



***REPORT OF
THE
TRINIDAD
TRANSPORT
BOARD FOR
THE FISCAL
YEAR
2007/2008.***

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FISCAL YEAR 2007/2008.**

- 1.0 The Trinidad Transport Board is governed by the Motor Vehicle and Road Traffic Act, chapter 48:50, section 3 and the Motor Vehicle & Road Traffic (Amendment) Act 1986-Act No. 17 of 1986.

The Board comprises the following members:-

- | | | |
|--|---|--|
| 1. Chief Technical Officer | - | Chairman |
| 2. Mr. Lyle Donawa | - | Representative of the Agricultural Society of Trinidad & Tobago |
| 3. Assistant Commissioner of Police (Mobile) | - | Representative for Police Commissioner |
| 4. Mr. Anthony Sherwood | - | Representative of National Trade Union (NATUC) |
| 5. Transport Commissioner | - | Representative for Licensing Authority |
| 6. Mr. Derrick Joseph | - | Representative of the Automobile Association of Trinidad & Tobago |
| 7. Mayor of Port-of-Spain | - | Representative for Local Government |
| 8. Mayor of San Fernando | - | Representative for Local Government |
| 9. Vacant | - | Representative of the Trinidad & Tobago Chamber of Industry & Commerce |
| 10. Vacant | - | Chairman of the Road Safety Association of Trinidad & Tobago |
| 11. Vacant | - | Representative of the Petroleum Industry of Trinidad & Tobago |

GOALS & OBJECTIVES

- To perform its functions in such a manner that benefits the overall country.
- To establish links with other organizations which may have an indirect impact on the approval processes of the Board.

e.g. Town & Country Planning Development, Regional Corporation,
Commissioner of State Lands, Ministry of Trade & Industry, Director of Surveys,
Environmental Management Agency.
- To improve safety on Roads with special emphasis on limiting axle loading to the legal limit of 10 tonnes, and ensuring that vehicle sizes approved by the Trinidad Transport Board are kept within acceptable limits, that can be safely accommodated within existing road design.

1.1 During the fiscal year 2007/2008, the business of the Board was supported by two (2) sub-committees.

a. **Vehicle & Containerised Cargo Sub-Committee.**

Mr. Derrick Joseph - Convenor
 Mr. Lyle Donawa - Member
 Mr. Anthony Sherwood - Member

N.B. To this committee a Mechanical Engineer and a Motor Vehicle Inspector I have been co-opted to assist the committee in its deliberations.

b. **Restoration of Driving Permits/Taxi Badge Sub-Committee.**

Mr. Donaldy Ferguson (Former) - ACP - Convenor
 Mr. Raymond Craig (Present)
 Mr. Derrick Joseph - Member

1.2 Board meetings were held on the third Wednesday of each month and there were nine (9) meetings for the fiscal year. Due to the lack of a quorum three (3) scheduled meetings had to be aborted.

The Vehicle & Containerised Cargo Sub-Committee held sixteen (16) meetings for the fiscal year 2007/2008. The reports generated from these meetings were recommended by the Board, of which were done via Round Robin. During the fiscal year 2007/2008 a total number of **1819** applications were considered by the sub-committee of the board in the following categories:-

	Received	Recommended	Not Recommended	Pending
Register & Operate	1082	839	24	219
Transfers	123	118	-	5
Revalidations	477	411	52	14
Amendments	81	69	-	12
Change of Description	56	43	-	13

- 1.3** The Restoration of Driving Permits/Taxi Badge Sub-Committee received one (1) application. However, this Sub-Committee has not yet submitted a report for the attention of the Board.

2.0 MATTERS ENGAGING THE BOARD'S ATTENTION.

- a. The establishment of guidelines for the Vehicle & Containerised Cargo Sub-Committee to assist in the recommendation process.
- b. Road Markings - Zebra Crossing.
- c. Compulsory requirements for "Special Vehicles" and recommendations for compulsory safety devices in passenger vehicles to include:- Seatbelts, two (2) front airbags, ABS brakes.
- c. The implementation of limited time of use of road ways by "Special Vehicles" to minimize traffic delays and conflicts.
- e. The use of guard rails vs. concrete median barriers along the roadways and shoulders.
- f. The establishment of Trinidad Transport Board standards for (both used & new) "Special Vehicles" re: Safety, emissions, sizes etc.
- g. Complaints from members of the Public re: Damaged roads, dangerous parking of "Special Vehicles" etc.
- h. Illegal Parking of "Special Vehicles" and its associated hazards.
- i. Limitations to be placed on the importation of "Special Vehicles"
- j. Clamping down on illegally parked vehicles.
- k. Computerization of the Trinidad Transport Boards' data and developing systems for dealing with applications.
- l. Refusal to give approval for vehicles where there is illegal access onto Highway road reserves by applicants.
- m. Applicant's encroachment on Highway road reserves.
- n. Increase in the number of appropriate wreckers for dealing with illegal parking.
- o. The need to get Regional Corporation approval for the use of their roads and for the location of parking and garaging facility, before issue of Trinidad Transport Board approval.

3.0 DECISIONS TAKEN BY THE BOARD DURING THE FISCAL YEAR 2007/2008.

- The Board agreed that applicants must submit Regional Corporation approval for their parking facilities.
- The Board agreed that axle loadings should not exceed 10,000kg (i.a.w. the MVRT 48:50), and that the maximum gross vehicle weight may be re-established accordingly.
- The Board agreed that time restrictions will be applied to concrete mixer trucks in excess of 9 metres long, i.e. that the vehicles are not to be on the road during the hours of 6.00am to 9.00am and 3.00pm to 6.00pm.
- The Board agreed that the undermentioned condition be added to the approval letters for the transfer of "Special Vehicles."
("that the transfer shall take place within 7 days after such change of possession of the Vehicle").
- The Board agreed that applications for Tipper Trailers will not be recommended until further investigation is done re: the safety of such Trailers operating on the nation's roads especially with regard to problems with overturning and overloading of pavements.
- The Board agreed that any vehicle exceeding the undermentioned dimensions may be recommended with the condition of time restrictions i.e. "not to be on the road during the hours of 6.00am to 9.00am and 3.00pm to 6.00pm."

DIMENSIONS	Maximum width beyond 2.5 metres
	Maximum length beyond 9.0 metres

- The board agreed on the matrix format for the recording of minutes of Board Meetings:-

Issue	Discussion	Decision/Action to be Taken	By whom

4.0 ISSUES WHICH IMPACTED NEGATIVELY ON THE BOARDS EFFECTIVENESS WERE:-

- a. Lack of adequate legal support and prompt legal advice on issues for which the Board needed a legal interpretation or advice.
- b. The need for persons from other sectors to be appointed to the Board in order to widen and improve the competencies of the Boards' make up.
- c. Attendance and Punctuality of members.
- d. Inadequate accommodation for both the Board meetings and the Secretariat to support the proper functioning of the Trinidad Transport Board.
- e. A lack of any official established cadre of personnel and long term staff for the Secretariat.
- f. The lack of up-to-date guidelines to keep up with the current trends in the construction and Transportation industry, and the need to get consultants for expert advice for the modern transport needs including up-to-date legislation.
- g. The need for appropriate standards for heavy vehicle usage in Trinidad & Tobago.
- h. The need for amendment to the MVRT 48:50 to facilitate the needs of a fast developing economy, for example - construction vehicles are being designed and configured to international standards, re: roads and bridges. They are now being imported into this country, where our laws places limits on size and weight of the vehicles which may be used on the roads. But these roads are below said international standards.
- i. The lack of adequate compensation to Board members.
- j. The lack of Technical Advice from qualified persons for the evaluation of various types of "Special Vehicles" and the loads which can be used on the nation's roads.
- k. The need to get up-to-date advice on the capacity of roadways especially bridges to accommodate "Special Vehicles"
- l. The need to get "weigh bridges" to monitor the loading of vehicles using the roadways.
- m. The need for a map of roads that identifies which ones can accommodate "Special Vehicles."

4.1

In December of 2007, the Board published a list of guidelines for applicants' parking facilities to be approved (copy attached).

The Daily Express and the Trinidad Guardian were the two media used.

In general, most of the applicants did comply with these requirements.

5.0

CONCLUSION.

In the absence of any documented government policy on limiting the quantity of "Special Vehicles" on the road, the Trinidad Transport Board attempted to limit the amount of extra large "Special Vehicles" which would certainly be on the roads during peak hours by introducing time restrictions.

While the Trinidad Transport Board recognized the fact that economic activity, particularly construction, needed to be promoted and supported through the facilitation of applications for "Special Vehicles," notwithstanding the needs of a developing nation, it tried to accomplish this without detriment to the rest of the nation to which it has a prime responsibility.


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SECRETARY
TRINIDAD TRANSPORT BOARD.

SECRETARY
TRINIDAD TRANSPORT BOARD

MINISTRY OF WORKS AND TRANSPORT

TRINIDAD TRANSPORT BOARD

GUIDELINES FOR APPLICANTS REQUESTING PERMISSION TO REGISTER AND OPERATE SPECIAL VEHICLES

The Trinidad Transport Board was established under the **LAW OF TRINIDAD AND TOBAGO MOTOR VEHICLES AND ROAD TRAFFIC ACT** Chapter 48:50 Section 3 (1)

The responsibilities of the Board are outlined under Section 3 (2), 3 (3), and 3 (4) of the act.

1. Letter from applicant stating that the company is asking permission to register and operate a certain amount of vehicles or trailers. (Formal letter with the Company's letter head where applicable)

2. Completed application form (s) with the following supporting documents:

- i. Technical specification (s) on the vehicle (s) / trailer (s) for which approval is sought.
- ii. Photograph (s) / drawing (s) of unit (s)
- iii. Copy of certificate of registration of company (where applicable)
- iv. Copy of contract and other justification (s) for use of units
- v. List of all registered vehicles parking at the parking and garaging facility
- vi. A detailed list of routes to be traversed beginning at the garaging facility and indicating specified destinations
- vii. Sketch or drawing showing dimensions of site, clearly indicating the width of the unit, the proposed parking areas with the number of parking spots and the location of the site in relation to adjacent roads
- viii. In case of rented parking facilities, a copy of the rental agreement must be supplied and in the case of lease arrangements, the lease agreement must also be supplied
- ix. Approval from Regional Corporation

3. The vehicle (s) / trailer (s) must meet environmental and safety requirements for:

- Emission Standards
- Safety Certificates for trucks
- Road Worthiness - mechanical and electrical condition

4. **Only Right Hand Drive** vehicles will be considered for approval

N.B. Applicants are strongly advised to first seek and obtain the Board's approval before importing their unit(s).

- As the board shall not be obligated to grant approval for units already imported
- Each application will be considered on its own merit
- Applicants are also reminded of the requirements under "The laws of Trinidad and Tobago - Town and Country Planning Development" (Chapter 35:01)
- Applications may be placed in the Box provided at Ground Floor, Ministry of Works and Transport, Head Office, Corner Richmond and London Streets, Port of Spain

Marked: **APPLICATIONS TO THE TRINIDAD TRANSPORT BOARD**

- This will take effect **IMMEDIATELY**

Trinidad Transport Board

Level 5

Administration of Works and Transport

Corner Richmond and London Streets

Port of Spain

Phone/Fax: 623-6466

WEBSITE: www.mowt.gov.tt

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