

GOVERNMENT OF ZAMBIA

ACT

No. 14 of 1991

Date of Assent: 28th August, 1991

An Act to amend the Roads and Road Traffic Act

[6th September, 1991

ENACTED by the Parliament of Zambia.

1. (1) This Act may be cited as the Roads and Road Traffic (Amendment) Act, 1991, and shall be read as one with the Roads and Road Traffic Act, hereinafter referred to as the principal Act.

Enactment

**Short title
and
commence-
ment
Cap. 766**

(2) This Act shall come into operation on the 1st October, 1991.

2. The First Schedule to the principal Act is repealed and the Schedule set out in the Appendix hereto is substituted therefor.

**Repeat and
replacement
of First
Schedule**

APPENDIX
(Section 2)FIRST SCHEDULE
(Section 95)

TAXES PAYABLE ON ANNUAL LICENCES

RATE OF TAX		K
1. Vehicles the property of the Government		Nil
2. For every hand-cart per wheel		40.00
3. For every motor cycle		160.00
4. For every public service vehicle (except a contract car, hire car, taxicab or trailer) if the manufacturer's permitted gross weight—		
(a) does not exceed 1 tonne		560.00
(b) exceeds 1 tonne but does not exceed 2 tonnes		800.00
(c) exceeds 2 tonnes but does not exceed 3 tonnes		1,200.00
(d) exceeds 3 tonnes but does not exceed 5 tonnes		1,600.00
(e) exceeds 5 tonnes but does not exceed 7 tonnes		2,000.00
(f) exceeds 7 tonnes but does not exceed 9 tonnes		2,400.00
(g) exceeds 9 tonnes but does not exceed 11 tonnes		2,800.00
(h) exceeds 11 tonnes but does not exceed 13 tonnes		3,200.00
(i) exceeds 13 tonnes but does not exceed 15 tonnes		3,600.00
(j) exceeds 15 tonnes but does not exceed 17 tonnes		4,000.00
(k) exceeds 17 tonnes but does not exceed 20 tonnes		4,400.00
(l) exceeds 20 tonnes		4,800.00
5. For every contract car, hire or taxicab, if the weight—		
(a) does not exceed 600 kg		800.00
(b) exceeds 600 kg but does not exceed 750 kg		1,200.00
(c) exceeds 750 kg but does not exceed 900 kg		1,600.00
(d) exceeds 900 kg but does not exceed 1100 kg		2,000.00
(e) exceeds 1100 kg but does not exceed 1350 kg		2,400.00
(f) exceeds 1350 kg but does not exceed 1600 kg		2,800.00
(g) exceeds 1600 kg		4,800.00
6. For every private motor car, if the net weight—		
(a) does not exceed 600 kg		560.00
(b) exceeds 600 kg but does not exceed 750 kg		640.00
(c) exceeds 750 kg but does not exceed 900 kg		720.00
(d) exceeds 900 kg but does not exceed 1100 kg		800.00
(e) exceeds 1100 kg but does not exceed 1350 kg		880.00
(f) exceeds 1350 kg but does not exceed 1600 kg		960.00
(g) exceeds 1600 kg		1,400.00
7. For every other motor vehicle (except a farm tractor), if the net weight—		
(a) does not exceed 600 kg		400.00
(b) exceeds 600 kg but does not exceed 750 kg		560.00
(c) exceeds 750 kg but does not exceed 900 kg		720.00
(d) exceeds 900 kg but does not exceed 1100 kg		880.00
(e) exceeds 1100 kg but does not exceed 1350 kg		1,040.00
(f) exceeds 1350 kg but does not exceed 1600 kg		1,200.00
(g) exceeds 1600 kg but does not exceed 3000 kg		1,360.00
(h) exceeds 3000 kg but does not exceed 4500 kg		1,600.00
(i) exceeds 4500 kg but does not exceed 6000 kg		1,840.00

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	K
(j) exceeds 6 000 kg but does not exceed 7 500 kg ..	2,080.00
(k) exceeds 7 500 kg but does not exceed 9 000 kg ..	2,400.00
(l) exceeds 9,000 kg	3,200.00
8. For every trailer if the manufacturer's permitted gross weight—	
(a) does not exceed 2 tonnes	400.00
(b) exceeds 2 tonnes but does not exceed 3 tonnes ..	600.00
(c) exceeds 3 tonnes but does not exceed 5 tonnes ..	800.00
(d) exceeds 5 tonnes but does not exceed 7 tonnes ..	1,080.00
(e) exceeds 7 tonnes but does not exceed 9 tonnes ..	1,360.00
(f) exceeds 9 tonnes but does not exceed 11 tonnes ..	1,600.00
(g) exceeds 11 tonnes but does not exceed 13 tonnes ..	1,840.00
(h) exceeds 13 tonnes but does not exceed 15 tonnes ..	2,080.00
(i) exceeds 15 tonnes	2,400.00
9. For each motor dealer's vehicle licence	4,000.00
10. For each identification number included in a motor dealer's vehicle licence	4,000.00
11. For every farm vehicle licence	280.00
12. For every farm tractor used on a road otherwise than in accordance with a farm vehicle licence	280.00

NOTE: Where any licence is issued in respect of the period of 1st July, to 31st December, half the above mentioned taxes shall be payable.

1. The first part of the paper discusses the importance of the user's perspective in the design of information systems. It argues that systems should be designed to meet the needs of the users, rather than being imposed on them. This involves understanding the user's tasks, their environment, and their expectations.
2. The second part of the paper discusses the importance of the system's design. It argues that systems should be designed to be easy to use, efficient, and reliable. This involves understanding the user's tasks, their environment, and their expectations.
3. The third part of the paper discusses the importance of the system's implementation. It argues that systems should be implemented in a way that is consistent with the user's perspective and the system's design. This involves understanding the user's tasks, their environment, and their expectations.
4. The fourth part of the paper discusses the importance of the system's evaluation. It argues that systems should be evaluated in a way that is consistent with the user's perspective and the system's design. This involves understanding the user's tasks, their environment, and their expectations.
5. The fifth part of the paper discusses the importance of the system's maintenance. It argues that systems should be maintained in a way that is consistent with the user's perspective and the system's design. This involves understanding the user's tasks, their environment, and their expectations.
6. The sixth part of the paper discusses the importance of the system's documentation. It argues that systems should be documented in a way that is consistent with the user's perspective and the system's design. This involves understanding the user's tasks, their environment, and their expectations.
7. The seventh part of the paper discusses the importance of the system's training. It argues that systems should be trained in a way that is consistent with the user's perspective and the system's design. This involves understanding the user's tasks, their environment, and their expectations.
8. The eighth part of the paper discusses the importance of the system's support. It argues that systems should be supported in a way that is consistent with the user's perspective and the system's design. This involves understanding the user's tasks, their environment, and their expectations.
9. The ninth part of the paper discusses the importance of the system's security. It argues that systems should be secured in a way that is consistent with the user's perspective and the system's design. This involves understanding the user's tasks, their environment, and their expectations.
10. The tenth part of the paper discusses the importance of the system's privacy. It argues that systems should be designed to protect the user's privacy. This involves understanding the user's tasks, their environment, and their expectations.