



# Consignor/Consignee: Law Enforcement Perspective

"Harvesting and Logistics in 2012: Playing by the new rules"

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# Introduction

The RTMC is a public entity of the Department of Transport established in terms of Sect 3 of the RTMC Act, 20 of 1999 with the following objectives:

Effecting the pooling of road traffic powers of the Minister and every MEC and the resources of national and provincial spheres of government responsible for road traffic management in support of enhanced co-operative and co-ordinated road traffic strategic planning, regulation, facilitation and law enforcement;

Strengthening national and provincial governments' collective capacity to govern road traffic through partnerships with local government bodies and the private sector;

Focussing government on effective strategic planning, regulation, facilitation and monitoring;

# Overview of Overload Control in SA

Unsafe loads may cause crashes

The unsafe load not evenly distributed and therefore might affect the safety of the vehicle



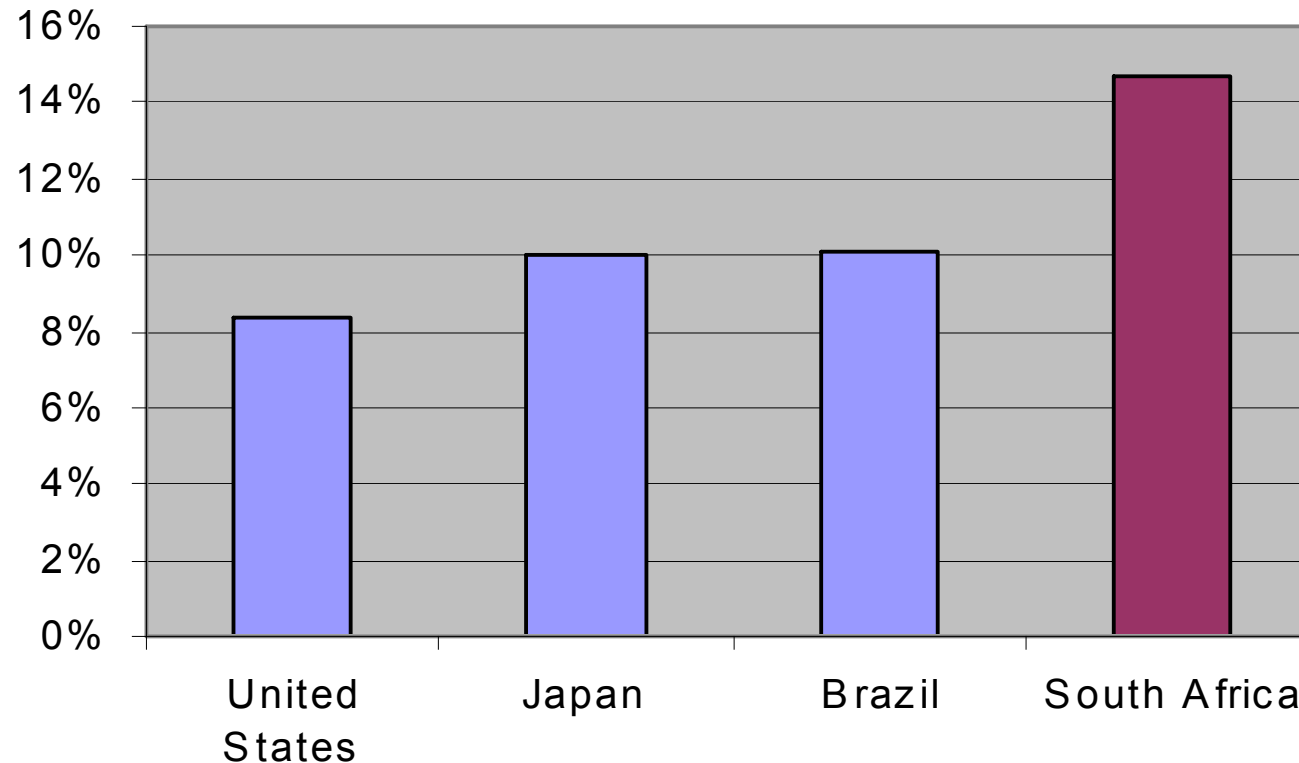
# Overview of Overload Control in SA

Overloaded vehicles mostly use escape routes to avoid weighbridges



# Cost of Logistics

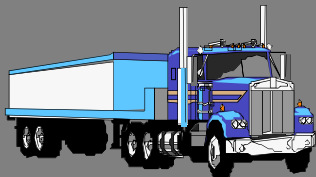
The cost of logistics as a percentage of GDP in South Africa is almost double that of the United States and 50% more than Japan and Brazil



# EFFECT OF OVERLOADED VEHICLES

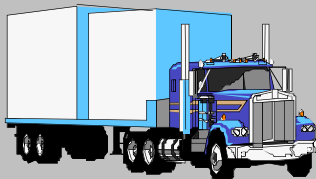


*Cars*



*Heavy Vehicles*

80 - 85 % are legally loaded



*Heavy Vehicles*

15 - 20 % are overloaded

%  
Damage  
Result

40 %

60 %



# Overload Control Targets: NREP

Due to continuous damage caused by heavy vehicles on our roads, the RTMC has come up with the following Overload Control Targets countrywide 2012/13 to ensure compliance:

Number of weighbridges countrywide: 72

Number of vehicles to be weighed: 2, 480 000

Average Number of Vehicles to be weighed per weighbridge per year: 34 444

Average Number of Vehicles to be weighed per weighbridge per month: 2870





# Overload Implications and Infrastructure

Damage caused by heavy vehicles on our roads infrastructure



# Overload Implications and Infrastructure

Damage caused by heavy vehicles



# Overload Implications and Infrastructure

Deteriorating road network caused by heavy vehicles



# WHAT IS THE RTMS?



Road Transport Management System

# RTMS

Driver Wellness • Safety • Loading • Productivity

- ▶ RTMS is an industry-led, government-supported, voluntary, self-regulation scheme that encourages consignees, consignors & road transport operators to implement a management system (a set of standards) that demonstrates compliance with the Road Traffic Regulations and contributes to preserving road infrastructure, improving road safety & increasing productivity.
- ▶ Key components are:
  - ▶ - load optimisation
  - ▶ - driver wellness
  - ▶ - vehicle maintenance
  - ▶ - productivity

# **National Overload Control Committee (NOCTC)**

The National Overload Control Coordinating Committee (NOCTC) Chaired by the RTMC coordinates all overload control matters countrywide including development of policies and guidelines.

The Committee comprises provincial and local traffic departments, provincial roads departments, CSIR, SANRAL, CBRTA and other relevant stakeholders attending on invitation.

The Committee is currently in the process of developing guidelines to the Minister of Transport for the 2% and 5% Overload Tolerance.

The next meeting of the Committee is scheduled for 22 Nov 2012 in Gauteng where the RTMS would be invited to share information.

# **Proposed Legislation Amendments Published 8 June 2012: Consignors/Consignees**

## **Reg. 330A: Offering and Acceptance of overloaded vehicles prohibited**

1. A consignor or consignee of goods shall not offer or accept goods in which the vehicle is not loaded in terms of the Act.
2. A consignor shall require from the operator of the vehicle a written submission as to the payload of such vehicle and the distribution of such load
3. If a consignor is responsible for the loading, steps should be taken to ensure the vehicle is loaded in terms of subreg. (1) and (2)
4. A consignor or consignee shall not conclude a contract with the operator when such vehicle is overloaded

# **Proposed Legislation Amendments Published 8 June 2012: Consignors/Consignees**

## **Reg. 330B : Consignor to have a method of determining mass**

- 1.A consignor shall use a method of establishing the mass of the vehicle to ensure the vehicle is not overloaded.
- 2.A consignor shall keep a record of the mass of every load being transported.
- 3.Such record shall be put at the disposal of any traffic officer or person appointed by the MEC

## **Reg. 330C : Goods declaration to be carried on a motor vehicle (Subreg. A-F)**

## **Reg. 330D: Consignor or Consignee to insure goods to be carried on a vehicle**



# Conclusion

By working together with the industry, we can make sure that we protect the road infrastructure.

Deteriorating road condition has a negative impact on vehicle operating costs which is estimated at more than R 10 billion p.a. for heavy vehicles.

Research has shown that in South Africa, 20% of trucks on our roads are overloaded where they contribute to 60% of road damage.

80% of trucks that are legally loaded still contribute 40% to road damage.

# Thank You

