



Joint Press Statement

ERB, ZABS, ZWMA & RTSA JOINTLY INSPECT 69 FUEL TANKERS FOR COMPLIANCE AT LUSAKA & NDOLA FUEL DEPOTS

6th MARCH 2017

A joint fuel tanker inspection conducted by four Government agencies has revealed that the most common anomaly on fuel tankers is faulty fire extinguishers which pose a great fire risk given the flammable nature of petroleum products.

The Energy Regulation Board (ERB) in collaboration with the Zambia Bureau of Standards (ZABS), Zambia Weights and Measures (ZWMA) and the Road Transport and Safety Agency (RTSA) with the Zambia Police (ZP) on Tuesday 29th March 2017 undertook a joint tankers inspection at the Lusaka Fuel Terminal and Ndola Fuel Terminal, to check fuel tanker compliance levels to set standards and guidelines.

The joint operation by the inter-agency collaboration was aimed at promoting public safety and ensuring product quality and accuracy in product quantities. This is in line with the *Zambian Standards : ZS 371 - Road Tank vehicles for petroleum-based flammable liquids* and *ZS 372: Operational Requirements for Road Tank Vehicles Code of Practice* stipulating requirements for fuel tankers as well as the *Weights and Measures Act, Cap 403*. The joint team inspected a total of **69** fuel petroleum tankers, out of which **58** were in Lusaka including four foreign, while **11** tankers were in Ndola.

The Lusaka inspection revealed two trucks with tampered seals which had their assize certificates confiscated on the spot. Other common anomalies detected among tankers during the inspections included the following:

- Defective fire extinguishers
- Tampered or broken seals
- Poor safety signage or labelling of tankers
- Unsecured man holes indicative of fuel quality/quantity tampering
- Electrical / lighting defects
- Ullage beams were fixed with bolt & nut rather than permanently fitted
- Worn out tyres and/or no spare tyres
- Unlabelled master switches

The four foreign tankers that were inspected under the ZABS mandate, were all found to be non-compliant with Zambian Standards neither did they have ZABS Certificates to facilitate operations.

Consequently, Tazama was engaged to develop a synchronised Checklist which takes into account all areas of concern by the respective agencies prior to loading or offloading a tanker.

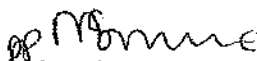
With regard to safety concerns due to tanker congestion at the Lusaka Fuel Terminal, Depot Superintendent Mr. Nathan Tembo said tanker operators had been advised to avoid queuing at the facility unless summoned to do so with the maximum number being restricted to 20 trucks at a time. He further reported that Tazama Pipeline regularly engages suppliers to adhere to safety practices and avoid malpractices like cooking under fuel tankers.

The committee wishes to warn fuel transporters to ensure adherence to set standards to promote public safety. Further, the committee will continue with joint random inspections to promote public safety and interests in line with the respective mandates.

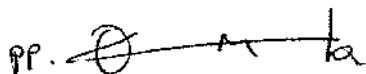
The joint inspection was conducted under the auspices of the joint Inter-Agency Committee which comprises the four agencies. The committee meets at least bi-annually and develops joint operations to maximise the efficiency and effectiveness of their respective mandates in national interest.



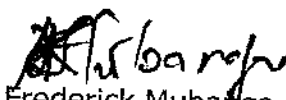
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***NOTES TO THE EDITOR:**

The participating regulatory agencies' mandates are stipulated in the follows Acts:

- The Energy Regulation Act Cap 436 of the Laws of Zambia
- The Road Traffic Act No. 11 of 2002 of the Laws of Zambia
- The Standards Act Cap 416 of the Laws of Zambia
- Zambia Weights & Measures Agency Act Cap 403 of the Laws of Zambia