



## INTERNAL MEMO

**REF** : **EALA/MEM/11**

**TO** : Chairperson  
**Committee on Communication, Trade and Investment**

**CC** : Hon. Speaker, RO

**FROM** : Clerk

**DATE** : February 03, 2016

**SUBJECT** : **PETITION SEEKING THE AMENDMENT OF THE 5<sup>TH</sup> SCHEDULE OF THE EAST AFRICAN COMMUNITY CUSTOMS MANAGEMENT ACT - TO INCLUDE VEHICLES, SPARES AND EQUIPMENT USED FOR MOTORCYCLE RACING AND KARTING**

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Attached herewith please find a Petition from Federation of Motor Sports clubs of Uganda, Kenya Motors Foundation, Rwanda Automobile Club and Club Automobile du Burundi.

The purpose of this Memo is to forward to you the above mentioned Petition for consideration by your Committee.

**Kenneth Madete**

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TO: THE RIGHT HON DAN KIDEGA  
SPEAKER OF THE EAST AFRICAN LEGISLATIVE ASSEMBLY

JANUARY 2016



**PETITION SEEKING THE AMMENDMENT OF THE 5<sup>TH</sup> SCHEDULE OF THE EAST AFRICAN COMMUNITY CUSTOMS MANAGEMENT ACT – TO INCLUDE VEHICLES, SPARES AND EQUIPMENT USED FOR MOTORCYCLE RACING AND KARTING**

We, the undersigned, hereby submit this petition to your honourable office seeking for the amendment of the 5<sup>th</sup> Schedule to the East African Community Customs Management Act to include vehicles, spares and equipment used in motorcycle racing and Karting. The effect of the amendment will be an exemption of import duties levied on motocross bikes, racing karts and the respective spares and safety gear similar to the exemptions awarded on motor rally cars. We assert that the exemption given under section 9 of the schedule was discriminatory in nature as motorsports also includes these other disciplines.

Below are the brief descriptions of the motorsports disciplines for which we request the above intervention.

**1. MOTORCYCLE RACING:**

Motorcycle racing has several disciplines but so far only 3 disciplines are practiced in the East African region; these are, motocross, enduro and road racing.

- a. The motocross discipline involves racing motor bikes on closed race tracks which have obstacles such as jumps and whoops. This discipline has seen an increase in both the rider numbers (about 120 riders in the region) and the fan base in Uganda, Kenya and Rwanda.
- b. Enduro racing involves racing motor bikes across the countryside and across difficult terrain and obstacles like rocky places, forests, swamps, etc. We have about 60 riders in the region.
- c. Road racing involves very high speed racing on closed tarmac tracks. This particular discipline has been started in Kenya.

The main barrier to increased participation in these disciplines is the high cost of the motor bikes and required riding and protective gear. A brand new bike costs between \$5,000 to \$12,000 and the required safety gear; that is, riding boots, body armour, jerseys, gloves, riding goggles and helmets can add another \$1,000 to \$2,000 to the costs. The high costs of purchase coupled with the high duties levied on importation of those items make it almost out of reach of many who would wish to take up the sport.

The following points are worthy to note about motorcycle racing:



- i. Racing bikes are not usable on the normal roads because they do not have the specifications required for use on public roads. They don't have lights, horns, etc. They are purely used for sports (off-road) and on closed race tracks. The bikes are easy to identify and monitor using the manufacturers' special model numbers.
- ii. Racing safety gear is currently classified as clothing and not recognized for the safety it accords to the users. We ask that motocross gear be accorded the same treatment like the helmets which are exempted because they are useful for the safety of the riders.
- iii. Motorcycle racing sports are far cheaper compared to other motorsports such as motor rallying and are capable of attracting many more people to join and explore their talents. The motocross racing discipline, for example, is open to persons starting from the age of 5 years onwards.
- iv. Road/street bikes do not fall into this category!

## 2. KARTING

Kart racing or karting is a variant of open-wheel motorsport with small, open, four-wheeled vehicles called karts, go-karts, or gearbox/shifter karts depending on the design. They are usually raced on scaled-down circuits.

Karting is commonly perceived as the stepping stone to the higher ranks of motorsports.

Karts vary widely in speed and some (known as Superkarts) can reach speeds exceeding 260 kilometres per hour (160 mph), while amusement park go-karts intended for the general public may be limited to speeds of no more than 25 kilometres per hour (16 mph).

The karts chassis are made of steel tubing. There is no suspension, therefore chassis work as a suspension. Kart chassis are classified as 'Open', 'Caged', 'Straight' or 'Offset'. Open karts have no roll cage. Caged karts have a roll cage surrounding the driver; they are mostly used on dirt tracks. Professionally raced karts typically weigh 165 to 175 lb (75 to 79 kg), complete without driver.

Kart wheels and tires are much smaller than those used on a normal car. Rims are made of magnesium alloy, aluminum, or composite materials. Similar to other motorsports, kart tires have different types for use appropriate to track conditions. Kart racing is generally accepted as the most economic form of Motorsport available on four wheels. As a motorsport, it is one of the sports regulated by FIA, permitting licensed racing for anyone from the age of 8 onward. For safety, kart drivers are required to wear proper equipment which include a full-face helmet, driving suit, gloves, driving boots, rib protector and neck brace. Kart racing is used as a low-cost and relatively safe way to introduce drivers to motor racing.

Points to note about racing karts:



- i. These karts are raced by youngsters from the age of 8. They offer a solid training ground and foundation for future rally drivers.
- ii. They are not fit for nor usable on the ordinary roads. They are raced on special tracks.

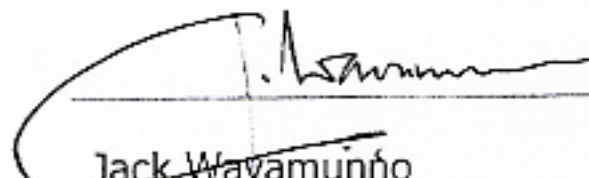
**3. CONCLUSION**

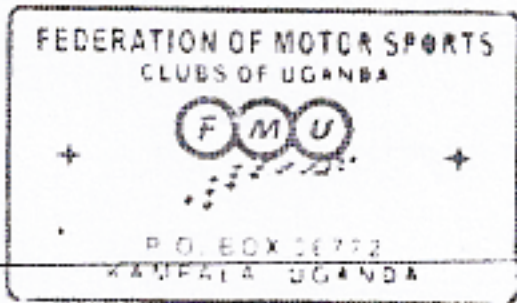
In conclusion, the motorsports disciplines do not get the necessary financial support from governments and even the corporate sponsorship is limited and getting smaller and smaller every other day. The participants in these sports buy these machines and meet the necessary expenses from their pockets. We strongly believe that if our request for exemption of duties on racing bikes, karts, spares and protective gear is granted, it will go a long way towards making it affordable to many to join motorsport and even increase our competitiveness in these sports both at the local and international levels.

The appendix attached has some photos of the machines for which we are seeking the exemptions.


**4. SIGNATURES**


1. Signed:  
Names:

  
 Jack Wavamunho  
**President - Federation of Motorsport Clubs of Uganda**





2. Signed:  
Names:

  
 Renzo Bernardi  
**Chairman - Kenya Motorsports Foundation**



3. Signed:  
Names:

  
 Christian Gakwaya  
**President - Rwanda Automobile Club**



4. Signed:  
Names:

Anselme Bigirimana  
**President - Club Automobile du Burundi**





5. Signed: \_\_\_\_\_

Names: Nizar R. Jivani  
President – Automobile Association of Tanzania (AAT)

Copied to:

The General Secretary

National Council of Sports (Uganda)

The Hon Minister

Ministry of Education and Sports (Government of Uganda)

The Hon Minister

Ministry of Sports and Culture (Government of Rwanda)

The Hon Minister

Ministry of Youth, Sports and Culture (Government of Burundi)

The Hon Minister

Ministry of Information, Youth, Culture and Sports (Government of Tanzania)



APPENDIX – PHOTOGRAPHS OF THE RACING BIKES, KARTS AND FIM AFRICA CONTINENTAL MOTOCROSS EVENT

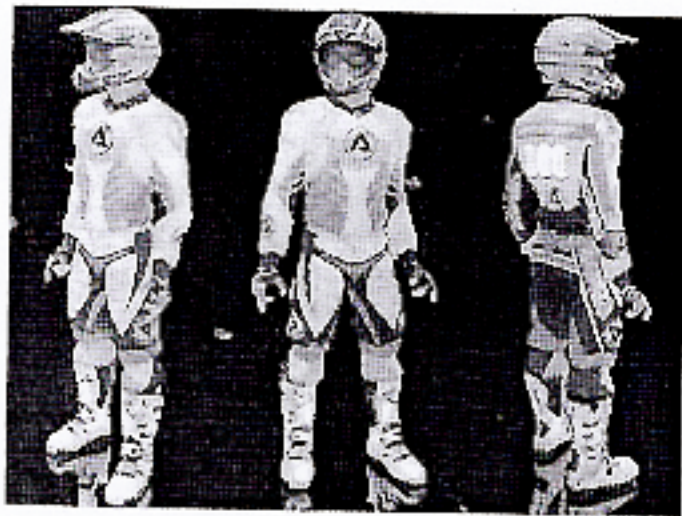
1. MOTOCROSS BIKE



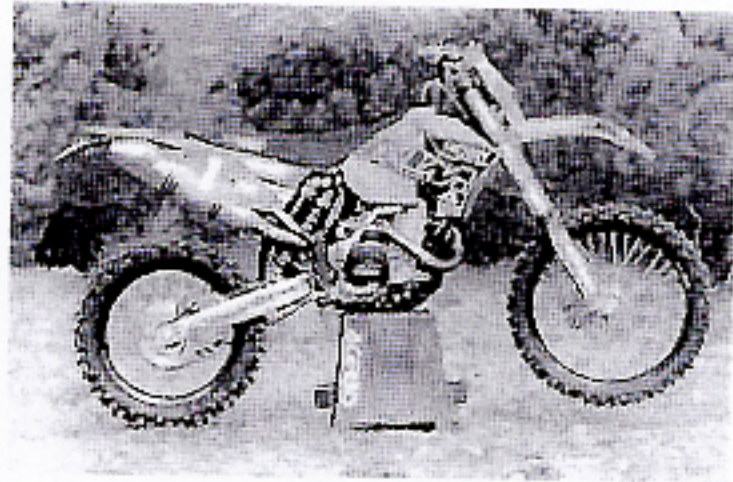
2. MOTOCROSS JUNIOR RIDER IN ACTION



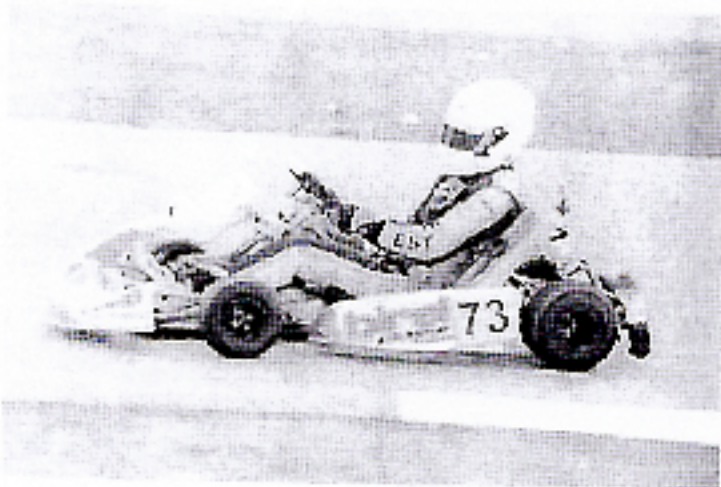
3. MOTOCROSS RACER



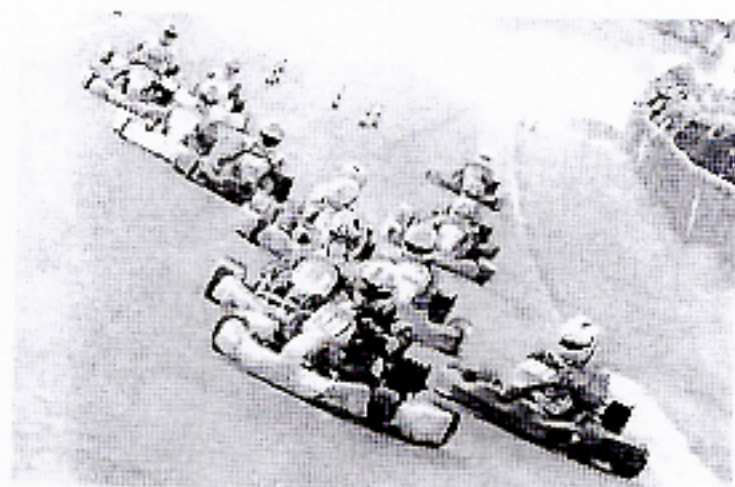
4. ENDURO BIKE



5. RACING KART



6. KARTING EVENT





SOME ACTION PICS FROM THE 2012 FIM AFRICA MOTOCROSS OF AFRICAN NATIONS HELD IN UGANDA





