

CONTENTS

	Page
1. PREAMBLE	2
2. THE COMESA YELLOW CARD SCHEME	3
3. YELLOW CARD REINSURANCE POOL	4
4. INSTITUTIONAL STRUCTURE	5
5. NATIONAL BUREAUX	6
5.1 BURUNDI	6
5.2 DJIBOUTI	10
5.3 D R CONGO	14
5.4 ERITREA	19
5.5 ETHIOPIA	23
5.6 KENYA	26
5.7 MALAWI	37
5.8 RWANDA	42
5.9 SUDAN	47
5.10 TANZANIA	49
5.11 UGANDA	55
5.12 ZAMBIA	68
5.13 ZIMBABWE	73
6. REGIONAL CUSTOMS BOND GUARANTEE SCHEME (RCBG)	80
7. COMESA IN BRIEF	82

We are pleased to produce the Second edition of the Yellow Card Scheme Compendium. The objective of the Compendium is to provide to the Insurance Industry in the COMESA Region, particularly, Insurance companies, Brokers and Agents participating in the Scheme with information that would assist them in their day to day activities. The first edition was produced in September 1998, since then significant progress has been made in the over all operations of the Scheme. This included, the increase in the number of member states participating in the scheme from ten to thirteen, and insurance companies currently issuing Yellow Cards to over 160. The number of Yellow Cards issued and the volume of premium generated and collected have also improved significantly together with the claims settlement process. National Bureaux have continuously reviewed their rates to capture the changing market environment and the Reinsurance Pool of the Yellow Card Scheme, which was established in July 1998 has made tremendous progress.

The second edition of the Compendium, therefore, reflects the developments made since the first edition. This edition contains, *inter-alia*: brief facts on the legal systems, limits of liability, type of cover provided under the ACT cover, status of hit and run and uninsured vehicles, rule of the road and legislation for seat belts of each member State participating in the scheme. The Compendium also provides detailed premium rates of both the Yellow Card cover and the compulsory third party motor insurance cover. It gives a brief status of performance for each National Bureau and also contains the list and addresses of all insurance companies issuing Yellow Cards in each member States

The information contained in the Compendium is designed to assist National Bureaux and their member Insurance companies to establish appropriate premium rates and share experiences underwriting practices, which ultimately will contribute to the standardisation and harmonisation of underwriting in the region.

The Compendium is posted on the COMESA Web site: <http://www.comesa> and is easily accessible. The information will be updated regularly on advice of changes by the National Bureaux and their member insurance companies. In view of this, National Bureaux are kindly requested to consistently advise the COMESA Secretariat of any change in their section of the information in order to enable the Secretariat to update the Compendium posted on the web site.

The Secretariat would like to take this opportunity to thank the National Bureaux, Insurance and Reinsurance companies for their contributions in the production of the second edition of Compendium.

The Comesa Yellow Card Scheme

The COMESA Third party Motor Vehicle Insurance Scheme, popularly known as the Yellow Card has become one of the most important instruments of facilitation of movement of vehicles, goods and persons in the COMESA and non-COMESA region. The Scheme was introduced in July 1987, and its main objective is to provide guarantee, for road accident victims, fair and prompt compensation for damage or injury they may have sustained as a result of road traffic accidents and thereby facilitate the movement of vehicles between member states.

During the last sixteen years of its operation, the Scheme has developed from strength to strength and covers almost all the mainland member States, namely: Burundi, Democratic Republic of Congo, Djibouti, Eritrea, Ethiopia, Kenya, Malawi, Rwanda, Sudan, Tanzania, Uganda, Zambia and Zimbabwe. The Scheme is envisaged to expand beyond the region. In this regard, COMESA and SADC are working together to harmonise the Yellow Card Scheme with the fuel levy system implemented in SACU countries, with a view to enabling motorists from South Africa, Botswana, Swaziland, Namibia, Lesotho and Mozambique, to use the Yellow Card cover for their travel in the COMESA Region.

Gone are the days when travelling in the region was a nightmare for inter-state motorists. Today over 60,000 motorists use the Yellow Card annually. A road haulier can travel to all members states that are party to the scheme with a single card. This has made cost of insurance inexpensive and removed delays, inconvenience and extra expenses at border posts thereby reducing the cost of transport. Equally important is that when motorists are involved in an accident, they are at liberty to proceed with their journey after reporting the accident to the police and the National Bureau; thus free from detention and/or harassment. Driver and passengers are also provided with a life saving cover for medical expenses up-to US\$150 per person, for accidental injuries they may sustain during their travel.

The number of insurance companies participating in the Scheme has also increased tremendously in the last few years. At the moment, over 160 insurance companies in the region are issuing Yellow Cards. In addition, a number of Insurance Agents have been designated at broader posts ; enabling travelling motorist to easily access the cover at the exit points.

The total Yellow Card premium collected annually by Insurance companies is now above USD2.5m , and the number of claims compensations paid annually to road accident victims has reached 90 claims. Claims services have become efficient and road accident victims are fully assured of compensation for injury or damage caused by foreign motorists. The settlements and reimbursements of claims between members are handled through the Reinsurance Pool arrangement, which provides reinsurance cover and Clearing house services thereby enhancing the efficiency and profitability of the Scheme.

The importance of the Yellow Card Scheme in the facilitation of movement of vehicles, persons and goods and its contribution to the development of trade, transport and tourism in the region cannot be overemphasised. The insurance industry in the Region has played and continued to play its role in the design and implementation of trade and transport facilitation Instruments as well as in the establishment of financial regional institutions such as the PTA Reinsurance Company (ZEP-RE).

The attainment of the COMESA Free Trade Area (FTA) in 2000 and impending establishment of the Customs Union has created a greater opportunity for the Insurance industry. Taking advantage of these opportunities, a number of insurance companies have established subsidiary companies in a number of member States. In this regard, the Council of Bureaux: the highest body that oversees the operations of the Yellow Card scheme, has also embarked on a number of initiatives, including the development of a model legislation of the Compulsory third party motor vehicle insurance, the implementation of a Regional Customs Bond Guarantee and programme on trade in Insurance

services. The realisation of these programmes will further strengthen and deepen the co-operation between Insurance and Reinsurance companies in the region.

Yellow Card Reinsurance Pool - One of a kind

The Reinsurance Pool is a financial arrangement established by the Council of Bureaux on the Yellow Card Scheme to enhance the efficiency of claims services and the overall operations of the Scheme.

The Reinsurance Pool was established in July 1998 and its members are National Bureaux -- which represent the insurance companies that are authorised to underwrite motor insurance business. They are responsible for the administration and control of the scheme in their countries. The National Bureaux share equally the total capacity (the working capital) of the Pool, cede an agreed percentage of their Premium to the Pool, currently 30% of each Card Issued and share profits (losses) and expenses in the same manner.

The primary services provided by Reinsurance Pool to member insurance companies issuing Yellow Cards are:

- i) Settlement of claims in full for claim amounts exceeding USD10, 000 up to USD50, 000. This cover is provided by the Pool's account;
- ii) Clearing of claims settlement transactions between National Bureaux; and
- iii) Arranging a Common Excess of loss Reinsurance Protection for members in excess of the Reinsurance Pool's account; i.e. over USD50, 000 up to unlimited amount. The cover is arranged on behalf of member insurance companies and payable from their account.

The PTA Reinsurance Company (ZEP-Re) manages the Pool on contract management basis in consideration of annual fees. A Technical Management Committee (TMC) oversees the activities of the Pool Managers and reports to the Council of Bureaux: the highest body that co-ordinates and supervises the legal, administrative and financial operations of National Bureaux and the overall operations of the Scheme. Members of the Committee are appointed by the Council of Bureaux on a rotation basis for a term of three years.

The Pool has operated successfully since its establishment, and the achievements made and benefits gained include the following:

- a. Relieved member insurance companies from paying large Yellow Card claims;
- b. Expeditious reimbursement of claim transactions between National Bureaux;
- c. Provided adequate and economical reinsurance protection to Insurance companies issuing Yellow Cards;
- d. Enhanced the overall efficiency and profitability of the Scheme;
- e. Increased the total assets of the Pool, from USD1m to US\$2.3m; and
- f. Enhanced the confidence the public has on the Yellow Card scheme.

The Reinsurance Pool, which is a unique system that combines Clearing House services and Reinsurance Protection, has significantly contributed to the overall success of the Yellow Card Scheme.

Compulsory Motor Third Party Insurance**BURUNDI**

Form of Legal System	:	Fault System: The victim has to prove that the accident was caused by the fault of the driver (or due to someone else's fault)
Rule of the Road	:	Right hand side of the road
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument	:	Decrees 1/17 and 1/18 of 1977, modified in 1982, decrees 1/17, modified by law No. 012 and 013 of the 29th November, 2002
Exception	:	a) Does not apply to vehicles owned by the Army, and
	:	b) Excluding Insured, his family and Employees.
Liability Covered	:	a) Bodily injury or death to Third Party only; and
	:	b) Property damage
Cover for Hit and Run and Uninsured Vehicle	:	Not available
Limit of Liability	:	a) Unlimited for bodily injury/death; and
	:	b) Unlimited for property damage
Compulsory Seatbelt Legislation	:	No
Supervisory Authority	:	Ministry of Finance
Rates fixed by	:	Free Market
Premium Rates	:	See page 8

Yellow card scheme operations**BURUNDI**

The National Bureau Addresses	: Societe D'Assurance du Burundi (SOCABU) : 14 – 18 av. De l'Amitie, B P 2440, Bujumbura, Burundi, Tel: 257 22 226520/22 226515, Fax: 257 22 226803 E-mail: socabu@socabu.bi
Number of member Insurance Companies of the National Bureau	: 5 (Five)
Premium Rates	: See Page 8
Average Number of Cards issued annually Estimated Annual	: 928
Premium collected Average Number of	: BF20, 823,000
Claims handled annually	: 27
a) on behalf of other National Bureaux	: 27
b) by other National Bureaux on behalf of Burundi	: 0
Yellow Card Co-ordinator	: Motor Manager
Address	: Société D'Assurance du Burundi (SOCABU) 14 –18 av De l'Amitie B. P. 2440 Bujumbura Burundi Tel: 257 226520 Fax: 257 226803 E-mail: socabu@cbinf.com

Yellow card Premium rates**BURUNDI**

COMESA Rate = 75% of the compulsory Motor Third Party Insurance

Compulsory Motor Third Party Premium Rates in (Burundi Franc)

(1US\$=1066.3900)

Class	Type	7 HP	7,1-12 HP	+12 HP	12,1-18 HP	+18 HP					
Private cars		41766	49909	76966							
Co-owned vehicles		56122	89846	105523							
Goods Carrying vehicles	Truck		66121		83317	87084					
	Trailer		18907		18907	18907					
Fuel carrying vehicles	Truck		82181		98309	102561					
	Trailer		22461		22461	22461					
Passenger vehicles		4 seats	8 seats	15 seats	18 seats	26 seats	30 seats	35 seats	42 seats	60 seats	80 seats
	Taxi	219553									
	Buses			405728	486880	579661	668784	78248	858274	1058907	1281834

SHORT TERM RATES

Period Covered	Percentage of Annual Premium Rate
1 Day	5%
3 Days	7.50%
7 Days	10%
15 Days	15%
31 Days	25%
62 Days	36%
92 Days	45%
123 Days	52%
153 Days	60%
184 Days	68%
215 Days	75%
245 Days	83%
276 Days	90%
+276 Days	100%

Compulsory Motor Third Party Insurance

DJIBOUTI

Form of Legal System	:	Assumption of liability for the driver or to the custodian of land motor vehicle
Rule of the Road	:	Right hand side
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument (s)	:	Act No. 40/AN/99/4 th on Insurance Companies Resolution No. 11/7 th of 7 th January 1969 and Order No. 69 – 129/SG/CD of 22 nd January 1969
Exceptions (s)	:	a) Government vehicles b) Damage suffered by the driver and salaried staff or other employees of the insured, while they are on duty they
Liability covered	:	Death or bodily injury and third party property
Hit and Run and uninsured vehicle	:	not covered
Limit of liability	:	As per the provisions of Act No. 40 on insurance
Compulsory Seatbelt legislation	:	None
Supervisory Authority	:	Ministry of Economics and Finance
Rates fixed by	:	Free market
Premium Rates	:	See pages 12 and 13

Yellow Card Scheme Operations

DJIBOUTI

National Bureau : Pool Assurance (GXA Assurances & AMERGA Ins. Co.

Address

Number of members of the National Bureau : Two

Average No of cards issued annually : view last report

Estimated Annual Premium : item above

Yellow Card Co-ordinator : M. Boucher David
Directeur Commercial
(Vice President)

Address : GXA Assurance
3 Rue Marchand
BP 200
Djibouti
Tel : 253 351288
Cell : 253 860636
Fax : 356878
Email : boucherd@intnet.dj

Yellow Card Premium Rates**DJIBOUTI**

Basic premium

Taxable horse power <i>Categories</i>		≤7CC'S	7 <CC'S≤11	11 <CC'S 17	17≤
Vehicles used for business and personal needs	All types	36.373 FD	44,654 FD	50,484 FD	63,107 FD
Vehicles carrying goods	Truck	0	61,942 FD	68,138 FD	85,174 FD
	Trailer	0	18,583 FD	20,441 FD	25,553 FD
Vehicles carrying oil	Truck	0	76,395 FD	80,398 FD	97,440 FD
	Trailer	0	22,919 FD	24,119 FD	29,233 FD

	Number of seats	4 seats	5 to 8 seats	15 seats	25 seats	+ than 25 seats
TPV	Taxis	68 014	85 028	-	-	-
	Bus and Minibus			123,114 FD	171,396 FD	192,662 FD

NB: "Individual person carried guarantee": 1000 FD per son (depending on the number of places)

- Policy cost and accessories charges = 4 435 FD
- Duties = 17% (Basic premium + Accessories)
- 1\$EU = 178 (Fixed parity)

Total Premium = Basic premium + Accessories + Duties

SHORT TERM INSURANCE

More than 9	Percentage applied
8 days	15%
9 to 22 days	20%
1 month	25%
2 months	30%
3 months	40%
4 months	50%
5 months	60%
6 months	70%
7 months	75%
8 months	80%
9 months	85%
More than 9	100%

Compulsory Motor Third Party Insurance**CONGO DR**

Form of Legal System	:	System on traffic contravention
Rule of the Road	:	Right Hand Side
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument	:	Law No. 73/013 of 5 th January 1973
Exception	:	(a) Government vehicle are exempted; (b) Drivers, members of the family are excluded.
Liability Covered	:	Material damages, bodily injury of the third party, and passengers.
Cover for Hit and Run and Uninsured Vehicle	:	Not covered.
Limit of Liability	:	Unlimited for material damages, bodily injuries for third parties and passengers
Compulsory Seatbelt Legislation	:	No.
Supervisory Authority	:	Ministry of Finance
Rates fixed by	:	Insurance Company (SONAS)
Premium Rates	:	See pages 16 and 17

Yellow Card Scheme Operations**CONGO DR**

The National Bureau	:	Société Nationale d'Assurances (SONAS) B P 3443, Kinshasa Gombe Republique Democratique du Congo Tel: 00243 5110503 Fax: 00 243 1398207 Email: sonas_rdc@yahoo.fr
Number of member of insurance companies of the National Bureau	:	One (1)
Premium Rate	:	See pages 16 and 17
Average Number of Cards Issued Annually	:	318
Estimated Annual Premium Collected	:	CF1506,416 (COM\$5026)
Average Number of Claims Handled Annually	:	1
a) on behalf of other National Bureaux	:	1
b) by other National Bureaux on behalf of D R Congo	:	0
Yellow Card Co-ordinator	:	M. Mizele Alphonse Ngindu Directeur de Réassurance
Address	:	Société Nationale d'Assurances (SONAS) B P 3443, Kinshasa Gombe Republique Democratique du Congo Tel: 00243 5110503 Cell: 243 999958593 Fax: 00 243 1398207 Email: sonas_rdc@yahoo.fr

COMESA YELLOW CARD SCHEME TARIFF**Table: a) Basic premium per period and per type of vehicle****I. Commercial traffic**

Period	Car	Jeep	Lorry	Tractor	Simple Trailer	Tank Lorry	Tank Trailer
7 days	6	6	7	8	4 per unit	10	5 per unit
8-30 days	20	20	40	45	25 per unit	50	25 per unit
90 days	30	30	70	75	30 per unit	80	30 per unit
120 days	35	35	75	80	40 per unit	85	40 per unit
150 days	40	40	80	85	45 per unit	90	45 per unit
180 days	45	45	85	90	50 per unit	95	50 per unit
210 days	50	50	90	95	55 per unit	100	55 per unit
Over 210 days	60	60	100	110	65 per unit	115	65 per unit

N.B. The premiums are quoted in US\$

Table: b) Distribution of countries per distance and per Law

BUR	ERIT	ETH	KEN	MAL	RWA	TANZ	UGA	ZAM	ZIM
2	4	3	2	4	2	4	1	1	2

Ratio 1 represents 10% of the basic premium

2 represents 15% of the basic premium

3 represents 20% of the basic premium

4 represents 25% of the basic premium

II. Private tariff = 75% of the commercial

III. CCA = 18%

Compulsory Motor Third Party Premium Rates**CONGO DR**

Responsabilité Civile	Tiers Transporté		Types de véhicules par tarif
Tarif 1	3.750 (FB)	100	Voiture
Tarif 2	6.125 (FB)	100	Jeep, Camionnette, Ambulance
Tarif 3	18.875 (FB)	200	Camion - tracteur Remorque
Tarif 4	10.625 (FB)	300	Taxis
Tarif 5	18.1225 (FB)	300	Taxis - bus, bus
Tarif 6	23.750 (FB)	400	Camion Citerne
Tarif 7	10.625 (FB)	400	Concernes les garagistes avec plaque Essai
Tarif 8	1.250 (FB)	100	Motorcyclettes
Tarif 9	10.625 (FB)	200	Véhicules en location

Motant exprimé en Francs belges

1FB = 0,85 FC

SHORT TERM RATES

1	Moins de 30 jours	15 % du tarif annuel
2	de 30 jours à 90 jours	30 % du tarif annuel
3	de 90 jours à 180 jours	60 % du tarif annuel
4	Plus de 180 jours	100 % du tarif annuel

Compulsory Motor Third Party Insurance**ERITREA**

Form of Legal System	:	Liability irrespective of fault (strict liability system). The owner of a vehicle is liable for any damage caused by the vehicle.
Rule of the Road	:	Right hand side of the road
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument	:	Proclamation No. 119/2002
Exception	:	a) Vehicle which had been stolen b) Where the damage is caused solely or partly by fault of the victim
Liability Covered	:	a) Bodily injury and/or death b) Property damage to third party Cover for Hit and Run and
Uninsured Vehicle	:	Not covered
Limit of Liability	:	a) Up to Nafka 50 Million for bodily injury and/or death per person event, and b) a minimum of Nafka 2 million for property damage.
Compulsory Seatbelt Legislation	:	Yes
Supervisory Authority	:	Ministry of Transport and Communication
Rates fixed by	:	Insurers (Across the board increase to be approved by Ministry of transport and communication)
Premium Rates	:	See page 21

Yellow Card Scheme Operations**ERITREA**

The National Bureau	:	National Insurance Corporation of Eritrea (NICE),
Address	:	P O Box 881, NICE Building, Edho Street, Asmara, Eritrea. Tel: 2911 123 000, Fax: 291 1 123240. E-mail: NICE@eol.com.er
Number of member of insurance companies of the National Bureaux	:	Two (2)
Premium Rate	:	To be advised as soon as operations commence
Average Number of Cards Issued Annually	:	Operation has just started and the annual statistics should be available in the next edition
Estimated Annual Premium Collected	:	Operations still new
Average Number of Claims Handled Annually	:	As above
a) on behalf of other National Bureaux	:	None
b) by other National Bureaux on behalf of Eritrea	:	None
Yellow Card Co-ordinator	:	Mr. Mesghina Nemariam Technical Manager
Address	:	National Insurance Corporation of Eritrea (NICE), NICE Building, Edho Street P O Box 881 Asmara, Eritrea. Tel: 291 1 123000 Fax: 291 1 121340 Email: nice@nic-eritrea.com.er

YELLOW CARD PREMIUM RATES

To be provided in the next edition

PASSENGERS LEGAL LIABILITY (in USD)

Duration	Buses Up to 45 Passengers	Buses above 45 passengers
	Premium	Premium
Per Trip	3.40	5.45
Per Trip	30.00	49.00

COMPULSORY MOTOR THIRD PARTY PREMIUM RATES

Commercial Vehicles	Limited Liability	Unlimited Liability
Truck Only	450	1200
Truck with Trailer	675	1500
Tanker Only	675	1800
Tanker with Trailer	765	2040
Buses over 26 Seats	830	2215
Vans and Pickups Over 3350cc	450	1195
Private Vehicles		
Not exceeding 2350cc	135	405
Over 4400cc	225	675

- Unlimited in respect of bodily injury.
- Up to Nafka1 000 000 in respect of property damage under private policy
- Up to Nafka2 000 000 in respect of property damage under commercial policy

Compulsory Motor Third Party Insurance

ETHIOPIA

Form of Legal System	:	Presumption of Fault System: The law implies a presumption of fault on the part of the Motorist unless the contrary is shown. Hence the victim claims compensation without proving that the motorist (tort-feasor) was at fault.
Rule of the Road	:	Right hand side of the road
Compulsory Motor Third Party Insurance	:	
Insurance	:	Not yet issued
Statutory Instrument on civil Law	:	1960 Civil Code of Ethiopia, Article liability 2081(i)
Exception Art. 2081(2)	:	(a) Vehicle which had been Stolen
Exception Art. 2086 (2)	:	(b) Where the damage is caused solely or partly by the fault of the victim
Liability Covered Art. 2089	:	(a) Bodily injury or death; and (b) Property damage to third party under Civil Law
Cover for Hit and Run and Uninsured Vehicle	:	No
Limit of Liability	:	a) Unlimited for bodily injury/death; and b) Unlimited for property damage under the Civil Code
Compulsory Seatbelt Legislation	:	No
Supervisory Authority	:	National Bank of Ethiopia
Rates fixed by	:	No compulsory motor third party insurance cover
Premium Rates	:	No compulsory motor third party insurance cover

Yellow Card Scheme Operations

ETHIOPIA

The National Bureau	:	Ethiopian Insurance corporation
Address	:	P.O.Box 2545 Addis Ababa, Ethiopia Tel. 251-11-5153396 Fax. 251-11-5517499 E-mail. comesaycard@ethionet.et
Number of member Insurance Companies of the National Bureau	:	9 (Nine)
Average numbers of cards issued annually	:	15000
Estimated annual premium collection	:	Eth. Birr 5,500,000.-
Average number of claims handled annually		
a) on behalf of other National Bureaux	:	6
b) by other National Bureaux on behalf of Ethiopia	:	85
Yellow Card Co-ordinator	:	Debebe Tamene Principal Expert, Motor Insurance
Address	:	Ethiopian Insurance corporation P.O.Box 2545, Addis Ababa, Ethiopia Tel. 251-11-5153396, Fax 251-11-5517499 E-mail : comesa ycard@ethionet.et

Premium Rates	: Annual Premium	
	<u>Motor Cycles</u>	Birr 60.-
	<u>Private Vehicles</u>	Birr 250.-
	Automobiles Land Cruisers, Station Wagons and Pickups	
	<u>Commercial Vehicles</u>	
	Trucks, Tankers, Tanker trailers, Buses	Birr 725.-
	Trailers	Birr 100.-

National Bureau Member Insurance Companies

- [1] Ethiopian Insurance Corporation
P.O.Box 2545
Addis Ababa, Ethiopia
Tel. 251-11-5153396
251-11-5512400
Fax 251-11-5517499
E-mail: comesaycard@ethionet.et
- [2] Nile Insurance Company S.C.
P.O.Box 12836
Addis Ababa, Ethiopia
Tel. 251-11-5514999/5514329
Fax 251-11-5514592
E-mail: nileinsu@ethionet.et
- [3] Africa Insurance Company (S.C.)
P.O.Box 12941
Addis Ababa, Ethiopia
Tel. 251-11-6638094
Fax 251-11-6638253
E-mail: africains@ethionet.et
- [4] Nyala Insurance Company S.C.
P.O.Box 12753
Addis Ababa, Ethiopia
Tel. 251-11-6626667
Fax 251-11-6626706
E-mail: nisco@ethionet.et
- [5] The UNITED Insurance Company S.C.
P.O.Box 1156
Addis Ababa, Ethiopia
Tel. 251-11-4655656
Fax 251-11-4653258
E-mail: united.insurance@ethionet.et
- [6] Awash Insurance Company S.C.

P.O.Box 12637
Addis Ababa, Ethiopia
Tel. 251-11-5526050
Fax 251-11-5526091
E-mail: aic@ethionet.et

[7] National Insurance Co. of Ethiopia (S.C.)
P.O.Box 12645
Addis Ababa, Ethiopia
Tel. 251-11-4661129
Fax 251-11-4650660
E-mail: nice@ethionet.et

[8] Nib Insurance Company (S.C.)
P.O.Box 285
Addis Ababa, Ethiopia
Tel. 251-11-5528194
Fax 251-11-5528193
E-mail: nibinsgm@ethionet.et

[9] Global Insurance Co. (S.C.)
P.O.Box 180112
Addis Ababa, Ethiopia
Tel. 251-11-1565852
Fax 251-11-1566200
E-mail: globalinsu@ethionet.et

Compulsory Motor Third Party Insurance**KENYA**

Form of Legal System	:	Fault System: The victim has to prove that the accident was caused by the fault of the driver (or due to someone else's fault)
Rule of the Road	:	Left hand side of the road
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument	:	Insurance (Motor vehicle third party risks) Act 1989, Chapter 405- Laws of Kenya
Exception	:	a) The Act does not apply to vehicles owned by Government; and b) Excludes Insured and his Employees.
Liability Covered	:	Bodily injury or death to Third Party and material damage to third party property
Cover for Hit and Run and Uninsured Vehicle	:	Not covered
Limit of Liability Compulsory Seatbelt	:	Unlimited for bodily injury
Legislation	:	No
Supervisory Authority Communications	:	Ministry of Transport & Communications
Rates fixed by	:	Free market

Compulsory Motor Third Party Insurance**KENYA**

The National Bureau Address	:	Kenya Re-insurance Corporation Reinsurance Plaza, Taifa Road, P O Box 30271, Nairobi, Kenya, Tel: 254 20 240188, Fax: 254 20 252106
Number of member Insurance Companies of the National Bureau	:	Thirty Five (35)
Premium Rates	:	See pages 28 to 32
Average Number of Card Issued annually	:	12 000 Cards
Estimated Annual Premium collected	:	Kshs31,698,000
Average Number of Claims Handled Annually	:	31
a) on behalf of other National Bureaux	:	25
b) by other National Bureaux on behalf of Kenya	:	6
Yellow Card Co-coordinator	:	Teresia Kenga Underwriter
Address	:	Kenya Re-insurance Corporation P O Box 30271 Nairobi Kenya Tel: 254 2 0 240188 Fax: 254 20 252106 E-mail: kenyaare@africaonline.co.ke

Yellow Card Premium Rates

KENYA

General rates charged by the Insurance companies in Kenya as approved by the Association of Kenya Insurers are as follows :

Ksh5000 for private cards and

Ksh7500 for commercial vehicles

National Bureau Member Insurance Companies**KENYA**

COMPANY	BOX NO.	TELEPHONE	FAX	EMAIL	PHYSICAL ADDRESS
African Merchant Assr. Co.	61599 200	312121	340022	marketing@amaco.co.ke	Transnational Plaza 2nd Floor Mama Ngina Street
AIG Kenya Insurance Company Ltd.	49460 100		3676000 3676001	aigkenya@aig.com	Aden Square Complex, Westlands
APA Ins. Co. Ltd.	30065 100		223562/3 2862200 2862000	info@apainsurance.org	Hughes Building 6th Floor Kenyatta Avenue
Blue Shield Ins. Co. Ltd	49610 100	340768 227932	249088 214773	info@insblueshield.com	Raghvani House 5th Floor Tom Mboya Street
British American Ins. Co. (K) Ltd	30375 100	2710927-38	2717626 2833000 2717625	britak@britak.co.ke	British American Center Mara & Ragati Roads Upper Hill
Cannon Assurance Co.	30216 100	342150	341910 723342150 735342150	info@cannonassurance.com	Cannon House 16th Floor Haile Selassie Avenue
Concord Insurance Co.	30634 100	2720166	2722241 2720165	concord@africaonline.co.ke	Yaya Centre 4th Floor
Corporate Insurance Co.	34172 100		2717617 2717775	cic@swiftkenya.com	Corporate Place Upper Hill Kembere Rd

						Off lower Hill Rd
Fidelity Shield Insurance Co. Ltd	47435 100	4449440 4443063	4445699	info@fidelityshield.com		Rank Xerox House 4 th Floor, Parklands Road Westlands.
First Assurance Company Ltd.	30064 100	3877737 3870445	3872204 387433	hoinfo@firstassurance.co.ke		First Assurance House Gitanga Road. Lavington
Gateway Insurance Co.	60656 200	2713131-7 224964	2713138	info@gateway-insurance.co.ke		Gateway Place Milimani Road
Gemina Insurance Co.	61316 200	230860/1 223940 223377	219338	info@gemina.co.ke		Agip House 3 rd Floor Haile Selassie Avenue
General Accident Insurance Co.	42166 100	2711633	2714542	gakenya@gakenya.com		General Accident House 4 th Floor Ralph Bunche Road
Insurance Co. of East Africa (ICEA)	46143 100	221652 340365/6	244258	hof@icea.co.ke		ICEA Building 17 th Floor Kenyatta Avenue
Intra Africa Assurance Co.	43241 100	2712607	2712612	intra@swiftkenya.com		Williamson House 3 rd floor 4 th Ngong Avenue

Invesco Assurance Co.	52964 200	2734890 2734892 2734893/5 2891140	2734903	info@invesco.co.ke	CVS Plaza Kasuku / Lenana Rd
Jubilee Holding Limited.	30376 100	229930-3 340343 32081000	3.2E+07	Jic@jubileekenya.com	Jubilee Ins House Wabera Street
Kenindia Assurance Co.	44372 200	214439 316099 210699 227275	218380	kenindia@africaonline.co.ke	Kenindia House Loita Street
Kenya Orient	34530 00100	2728603/04	2728605	information@kenyaorient.com	Capitol Hill Towers 6th Floor Cathedral Road
Kenyan Alliance Insurance Co. Ltd.	30170 100	253900(PL) 216449/50 241620 241626	217340	kai@kenyanalliance.com	Chester House, 1st Floor Koinange Street
Lion of Kenya Insurance Co. Ltd.	30190 100	2710400	2711177	insurance@lionofkenya.com	Williamson House 7th Floor 4th Ngong Avenue
Madison	47382	2721970/1/9	2723344	madison@madison.co.ke	Madison House

Insurance Co. Ltd.	100	2864000	2712033		Off Upper Hill Road
Mayfair Insurance Co. Ltd	45161 100	315703 315716 315720 0733 256 925	315645	info@mayfair.co.ke	Barclays Plaza 7th floor Loita Street
Mercantile Life & General Ass. Co.	20680 200	218244 219486 243682	215528	mercantile@mercantile.co.ke	Fedha Towers Muindi Mbingu Street 16th Floor
Occidental Life & General Ass. Co. Ltd.	39459 623	3750012 3750022 3750037 3750057 3750083 3750131 3750163	3750193	inquiries@occidental-ins.com	Corner plaza, 2nd Floor Parklands, Westlands Road (Close to Sarit Centre Roundabout)
Pacis Insurance Co.Ltd.	1870 200	4452560	445261		Centenary House 2nd Floor Off Ring Road Westlands
Phoenix of East Africa Ass. Co. Ltd.	30129 100	251350 251225 251350	211848	general@phoenix.co.ke	Ambank House 18th Floor University Way
Royal Insurance Co. Ltd.	40001 100		2712620 (Mgt) 2712935 (Gen) 2713831	General@nbi.royalinsure.com	Royal Ngao House Hospital Hill Road Upper Hill
Standard Assurance Co.	42996 100	224721/3 223493 224136	224071	info@standardassurance.com	Reinsurance Plaza 4th Floor Taifa Road

Tausi Assurance Co. Ltd.	28889 200	3751711/13 3746602/7 3746617/8 3740961/5	3746618	clients@tausiassurance.com	Tausi Court 1st –3rd Floor Off Muthithi Road Westlands
The Co-operative Ins. Company Ltd.	59485	2823000	2823330	cic@cic.co.ke	Head Office:
	200	227008	2823333	www.cic.co.ke	CIC Plaza
		722710429	244864		Mara Road
		722710278			Upper Hill
		722710407			Other Offices:
					Reinsurance Plaza
					Mezzanine Floor
					Taifa Road
The Heritage A.I.I. Insurance Co. Ltd.	30390	2793000	2727800	info@heriaii.com	CFC House,
	100	272,643,927,264,390,000,000,000			3rd –5th floor
					Mamlaka Road (Off Nyerere Road)
The Monarch Insurance Co. Ltd.	44003	310010	340691	Monarch@form-net.com	Prudential House
	100	310032	310351		4th Floor,
		310048			Wabera Street
		310054			
Trident Company Ltd.	55651	2721728-31	2726234	trident@nbnet.co.ke	Capitol Hill Towers
	200				1st Floor
					Cathedral Road
UAP-Provincial	43013	2712175	2719030	uapinsurance@uapkenya.com	Bishops Garden Towers 7th Floor

Insurance Co. Ltd.	100	2850000			Bishops Road

Compulsory Motor Third Party Insurance**MALAWI**

Form of Legal System	:	Fault System: The victim has to prove that the accident was caused by the fault of the driver (or due to someone else's fault)
Rule of the Road	:	Left hand side of the road
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument	:	Road Traffic Act No 26 of 1997
Exception	:	b) Excluding Insured and his employees
Liability Covered	:	a) Bodily injury or death to Third Party; and b) Property damage
Cover for Hit and Run and Uninsured Vehicle	:	Not covered
Limit of Liability	:	a) MK5,000,000 for personal injury/death; and b) MK250,000 for property damage
Compulsory Seatbelt Legislation	:	Yes for driver and front passenger
Supervisory Authority	:	Reserve Bank of Malawi
Rates fixed by	:	Individual Insurance Companies (free market)

Yellow Card Scheme Operations**MALAWI**

The National Bureau	:	Insurance Association of Malawi
Address	:	Insurance Secretariat MDC House P.O Box 1021 Blantyre Malawi Fax: 265 1 835 169 Tel:2651835169/08821 356/08 30 70 35 Email: insurancesecretariat@sdpn.org.mw
Number of member Insurance Companies of the National Bureau	:	8
Premium Rates	:	See page 39
Average Number of Cards Issued Annually	:	1000
Estimated Annual Premium collected	:	\$9,000.00
Average Number of Claims handled annually	:	5
(a) On behalf of other National Bureaux	:	2
(b) By other National Bureaux on behalf of Malawi	:	2
Yellow Card Coordinator	:	Mr S E Nkumba Executive Director
Address	:	Insurance Association of Malawi P Box 1021 Blantyre Malawi Tel/Fax: 265 1 835169/08 821356/08307035 Email: insurancesecretariat@sdpn.org.mw
Premium Rates	:	See page 39

Yellow Card Premium Rates**MALAWI**

		NOT EXCEEDING 30 DAYS	PLUS MEDICAL EXPENSES PER PASSENGER
A)	Private Motor Cars	35	2
B)	Trailers towed by Private Motor Cars (including Caravan Trailers)	30	Nil
C)	Taxi Cabs and/or Private hired Motor Cars	45	2
D)	Commercial Vehicles (i.e Mechanical Horses, Lorries, Trucks, Vans, Vehicles constructed to carry merchandise and the like, but not carrying passengers)	50	2
E)	Trailers towed by Commercial Vehicles	30	Nil
F)	Oil Tankers, tank Trailers, Vehicles constructed for the purpose of carrying inflammable liquids or gases	60	2
G)	Buses and dual purpose vehicles (i.e. vehicles carrying goods and passengers)	50	2
H)	Motor cycles (with or without sidecar)	30	2

NOTE: All charges are in United States Dollar

Compulsory Motor Third Party Premium Rates

Free market (No Association's recommended rates)

National Bureau Member Insurance Companies**MALAWI**

United General Insurance Company Ltd
Charter Insurance Company Ltd
Victoria Avenue
P.O Box 51059
Limbe

Michiru House
P.O. Box 383
Blantyre

Citizen Insurance Company Ltd
Able House
Chilembwe Road
P.O Box 1750
Blantyre

NICO General Insurance Company Ltd
NICO House
P.O Box 2592
Blantyre

General Alliance Insurance Ltd
Livingstone House
P.O Box 1811
Blantyre

Prime Insurance Company Ltd
NBS House
P/Bag 207
Blantyre

Royal Insurance Company of Malawi
Hanover House
P.O Box 442
Blantyre

Reunion Insurance Company Ltd
Henderson Street
Adams Court Building
P/Bag 242
Blantyre

NOTES ON MEMBER COMPANIES

- ♣ National Insurance Company Limited no longer changed to NICO General Insurance Company Limited.
- ♣ CGU Insurance was taken over by NICO General Insurance Company Limited
- ♣ Prime Insurance Company Limited and Prime Insurance Company Limited have been added to the list.

Compulsory Motor Third Party insurance**RWANDA**

Form of Legal System	:	Fault System: The victim has to prove that the accident was caused by the fault of the driver (or due to someone else's fault)
Rule of the Road	:	Right hand side of the road
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument	:	Decree No. 32/75 of August, 7th 1975 No. 32/75 of 1975
Exception	:	Excluding driver, insured, employee, wife/husband of driver or insured, parents, children and brother/sister in-law who live with the insured
Liability Covered	:	Bodily injury or death and property damage to third party
Motor Guarantee Fund	:	There is a guarantee fund cover for hit and run and uninsured vehicle
Limit of Liability	:	a) Unlimited for bodily injury/death b) Unlimited for property damage c) Unlimited for hit and run
Compulsory Seatbelt Legislation	:	Yes
Supervisory Authority	:	National Insurance Commission
Rates fixed by	:	Each Insurance Company
Premium Rates	:	See pages 44 and 45

The National Bureau	:	Societe Nouvelle D'Assurances du Rwanda (SONARWA)
Address	:	P O Box 1035 Kigali Rwanda Tel: 572101-4, 57335 Fax: 72052 Email: sonarwa@rwanda1.com
Number of member Insurance Companies of the National Bureau	:	Five (5)
Premium Rates	:	See pages 44 and 45
Average Number of Cards Issued Annually	:	3500 Cards
Estimated Annual Premium collected	:	RWF 52,139,612 (US\$ 245,363)
Average Number of Claims Handled Annually	:	45
a) on behalf of other National Bureaux	:	45
b) by other National Bureaux on behalf of Rwanda	:	13
Yellow Card Coordinator	:	Vincent Murigande Technical Director
Address	:	Société Nouvelle D'Assurances du Rwanda (SONARWA), P O Box 1035, Kigali, Rwanda, Tel: 572101/4, 573351, Fax: 572052, Email: sonarwa@rwanda1.com

Formula for Yellow Card Premium Rates =
(Basic Premium {(B.P)* X P*} + Fee*) + VAT (10% off { }).

*Basic Premium (BP): See Annex II (point IV)

*P = Percentage rate depending on the period covered

1 day = 1.5%	4 months = 18%
3 days = 2.25%	5 months = 21%
8 days = 3	6 months = 22%
15 days = 3.75%	7 months = 24%
1 month = 7.5%	8 months = 27%
2 months = 12%	9 months = 30%
3 months = 15%	Above 9 months = 30%

*Fee = 22000 COMESA Dollars

Compulsory Motor Third Party Premium Rates**RWANDA**

Horse Power Type of Vehicles	≤ 7 HP	8 to 10 HP	11 to 17 HP	≥ 18 HP
Private Cars	24.008 Frw	30.269 Frw	33.775 Frw	41.775 Frw
Vans and Jeeps	55.478 Frw	55.478 Frw	66.390 Frw	74.580 Frw
Lorries and Trucks > 4 tons	Basic premium: 51.865 Frw Plus 5.198 Frw for a truck plus 5198 Frw for every ton above 4 tons			
Motocycles	≤ 50 cc 6.529 Frw x 2	51 to 150 cc 12.334 Frw x 2	151 to 350 cc 16.604 Frw x 2	> 350 cc 20.873 Frw x 2

N.B:

1. Some factors may change the basic premium (reduce or increase) i.e age of the vehicle, nature of goods carried, use of the vehicle, Commercial discount, Bonus/Malus
2. These figures are basic. They are increased by:
 - (a) 10% for the Guarantee Fund
 - (b) 18% for VAT
 - (c) Policy Fee (=1.000 Frw).

Formula for Premium = Basic Premium (B.P.) + 10% of B.P + Fee + (B.P + Fee) X 18%

National Bureau Member Insurance Companies

RWANDA

Société Nouvelle d'Assurances du Rwanda (SONARWA)

Société Rwandaise d'Assurances (SORAS)

Compagnie General d'Assurance et de Réassurance (COGEAR)

Compagnie Rwandaise d'Assurance et de Réassurance (CORAR)

Phoenix Insurance Rwanda

YELLOW CARD AGENTS

Rwanda/Uganda	Kagitumba Border Post Gatuna Border Post
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Rwanda/Tanzania	Rusumo Border Post
Rwanda/Congo DR	Gisenyi Border Post Cyangugu Border Post

Rwanda/Burundi	Akanyaru Border Post
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Compulsory Motor Third Party insurance**SUDAN**

Form of Legal System	:	Faulty System: The victim has prove that the accident was caused by the negligence (fault) of the driver.
Rule of the Road	:	Right hand side of the road
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument	:	Road Traffic Act, 1983 (Amended - 1994)
Exception	:	Excluding Insured & his Employees.
Liability Covered	:	(a) Bodily injury or death to third parties and (b) Property damage
Cover for Hit and Run and Uninsured Vehicle	:	Not covered
Limit of Liability	:	a) SDD 2000 000 for death b) Bodily injury Regulated by Statute.
Compulsory Seatbelt Legislation	:	No.
Supervisory Authority	:	Insurance Supervisory Authority
Rates fixed by	:	The Government
Cover for Hit & Run And Uninsured Vehicles	:	Not Covered

Yellow Card Coordinator : Ahmed H.A. Abu El Bashar
Head of Oil and Energy Section
Shiekan Insurance & Reinsurance
Company
P.O. Box 100037, Khartoum, Sudan

Fax: 249 183 776849/784823/7709944
Tel: 249 183 798340/784169/784479
E-mail: shiekan@sudanmail.net

National Bureau : Shiekan Insurance & Reinsurance
Company
P.O. Box 100037, Khartoum, Sudan

Fax: 249 183 776849/784823/7709944
Tel: 249 183 798340/784169/784479
E-mail: shiekan@shiekanins.com /
comesaycard@shiekanins.com

Yellow Card Premium Rates**SUDAN**

Yellow Card Rates in Sudanese Dinar (SD)

1-Private	SD 39,000
2- Motorcycles	SD 27,000
3- Taxi	SD 77,000
4- Mini-Buses	SD 112,500
5- Buses	SD 142,500
6-Lorries	SD 196,000
7- Trucks	SD 266,000
8- Trailers	SD 66,500
9- Tractors and agricultural harvesters etc	SD 24,500
10- Fuel Tankers	SD 266,000

Passengers cover SD 5,000 per each passenger

Medical expenses cover 10% for elected limit.

25% additional premium for vehicles traveling to DR Congo, Rwanda and Burundi,

Yellow Cards Short Period Rates

Short period	Percentage
7 days up to one month	20%
> One month up to two months	30%
> two months up to three months	40%
> three months up to four months	50%
> four months up to five months	60%
> five months up to six months	70%
> six months up to seven months	75%
> seven months up to eight months	80%
> eight months up to nine months	90%
> nine months	100%

Compulsory Motor Third Party Insurance Rates

1-Private	SD 10,000
2- Motorcycles	SD 5,000
3- Taxi	SD 11,000
4- Mini-Buses moving within town	SD 34,000
5- - Mini-Buses moving between towns	SD 44,000
6- Buses	SD 81,000
7-Lorries	SD 64,000
8- Fuel Tankers	SD 98,000
9- Trucks	SD 98,000
10- Trailers	SD 22,000
11- Tractors and agricultural harvesters etc	SD 4,000

Form of Legal System	:	Faulty System: The victim has prove that the accident was caused by the fault of the driver (or due to some one else's fault)
Rule of the Road	:	Left hand side of the road
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument	:	Motor Vehicle Insurance Act of 1961
Exception	:	a) Does not apply to vehicles owned by the government, and b) Excluding insured or his employees
Liability Covered	:	Bodily injury and/or death to third party only - unlimited
Cover for Hit and Run and Uninsured Vehicle	:	Not covered
Limit of Liability for T P Property Damage	:	i) Private vehicle – 6000 000/= ii) Commercial vehicle – 10 000 000/=
Compulsory Seatbelt Legislation	:	Yes: Rules made under Road Traffic Act. 1973
Supervisory Authority	:	Ministry of finance and Home Affairs
Rates fixed by	:	National Insurance Corporation of Tanzania Ltd and members of the National Bureau
Premium Rates	:	See pages 52 to 54

Yellow Card Scheme Operations**TANZANIA**

The National Bureau	:	National Insurance Corporation of Tanzania.
Address	:	P O Box 9264,Dar-es-Salaam. Tel: 255 22 2119724/2113823/99 Fax: 255 22 2113404 Email: comesaycard@nictanzania.com
Number of Member of Insurance Companies of the National Bureaux	:	9 (Nine)
Premium Rate	:	See pages 51 and 52
Average Number of Cards Issued Annually	:	4500 Cards
Estimated Annual Premium	:	Tsh. 145 043 000/=
Average Number of Claims Handled Annually	:	25
a) on behalf of other National Bureaux	:	10
b) by other National Bureaux on behalf of Tanzania	:	15
Yellow Card Co-ordinator	:	Mrs Immaculate J. Morro
Address:	:	National Insurance Corporation of Tanzania Ltd P O Box 9264 Dar-es-Salaam Tel: 255 22 2119724//2113823/9 Fax: 255 22 2113404 E-mail: comesaycard@nictanzania.com Jeromimma@yahoo.com

COMESA YELLOW CARD RATES

NUMBER OF DAYS	PRIVATE CARS	COMMERCIAL VEHICLES
10 DAYS	10,000/=	20,000/=
15 DAYS	15,000/=	30,000/=
30 DAYS	30,000/=	60,000/=
60 DAYS	40,000/=	80,000/=

NB: For a period beyond 60 days, charge a proportionate premium. In addition to the above premium, charge Tshs.8,000 per passenger in accordance with the legal maximum seating capacity. And for each card charge 5,000 as Card Fee.

NB: The rates apply for each truck and trailer separately as each must have its own Yellow Card.

COMPULSORY MOTOR THIRD PARTY PREMIUM RATES

- (i) **Private Cars:** Tshs. 25 per CC
- (ii) **Goods Carrying Vehicles**
 - (a) Goods carrying vehicles class including trailers:
 - Class I - 18,000/= per ton
 - Class II - 20,000/= per ton
 - Class III - 25,000/= per ton
 - (b) Goods carrying vehicles including trailers carrying hazardous good e.g. Petrol Gas, etc shs. 15,000 per ton
 - (c) Horses/Tractors: Tshs.1,000 per H. P
- (iii) **Passenger Vehicles:**
 - (a) Non-commercial Buses Tshs.6,000 per seat
 - (b) Commercial Buses Tshs7,000 per seat
 - (c) Town Buses (Daladala's) Tshs7,500/= per seat
- (iv) **Private Hire Cars:**
 - (a) Private Hire Cars Tshs. 25 per CC
 - (b) Public Hire Tshs. 30 per CC
- (v) **Motor Cycles:**
 - (a) Special type Tshs. 25 per CC
 - (a) Special type Tshs. 30 per CC

SHORT PERIOD RATES:

1 DAY	5%
3 DAYS	7.5%
8 DAYS	10%
15 DAYS	15%
22 DAYS	20%
1 MONTH	25%
2 MONTHS	30%
3 MONTHS	40%
4 MONTHS	50%
5 MONTHS	60%
6 MONTHS	70%
7 MONTHS	75%
8 MONTHS	80%
9 MONTHS	85%
10 MONTHS	90%
11 MONTHS	95%
OVER 11 MONTHS	100%

Minimum Premium:

Motor Cycles :	Tshs. 25,000/=
Motor Cycles Comprehensive :	Tshs. 50,000/=
Motor Comprehensive (other than Motor cycles :	Tshs. 100,000/=
Goods carrying vehicles (Pick up) up to two tons :	Tshs. 40,000/=
For Town Buses (Daladals) Up to 25 seats :	Tshs. 190,000/=

NB: 1 Horsepower = 220 CC

- [1] National Insurance Corporation of (T) Ltd
Samora/Pamba Road Avenue
P.O. Box 9264
Dar es salaam Tanzania
Tel: 2119724 (Direct), 21138223/9 (General)
Fax: 255 22 2113403
E-mail: comesaycard@nictanzania.com
- [2] Jubilee Insurance Company of (T) Ltd
3rd Floor, TDFL Building, Phase 11, Ohio Street
P.O. Box 20524
Dar es salaam Tanzania
Tel: +255(0)22 2135121/4 and 2135127
Fax: 2135116
E-mail: jubilee@cats.net.com
- [3] Alliance Insurance Corporation Ltd
1st Floor 50 Mirambo Street
P.O. Box 9942
Dar es salaam Tanzania
Tel: +255(0)22 213 9100, 2139101
+255(0)22 2123147, 2129824
+255(0)22 2139098
E-mail: alliance@intafrica.com
- [4] Phoenix of Tanzania Assurance Company Ltd
8th Floor, I.P.S. Building, Samora Avenue
P.O.Box 5961
Dar es salaam Tanzania
Tel: +255(0)22 2122777, 2122761, 2122763
Fax: 2122778
E-mail: phoenixtz@CATS-NET.COM
- [5] Lion of Tanzania Insurance Company Ltd
TDFL Building, 4th Floor Ohio Street
P.O. Box 1948
Dar es salaam Tanzania
Tel: +255(0)22 2132902, 2132905 and 2132920
Fax: 0+255(0)22 2132907
E-mail: insurance@lion-tz.com
- [6] Royal Insurance Tanzania Ltd
PPF Tower, 2nd Floor Ohio Street/Garden Avenue
P.O. Box 75433

Dar es salaam Tanzania
Tel: +255(0)22 2138058
+255(0)22 2129384 – 7
Fax: 255 (0) 22 2138059
E-mail: royaltan@africaonline.co.tz

- [7] Heritage AII Insurance Company (T) Ltd
2nd Floor, TDFL Building Phase 2, Ohio Street
P.O. Box 7390
Dar es salaam Tanzania
Tel: +255(0)22 2138476/8 2138486
+255(0)22 2138696
E-mail: info@heritagetanzania.com
- [8] Imperial Insurance Company Ltd
8th Floor PPF House, Morogoro/Samora Avenue
P.O. Box 21228
Dar es salaam Tanzania
Tel: 255(0)22 2120188, 2120189 and 2120191
Fax 255(0)22 2120153
- [9] Reliance Insurance Company (T) Ltd
Osman Tower – 3rd Floor Zanaki Street
P.O. Box 9826
Dar es salaam Tanzania
Tel: 255(0)22 2117722, 2118702, 2122798
Fax: 2112903
- [10] Zanzibar Insurance Corporation
P O Box 432
Zanzibar
Email: zic@zitec.org
Tel: 255 24 2232676/223867
Fax: 255 24 2232422
- [11] Tanzindia Assurance Company Ltd
P O Box 1645
Dar es Salaam
Email: bima@tanzindia.co.tz
Fax: 255 22 21221917
Tel: 255 22 2122914/3
- [12] MGen Tanzania
P O Box 8318
Dar es Salaam
Tel: 255 22 2127580-7
Fax: 255 22 2127589

[1] HOROHORO – KENYA/TANZANIA BORDER POST

NAME OF AGENT : KWAMAKUMBU INSURANCE CONSULTANTS

[2] NAMANGA – KENYA/TANZANIA BORDER POST

NAME OF AGENT : NDANU INSURANCE AGENCY CO. LTD

[3] SIRARI – KENYA/TANZANIA BORDER POST

NAME OF AGENT: DORRY INSURANCE CONSULTANT

[4] TUNDUMA – ZAMBIA/TANZANIA BORDER POST

NAME OF AGENT: LOTEX AND YINGA'S TRADERS LTD

[5] KASUMULU – MALAWI/TANZANIA BORDER POST

NAME OF AGENT: TAJACK INSURANCE CONSULTANTS

[6] MUTUKULA – UGANDA/TANZANIA BORDER POST

NO AGENT

[7] MULONGO KARAGWE-UGANDA/TANZANIA

NO AGENT

[8] RUSUMO RWANDA/ BURUNDI/TANZANIA BORDER POST

NO AGENT

Form of Legal System	:	Basic no-fault System: The victim does not have to prove that the accident was caused by the fault of the driver (or due to someone else's fault). Receiving no fault benefits in this system does not restrict the injured person's access to the tort system
Rule of the Road	:	Left hand side of the road
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument	:	The Motor Vehicle Insurance (third party Risks) statute of 1988, and as amended by Statute of 1991
Exception	:	a) Does not apply to vehicles owned by Government; b) Excluding Insured and his Employee.
Liability Covered	:	Bodily injury or death to Third Party only
Cover for Hit and Run and Uninsured Vehicle	:	Not covered
Limit of Liability	:	a) Ushs 1,000,000 Anyone person b) Ushs 10,000,000 per accident Above under review by the Uganda Insurers Association
Compulsory Seatbelt Legislation	:	Yes
Supervisory Authority	:	The Uganda Insurance Commission
Rates fixed by	:	Uganda Insurers Association and the Uganda Insurance Commission
Premium Rates	:	<i>See Pages 57 to 63</i>

The National Bureau	:	The National Insurance Corporation Limited
Address	:	P O Box 7134, Kampala, Uganda Ltd, Tel: 256 041 258001/10, Fax: 256 041 259925. E-mail: nic@nic.co.ug
Number of member Insurance Companies of the National Bureau	:	Eighteen (18)
Premium Rates	:	See pages 49 to 63
Average Number of Cards issued annually	:	6982 Cards
Estimated Annual Premium collected	:	Ushs. 607,866,380
Average Number of Claims Handled Annually	:	80
a) on behalf of other National Bureaux	:	40
b) by other National Bureaux on behalf of Uganda	:	25
Yellow Card Co-ordinator	:	Mr Mark Twinamukye Motor Manager
Address	:	The National Insurance Corporation Limited P O Box 7134 Kampala Uganda Tel: 256 041 258001/233974 Fax: 256 041 259925 E-mail: nic@nic.co.ug / mark@nic.co.ug

Yellow Card Premium Rates**UGANDA**

PRIVATE	\$160
COMMERCIAL (a) Pick/ups	\$185
(b) Lorries	\$350
(c) Buses	\$210
(d) Trailers	\$600
(e) Tankers	\$600
(f) Taxis	\$170
(g) Motorcycles	\$50

N/B: Rate in USD

**RATES APPLICABLE TO MOTORISTS TRAVELLING TO RWANDA, BURUNDI,
AND D R CONCO**

(i) Private Cars US\$200

(ii) Commercial Vehicles:

Pick ups	US\$231.25
Lorries	US\$437.50
Buses	US\$262.50
Trailers	US\$750.00
Tankers	US\$750.00
Taxis	US\$212.50
Motorcycles	US\$62.50

Compulsory Motor Third Party Premium Rates**UGANDA**

The premium below shall stand for the maximum limit of liability per person at Ushs 1,000,000 with a maximum aggregate per accident for Ushs 10,000,000 for the time being.

	TYPE OF VEHICLE	RECOMMENDED PREMIUM PAYABLE BY INSURED
A.	PRIVATE MOTOR & THREE WHEELED VEHICLES FALLING UNDER TWO CATEGORIES OF:	
	(i) Class 1 for own/family	Ushs 21,910 = basic plus 1,000 = per extra passenger in excess of 5 including driver
	(ii) Class II for company use on business and driven by employed driver	Ushs 27390 = basic plus 1,000 = extra passenger in excess of 5 including driver
B.	COMMERCIAL MOTOR VEHICLES:	
	Falling under the following categories:	
	(I) Class 1 for own use and carrying own goods only:	
	Vehicles up to 15000kg	Ushs 18260=
	Vehicles from 1501kg up to 3000kg	Ushs 27390=
	Vehicles from 3001kg up to 6000kg	Ushs 40780=
	Vehicles from 6001kg up to 10000kg	Ushs 54780=
	Vehicles in excess of 10000kg	Ushs 54780 = plus 2390 = per extra 1000kg or part there of.
	(2) Class ii for public use and carrying goods for hire or reward (General cartage):	
	Vehicles up to 1500kg	Ushs 27390
	Vehicles from 1501kg up to 3000kg	Ushs 40780=
	Vehicles from 3001kg up to 6000kg	Ushs 61625=
	Vehicles from 6001kg up to 10000kg	Ushs 82170=
	Vehicles in excess of 10000kg	Ushs 82170 = plus 4565 per extra 1000kg or part thereof

Compulsory Motor Third Party Premium Rates**UGANDA**

3) Class iii vehicles for private hire or self driven or by employed drivers e.g Tour Cos.	
Vehicles up to 2000cc.	Ushs 31950=
Charge per passenger seat	Ushs 3650=
Vehicles from 2001cc. To 3000cc	Ushs 36520=
Charge per passenger seat	Ushs 3650=
Vehicles over 3000cc.	Ushs 45650=
Charge per passenger seat	Ushs 3650
4) Class iv vehicles for P. S. V e.g Taxi:	
Vehicles up to 2000cc	Ushs 32605=
Charge per passenger seat	Ushs 3915=
Vehicles from 2001cc to 3000cc.	Ushs 39130=
charge per passenger seat	Ushs 3915=
Vehicles over 3000cc.	Ushs 45650=

Compulsory Motor Third Party Premium Rates**UGANDA**

	Charge per passenger seat	Ushs 3915=
C.	BUSES:	
	Falling under two categories of:	
	(i) private Buses (P.M.O)	Basic Ushs 45000=
		plus Ushs 3915=
		per passenger seat.
	(ii) Public buses	Basic Ushs 50000=
		plus Ushs 5220=
		per passenger seat.
N/B: All Vans with seating capacity of 20 and above to be regarded as buses for rating purposes.		
D.	MOTOR CYCLES/MOTOR BICYCLES:	
	Up to 50cc.	Ushs 3260=
	Over 50cc. Up to 150cc.	Ushs 3915=
	Over 150cc. Up to 300cc.	Ushs 6520=
	Over 300cc. Up to 500cc.	Ushs 9785
	Over 500cc.	Ushs 13045
E.	AMBULANCES	
	Private or Public	Ushs 13695=
F.	BULLION VANS/FIRE FIGHTING VEHICLES:	
	1) For own private use and not exceeding 3000cc.	Ushs 52170=
	Over 3000 cc.	Ushs 78255=
	Bullion Vans for public hire	Ushs 91300=
G.	FARM VEHICLES	
	Falling under the categories of:	
	1) Those confined on premises:	
	Tractor	Ushs 13695=

Compulsory Motor Third Party Premium Rates**UGANDA**

	Trailer	Ushs18260=
	2) Those not confined to premises:	
	Tractor	Ushs 22825=
	Trailer	Ushs 45650=
H.	CONSTRUCTION EQUIPMENT	
	E.G. Bull dozers, caterpillars, cranes, mobile plants, Earth Mover, Rollers and other construction Equipment:	
	the light and small ones	Ushs 26085=
	the heavy and large ones	78255

Compulsory Motor Third Party Premium Rates**UGANDA**

I.	OIL, GAS, PETROL, TANKERS	
	Sub-divided as follows:	
	1) Single Truck of Sub-Trailer	Ushs 195640=plus Tanker. Ushs 11735= per additional extra 1,000kg or part thereof in excess of 10,000kg.
	2) Super-imposed tanker to Sub-Trailer.	Ushs 130,425 = plus
		Ushs 32175 = per additional extra 1,000kg or part thereof in excess of 10,000kg.
	3) Water, Milk, Cesspool Emptier Tankers	Ushs 78,255 =plus
		Ushs 3,260 = per additional extra 1,000kg or part thereof in excess of 10,000kg.
J.	HAULIERS	
	Sub-divided as follows:-	
	i) Single Truck (semi-trailer) for own goods	Ushs 78,255 = plus
		Ushs 3,260 = per additional extra 1,000kg or part thereof in excess of 10,000kg.
	ii) Single Truck (semi-Trailer) for public goods (General Cartage)	Ushs 117385 = plus Ushs 6,520 = per additional extra 1,000kg or part thereof in excess of 10,000kg.
	iii) Super-imposed Trailer for own goods	Ushs 158,510 = (FLAT)
	V. MOTOR TRADE RISKS	
	For 1st pair of Number plate	Ushs 78,255=
	For 2nd pair of number plate	Ushs 52,170=
	For 3rd pair of Number Plate	Ushs 39,130=
	For extra set of Number Plates in excess of 3.	Ushs 26,085= each.

SHORT PREMIUM RATES

The following Short Term Premium Rates for motorists who may have no need to insure their vehicles for a full 12 months.

Up to 20 days	-	15% of annual premium
Exceeding 20 days but not exceeding 1 month	-	20% of annual premium
Exceeding 1 month but not exceeding 2 months	-	30% of annual premium
Exceeding 2 months but not exceeding 3 months	-	40% of annual premium
Exceeding 3 months but not exceeding 4 months	-	50% of annual premium
Exceeding 4 months but not exceeding 5 months	-	60% of annual premium
Exceeding 5 months but not exceeding 6 months	-	Full annual premium
Exceeding 6 months	-	Full annual premium

AIG Uganda Ltd (American International Group)

Plot 10 Bombo Road

P O Box 7077

Kampala

Tel: 533781/541556/541845

Fax: 541572

Email: aigug@imul.com

East African Underwriters Ltd

Muljibhai Madhavani Foundation Building

Dewinton Rise/ 20 Jinja Rd

P.O. Box 22938 Kampala, Uganda

Tel: +256-41-232893

Fax: +256-41-234221

Email: eaul@eaunderwriters.com

Excel Insurance Co Ltd

2nd Floor Crest House

Plot 2D Nkrumah Road

P O Box 7213, Kampala

Uganda Tel: 348595/6/7

Fax: 342304

Email: excelins@infocom.co.ug

Transafrica Assurance Co. Ltd

Impala House, 13/15, Kimathi Avenue

P.O. Box 7601, Kampala Uganda

Tel:256-41-251411/340535

Fax: 256-41-254511

Email: taacl@spacenet.co.ug

GoldStar Insurance Co Ltd

Crane Chambers 6th Floor

Plot 38 Kampala Road

P O Box 7781, Kampala

Tel: 250110/1/343704

Fax: 254956

Email: goldstar@starcom.co.ug

NICO Insurance (U) Ltd
3rd Floor, Green Towers, Building, Kampala Rd
P.O. Box 24256, Kampala, Uganda
Tel: +256-312-264720/2
Fax: 256-312-264723

First Insurance Co. Ltd
King Fahd Building
P O Box 52245
Kampala
Email: goldstar@starcom.co.ug

Insurance Company of East Africa (Uganda) Limited
Rwenzori Courts
Nakasero Road
P O Box 33953
Kampala
C/O Tel 233204, 230384, 346745
Fax: 346746
Email: icea@africaonline.co.ug

National Insurance Corporation Ltd
No. 3 Pilkinton Road
P O Box 7134
Kampala
Tel: 258001/10
Fax: 259925
Email: nic@nic.co.ug

Paramount Insurance Co Ltd
Plot 14 Wilson Road
Twese Building
P O Box 6427
Kampala
Tel: 234143
Fax: 234143

Rio Insurance Co Ltd
Plot 20 Kampala Road
P O Box 5710
Kampala
Tel: 341264/341202
Fax: 235292

Statewide Insurance Co Ltd
Plot I Bombo Road
Sure House
P O Box 9393
Kampala
Tel: 233120/234178/345995/6/343403
Fax: 243403
Email: swico@infocom.co.ug

The Jubilee Insurance Co of Uganda Ltd
Plot 14 Parliament Avenue
IPS Building
P O Box 10234
Kampala
Tel: 236029/344949/344938/343743
Fax: 258539

United Assurance Company Limited
1 Kimathi Avenue
P O Box 7185
Kampala
Tel: 234190/1/2
Fax: 256388
Email: uac@starcom.co.ug

Lion Assurance Company Ltd
12th Floor, Tall Tower, Crested Towers
P.O. Box 7658, Kampala, Uganda
Tel: +256-414-341 450, +256-414-235687

Leads Insurance Ltd
Plot No.52 Kampala Rd, 1st Floor King Fahad Plaza
P.O. Box 26191, Kampala
Tel: +256-41-253283/4/5
075-253283, 031-263980
Fax: 256-41-253286
Email: leads@utlonline.co.ug

APA Insurance Limited
Kenyata Avenue
P O Box 30065-00100
Nairobi

National Insurance Corporation Ltd Offices at the border posts of :

- 1-Malaba for Uganda/ Kenya.
- 2-Arua for both Uganda/Congo and Uganda/ Sudan
- 3-Busia for Uganda/ Kenya
- 4-Katuna for Uganda/ Rwanda
- 5-Mutukula for Uganda/ Tanzania.

Compulsory Motor Third Party Insurance

ZAMBIA

Form of Legal System	:	Fault System: The victim has to prove that the accident was caused by the fault of the driver (or due to some one else's fault).
Rule of the Road	:	Left-hand side of the road.
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument	:	Roads and Road Traffic Act of 1964 amended in 1965. As further amended by Act No.13 of 1994 (amendment of Limits of Liability)
Exception	:	a) Does not apply to vehicles owned by Government, and b) Excluding insured and his employees
Liability Covered	:	Bodily injury or death to third party only
Cover for Hit and Run and Uninsured Vehicle	:	Not covered
Limit of Liability	:	a) ZMK30,006,000 Any one person b) ZMK60,003,000 Any one event c) ZMK 30,000,000; Property damage per event
Compulsory Seatbelt Legislation	:	Yes
Supervisory Authority	:	Pensions and Insurance Authority
Rates fixed by	:	Insurers (free market)
Premium Rates	:	2% for Private Cars 2.25% Corporate 2.5% Commercial 3% Bus

Minimum Premium: ZMK 450,000.00

The National Bureau:	:	The Zambia State Insurance Corporation Ltd, (ZSIC)
Address	:	Premium House Independence Avenue P O Box 30894 Lusaka, Zambia. Tel: 260 1 229343/221758/225266 Fax: 260 1 222263 E-mail: zsic@zsic.co.zm Website: www.zsic.co.zm
Number of member of Insurance Companies of the National Bureaux	:	Six (6)
Premium Rate	:	See pages 70 and 71
Average Number of Cards Issued Annually	:	5757 Cards
Estimated Annual Premium Collected	:	ZMK451,157,939
Average Number of Claims Handled Annually	:	5
a) on behalf of other National Bureaux	:	2
b) by other National Bureaux on behalf of D R Congo	:	3
Yellow Card Co-ordinator	:	Mrs Phidelia Mwaba Motor, Marine and Aviation Manager
Address:	:	Premium House Independence Avenue P O Box 30894 Lusaka, Zambia Tel: 260 1 229343/221758/225266 Fax: 260 1 222263 E-mail: motor.manager@zsic.co.zm / PMwaba@zsic.co.zm Website: www.zsic.co.zm

Yellow Card Premium Rates**ZAMBIA**

Period Not Exceeding	Private (COM\$)	Commercial (COM\$)	Tankers (COM\$)
7 Days	5	7	10
14 Days	7	10	15
30 Days	10	15	25
60 Days	15	20	35
90 Days	20	25	45
120 Days	25	30	50
150 Days	30	40	55
180 Days	40	45	60
210 Days	45	55	70
Over 210 Days	55	65	80

For the purposes of clients paying in local currency premiums shall be converted at predetermined exchange rates to be communicated to the bureau members every third week of each month by the National Bureau

COMPULSORY MOTOR THIRD PARTY PREMIUM RATES**a) PRIVATE CARS (For ZSIC Ltd) only**

ZMK 450,000.00 Annual Premium

Limits: ZMK30, 006,000.00 per person for injury and/or death

ZMK60, 003,000.00 per event for injury and/or death

ZMK30, 000,000.00 per event for Property damage (can be increased for an additional premium)

b) PRIVATE CARS- HIRE VEHICLES

ZMK 560,000.00 Annual Premium

Loading 15% for Self-drive car hire

Limits; as above

c) COMMERCIAL VEHICLES**Buses, Minibuses, Taxis, Trucks & Trailers**

ZMK770, 000.00 Annual Premium for Buses

ZMK560, 000.00 Annual Premium for Taxis and Trucks,

ZMK420, 000.00 Annual Premium for Commercial Trailers

* Premiums are no longer subject to any VAT.

* The Pensions and Insurance Authority (PIA) have provided minimum premium rates for the market but the Insurers Association of Zambia (IAZ) are seeking clarification on certain terms.

d) SHORT PERIOD RATES:

These are subject to minimum premium mentioned above.

PERIOD	PROPORTION OF ANNUAL PREMIUM	(MINIMUM PREMIUM)
One week	10%	
One Month	25%	
Two Months	40%	
Three Months	50%	K20,000
Four Months	65%	
Six Months	75%	
Eight Months	90%	
Nine Months & Above	100%	

Rates on third party insurance are essentially dictated by the changes in the limits effected by the Government.

I - Cavmont & Capital Insurance Company

Central Park
Farmers House
Cairo Road
Lusaka
Tel: 260 211 224280/220544
Email: Cavmont@coppernet.zm

II- Goldman Insurance Company

2nd Floor Natsave Building
Cairo Road North end
P/Bag W395
Lusaka
Tel: 260 211 220316
Fax: 260 211 227262
Email: goldman@zamnet.zm

III-Madison General Insurance Company of Zambia Ltd

Plot 255 Kaleya House
Off Zambezi Road; Roma
Lusaka
Tel: 260 211 295311-7
Fax: 260 211 295320
Email: insure@madison.co.zm

IV-NICO (Zambia) Ltd

Plot 1131 Perirenyatwa Road
Fairview
Lusaka
Tel: 260 211 222862
Fax : 260 211 222863
Email: nico@nicozambia.com.zm

V-Professional Insurance Corporation (Z) Ltd;

Professional House
Heroes Place
P.O. Box 34264
Lusaka
Tel: 260 211 227509
Fax: 260 211 222151
Email: Lusaka@picz.co.zm

VI- Zambia State Insurance Corporation Ltd

National Bureau of Zambia

Premium House

Independence Avenue

P.O. Box 30894

Lusaka

Tel: 260 211 225266

Fax : 260 211 222263

Email: comesaycard@zsic.co.zm

VII- ZIGI Insurance Company Limited,

5th Floor Mukuba Pension House

P.O. Box 33977

LUSAKA

Tel: 260 211 226835

Email; zigi@zamnet.zm

Compulsory Motor Third Party Insurance

ZIMBABWE

Form of Legal System	:	Fault System: The victim has to prove that the accident was caused by the fault of the driver (or due to some one else's fault)
Rule of the Road	:	Left hand side of the road
Compulsory Motor Third Party Insurance	:	Yes
Statutory Instrument	:	Road Traffic Act Chapter 13:11 of 1996
Exception	:	a) Does not apply to vehicles owned by Government, and b) Excluding insured and his employees
Liability Covered	:	Death or bodily injury to Third Parties, passengers and Property Damage
Cover for Hit and Run and Uninsured Vehicle Motor Guarantee Fund	:	Yes – but purely on administrative arrangement, outside the compulsory third party law, made among insurance companies.

Limit of Liability

Vehicle Type	Minimum Statutory Limits - Zimbabwe Dollars		
	Passengers	Property Damage	Death & BI
Private Car - SD&P use	1,0 m/10,0 m	5,0 m	75,0 m
Private Car - Business use	1,0 m/10,0 m	5,0 m	75,0 m
Private Car - Fleet	1,0 m/10,0 m	5,0 m	75,0 m
Private Car - Private Hire (Car Hire)	1,0 m/10,0 m	5,0 m	75,0 m
Private Car - Driving School	1,0 m/10,0 m	5,0 m	75,0 m
Domestic Trailers	Nil	5,0 m	75,0 m
Caravans	Nil	5,0 m	75,0 m
Commercial Vehicle - Own use	1,0 m/10,0 m	5,0 m	75,0 m
Commercial Vehicle - Hire and Reward	1,0 m/10,0 m	5,0 m	75,0 m
Commercial Vehicle - Fleet - Own use	1,0 m/10,0 m	5,0 m	75,0 m
Commercial Vehicle - Fleet - Hire and Reward	1,0 m/10,0 m	5,0 m	75,0 m

Commercial Vehicle - Driving School	1,0 m/10,0 m	5,0 m	75,0 m
Taxis - Public Hire	1,0 m/10,0 m	5,0 m	75,0 m
Commercial Trailers - Own use	Nil	5,0 m	75,0 m
Commercial Trailers - Hire and Reward	Nil	5,0 m	75,0 m
Commercial Trailers - Fleet - Own use	Nil	5,0 m	75,0 m
Commercial Trailers - Fleet - Hire and Reward	Nil	5,0 m	75,0 m
Commercial Trailers - Agriculture	Nil	5,0 m	75,0 m
Motor Cycles - SD&P use	1,0 m/1,0 m	5,0 m	75,0 m
Motor Cycles - Business use	1,0 m/1,0 m	5,0 m	75,0 m
Motor Cycles - Fleet	1,0 m/1,0 m	5,0 m	75,0 m
Omnibus and Commuters over 15 seats	1,0 m/75,0 m	5,0 m	150,0 m
Omnibus - Commuter - Upto 15 seats	1,0 m/15,0 m	5,0 m	150,0 m
Omnibus - School Mini Bus	1,0 m/15,0 m	5,0 m	150,0 m
Omnibus - School Omnibus	1,0 m/75,0 m	5,0 m	150,0 m
Omnibus - Staff - Mini Bus	1,0 m/15,0 m	5,0 m	150,0 m
Omnibus - Staff - Omnibus	1,0 m/75,0 m	5,0 m	150,0 m
Tractors/Fork Lifts - Own use	Nil	5,0 m	75,0 m
Tractors - Hire and Reward	Nil	5,0 m	75,0 m
Tractors/Combines - Agriculture - Own use	Nil	5,0 m	75,0 m
Tractors/Combines - Agric - Hire & Reward	Nil	5,0 m	75,0 m
Ambulance, Fire Engine, Hearse	Nil	5,0 m	75,0 m
Agricultural Implements	Nil	5,0 m	75,0 m
Special Types - Contractors Plant and Equipment (Dozers, Graders and the like)	Nil	5,0 m	75,0 m

Compulsory Seatbelt

Legislation : Yes

Supervisory Authority : Ministry of finance, Economic Planning and development

Rates fixed by : National Bureau

Premium Rates : See pages 75 and 76

Yellow Card Scheme Operations

ZIMBABWE

The National Bureau:	:	The Insurance Council of Zimbabwe.
Address	:	Third Floor, Bothwell House Jason Moyo Avenue, P O Box 4174, Harare, Zimbabwe, Tel: 263 4 708031/2, Fax: 263 4 706568. E-mail: icz@mweb.co.zw
Number of Member of Insurance Companies of the National Bureaux	:	Twenty Three (23)
Premium Rate	:	See pages 75 and 76
Average Number of Cards Issued Annually	:	9,390 Cards
Estimated Annual Premium Collected	:	Z\$18,710,563
Average Number of Claims Handled Annually	:	10
a) on behalf of other National Bureaux	:	2
b) by other National Bureaux on behalf of Zimbabwe	:	8
Yellow Card Co-ordinator	:	Farai Dogo Head Strategic Business Unit NICOZ DIAMOND INSURANCE LTD
Address:	:	P O Box 1256, Harare, Zimbabwe. Tel: 263 4 701133/752646 Mobile: 263 91 2380983 or 263 11 621108 Fax: 263 4 703431 E-mail: fdogo@nicozdiamond.co.zw

C. YELLOW CARD PREMIUM RATES**COMESA YELLOW CARD PREMIUM RATES**

WITH EFFECT FROM 01/04/07

COUNTRY	PRIVATE	MOTOR	COMMERCIAL	BUSES	SMALL	COMMERCIAL
	CARS	CYCLES			TRAILLERS	TRAILERS
CURRENCY	Z\$	Z\$	Z\$	Z\$	Z\$	Z\$
BURUNDI		NOT AVAILABLE				
DRC	302,498.90	275,232.05	382,202.00	491,968.55	155,677.40	266,842.25
EITHOPIA	311,121.75	204,151.80	3,172,043.55	4,757,715.75	222,329.70	296,439.60
ERITREA	197,160.30	176,185.80	257,986.35	342,583.50	104,872.50	209,745.00
KENYA	174,787.50	111,164.85	244,702.50	3,295,093.95	108,368.25	209,745.00
MALAWI	221,397.50	151,482.50	291,312.50	361,227.50	151,482.50	279,660.00
RWANDA	190,867.95	120,253.80	244,702.50	320,909.85	139,830.00	209,745.00
TANZANIA	275,465.10	120,253.80	1,938,742.95	2,519,736.60	106,270.80	209,745.00
UGANDA	174,787.50	111,164.85	244,702.50	451,650.90	104,872.50	209,745.00
ZAMBIA	314,617.50	166,863.80	361,227.50	477,752.50	151,482.50	279,660.00

Period**Minimum Premium**

One months	20% or a minimum of Z\$30,000,00 ; whichever is the higher
Two months	35% or a minimum of Z\$35,000,00 ; whichever is the higher
Three months	50% or a minimum of Z\$40,000,00 ; whichever is the higher
Four months	60% or a minimum of Z\$45,000,00 ; whichever is the higher
Six months	70% or a minimum of Z\$50,000,00 ; whichever is the higher

National Bureau Member Insurance Companies**ZIMBABWE**

Heritage Insurance Co (Pvt) Ltd
Bard House
69 Samora Machel Avenue
Harare
Tel : 263 4 705221-5

Tristar Insurance Co Ltd
First Mutual Park
Borrowdale Road
Borrowdale
Harare
Tel : 263 4 886059

Zimnat Lion Insurance Co Ltd
Zimnat House
Third Street
Harare
Tel : 263 4 707591

Quality Insurance Co (Pvt) Ltd
5th Floor, Globe House
Jason Moyo Avenue
Harare
Tel : 263 4 781645

Regal Insurance Co (Pvt) Ltd
ZTA House
Nelson Mandela Avenue
Harare
Tel : 263 4 700067

Eagle Insurance Co Ltd
Eagle House
Jason Moyo Avenue
Harare
Tel : 263 4 708212

Altfin Insurance Co Ltd
2nd Floor, Greenbridge
Eastgate Complex
Harare
Tel : 263 4 748866

Excellence Insurance Co (Pvt) Ltd
5th Floor, Angwa City Building
Angwa Street
Harare
Tel : 263 4 757694/737272

Global Insurance Co Ltd
6th Floor, Angwa City Building
Angwa Street
Harare
Tel : 263 4 758488/9

SFG Insurance Co (Pvt) Ltd
Block 3, Tendeseka Office Park
Samora Machel Avenue East
Harare
Tel : 263 4 798445

Champions Insurance Co (Pvt) Ltd
Stanley House
Jason Moyo Avenue
Harare
Tel : 263 4 702284

Jupiter Insurance Co (Pvt) Ltd
1st Floor, Gelfand House
Speke Avenue
Harare
Tel : 263 4 253990/6/8

Nicoz Diamond Insurance Ltd
The Insurance Centre
30 Samora Machel Avenue
Harare
Tel : 263 4 701133

RM Insurance Co (Pvt) Ltd
Old Mutual Gardens
100 The Chase
Emerald Hill
Harare
Tel : 263 4 332646

Millennial Insurance Co (Pvt) Ltd
6th Floor, Cabs Centre
Jason Moyo Avenue
Harare
Tel : 263 4 793221

Alliance Insurance Co (Pvt) Ltd
Westgate House West
Westgate
Harare
Tel : 263 4 334925

Total Insurance Co LTD
5th Floor, Stanley House
Jason Moyo Avenue
Harare
Tel : 263 4 701467

Clarion Insurance Co (Pvt) Ltd
Clarion House
79 Sam Nujoma Street
Harare
Tel : 263 4 796171

Brownstone Insurance Co (Pvt) Ltd
Dominion House
Herbert Chitepo Avenue
Harare
Tel : 263 4 780071/4

Cell Insurance Co (Pvt) Ltd
The Cell House
3 Boston Avenue
Eastlea
Harare
Tel : 263 4 490120/443614

Agricultural Insurance Co (Pvt) Ltd
8th Floor, Globe House
Jason Moyo Avenue
Harare
Tel : 263 4 770944/498

Allied Insurance Co (Pvt) Ltd
3rd Floor, Tanganyika House
Third Street
Harare
Tel : 263 4 730191/5

Optimal Insurance Co (Pvt) Ltd
Westgate House East
Westgate
Harare
Tel : 263 4 332530/332555



**Regional Customs Bond
Guarante (RCBG) Scheme**

COMESA is now in the process of implementing the Regional Customs Bond Guarantee Scheme. The COMESA Customs Bond Guarantee Scheme (RCBG) is a customs transit regime designed to facilitate the movement of goods in transit under Customs seals in the COMESA region by providing adequate security of guarantee to the transit countries to recover duties and taxes should the goods in transit be illegally disposed of for home consumption in the country of transit.

Increasing trade among COMESA member States has resulted in an increase of transit traffic since most of the COMESA countries have land borders with each other. Extra COMESA trades also involves a substantial amount of transiting of cargo especially from land-locked countries, whose overseas trade is shipped through ports in coastal States

Under the current nationally executed bond system, when goods cross the customs territory of one or more States in the course of goods in transit by road, the Customs Authority in each state applies national controls and procedures. These vary from state to state, but frequently involve the inspection of the load at each national frontier and the imposition of national security requirements (guarantee, bond and deposit of duty, etc.) to cover the potential duty or taxes at risk while the goods are in transit through each territory. These measures applied in each country of transit, cause considerable expense, delays and interference with the regional transport and trade. To address the difficulties experienced by transport operators, freight forwarders, clearing agents and Customs Administrations, it became imperative to develop a regional system, similarly to the EU TIR- Carnet.

The implementation process is at advance stage and it is anticipated that it would be launched before the end of 2004. The Scheme “Chain of Surety” will be managed by “Financial Institutions” : in some member States it is the insurance companies that issue transit guarantees, in some it is banks, and in others, a mixture of the two.. The Insurance Companies and Banks authorized to issue bonds by competent authority are in the process of establishing the National Surety. Each National Surety will be responsible for administering and controlling the operation of the RCBG in its country. The National Sureties jointly will form a Regional Body called “Council of Surety” by signing an Inter-Surety Agreement which defines the mutual duties and responsibilities of the members . The Council of Surety, composed of the National Sureties, is the supreme body to co-ordinate and supervises the overall regional operations.

The RCBG scheme provides a significant transport savings and contribute to trade and transport efficiency .The benefit of the Scheme include:

- Quicker clearance of vehicles. Currently, vehicles carrying goods are delayed at each and every border crossings points to raise customs security/bonds at each and

every border entry post. The quick clearance will increase the transit and the vehicle turn around time consequently an increasing in tonne/ kilometres with a positive impact on freight rates;

- Reduction of administrative barriers and speeding of the carriage of goods and lowering of transit costs-- at least 20% to 25% of the current estimated 60% freight rate for a given corridor; a truck delayed at the border costs over 300USD per day;
- Reduction of the costs of raw materials and inputs for industries and reduction of prices for consumers;
- Release of colossal sums of money of Clearing and Forwarding Agents, which is tied up as a guarantee and/or collateral in commercial banks and insurance companies for other investments;
- Providing Customs Administrations reliable security and improve collection of duties and taxes; it is envisaged to computerize the system to avoid malpractice.
- Providing simple and economical administrative system for carriers/transporters; and
- Providing a simple and economical mechanism for sureties (financial institutions) to issue and manage customs bond and creating an opportunity to extend their cooperation.

The scheme is envisaged to eliminate and streamline bureaucratic procedures and requirements and facilitates the smooth flow of transit traffic and trade among member states and furthering the physical cohesion of members States. In this regard , Insurance companies and Bank issuing Customs Bond are invited to take advantage of the large market in COMESA by participating in the scheme and contribute to the integration and development of the region.



**COMMON MARKET FOR EASTERN AND
SOUTHERN AFRICA**

COMESA IN BRIEF

COMESA IN BRIEF

OVERVIEW

The Common Market for Eastern and Southern Africa (COMESA) is a regional integration grouping of twenty (20) African states which have agreed to promote regional integration through trade development and to develop their natural and human resources for the mutual benefit of all their peoples.

The Member States of COMESA are Angola, Burundi, Comoros, Democratic Republic of Congo, Djibouti, Egypt, Eritrea, Ethiopia, Kenya, Madagascar, Malawi, Mauritius, Namibia, Rwanda, Seychelles, Sudan, Swaziland, Uganda, Zambia and Zimbabwe.

COMESA was established in 1994 as a successor to the Preferential Trade Area for Eastern and Southern Africa (PTA), which had been in existence since 1981 within the framework of the Organisation of African Unity's (OAU) Lagos Plan of Action and the Final Act of Lagos. PTA was established to take advantage of a larger market size, to share the region's common heritage and destiny and to allow greater social and economic co-operation, with the ultimate objective being to create an economic community with high standards of living for its people. Currently, COMESA is one of the regional organisations that the African Union and the New Partnership for Africa's Development (NEPAD) recognise as a vehicle and a building block for Africa's development, especially from the point of view of developing the continent's infrastructure.

MAIN OBJECTIVES OF COMESA

The COMESA Treaty, which sets the agenda for COMESA, covers a large number of sectors and activities. However, the fulfilment of the complete COMESA mandate is regarded as a long-term objective and, for COMESA to become more effective as an institution, it has defined its priorities within its mandate, over the medium term, as being *Promotion of Regional Integration through Trade and Investment*. The role of the COMESA Secretariat is to take the lead in assisting its Member States to make the adjustments necessary for them to become part of the global economy within the framework of WTO regulations and other international agreements. This is to be done by promoting "outward-orientated" regional integration. The aims and objectives of COMESA as defined in the Treaty and its Protocols is, therefore, to facilitate the removal of the structural and institutional weaknesses of Member States so that they are able to attain collective and sustained development.

COMESA seeks to become a fully integrated internationally competitive regional economic community; a community within which there is economic prosperity demonstrated by high living

standards of its people with political and social stability; a community within which goods, services, capital and labour move freely across national geographical borders.

FOCAL AREAS

COMESA's focal areas of integration are:

- trade in goods and services, including payments and settlement arrangements;
- investment promotion and facilitation;
- infrastructure development;
- electronic commerce; and
- peace and security.

COMESA INTEGRATION STAGES

COMESA countries have agreed to integrate their economies following the traditional stages of economic integration as follows:

Stage	Description
Preferential Trade Area	COMESA Member States traded on preferential terms for goods meeting the COMESA Rules of Origin between 1982 and October 2000. During this period, each country maintained its own external tariffs on goods imported from third countries. After October 2000, 11 Member States have continued to trade on preferential terms of between 20% and 40% of their Most Favoured Nations (MFN) rates.
Free Trade Area	Eleven (11) Member States (Burundi, Djibouti, Egypt, Kenya, Madagascar, Malawi, Mauritius, Rwanda, Sudan, Zambia and Zimbabwe) deepened their trade relations when they began to trade on duty- and quota-free terms as from 31st October 2000. They have, however, maintained their national external tariffs for goods originating from outside COMESA. Trade between the FTA and non-FTA countries is being conducted on preferential terms determined by the level of tariff reduction given by the non-FTA country. The FTA has also assisted to further liberalise trade in services.
Customs Union	COMESA plans to form a Customs Union in December 2004. A Customs Union means Member States adopt a common tariff nomenclature, operate a common external tariff and adopt common customs legislation, regulations and procedures. Notable legislation and procedures include those relating to the valuation of imports, documentation and clearance requirements of imports. Under a Customs Union, all imports are subject to a common community policy. This includes how members grant selected goods exemptions from payment of duty. Tariff rates,

exemptions and key customs procedures and regulations are decided by common community decisions.

The effect of the Customs Union as currently proposed will be, for more than half the Member States in COMESA, to lower existing national external tariffs. Concerns of Member States as they prepare for the Customs Union, are those related to possible loss of government revenue as nearly all Member States are heavily dependent on trade taxes; possible failure to compete by the region's industries against 'foreign' goods (goods from outside the Customs Union); and the CET implications on WTO tariff bindings for the 15 COMESA countries that are members of the WTO. These concerns are receiving close and urgent attention, and the partial findings so far indicate that the WTO bindings would be a limited threat as do fears of revenue loss. It is envisaged that the Customs Union will run from December 2004 to 2014.

Common Market When the Common Market is launched in 2014, Member States will assure the free movement of goods, services, labour and capital, and the right of establishment and residency, between members of the common market.

Economic Community COMESA's long-term target is to establish an internationally competitive economic community. And so, in addition to duty- and quota-free trade in goods and services, and the free movement of factors of production, COMESA Member States plan to adopt common monetary and fiscal policies and adopt a single currency to be issued by one monetary authority.

INSTITUTIONAL STRUCTURE OF COMESA

COMESA is one of the more successful regional economic co-operation and integration groups in Africa. Supported by its financial specialised institutions, namely the Trade and Development Bank For Eastern and Southern Africa, (PTA Bank) the Clearing House and the Re-insurance Company, COMESA, and before it, PTA, has a proven track record of achievements. Over the past two decades, it has developed a large number of regional programmes which are assisting Member States, in a positive way, to attain economic recovery and sustainable economic growth.

COMESA is made up of the following:

- the Authority of Heads of State and Government, the supreme Policy Organ of the Common Market, responsible for general policy, direction and control of the performance of the executive functions of the Common Market and the achievement of its aims and objectives;

- the Council of Ministers, which takes policy decisions on the programmes and activities of COMESA, including the monitoring and reviewing of its financial and administrative management;
- the Committee of Governors of Central Banks which manages the COMESA Clearing House and ensures implementation of the Monetary and Financial Co-operation programmes;
- the Intergovernmental Committee, a multi-disciplinary body composed of permanent/principal secretaries from the Member States responsible for the development and management of programmes and action plans in all the sectors of co-operation, except in the finance and monetary sector;
- Technical Committees, responsible for the various economic sectors and for administrative and budgetary matters;
- the Secretariat, to provide technical support and advisory services to the Member States in the implementation of the Treaty; and
- the Consultative Committee of the Business Community and Other Interest Groups to provide a link and facilitate dialogue between the business community and other interest groups and organs of the Common Market.

COMESA Court of Justice

The COMESA Court of Justice has established COMESA as a rules-based institution, with rules which can be enforced through a court of law.

The Court of Justice, which is temporarily housed at the Secretariat in Lusaka, was formally brought into being at the COMESA Heads of State meeting in June 1998 at which the Registrar of the Court and the seven Judges of the Court were appointed. The Judges all hold high judicial office in their own countries and are appointed for a renewable period of 5 years.

The Court of Justice adjudicates and arbitrates on, among other matters, unfair trade practices, interpretation of Treaty (and Protocol) provisions and ensures that Member States uniformly implement and comply with agreed decisions. Decisions of the Court on the interpretation of the provisions of the COMESA Treaty have precedence over decisions of national courts and are binding on all COMESA Member States.

Dispute Settlement and Interpretation of Treaty Provisions

COMESA has a Court of Justice which has been established to ensure the proper interpretation and application of the provisions of the Treaty and to adjudicate any disputes that may arise among the Member States regarding the interpretation and application of the provisions of the Treaty.

In its trade regime, COMESA has adopted Regulations on Safeguards and Trade Remedies which Member States resort to before taking the case to the Court of Justice.

Linkages with other Regional Integration Organisations

There are a number of other regional organisations in operation within the region also covered by COMESA, such as the East African Community (EAC), Inter-Governmental Authority on Development (IGAD), Indian Ocean Commission (IOC) and the Southern African Development Community (SADC).

COMESA has excellent working relations, both formally and informally, with all of these regional organisations. Memoranda of Understanding have been signed with EAC, IGAD and IOC such that IGAD and IOC have agreed to adopt and implement the COMESA trade liberalisation and facilitation programmes, while EAC and COMESA have agreed to exchange information, share experiences including results of studies and research work, and harmonise their activities.

At the COMESA Head of State Summit in Mauritius in May 2000, the COMESA Authority recognised that the Secretariats of SADC and COMESA had been working together closely on a number of projects and programmes and had reduced the degree of overlap between the institutions. However, the Authority considered it necessary for the two institutions to collaborate at a higher level and the Chairman of the COMESA Authority was mandated by the Authority to open negotiations with the Chairman of SADC on how the two institutions could collaborate even more closely and at levels other than technical. At the technical level, the Secretariats have established a Joint Task Force that seeks to harmonise programmes, projects and studies and also keep each other informed of developments in the field of regional integration as well as at the global level. The Joint Task meets quarterly and the venues alternate between Lusaka and Gaborone.

PEACE AND SECURITY

The COMESA Treaty recognises, in Article 163, that peace and security are fundamental prerequisites to social and economic development and also vital to the achievement of regional economic integration objectives of the Common Market. COMESA, being a region afflicted by conflict over the years, appreciates the significance of peace and security throughout the region. Recognising this important fact, COMESA Heads of State and Government, at their annual Summit in 1999, took a deliberate decision that COMESA must address the question of peace and security in order to facilitate regional integration and development.

The Authority decided that COMESA Ministers of Foreign Affairs should meet at least once a year to address issues of peace and security. This landmark decision which is in compliance with Article 3(d) as read with Articles 6 and 163 of the COMESA Treaty launched the COMESA Programme on Peace and Security.

COMESA has established a three-tier structure composed of a Committee of Officials, Ministers of Foreign Affairs and the Heads of State and Government at the top to address issues of peace and security. This structure is complemented with consultations of other stakeholders in the COMESA region including the business community, civil society organisation and parliamentarians. COMESA addresses issues of peace and security in co-ordination with the African Union and other sub-regional organisations in order not to duplicate efforts.

COMESA's role in addressing issues of peace and security currently focuses on conflict prevention through preventive diplomacy. In addition to Conflict Prevention, COMESA has also joined the

international community in supporting the ban on the use and stockpiling of anti-personnel landmines. As a way of eliminating one of the root causes of conflicts in the region, COMESA has also adopted the Nairobi Declaration on the control of the proliferation of small arms and light weapons.

COMESA MAIN INTEGRATION PROGRAMMES

TRADE LIBERALISATION

COMESA Member States have agreed to liberalise trade in goods and services and to facilitate trade in both these sectors. As part of this programme, they have established a Free Trade Area as from 31st October 2000. COMESA plans to become a Customs Union in 2004 and the proposed Common External Tariff rates are:

- 0% for capital goods;
- 10% for intermediate or semi-processed products; and
- 25% for finished or consumer goods.

The above Common External Tariff rates are still subject to review and final adoption by the COMESA Authority.

A Common Tariff Nomenclature based on the 1996 version of the Harmonised Commodity Description and Coding System (HS 1996) has already been prepared and is currently in the process of being implemented by the Member States.

Rules of Origin

Trade within the region is regulated by discrete and very clear origin-conferring criteria. The Rules of Origin enable importing countries distinguish between products that have undergone substantial transformation within the region and those coming from outside the region or have not been sufficiently processed within the region. The Rules seek to promote and enhance industrial development, employment and generally economic activity in COMESA while recognising that the region is not able to manufacture all its needs and that it requires production inputs that are not readily available within the region.

COMESA's trade liberalisation programmes are a component of the region's overall development policy which seeks to promote investment, productive economic activity and job creation within the region. And so, the Rules of Origin are designed to promote trade in goods that have undergone sufficient processing within the region. Such "*sufficient*" processing contributes to economic development and to creating or sustaining employment in the region.

The COMESA Rules of Origin have the following five (5) independent criteria and goods qualify as originating in COMESA if they meet **ANY** of the five. The criteria to be met are as follows: -

Origin-conferring criteria

- i) The goods should be wholly produced or obtained in a Member State (that is, they should contain no materials imported from outside the Common Market; e.g. animals

bred and reared on a farm, fish caught in country's lakes/rivers/sea, minerals mined from the ground. Timber felled in the country's plantations); **OR**

- ii) The goods should be produced in the Member States and the c.i.f. value of any foreign (that is, non-COMESA) materials should not exceed 60% of the total cost of all materials used in their production; **OR**
- iii) The value added resulting from the process of producing the goods from imported materials should account for at least 35% of the ex-factory cost of the goods; **OR**
- iv) The goods should be produced in Member States and be classified or become classified, after the process of production, under a tariff heading other than the tariff heading under which they were imported; **OR**
- v) The goods should be designated by Council as “*goods of particular importance to the economic development of the Member States*” and should contain not less than 25% value added, notwithstanding the provisions in paragraph iii) above.

The current list of *goods of particular importance to the economic development of the Member States* is available from the Secretariat on request.

The exporter is free to base his claim to COMESA duty-free or preferential tariff treatment on any one of the criteria described at i) to v) above, according to which of them has been complied with in the production process.

Exceptions to the Rules

Simple production or manufacturing processes are not sufficient to confer origin. Examples include simple assembly of components and/or parts; mixing or blending of ingredients; processes of preservation of goods in storage or during transportation; marking and labelling; packing, repackaging or decanting; washing, painting and cutting up operations.

If a product is imported from outside COMESA and undergoes any one or a combination of two or more of the above processes, it would not qualify for COMESA tariff treatment. For a full list of exclusions, refer to Rule 5 of the *COMESA Protocol on the Rules of Origin*.

The COMESA Rules of Origin are consistent with the Guidelines given in Annex II to the WTO *Agreement on Rules of Origin* referred to as the *Common Declaration With Regard To Preferential Rules of Origin*.

Customs Valuation

COMESA Member States have adopted the GATT Valuation System for both regional and extra-regional trade. To address the question of technical expertise to implement the system, capacity building activities including training are currently being organised for customs officials from all Member States' Customs Administrations.

Trade in Services

As the region integrates more deeply, services are becoming more and more important in the intra-regional interactions. The region is also integrating more deeply with the rest of the world and under the WTO process. COMESA is therefore developing a Regional Strategy for Trade in Services both at the regional and global levels.

In the meantime, however, trade in services in a number of sub-sectors is developing well. Examples include insurance and banking services with a number of firms setting up subsidiaries and/or branch offices in several COMESA countries; transport services for both passenger and freight is another well developed service in the region as operators are able to provide this service across borders. Educational and health services are also provided across borders as the consumer (students and patients) do from time to time cross borders to seek the service.

There are a number of programmes and facilities that have been developed to facilitate trade in services predominantly within COMESA but a number of facilities and programmes are also extending beyond the region. (See section on Trade Facilitation for more details.)

Trade Facilitation

In enhancing both intra- and extra-regional trade, COMESA has developed trade facilitation instruments and constantly reviews them to ensure they are relevant and appropriate and keep in tune with trends in the trade arena. These facilitation measures include:

The COMESA Customs Document (COMESA-CD)

The COMESA-CD was officially adopted by COMESA at the COMESA Council of Ministers meeting in April 1996. Namibia, Sudan, Zambia and Zimbabwe are already implementing the COMESA-CD. The Secretariat has run a number of training courses for Customs officials in other COMESA countries on how to use the COMESA-CD as part of a programme to harmonise customs and trade statistics systems (including ASYCUDA), financed by the European Union.

Common Statistical Rules

The use of common statistical rules, which were adopted by the COMESA Council of Ministers at their meeting in April 1996, are necessary for comparison of trade data and statistics. All countries which are implementing the COMESA-CD are also implementing the common statistical rules and others are in the process of implementation.

ASYCUDA/EuroTrace

The ASYCUDA/EuroTrace programme is an important component of the overall regional integration programme of COMESA. ASYCUDA (Automated System for Customs Data and Management), designed as it is to make the customs process more efficient, promotes trade by reducing the time taken to clear goods (thus saving importers and exporters money), thereby reducing non-tariff barriers to trade. In addition, the ASYCUDA programme has a strong positive effect on revenue generation by making the tariff collection procedure more efficient. This, in turn, allows national governments to streamline tariffs and reduce tariff rates without having an adverse effect on revenue collected.

Phase I of the ASYCUDA/EuroTrace programme (which officially ended in December 1998 but was extended for six months to June 1999) has had some notable successes. ASYCUDA has been installed in thirteen COMESA countries. Nineteen countries, including seventeen COMESA Member States, have installed the EuroTrace system, with two more in the process of installing the system.

The ASYCUDA system has a very valuable spin-off product - the accurate trade statistics which are generated when fed into the EuroTrace system. In countries in which ASYCUDA is not being implemented EuroTrace has its own data collection system in place or can use data obtained from other computerised systems.

The two systems, working in harmony together, are therefore considered to be an extremely important component of COMESA's regional integration programme. The focus of phase II of ASYCUDA/EuroTrace programme (titled "Regional Harmonisation of Customs and Trade Statistics Systems"), which became operational on 1st December 1999, is on harmonising and improving of national customs practices; strengthening the capacity at the national and regional levels for producing high quality trade statistics; improving the links between the customs departments and the National Statistical Offices; and establishing a regional trade information system.

Removal of Non-Tariff Barriers

Significant progress has been made in elimination of non-tariff barriers (NTBs) such as in liberalisation of import licensing, removal of foreign exchange restrictions, removal of taxes on foreign exchange, removal of import and export quotas, removal of road blocks, easing of Customs formalities, extending times border posts are open, etc. There are, however, still a number of improvements required to make intra-regional trade easier, such as improving the transport and communications structures, easing visa requirements, improving access to information on trade opportunities, and further reducing customs and bureaucratic procedures at border crossings. Many of these (such as improving the transport and communications infrastructure) will require significant investment and will only be achieved over a medium to long term time scale and is an area in which donor support and foreign private sector investment will be needed for some time to come. The proposed COMESA Fund with its Infrastructure component is intended to address this very important aspect of trade development.

WTO Compliance

If the Eastern and Southern African region is to achieve significant economic growth, it must do this through full integration into the world economy within the framework of the WTO. The COMESA Secretariat is keen to disseminate information on WTO and the world trading system, and to develop capacity in the region to allow COMESA countries to more actively participate in the global economy. A strategy intended to ensure COMESA countries actively participate in multilateral trade negotiations has been developed involving trade negotiators from trade and other line ministries in the Member States and those based in Geneva. It involves developing capacity in analysing the evolving trade agenda and capacity in trade negotiations.

TRADE FACILITATION

In the area of trade facilitation the COMESA Secretariat is implementing programmes to improve the transport and communications systems of the region as well as improving information available to businessmen wishing to trade both within the region and overseas.

Harmonised Road Transit Charges

The Road Transit Charges system was introduced in 1991 (currently being implemented by Burundi, Ethiopia, Kenya, Malawi, Rwanda, Sudan, Uganda, Zambia and Zimbabwe) and specifies that heavy goods trucks with more than 3 axles should pay a road charge of US\$10 per 100km; trucks with up to 3 axles should pay a charge of US\$6 per 100km; and buses with a capacity of more than 25 passengers pay US\$5 per 100km.

COMESA Carrier's License

The COMESA Carrier's License allows commercial goods vehicles to be licensed, with one license, which is valid throughout the region so that the vehicles can operate in all Member States. This means that vehicles can pick up back-loads in other countries which makes more efficient use of the region's transport fleet so reduces the cost of trade. The license was introduced in 1991 and is currently in operation in 8 mainland countries (Burundi, Kenya, Malawi, Rwanda, Swaziland, Uganda, Zambia and Zimbabwe).

Harmonised Axle Loading and Maximum Vehicle Dimensions

In order to preserve the road infrastructure and ensure reasonable usable life times, COMESA Member States have agreed the following Axle load limits for freight vehicles:

- **single steering axle = 8 tonnes**
- **single load or drive axle = 10 tonnes**
- **tandem axle group = 16 tonnes**
- **triple axle group = 24 tonnes**

The maximum vehicle dimensions approved by the COMESA Authority (and currently implemented by Malawi, Namibia, Swaziland, Zambia and Zimbabwe) are:

- **12.5m for a rigid chassis single vehicle or trailer;**
- **17m for articulated vehicles;**
- **22m for truck and draw-bar trailer;**
- **2.65 maximum width; and**
- **4.60 maximum height**

COMESA Yellow Card Scheme

The COMESA Yellow Card is a vehicle insurance scheme which covers third-party liability and medical expenses. A Yellow Card issued in one COMESA country is valid in all other countries participating in the scheme. At present the scheme is operational in thirteen (13) countries namely Burundi, Djibout, Democratic Republic of Congo, Eritrea, Ethiopia, Kenya, Malawi, Rwanda, Sudan, Tanzania, Uganda, Zambia and Zimbabwe. The insurance industries of South Africa and Namibia have expressed a wish to be part of the Yellow Card scheme and consultations are in

progress. At present over 160 insurance companies are involved in the Yellow Card scheme. Annually, about 45,000 Yellow Cards are issued, a premium income of over US\$2.5 million is collected and about 90 claims lodged. A Yellow Card re-insurance pool has been set up and plans are underway to expand the scheme to Botswana, Lesotho and Mozambique as well as the already mentioned countries of South Africa and Namibia.

COMESA Customs Bond Guarantee Scheme

COMESA has also introduced a Customs Bond Guarantee Scheme, the objective of which is to eliminate the avoidable administrative and financial costs that are associated with the current practice of nationally executed customs bond guarantees for transit traffic. It has not yet come into force but all Member States have agreed to ratify the scheme as soon as possible to eliminate the need to open and close customs bond guarantees at each port of entry. The introduction of the Bond Guarantee Scheme is expected to release over US\$200 million held in bonds at any one time.

Advance Cargo Information System

The Advance Cargo Information System (ACIS) is a computer-based system, developed by UNCTAD. The full ACIS suite of programmes consist of PortTracker, RailTracker, RoadTracker and LakeTracker. To-date UNCTAD, the main contractor, has developed and installed only RailTracker, which tracks cargo on the railway systems of Zambia Railways, Uganda Railways, Tanzania-Zambia Railway (TAZARA), Kenya Railways and Tanzanian Railways, and some components of PortTracker in the ports of Mombassa and Dar-es-Salaam.

Telecommunications Harmonisation

A reliable, efficient and cost-effective regional telecommunications network would greatly facilitate economic integration in the region. It is recognised that the existing network is not adequate to meet the needs of the users and the current practice of routing regional telecoms traffic via countries outside the region (mainly in Europe) makes the implementation of competitive tariffs very difficult. To address this problem, COMESA has initiated the establishment of a private, limited liability company (COMTEL) which will build an asynchronous transmission mode (ATM) system which will link national systems together. While gateway to gateway infrastructure is COMTEL's priority, the national infrastructures are equally important and there is a need for all countries in COMESA to continue to develop and improve national infrastructures.

COMTEL is to have a strategic partner who will hold 30 per cent of the equity of COMTEL, the rest being owned by participating National Telecoms Operators (25% of the equity) and private sector investors (45% equity stake). The estimated investment cost is US\$300 million.

Liberalisation of the Skies

COMESA is working with the relevant authorities and the region's airlines on a programme to remove air traffic controls, with the aim of eventual removal of all air traffic controls except for those concerned with safety. Increased competition within regional routes will reduce the cost of air travel and transport within the region and encourage regional trade to take place.

Promotion of E-Commerce

The COMESA Secretariat is developing an e-commerce policy and modalities of its implementation. As part of its process of facilitating electronic communication among Member States and between Member States and the Secretariat, COMESA has distributed computers and established e-mail and Internet facilities for all co-ordinating ministries. A study and workshop are planned in the near future to follow on the brainstorming workshop held in 2001 in the Seychelles. Work currently under way in this regard include: -

- ◆ to determine the current status, by country, of the regulatory environment and use of e-commerce;
- ◆ to hold a workshop of experts to assess what pre-requisites need to be defined (in terms of legal, banking, credit guarantee, certification authority, customs, transport, payment method, movement of goods, communications, etc.) in order for e-commerce to be effectively introduced in the Member States; and
- ◆ to develop an e-commerce strategy for COMESA.

Gender Policy and Women-in-Business

The Women-in-Business programme has now established a number of national groups of women entrepreneurs in COMESA countries and now hosts the Secretariat of the Federation of National Associations of Business Women (FEMCOM). With the support of the UNDP project on “Gender Mainstreaming and Advancement of Women”, the COMESA WIB programme is implementing a set of complementary activities to develop capacity within the COMESA Secretariat to establish a Sub-regional Information and Business Centre. Under this programme FEMCOM focal points in Zambia, Tanzania, Uganda, Rwanda and Ethiopia were identified to be equipped with computers and later be connected to the internet.

With support from the EU, COMESA has now developed a regional Gender Policy which is being disseminated regionally. The Policy was adopted by the COMESA Heads of State and Government at its Seventh Summit in May 2002 in Addis Ababa, Ethiopia.

FINANCIAL AND MONETARY SYSTEMS

COMESA’s Monetary co-operation programmes aim at establishing a common monetary area with a greater measure of monetary stability in order to facilitate the economic integration efforts and provide for sustained economic development of the sub-region. In this regard, its ultimate objective is to establish a monetary union. The thrust of implementation activities focuses on the following:

- ◆ liberalising the exchange systems of the Member States to facilitate trade and capital movements within the region;
- ◆ establishing greater harmony in the economic, fiscal and monetary policies of the Member States, in order to reduce currency misalignment, and establishing consultative and co-ordinating machinery;
- ◆ achieving convertibility, within the region, of the Member States’ national currencies;

- ◆ mobilisation of financial resources for trade expansion and development projects and programmes.

The ultimate objective of these programmes is to eventually establish a monetary union, and thus enable the Common Market to attain the status of an economic community.

Harmonisation of Bank Supervision and Regulation

With increased integration of the region, a single COMESA market in financial services is being created in which banks authorised in one country are able to export their services to any other COMESA country. They have rights of establishment of branches and subsidiaries.

Restructuring of the Clearing House

Recognising that the Clearing House provided valuable services in the 1980s, the Governors of Central Banks requested that a study be done to examine the future role of the clearing house. The study was conducted in 1997 with the technical assistance of the EU, the world Bank, and OAU/ECA.

The study identified three priority areas of possible activities:

- a) The running of a clearing operations (Fast Payment Facility)
- b) The establishment of African Trade Insurance Agency;
- c) African Commerce Exchange.

Regional Payment and Settlement System

The PTA, COMESA's predecessor, set up a Clearing House in 1984 which enabled the Member States to trade in national currencies. This operated until 1996, following the liberalisation of the foreign exchange markets in the member countries.

Since 1997, work has been going on to establish a regional payments and settlement system that takes into account the changed economic environment. At the last meeting of the Governors in Swaziland in April, 2002, it was decided that a study should be carried out to determine whether COMESA should establish a multilateral netting payments system with the main objective of saving foreign exchange or a Real Time Gross Settlement System (RTGS) whose main objective is reducing risk, enhancing security, efficiency, speed and certainty of cross border payments.

African Commerce Exchange (ACE)

The African Commerce Exchange is an electronic commerce super highway for a vast range of financial and other business transactions which aims at providing a SWIFT Service Bureau to small and medium sized banks on a shared cost basis. ACE is cost effective through the sharing of the costs of an advanced technological platform

amongst the stakeholders in the industry. By spreading these costs over a larger volume of transactions, significant cost savings in salaries, maintenance, hardware, licensing fees, upgrades and training are available for all stakeholders.

ACE was launched during the Summit of Heads of State and Government in Mauritius in the year 2000.

Efforts to establish ACE's SWIFT Bureau service in the region have been intensified resulting in its service being introduced in Kenya, Tanzania, Mozambique, Botswana, Namibia, besides South Africa. Nine (9) banks in Kenya are accessing SWIFT through ACE's SWIFT Bureau and another nine (9) banks were scheduled to go live by September 2002. ACE's next step is to go beyond offering SWIFT Bureau service, by developing a new software package that processes debit/credit orders of commercial banks and other financial institutions.

The last meeting of Governors in Swaziland decided that ACE should be urged to speed up the work of rolling out SWIFT services in member countries and to conduct road shows on its new initiative regarding debit/credit processing. The Clearing House and the COMESA Bankers Association were urged to continue assisting ACE by playing a facilitation role as before.

Political Risk Insurance - Africa Trade Insurance Agency

Political risk cover from commercial sources or export credit agencies is not readily available for most COMESA countries, and where cover is available it is usually very costly and on unfavourable terms. In particular, available cover is either very thin or non-existent for transactions over the medium term, thereby restricting the import of essential capital goods into COMESA countries.

COMESA, with support from the World Bank, has established the Africa Trade Insurance Agency (ATIA) which will provide insurance cover for trade into and within the COMESA region.

The object and purpose of the Agency is to facilitate, encourage and develop the provision of, and the support for, insurance, including co-insurance and re-insurance, guarantees, and other financial instruments and services, for purposes of trade, investments and other productive activities in Africa in supplement to those which may be offered by the private sector, or in co-operation with the private sector. ATI was officially launched in Kampala on 20th August 2001, with an objective of creating investor confidence through the creation of a political risk cover. It was initiated and promoted by COMESA with the assistance of the World Bank.

Initial participating countries in ATIA are Burundi, Malawi, Rwanda, Kenya, Tanzania, Uganda and Zambia. Although this project was promoted by COMESA, all African countries are eligible to participate in the project. The goal of the project is to increase the number of participating countries over time and cover most of the continent in due course.

COMESA Bankers Association

The COMESA Bankers Association is an association of commercial banks in COMESA countries. It organises seminars and workshops for its members on such issues as payment systems, currency convertibility, banking fraud, international trade finance, electronic commerce, capital market development, etc. The Bankers Association is a useful organisation for COMESA in that, through the Association, COMESA is able to dialogue with the commercial banking sector of the region. The Association also enables commercial banks to interact, network and share experiences in various areas of operation.

PTA Bank

The Trade and Development Bank for Eastern and Southern Africa (PTA Bank) was established in 1985 to mobilise financial resources for the promotion of regional and national projects to assist in the market integration process and reduce economic disparities between Member States. Total cumulative trade and development finance of the PTA Bank stood at over US\$600 million at the end of 1998. The authorised capital stock of the Bank is just under US\$400 million. More than one-third of this amount is paid-up and two-thirds is callable. In addition, two-thirds of the total authorised capital stock is for subscription by the Member States and one-third is reserved for subscription by non-COMESA institutions. The African Development Bank joined the COMESA Bank as a non-regional member in June 1991.

The PTA Bank has recently embarked on a recapitalisation programme which aims to increase the Bank's capital to over US\$5 billion. This should further assist with increasing trade and development opportunities within the region. Over the years, it has signed financing agreements with the Exim Bank of China, the US Exim Bank, the Bank Muscat of Oman, the Exim Bank of India and the KBC Bank of Belgium for specific transactions or general trade finance.

The Bank membership currently stands at seventeen (17) countries and one corporate member. There are fourteen (14) COMESA countries namely Burundi, Comoros, Djibouti, Egypt, Eritrea, Ethiopia, Kenya, Malawi, Mauritius, Rwanda, Sudan, Uganda, Zambia and Zimbabwe. Non-COMESA members are Tanzania, the Peoples' Republic of China, Somalia and the African Development Bank.

IMMIGRATION AND FREE MOVEMENT OF PERSONS

COMESA Protocol on the Gradual Relaxation and Eventual Elimination of Visa Requirements

The *Protocol Relating to the Gradual Relaxation and Eventual Elimination of Visa Requirements* within COMESA (the Visa Protocol) was adopted and signed by the Authority of Heads of State and Government in 1984.

The liberalisation of the movement of persons is intended to facilitate particularly the movement of businesspersons within COMESA. With the introduction of the FTA in October 2000 and the promotion of the Common Investment Area, there is greater need for freedom of movement of businesspersons and skilled personnel in the region.

The Visa Protocol was designed on the basis that Member States already accord each other travel privileges based on agreements under the Commonwealth System (British) or under the Francophone System. Under both systems, Member States have agreed to allow the granting of free visitors visas at points of entry for periods of up to 90 days. However the same system did not previously extend the same privileges to their neighbours especially where they had been a part of different colonial systems.

The Visa Protocol recognises that two or more Member States can maintain existing bilateral or multilateral arrangements (or enter into new ones) among themselves in respect of free movement of persons which provide for more favourable treatment for their nationals than are provided for in the Visa Protocol. These measures are encouraged and this is already the case for the East African Community countries of Kenya, Uganda and Tanzania and various bilateral agreements.

COMESA Protocol on the Free Movement of Persons, Labour, Services, the Right of Establishment and Residence

To enhance movement of people and promote real integration within the region, COMESA is also promoting mobility of labour and services and the right of residence and establishment. Member States have therefore signed an additional agreement - the *Protocol on the Free Movement of Persons, Labour, Services, the Right of Establishment and Residence*. Under the Protocol, COMESA seeks to achieve these objectives in five stages as follows:

- ◆ *STAGE I: PART II - Articles 3 to 8*
Objective: Gradual removal of visa requirements and co-operation in the prevention and the fight against crime.
Period: On-going and up to the year 2000.
- ◆ *STAGE II: PART III - Article 9*
Objective: Enhancing movement of skilled labour.
Period: 1998–2004 (progressively).
- ◆ *STAGE III: PART IV - Article 10*
Objective: Movement of services.
Period: Programme to be adopted by Council (1998 - 2004).
- ◆ *STAGE IV: PART V - Article 11*
Objective: Right of Establishment.

- Period: From 2004 - 2010 (programme to be adopted by Council progressively).
- ♦ *STAGE V: PART VI - Article 12*
- Objective: Right of Residence.
- Period: 2014 (20 years from date of entry of COMESA Treaty).

THE ROAD AHEAD

COMESA plans to become a Customs Union in the year 2004 and a Common Market in 2014. At present, all efforts and activities are being directed to the successful implementation of the Customs Union. So far, preparatory work is advancing smoothly with the following have been completed or are at an advanced stage:

- i) Compilation of the Common Tariff Nomenclature:
The Common Tariff Nomenclature has already been elaborated and compiled. It is based on the HS 1996 and is in the process of being transposed to HS 2002.
- ii) Common External Tariff
Rates for the Common External Tariff have been proposed as 0% for capital goods, 5% for raw materials, 15% for intermediate and 30% for finished or consumer goods; simulations as to their effect on government revenue are currently being undertaken. Simulations on Zambian and Zimbabwean trade data have shown that no revenue is likely to be lost as a result of the two countries adopting the proposed CET rates provided the current lists of exemptions are either eliminated if they fall outside the 0% tariff rate.
- iii) Customs Management Act
Drafting of Customs Management Act has been completed and the Act is awaiting consideration by the Member States and the Policy Organs before presentation to the Council of Minister for adoption and subsequent gazetting as a regional law.
- iv) Regional Competition Law and Policy
Drafting of the Regional Competition Law and Policy has been completed. The drafts are being studied by technical experts in readiness for adoption by Council at the end of 2002.
- v) COMESA Public Procurement Policy
A comprehensive set of harmonised COMESA public procurement rules, regulations and procedures are being developed and should be ready by September 2003. IT and human capacity for collection and dissemination of procurement information will be further strengthened in the region. This activity is scheduled to be completed by November 2003. National public procurement systems and capacity at COMESA level for monitoring compliance to good procurement practices in Member States will be finalised by May 2004.

- vi) Common Customs Procedures and documentation
COMESA has adopted the single goods declaration and most countries are already using the type of documentation for customs purposes. COMESA has also started a common regional training programme for Custom Officers in various areas including valuation, inspections and expeditious handling of various types of cargo and goods. As regards valuation, COMESA has adopted the GATT Valuation method and nearly all countries are currently using this method. Only a few are still using the Brussels Definition of Value and these are in the process of switching to the GATT Valuation System.
- vii) Standards, Technical Barriers to Trade (TBTs) and Sanitary and Phyto-Sanitary Measures
COMESA is working on a programme of harmonising processes and procedures that may, though necessary and essential in international trade, constitute a barrier to trade because of lack of harmonisation and implementation. Examples are in food and general product safety standards, health and public morality conditions, and the movement of arms and ammunition.