the vehicle; and

(e) the remaining proceeds if any, shall be payable to the owner within twelve months.

(6) Where an impounded vehicle and its cargo under this regulation, is disposed of under subregulation (4) and (5), the respective road authority shall, after deducting the incidental expenses pay the balance to the owner within a period of twelve months from the date of the sale.

(7) An owner of an impounded vehicle shall claim the balance due under subregulation (6), within a period of two years after the sale.

(8) Where an owner of an impounded vehicle does not claim the balance due under subregulation (7), the balance shall revert to Government and be remitted to the Consolidated Fund.

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

(10) 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.

(11) A driver of an overloaded vehicle carrying a hazardous load which cannot comply with the special health and safety precautions for offloading shall be allowed to proceed with the journey after paying the normal overloading fee and a further fee equivalent to four times the overload fees for the remaining part of its journey.

21. Release of vehicles

(1) A vehicle that has been impounded for overloading shall only be released to the transporter upon—

- (a) payment of the overloading fees;
- (b) production of the original payment receipt; and
- (c) payment of any other related charges.

(2) A road 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 set out in the Schedule 11 to these Regulations.

(3) The transporter shall—

- (a) keep the release order of the vehicle throughout the journey; and
- (b) present the release order at subsequent weighbridges together with the other weighbridge certificates.

(4) A person found driving an overloaded vehicle after a release order has been issued during the course of the same journey shall be charged an overloading fee compounded by a factor of three.

22. Road damage assessment

(1) Where a transporter causes damage to a road, bridge or road furniture, a road authority shall prepare a road damage assessment report within fourteen days of the damage by filing the form set out in Schedule 12 to these Regulations.

(2) The road damage assessment report shall be—

- (a) signed by a registered engineer ~~agent~~ of the road authority with expertise and experience in road engineering;
- (b) submitted to the road authority; and
- (c) forwarded to the transporter for comment, if any, within seven days of its date.

(3) The transporter may accept the report as prepared and sign it in acceptance or may by notice to a road authority dispute the report.

23. Independent assessment where report is disputed

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

(2) Upon receipt of notification under subregulation (1), a road authority shall request the Engineers Registration Board to assess the road damage.

(3) The Board shall—

- (a) review the damage assessment report and may receive representations from a road authority and the transporter; and

- (b) issue a final assessment report within thirty days from the date of receipt of the request from the road authority.

(4) A transporter who disputes the road damage assessment report may seek redress from the courts of law.

24. Payment of assessed damages

(1) A transporter shall pay to a road 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.

25. Demerit point system

(1) A road authority shall apply the demerit point system prescribed in schedule 13 to the Regulations to a vehicle, a transporter or a driver where it is determined that a vehicle is overloaded.

(2) The system referred to in subregulation (1) 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 Schedule 13 to these Regulations shall be liable to a penalty prescribed in Part B of Schedule 13 to these Regulations.

(5) A road authority shall publish in its official website the list of vehicles banned whether temporarily or permanently under Part B of Schedule 13 to these Regulations.

(6) A vehicle that has been permanently banned from the public roads network under Part B of Schedule 13 to these Regulations 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 a road authority.

(7) Notwithstanding subregulation (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—GENERAL

26. Emergency situations

(1) The limitations on allowable vehicle axle load, gross vehicle weight, vehicle dimension and extended load imposed under these Regulations shall not apply in situations of firefighting, emergency natural disaster relief management, emergency infrastructure restoration managed by Government or in the case of national security.

(2) Notwithstanding subregulation (1) a person involved in firefighting, emergency natural disaster relief management or emergency infrastructure restoration shall immediately notify a road authority, and in any case, not later than forty-eight hours after the situation.

27. Offences and penalties

In addition to the offences prescribed under section 69 of the Act, a person who —

- (a) fails to comply with a condition of a permit issued under these Regulations;
- (b) fails or refuses to pay a fee imposed under these Regulations; or

- (c) lifts any axle of a vehicle while the vehicle is loaded, commits an offence and is liable, on conviction, to a fine not exceeding two hundred currency points or to imprisonment for a term not exceeding two years or both.

28. Revocation of S. I. No. 45 of 2017

The Uganda National Roads Authority (Vehicle Dimensions and Load Control) Regulations, 2017 are revoked.

SCHEDULES

Schedule 1

Regulation 2

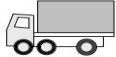
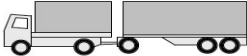
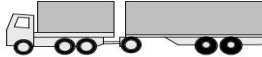
Currency Point

A currency point is equivalent to twenty thousand shillings.

Schedule 2

Regulation 5(1)(3), 7(4a), 8(3)

Axle Configuration and Load Limit

TRUCK			Permissible gross vehicle weight
	No. of wheels	2 4	
	Permissible axle limits	8 10	18
	No. of wheels	2 2 4	
	Permissible axle limits	8 8 10	26
	No. of wheels	2 4 4	
	Permissible axle limits	8 18	26
	No. of wheels	2 2 4 4	
	Permissible axle limits	16 18	34
TRUCK AND TRAILER			Permissible gross vehicle weight
	No. of wheels	2 4 4 4 4	
	Permissible axle limits	8 10 10 18	46
	No. of wheels	2 2 4 4 4 4	
	Permissible axle limits	16 10 10 18	48
	No. of wheels	2 4 4 4 4 4	
	Permissible axle limits	8 10 18 18	48
	No. of wheels	2 4 4 4 4 4	
	Permissible axle limits	8 18 10 18	54
	No. of wheels	2 4 4 4 4 4	
	Permissible axle limits	16 10 18 18	48
	No. of wheels	2 4 4 4 4 4	
	Permissible axle limits	8 18 18 18	56
	No. of wheels	2 4 4 4 4 4	
	Permissible axle limits	8 18 10 24	56
Examples with super single tyres			
	No. of wheels	2 4 4 4 2 2	
	Permissible axle limits	8 18 10 16 16	52
	No. of wheels	2 4 2 2 2	
	Permissible axle limits	8 10 22.5 22.5	40.5

TRUCK TRACTOR AND SEMI-TRAILER			Permissible gross vehicle weight	TRUCK TRACTOR AND SEMI-TRAILER			Permissible gross vehicle weight	
	No. of wheels	2 4 4	28				36	
Permissible axle limits	8 10 10	8 8 10 10						
	No. of wheels	2 4 4 4	36				44	
Permissible axle limits	8 10 18	8 8 10 18						
	No. of wheels	2 4 4 4 4	42				48	
Permissible axle limits	8 10 24	8 8 10 24						
	No. of wheels	2 4 4 4 4	48				48	
Permissible axle limits	8 10 10 10 10	8 8 10 10 10 10						
	No. of wheels	2 4 4 4 4	48				36	
Permissible axle limits	8 10 18 10 10	8 18 10						
	No. of wheels	2 4 4 4 4	48				44	
Permissible axle limits	8 10 18 18 18	8 18 18						
	No. of wheels	2 4 4 4 4	50				56	
Permissible axle limits	8 18 24	8 18 10 10 10						
	No. of wheels	2 4 4 4 4 4	56				56	
Permissible axle limits	8 18 10 10 18	8 18 18 18						
	No. of wheels	2 4 4 4 4 4	56				48	
Permissible axle limits	8 18 18 10 10	8 18 24						
All weights are in tonnes vehicles have conventional tyres							56	
				8 18 24 4 18				

Schedule 3

Regulation 7(1), (2), (3), and (4)(b)

Liquid Cargo

PART A

STANDARDS AND SPECIFICATIONS FOR TRANSPORT OF LIQUID CARGO

Type of Vehicle or Trailer	Maximum Allowable Volume Bulk Liquid per Tank
1. Two-axle goods vehicles not exceeding 7,000 kg. tare weight	11 cubic metres
2. Three-axle goods vehicles not exceeding 7,000 kg. tare weight	18 cubic metres
3. Three-axle goods vehicles whose tare weight exceeds 7,000 kg. but does not exceed 10,000 kg	14 cubic metres
4. Two-axle draw bar trailer not exceeding 6,000 kg. tare weight	12 cubic metres
5. Three-axle draw bar trailer not exceeding 8,000 kg. tare weight	17 cubic metres
6. Three-axle semi-trailer drawn by a three-axle prime mover not exceeding 18,000 kg. total tare weight	35 cubic metres
7. Three-axle semi-trailer drawn by a two-axle prime mover not exceeding 17,000 kg. total tare weight	28 cubic metres
8. Two-axle semi-trailer drawn by a three-axle prime mover not exceeding 17,000 kg. total tare weight	24 cubic metres
9. Two-axle semi-trailer drawn by a two-axle prime mover not exceeding 15,000 kg. total tare weight	19 cubic metres

PART B

Maximum Allowable Volume by Product (Cubic Meters)

Product	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)
Regular Petrol	11	18	14	12	17	35	28	24	19
Super Petrol	11	18	14	12	17	35	28	24	18
Kerosene	11	17	14	12	16	34	27	23	18
Aviation	11	17	14	12	16	34	27	23	18
Power Alcohol	11	17	14	12	16	34	27	23	18
Diesel	10	16	13	11	15	31	25	22	17
Industrial Diesel	9	15	12	10	14	30	24	21	16

Where—

- (i) Stands for truck (150 mm by 200 mm)- rigid body vehicle with 2 axles
- (ii) Stands for truck (150 mm by 200 mm)- rigid body vehicle with 3 axles
- (iii) Stands for truck (150 mm by 200 mm)- rigid body vehicle with 3 axles
- (iv) Stands for truck (150 mm by 200 mm)- semi trailer with 2 axles
- (v) Stands for truck (150 mm by 200 mm)- semi trailer with 3 axles
- (vi) Stands for truck (150 mm by 350 mm)- vehicle with semi-trailer with 6 axles
- (vii) Stands for truck (150 mm by 350 mm)- vehicle with semi-trailer with 5 axles
- (viii) Stands for truck (150 mm by 350 mm)- vehicle with semi-trailer with 5 axles
- (ix) Stands for truck (150 mm by 350 mm)- vehicle with semi-trailer with 4 axles

Overloading Fees**PART A****OVERLOADING FEES FOR MAXIMUM GROSS VEHICLE WEIGHT (GVW)**

Overload up to (Kilograms)	Fees (USD or equivalent in UGX)
500	235.9
1,000	482.5
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
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
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

PART B

Overloading Fees Per Axle (EAC Vehicle Load Control (Enforcement Measures) Regulations 2018, page 18)

AXLE CONFIGURATION	Steering Axle	Single (Drive) Axle	Tandem Axle	Tridem Axle
OVERLOAD/ AXLE (kg)	OVERLOAD FEE (USD or equivalent in UGX)			
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

AXLE CONFIGURATION	Steering Axle	Single (Drive) Axle	Tandem Axle	Tridem Axle
OVERLOAD/ AXLE (kg)	OVERLOAD FEE (USD or equivalent in UGX)			
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
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

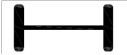
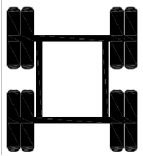
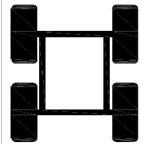
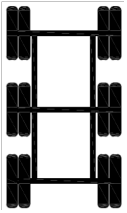
AXLE CONFIGURATION	Steering Axle	Single (Drive) Axle	Tandem Axle	Tridem Axle
OVERLOAD/ AXLE (kg)	OVERLOAD FEE (USD or equivalent in UGX)			
3,000.00	469.65	826.70	310.80	173.70
3,100.00	493.70	866.30	323.55	180.50
3,200.00	518.40	906.80	336.45	187.40
3,300.00	543.75	948.25	349.55	194.35
3,400.00	569.80	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
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

AXLE CONFIGURATION	Steering Axle	Single (Drive) Axle	Tandem Axle	Tridem Axle
OVERLOAD/ AXLE (kg)	OVERLOAD FEE (USD or equivalent in UGX)			
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

Schedule 5

Regulation 10(1)

Permissible Axle Load Weights

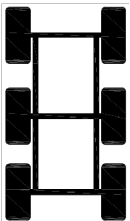
<i>Axle Type</i>	<i>No. of tyres on the axle</i>	<i>Type of tyre</i>	<i>Permissible limit (metric tonnes)</i>	<i>Layout</i>
Single	2	Conventional	8	
Single	4	Conventional	10	
Tandem	8	Conventional	18	
Tandem Steering	4	Conventional	16	
Tandem	4	Super Single	16	
Tridem	12	Conventional	24	

Tridem

6

Super Single

22.5



Liftable
single

4

Conventional

10



Liftable
single

2

Super Single

8.5



Schedule 6

Regulation 4(1), 12(3)

Vehicle Dimensions and Transport Conditions for Special Loads

VEHICLE DIMENSIONS AND TRANSPORT CONDITIONS FOR SPECIAL LOADS

CLASS	VEHICLE DIMENSIONS		SPECIAL CONDITIONS OF TRANSPORT
	Width(meters)	Length(meters)	
D1	2.7	27	1. Rotating lights/ flashing lights 2. Trip notification with a road authority
D2	2.9	30	1. One escort vehicle 2. Rotating lights/ flashing lights 3. Trip notification with a road authority
D3	3.25	34	1. Two escort vehicles 2. Rotating lights/ flashing lights 3. Trip notification with a road authority
D4	3.75	40	1. Two escort vehicles 2. Rotating lights/ flashing lights 3. Police escort 4. Trip notification with a road authority 5. Front marking and back marking
D5	4.75	54	1. Two escort vehicles





2. Rotating lights/ flashing lights
3. Police escort
4. Trip notification with a road authority
5. Detailed route survey report
6. Front marking and back marking

D6 more than more than 54
 4.75 max
 6 m



1. Two escort vehicles
2. Rotating lights/ flashing lights
3. Two police escort vehicles
4. Trip notification with a road authority
5. Route selection trip
6. Equipment (minimum requirements) –
 - (a) eight traffic cones;
 - (b) one fire extinguisher;
 - (c) a dedicated full duplex communication channel between escort vehicles and the driver of the abnormal road transport; and
 - (d) the radio voice link must fulfil the radio licence, if any, of the Partner State being crossed and must allow hands-free operation.
7. Prominent front marking and back marking.

DATE: APPLICATION NUMBER

45

3. Vehicle Configuration Information*

Number of Axles

Number of Tyres

Axle Configuration

If the maximum authorized mass is exceeded, please fill table 3 otherwise continue to paragraph 4.

4. Axle information

Axle n°	Axle spacing	Axle load	Axle n°	Axle spacing	Axle load
1	mm	tonne	10	mm	tonne
2	mm	tonne	11	mm	tonne
3	mm	tonne	12	mm	tonne
4	mm	tonne	13	mm	tonne
5	mm	tonne	14	mm	tonne
6	mm	tonne	15	mm	tonne
7	mm	tonne	16	mm	tonne
8	mm	tonne	17	mm	tonne
9	mm	tonne	18	mm	tonne

5. Vehicle information*

Type (1)	Registration N°	Certificate No	Type (1)	Registration N°	SERT N°
		(2)			(2)

- ☐ Tractor
- ☐ Lorry
- ☐ Ballast tractor
- ☐ Self-propelled machine

- ☐ Semi trailer
- ☐ Drawbar Trailer
- ☐ Dolly

5. Load and route information*

Load	Brief description of load
☐ Divisible Load	Evidence of indivisibility
☐ Indivisible Load	Mitigation measures
Itinerary	Point of loading Route / itinerary Exit point country 1 Entry point country 2 Exit point country 2 Entry point country 3 Exit point country 3 Justification for proposed routes Point of unloading

NOTIFICATION (S)

Note

1. All special loads are required to have an escort vehicle.
2. A vehicle transporting special loads is required to be marked conspicuously on each side with a sign informing the public of the nature of the cargo.
3. The vehicle shall have conspicuous neon lights that glow in the dark to warn other motorists of the hazardous nature of the cargo being transported.

Schedule 8

Regulations 12(5)(b) and 14(2)

Application Fees

No.	Application Type	Fees Payable in US dollars or its equivalent in Uganda shillings	Validity period
1.	Application for Special Load Permit	\$ 10 for single way	7 days
		\$ 20 for multi-trip	30 days
2.	Application for Authorisation of Special Purpose Vehicle	\$ 20 for single way	7 days
		\$ 50 for multi-trip	30 days

Special Load Permit**DATE:** **PERMIT NUMBER****1. General information**

Issued to Transporter	Name: Address Telephone Contact:
Type of Permit	☐ Special Load Permit ☐ Authorization for Special Purpose Vehicle
Type of Trip	☐ Single Trip ☐ Multiple Trip

Effective Date: (yyyy/mm/dd)**From****To**

.....

.....

.....

VEHICLE DETAILS									
Vehicle Reg. no	Trailer Reg. no.	Axle Configuration	URA - PRN	Route	Cargo Details	Permitted Dimensions	Actual Dimensions	Permitted weight	Actual tons
				From: To: Via:		L= W= H =	L= W= H =		
Over-hang				Right.....	Left.	Wall to Wall			
VEHICLE LOAD DETAILS									
Cargo Category				1. Abnormal Load					
				2. Awkward Loads					
				3. Hazardous Loads					
				4. Unstable Loads					
				5. Super Loads					
				6. Any other (Specify)					
Inspection Points									
Special Load Permit Conditions for all Trucks									

Stamp

Signature

Minimum Requirements for Weigh Bridge Station

Depending on the volume and flow of heavy trucks traffic flow, a typical weigh station shall consist of the following—

- a) Screening area – This consists of a lane leading towards the weighing area through which all heavy vehicles are channeled. Screening systems such as High-Speed Weigh-In-Motion (HSWIM) and/or Low-Speed Weigh-In-Motion (LSWIM) systems will be installed in this area. The screening area will have a violation logger placed on the screening lane, which detects when an overloaded heavy vehicle enters a weigh station.
- b) Weighing area – This is the area from the end of the screening lane to the static scale, including all law enforcement operations. The weighbridge installed in the weighing area will be a multideck weighbridge or a single deck static scale or a LSWIM weighbridge, depending on the volume of heavy vehicles.
- c) Holding area – This area is dedicated to holding both overloaded and relief vehicles, after vehicles have been legally weighed at the weigh station. The holding area must have sufficient capacity to match the traffic volume, for vehicles to be parked during load correction and payment of overloaded violation fees before being released to the static scale. The holding area shall not have a storage facility and no cargo may be off-loaded and left within this area.
- d) A weigh station shall have an office block, proper data storage facilities, all necessary software for weigh bridge operations, and ensuring traffic safety.

- e) A weigh station shall have toilet facilities and security systems such as cameras, gates and fencing housing for workers, safety considerations such as movable and/or permanent traffic signs, firefighting systems including fire extinguishers, fire hydrants, reliable supply of electricity and water, standby generator, garbage collection facilities such as bins.
- f) A road authority shall acquire the necessary land for a weigh station considering future expansion needs and secure the required physical planning and building permits and approvals.
- g) Electronic data at a weigh station shall be backed up.
- h) The minimum distance from a public road carriageway shall be 20m.
- i) A separate lane for the turning traffic shall be provided at the entrance and exit locations to a weigh station and such a lane shall be offset at least 100m to allow proper traffic management.
- h) The access roads to a weigh station as well as the screening, weighing and holding areas shall be paved with appropriate materials such as concrete or asphalt concrete.

Release Order Form

Name of a road authority:	
Vehicle Number Plate Number:	
Description of Offence	Amount Payable (Compounded by a factor of three)
1.	
2.	
3.	
Total Amount Paid:	
Paid by:	NIN or Passport No.:
Signature	
<u>For Official Use Only</u>	
Authorised Officer:	
Signature:	
Date:	
Weigh bridge Station:	
Stamp	

Schedule 12

Regulation 23(1)

Road Damage Assessment Form

DETAILED ROAD DAMAGE ASSESSMENT REPORT					
Road Authority: _____				Report No. _____	
Location Details Name of Road: _____ Kilometre Post: _____ District: _____ Sub County: _____ Parish: _____ Village: _____				Sheet: _____ of _____ Inspection Date: _____	
Description of Damage:					
Cause of the Road Damage:					
Cost Estimate (UGX)					
Emergency Repair	Description of Works (Equipment, Labour, and Materials)	Unit	Unit Rate	Quantity	Amount (UGX)
	Method:		Sub- total		
	☐ Force Account		Assessment Costs		
☐ Contracting		Works supervision costs			
		Emergency Repair total -A			

	Description of Works (Equipment, Labour, and Materials)	Unit	Unit Rate	Quantity	Amount (UGX)
Permanent Restoration					
Method: ☐ Force Account ☐ Contracting	Sub- total				
	Assessment Costs				
	Works supervision costs				
	Permanent Res. total -B				
Environment Assessment Recommendation ☐ Screening ☐ Not Necessary		Screening Costs (Attach report)- C			
Total Estimate (A+B+C)					
Details of the Maintenance Engineer Name: _____ Position: _____ Signature: _____ Telephone Contact: _____ Date: _____					

Schedule 13

Regulations 26(2)(4)(5)(6)

Demerit Points for Overloading

PART A

OVERLOAD CATEGORIES	DEMERIT POINTS
Overloading on GVW 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 kilogrammes	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

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

PART C

1. Award of Demerit Points

The Procedure for Demerit Points

- (1) Demerits points will be recorded against—
 - (a) a vehicle;
 - (b) a transporter and;
 - (c) the 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 public roads network if the following demerit point threshold are met—

- (a) at least one half of the number of vehicles registered under his or her name have been banned; and
- (b) the cumulative demerit points recorded against him or her are at least one half of the total maximum points he or she would receive if each of his or her vehicles received 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—
 - (a) the overloading details;
 - (b) the date on which the overloading occurred; and
 - (c) the 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 Public Roads Network for the periods specified in the table in Part B of this Schedule.

(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 twenty eight 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 who underwent 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 is eligible to apply for a good behaviour option.

(2) The person shall notify a road authority within fourteen 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) Where the good behaviour condition is accepted by the road authority, 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 twelve months following the acceptance under subparagraph (4), shall be disqualified for twice the original disqualification period with no right of appeal or further good behavior option.

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

HON. FRED BYAMUKAMA (MP),
Minister of Works and Transport