

17th Annual Transport Legislation Workshop 2016

Where were we then?

Where are we now?

Where are we heading?

A diverse assortment of events, achievements
and disappointments reviewed by

Max Braun

as he recalls and reflects on his 60 years
in and around the business of trucking

1950s and 1960s

Plight of Truckers

Road Transport Act of 1930

Role of Rail

Government's dominant influence

Survival & Success

30+ OEMs

Shows, demos & road tests

“Die Groot Bernie” & others

US	UK	Germany	France	Italy	Scandinavia	Japan
Kenworth	Leyland	M-B	Renaud	Fiat	Scania	Toyota
Peterbilt	Scammel	Henschell			Volvo	Nissan
Mack	Albion	Magirus				Isuzu
Internatl	AEC	Bussing				
Auto Car	ERF	Astra				
White	Foden	MAN				
	Commer					
	Bedford					
	Seddon					
	Sentinel					

1970s & 1980s

M-B dominates market

OIL CRISIS (cpl 15 -22)

Fuel Conservation (Effic)

ADAC Tests – 33% less fuel

	Fast Driver	Slow Driver
Total time for trip	20 hrs 12 min	20 hrs 43 min
Used brakes	1339 times	652 times
Emergency brakes	4 times	Nil
Vehicles overtaken	2004	645
Was overtaken	13 times	142 times

Birth of the associations

- MTOA & SAFWA
- PHA (no private carriers or brokers allowed)

Jack Webster

Some easing of permits -
80Km

NAPTO launched

1980s

Logistics becomes a buzzword – *truck rentals grow; truckers remain parochial and miss an opportunity*

An outline of the RTA and RFQS emerges in discussions to gain oversight of quality transport – *not implemented*

PHA changed its name to PCA and later to RFA - *assisted small businesses with advice, financial planning, compliance and cost control with objective of improving the survival rate*

1984 brought sanctions

1985 saw 400 million man hours lost as labour strife got underway

Marplan research shows truck prices up by 10% Jan - Jun

1986

Henk Schoeman announces first Toll Road (Tsitsikama)

Then came the severe recession of 1986 – drought; low gold price; weak rand; GDP 2.2%; GDP growth 0.5%; 44cents to US\$; Inflation 17,6%

NTC/ATC – SATS losing nearly half billion a year. Changes to permit system announced for 1986 as road doing 68% of freight movement but need to be responsible, well-managed and competitive. SATS share from 1976/1984 51% - 34% State's concern around reckless truckers.

NTPS – focus on cost to the economy and facing up to inability to enforce permit system. PCA accuse the Minister of bias in favour of SATS. As the 80's ramped on transport costs skyrocketed. Overloading, hijacking, toll roads, fuel supplies and cost were top of the mind

More 1986

DOT announced - to complete deregulation and submit it to parliament was based on NTPS recommendations for freight and passenger policies. These included:

- Co-ordination of transport in Southern Africa
- Recommended principles for markets to determine what is moved, how its moved at which price it is moved, from which origin to which destination, at what level of service and by whom
- Financial inequalities – degree of subsidisation by SATS
- Protection of public safety to ensure vehicles are driven and operated in a safe and responsible manner
- Enhancement of operator quality
- Tariffs (all modes) to become aligned to true costs of provision of such services
- Operators of all modes will pay full taxes, levies, licence fees

1990s

- 3 Govt speakers at the OUTLOOK for TRUCKS showed desire to cooperate with the private sector
- NTPS led to the demise of permits and the means to hold irresponsible truckers responsible. The demise of the long running RTA had finally arrived. Road transport grew dramatically thereafter
- *Truckers complained they were ignored; however, few ever got involved*
- ADE/ASTAS era (7 OEMs)

1990s

- As the decade began overloading remained rife. Prosecutions were up by 50%, however, many were found not guilty. Mass limits were 8200 kg on drive axles and a maximum of 6-axle rigs. Pressure was on for 7-axles and a maximum of 56 tons – the concept was deemed to be too complicated to enforce – rate cutting was rife and the demand for bigger gross mass was on the charts
- George Bartlett minister of transport (April 1990) announced the 300 km radius in certain exempt areas as a quid pro quo for de regulation. The exemption required a functioning RTQS, strict control over driving hours (log book), an on-board consignment note to confirm the mass and a class approval to simplify the regulation. Natis needed more time to phase it in – deferred to 1993. Authorities (Dot, SABS, CSIR) did not publish an analysis of overloading or implemented a solution to control it. Overloading was declared endemic – the name of the game “overload, if found not guilty, nothing to pay, if found guilt pay the fine – it’s not much anyway, pays to overload QED.

1990s

- *In 2016 we are still waiting to gain a solution)* By September 1990 the 300 km radius was made national pending the implementation of the RTA).
- DOT criticised truckers for charging shippers for the empty return leg. R3/km for a TEU over 600 km – max load was 24 and 30 tons for a TEU and a FEU respectively. If two TEUs then max per box was 13 tons. The push for a 10-ton axle and a modification to the bridge formula was underway
- October 1991 Piet Welgemoed becomes transport minister. First minister to recognise the importance of transport – over-regulated for previous 20 years; lack of rational direction – the result of successive ministers with little or no knowledge or experience in transport matters.

“The Band Aid Solution”

The brilliance of
Hugh Sutherland

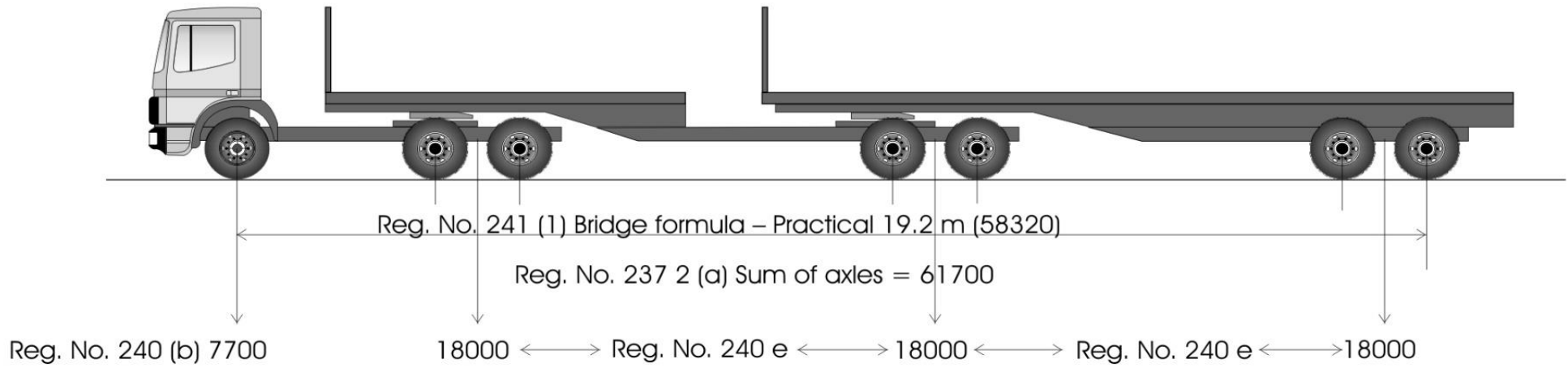
The technical manager at the RFA
at the time of deregulation
and the 56-ton maximum permissible
gross combination mass

*RFA members were very unhappy and showed little
appreciation for the incredible achievement in the face of
objections by Transnet*

Based on the National Road Traffic Act (Act No. 93 of 1996)

Regulations that influence the gross combination mass (GCM)

- Bridge formula: Reg: No. 241 (1)
- Axle Mass Loads Reg: No.235, 240 (b) & 240 (e)
- Sum of Axles Reg: No. 237 2 (a)
- Maximum GCM permitted Reg: No. 237 2



Client stipulation: Axle mass load shall not exceed the E80 formula 80000N 1kg = 9.81 N force

7700 16400 16400 16400

Sum of axles = 56900
legal limit = 56000 (Reg. No. 237 2)
Estimated unladen mass = 20500
Nominal payload = 35500

NOTE: As can be seen from the above, in essence, the E80 formula was not seriously compromised at the time of negotiating the increase single axle, tandem axle and tridem axle mass loads (Reg Nos. 240 (c), 240 (e) and 240 (g)). The concessions were given mainly to accommodate load placement difficulties.

Vehicle

General Body & Accessories

Wheelbase: 3,975 mm

Rear Overhang: 770 mm

Fifth Wheel Offset: 500 mm

Crew Mass per Person: 80 kg

No. of Crew in First Row: 1

Fuel Specific Gravity: 0.84 kg/l

Fuel Tanks

Include	No.	Capacity	Vol. incl. in Tare
<input checked="" type="checkbox"/>	1	550	0

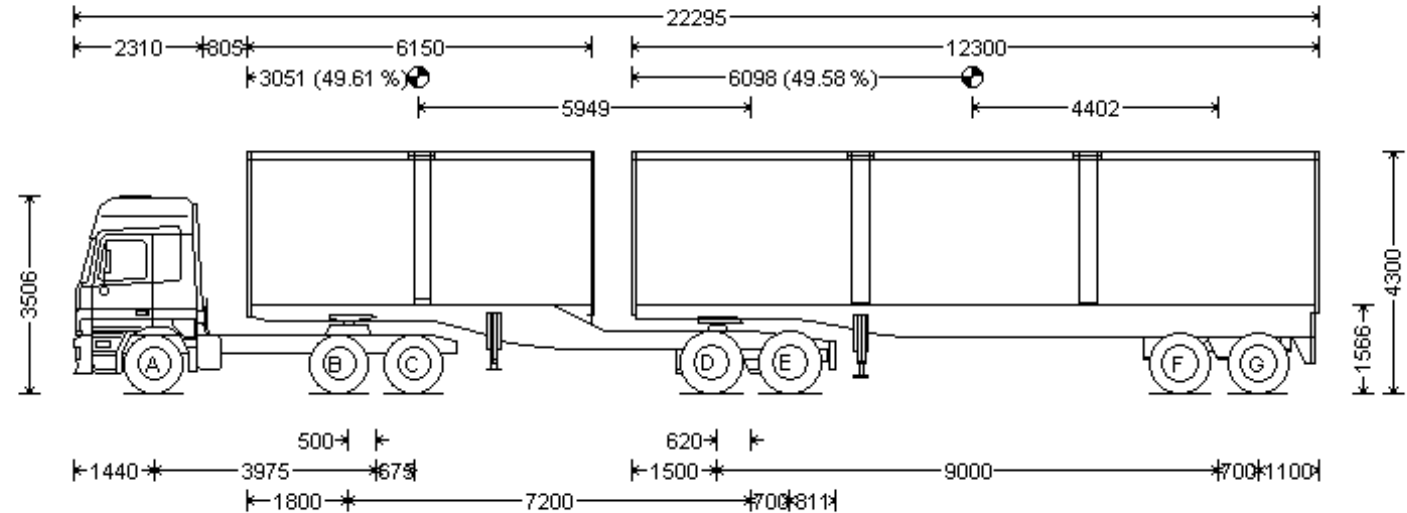
Vehicle

Trailer 1

Trailer 2

Payload

Side View - Summary



Veh. Front	Veh. Rear		Trailer 1	Total	Trailer 2
5,532 kg	3,735 kg	Unladen Veh.		9,267 kg	
314 kg	2,186 kg	Unladen Tr. 1	2,590 kg	5,090 kg	
21 kg	142 kg	Unladen Tr. 2	1,727 kg	5,920 kg	4,030 kg
5,867 kg	6,063 kg	Unladen Tot.	4,317 kg	20,277 kg	4,030 kg
1,238 kg	8,601 kg	Payload Tr. 1	2,069 kg	11,908 kg	
126 kg	877 kg	Payload Tr. 2	10,645 kg	23,815 kg	12,167 kg
1,364 kg	9,478 kg	Payload Tot.	12,714 kg	35,723 kg	12,167 kg
7,231 kg	15,541 kg	Gross	17,031 kg	56,000 kg	16,197 kg
7,500 kg	18,000 kg	Permissible	18,000 kg	56,000 kg	18,000 kg
-3.59 %	-13.66 %	Overload	-5.38 %	0.00 %	-10.02 %

Notes

- Trailer 1: KE KGA-0705 Taut F; Trailer 2: KE KGA-0705 Taut R
- The tare mass of the accessory equipment has been included in the Trailer 1 Tare
- The tare mass of the accessory equipment has been included in the Trailer 2 Tare

Warnings

- Left versus right mass distribution is not calculated
- Swing clearance not calculated for landing legs
- Overall Length exceeds legal limit of 22000 mm
- Check swing clearance manually for items mounted behind cab

1994 and beyond

Mac Maharaj – a breath of spring. Determined to establish and implement a fully integrated national transport policy. He broke down entrenched compartmentalisation at the DOT. In just four months got to grips with the complex issues and recognised the lack of capacity and ability to respond effectively to the challenges. Encouraged creative and innovative thinking to overcome the tunnel vision of statutory bodies. He called for a review of TAC, NTC, and the National Transport Policy Forum. He was not easily influenced and invited participation.

1995

March 1995 a review of improving potential opportunities for inter-modal volumes found rail was fully extended and could cope with no more than 2, 5% growth over the next 12 to 15 years. There were also technical issues with double stacking of containers. Safmarine were concerned at the negative impact on the delays in delivering to the Reef and its ability to increase volumes and suggested privatisation. A review of national transport policy followed culminating in a White Paper on 1996

October 1995 – Suggestions land freight transport lacks modal co-operation

By 1997 pressure was on for larger payloads in the period 1957 to 1997 tonnages grew seven fold.

Moving SA (1998)

MSA was a process and situational audit that justified the need for a strategic review to align stakeholders behind the strategy as it moves into implementation. It recognised the decline in roads, break-even of operators, expensive transport costs with a forecast that by 2020 three million people will not be able to afford transport and government must be committed to change

Moving SA 14 month DOT project, 30 separate reports (available from DOT website)

7-axle Drop Side Interlink				
Date	10/1/1998	10/1/2015	% Diff	Ave/pa
KMPA	140000	140000		
Days	225	265		
Payload (ton)	36	33.9		
Capital Cost	703990	2172477	308.59%	18.15%
Interest Rate	24%	9.50%	0.395%	
Licence	7848	27852	354.89%	20.88%
Driver (month)	7775	34441	442.97%	26.06%
Overheads	10.60%	18%	169.81%	9.99%
Fuel cpl	R2.12	R10.97		
M&R %	9.50%	14.30%	150.53%	8.85%
Tyres	88269	338373	383.34%	22.55%
Tyres cpk	63	241.7	383.65%	22.57%
TOTAL	809000	2960202	365.91%	21.52%
RPK Rands	5.78	21.14	365.74%	21.51%
Fixed Cost (day)	1988	4910	246.98%	14.53%
T/Km (75%)	12.04	46.78	388.54%	22.86%
<i>Source: RFA Vehicle Cost Schedules</i>				

The Millennium – where are we now?

In many ways, not much further than we were in the 1990s. This especially so in terms of “*regulatory drag*” Perhaps the best example of this is the AARTO Act that was launched in 1998 – 18 years ago. The chequered history of such procrastination is unforgiveable and has cost the industry and the country in financial and efficiency terms outrageous amounts. In 2007 it was deferred due to “teething problems”. In 2008 it was deferred to 2010. It is still not implemented and enforced.

Lets cherry pick

A few items that has frustrated shippers, truckers, fleet owners, exporters and importers, logistics and supply chain service providers, the motor industry and others through most of the 21st century to date

Too many ministerial and senior civil service changes

Seeming unwillingness of the industry and allied services to assist government

Political interference. AARTO. NATPLAN, RTMS. NLFS and NLTF are examples.

The NRTA is not without its complexities and potential to be interpreted in ways to suit agendas.

In Summary

The lack of commitment to finalise and implement regulations has caused frustration and an unwelcome loss of credibility in the intended objectives of government's plan for the DOT to develop an integrated freight logistics strategy (already amended and redrafted many times)

Where to now?

The current economic woes and political instability is not going away in a hurry – I would say there is no quick fix for the weak rand, slow growth (commodities).

Fast developing and growing telematics and iPhones are driving rapid and very technical enhancements to improving the speed and cost of logistics – concern for too many regulations

Where to now?

- NFLS – tabled in 2005, updated and put out for comment in January 2016 presents a timely opportunity to achieve the level of transport integration we now urgently if not desperately need. The recognition to address the challenge to improve operator quality at last becomes a real possibility by introducing “quality registration of road freight operators” is seen as a solution to the difficulty of holding operators responsible for non-compliance with quality operating standards most of which are well defined in the NRTA. The contemplated registration of the transport operator system could find impetus by comprehensively adopting the RTMS.

Conclusion

- Minister Peters has asked for private participation (NTF is poorly managed) – needs some gravitas (more private sector fewer civil servants)
- DoE and the DT&I need to be part of the team as do the Motor Industry (NAAMSA) and the Road Transport Industry. There is no future in bitching and moaning and fighting with authorities through the media (think AARTO – we need AARTO if we are to resolve and simplify the issues around RUC,PPP, Cleaner Fuel, CO2 tax, Enforcement and training drivers and managers