



Self Regulation in Road Freight Transport in South Africa

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Road Transport Environment

Overloading

Overloading (15-30%)

Worst offenders = 75 t and more

Average overload = 3 t

High accident rate

Increased Transport costs

Higher operating costs

Rising maintenance costs

Maintenance Falls behind

**Legislation changes!
3 co-responsible**

Law Enforcement

Law abidance

- Law enforcement can only go so far.
- Industry to self regulate
- Responsible corporate citizenship



**Road Transport
Management System**

Purpose and Ownership of RTMS

Focus area:

Reduce overloading

Who should drive
the
process ?

Government?

Govt. strategy, but remains a
private solution/system

Transport
operators?

Consignees/
Consignors?

Self Regulation

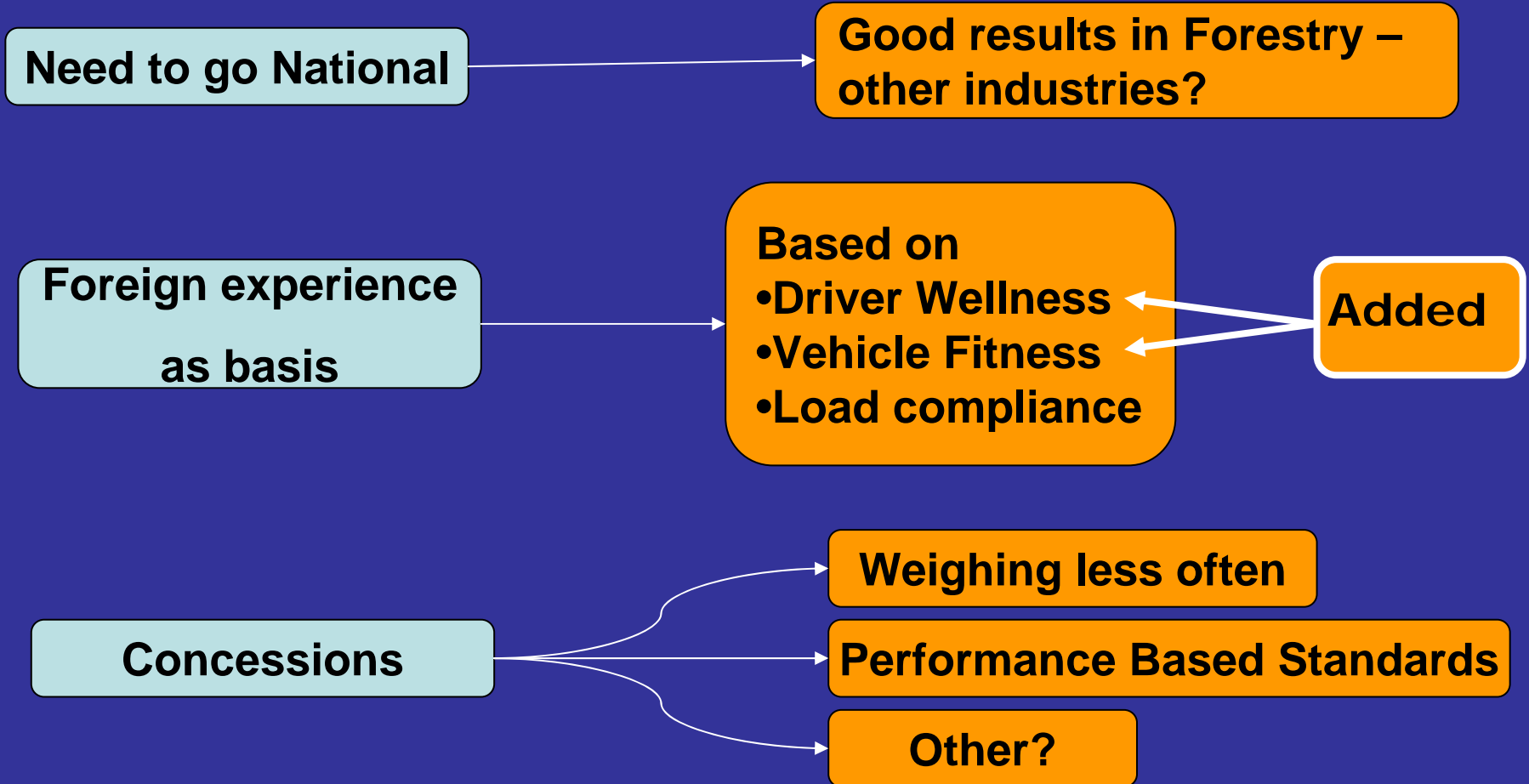
Potential “productivity loss”

Formative Stages

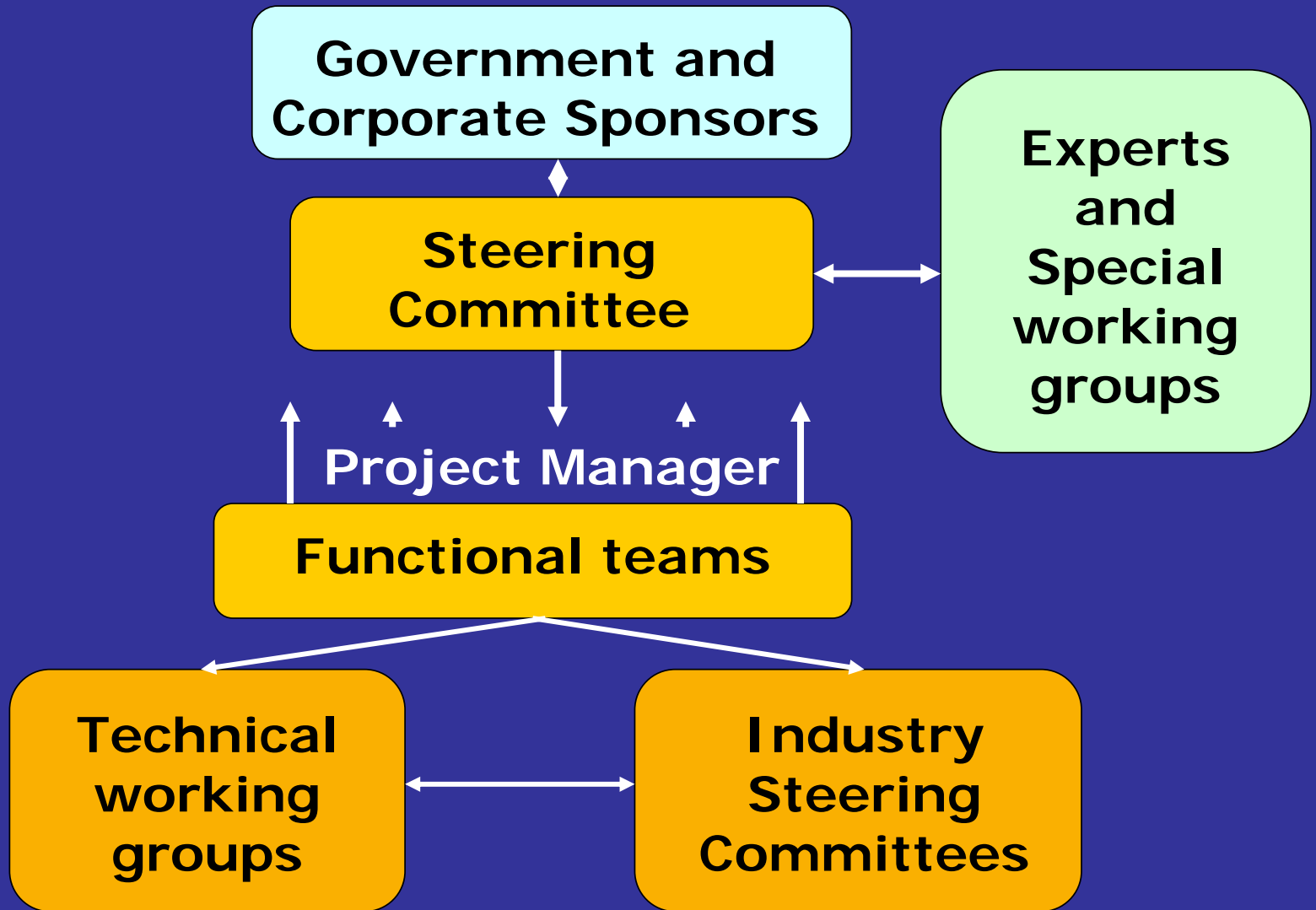
Self regulation one of Govt.
overloading control strategies

- 1st effort by interest groups representing;
 - productivity,
 - research,
 - Management development
 - Forestry Industry

Development Process



Structure of the RTMS Project



Timber Industry Pilot Project

Partners in developing system
(initially funded by DTI)

Actions by the Timber industry

Introduced
measuring system

Consignees
introduced their own
penalties

Consignees/
Consignors played a
policing function

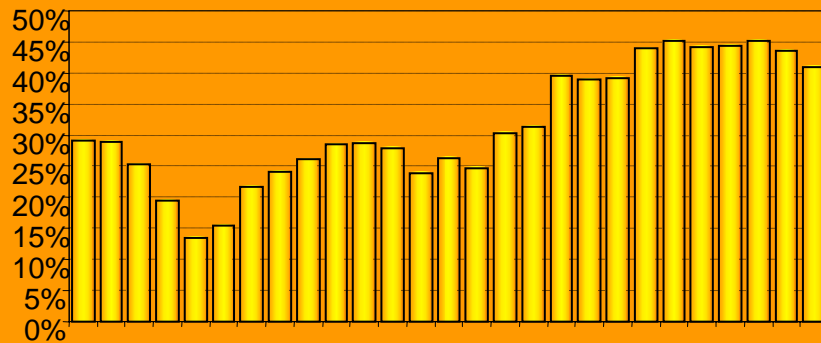
Self regulation involves
consignee, consignor and
transport operator

Forestry Results

Short term

Long term

Reduced Overloading



Saving in vehicle operating cost

Improved Image

Safety / Reduced Accidents

Reduced exposure to pending RTA amendments


Real increase in productivity

Average payload ↓ 700 kg

The next two years ...

- Initial Codes of Practice recently completed for all of;
 - Hauliers
 - Consignees
 - Consignors

} Co-responsible - Act
- Trial for 2 years, then National Standard
- Future integration into ISO9001; +/- 3-5 years
- Market within SADC

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- Use accredited operators must become part of our culture
 - Process must benefit State and Private Sector
 - Consignor/Consignee involvement is key
 - Participation of other industries is essential in order to realise a significant impact on the protection of our road infrastructure and safety