

# Regulations and Compliance in the Road Freight Industry



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The Voice of the Road Transport Industry

**THE ROAD FREIGHT ASSOCIATION**

Without Trucks, South Africa stops

# **The Association**

- **Trade association representing operators (first established in 1975)**
- **Represents industry (private sector)**
- **Membership is Voluntary**
- **Core focus is on operators**

# **The Association**

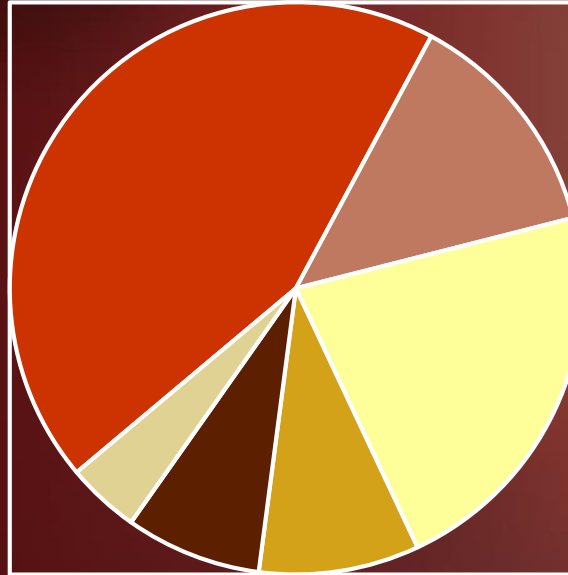
- **Funded by membership & fund raising activities**
- **Industry representative Board (Large, Medium, Small, Emerging Co opted)**

# Membership stats (Holding Company)

Member companies represent majority of employees at NBC

## Operators:

Owner Drivers (1 – 5 trucks)  
Micro (1 – 10 trucks)  
Small (11 – 50 trucks)  
Medium (51 – 100 trucks)  
Large (>151 trucks)  
Private (own transport)



**Total Members : 746**

# Challenges

- **Traffic policing**
- **Administration**
- **Policy Formulation**
- **Operator licensing**
- **Vehicle fitness**
- **Driver fitness**
- **Realities**
- **Future**

# Traffic Policing

- **Inconsistent policing**
- **High levels of corruption (from fines to dockets)**
- **Compliant operators targeted due to their “visibility” (eg DGoods)**
- **Poor technical skills / basic fundamental tasks not performed**
- **Loss of the “plot” – safety and free flow of traffic**

# Administration

- **Lengthy delays in getting services provided (permits, licences)**
- **Lengthy delays in replies to correspondence from the department**
- **No coordination between transport and traffic services (split departments allows for confusion)**
- **No ability to move with changing demands of present day business**

# Freight Policy

- **Belief that removing trucks off the roads will “solve” many problems (congestion, pollution, accidents, road damage)**
- **Lack of real integration between modes (does not allow for future planning)**
- **Continual threat of the move from road to rail fuels the mistrust with authorities in most policy debates**



# Operator Licensing

- **Poor control over granting of operating permits**
- **No centralised system to record operators / history**
- **Non-compliant operators run under the radar and seem to be immune**
- **Aberrant operators back on road without having had to correct operations / conditions of trucks**

# Vehicle Fitness (Roadworthiness)

- **Problem vehicles not removed from circulation**
- **Problematic test centres not dealt with**
- **Widespread corruption in certification**

# Driver licensing

- **Current licensing process flawed – does not prepare drivers for vehicles actually used**
- **Process actually encourages taking the easy route (illegal licences)**
- **No database of errant drivers to prevent movement between operators for the wrong reasons**

# Realities

- **R4 mil spent litigating against corrupt authorities at various levels**
- **R5 mil spent on driver training and wellness**
- **No support from government in industry safety projects**
- **Self regulation – misnomer if day to day traffic behaviour is not good**

# Realities

- **Urban legends drive discussions and policy creation**
- **Disjuncture between provinces on basic operational policy**

# Future

- **Competition requires smarter ways of ensuring freight is efficient**
- **Follow global practices of freight management through professional associations**
- **Industry controlled vehicle and driver fitness**