Road Traffic Management Corporation

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

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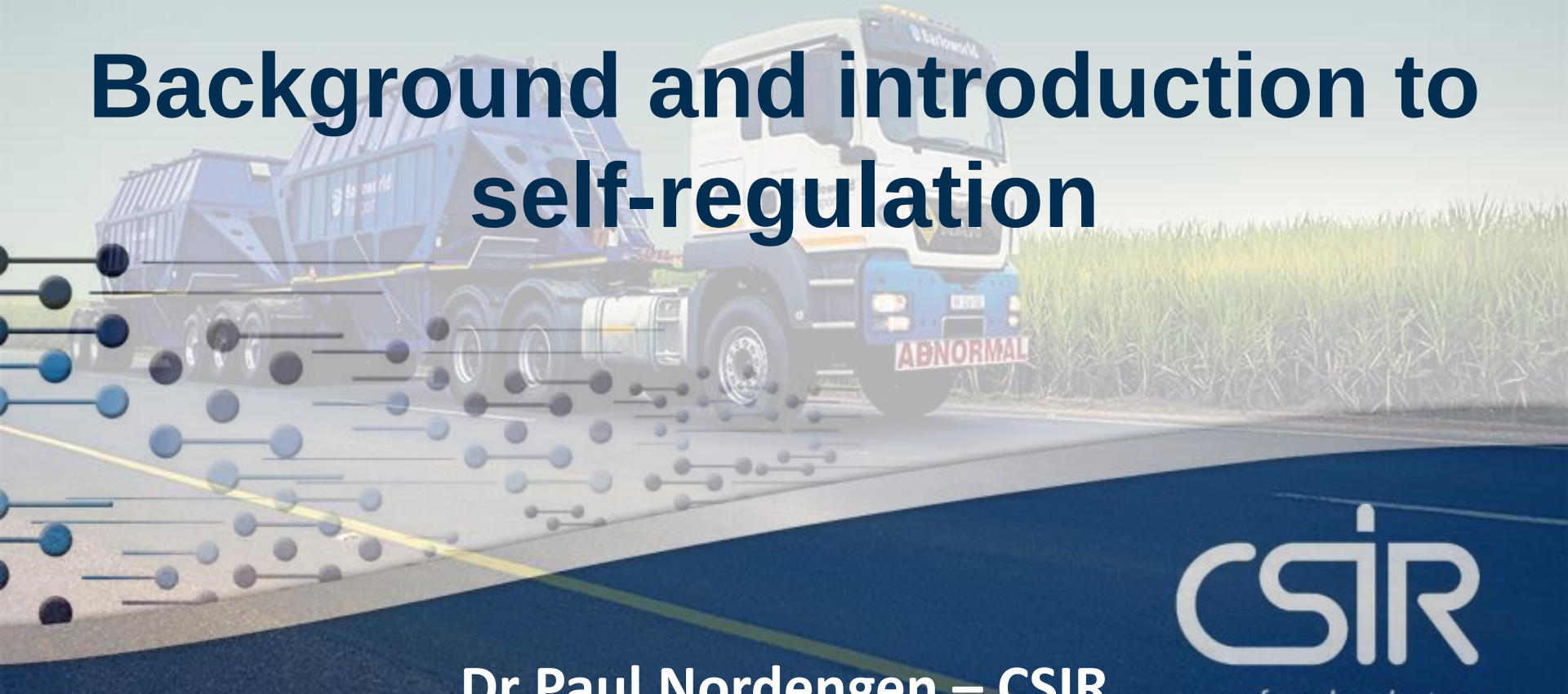
NRCS
national regulator for compulsory specifications

Vehicle Standards & Systems Summit towards Safe Roads in South Africa 2016

Background and introduction to self-regulation



Dr Paul Nordengen – CSIR
pnordengen@csir.co.za

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CONTENTS

- Background and problem statement
- The concept of self-regulation
- The Road Transport Management System

Road Transport Efficiency

- High standard of infrastructure (capacity, road surface, road markings, road signs, stopping facilities, road reserve)
- Minimum incidents/crashes including breakdowns
- Compliance with traffic regulations
- Safety & security (effective law enforcement)
- Efficient emergency response
- Seamless cross-border transit

Key Elements in Road Freight Transport

- Road infrastructure: roads, bridges, roadside furniture, signs, road markings, eToll gantries 
- Vehicles: design, maintenance & operation
- Drivers: skill, health, fatigue

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Key Elements in Road Freight Transport

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Reality Check

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Reality Check

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Reality Check

Reality Check

Excess heavy vehicle maintenance and repair costs

Road condition	Average maintenance and repair cost (R/km)	Average percentage increase in the truck maintenance and repair cost	Average percentage increase in company logistics cost
Good	R 0.96	-	-
Fair	R 1.24	30%	2.6%
Bad	R 2.11	121%	10.4%

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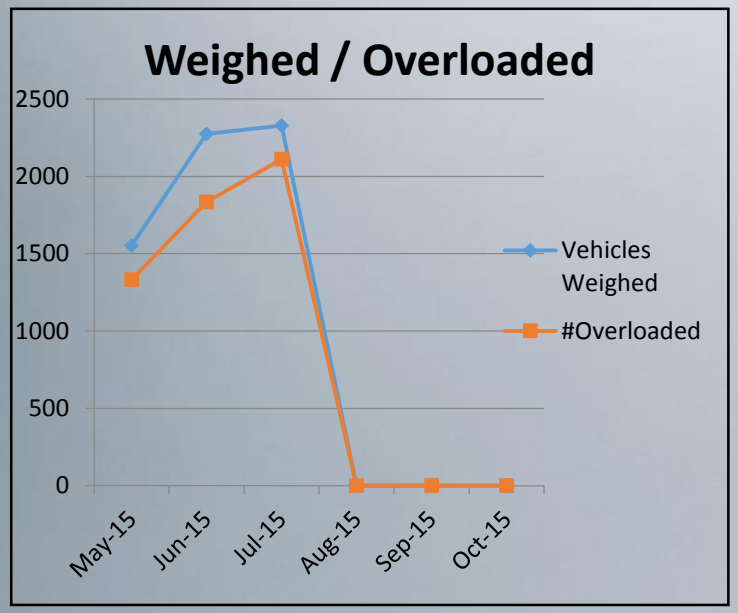
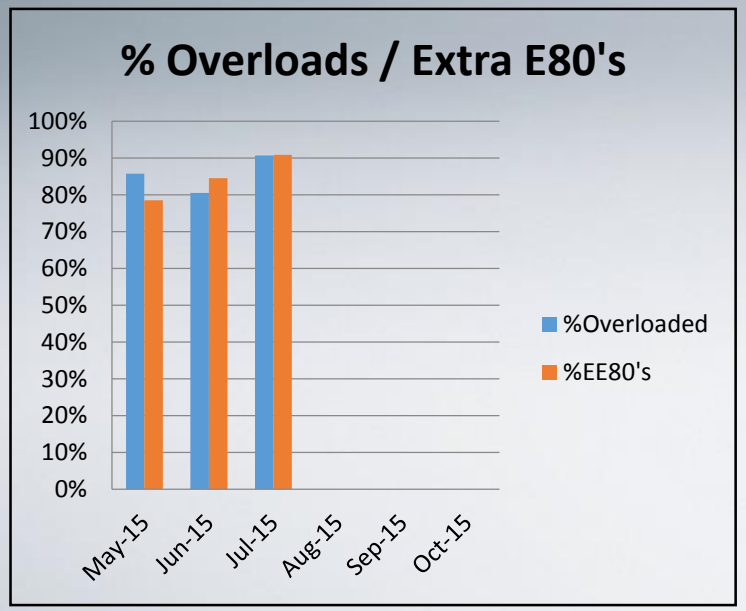
North West Province, South Africa, 5 Nov 2004, 23h00

Six trucks carrying cobalt concentrate from DRC to Johannesburg (3 500 km). Overloads ranged from 30 780kg to 37 640kg (65%)


SCANIA

Overloading in Mozambique





	Max Axle O/L (t)	%	Max GVM O/L (t)	%
May-15	19.80	220%	44.92	134%
Jun-15	20.76	231%	44.96	130%
Jul-15	25.12	279%	52.91	125%
Aug-15				

science

Congo truck with a record overload of 115 tonnes held

BY NATION REPORTER

A trailer with a record weight of 171.3 tonnes was on Sunday night intercepted in Westlands, Nairobi.

The trailer was on its way to the Democratic Republic of Congo.

Kenya National Highways Authority Axle Load Control Manager Muita Ngatia said it was supposed to have a maximum gross weight of 54 tonnes, meaning it was overloaded by 115.3 tonnes.

54

The maximum gross weight of a seven-axle lorry. The one intercepted on Sunday was 171.3 tonnes

"These are almost four trucks in one," he said.

He said the trailer, which was carrying construction materials, plastic basins and other items has passed Mlolongo weighbridge with the required load.

After passing the weighbridge, it was driven to a nearby parking yard for more goods.

"Our officers and the police got the information and tracked it down to Westlands where we ordered it to return to Mlolongo," Mr Ngatia said.

SALATON NJAU | NATION

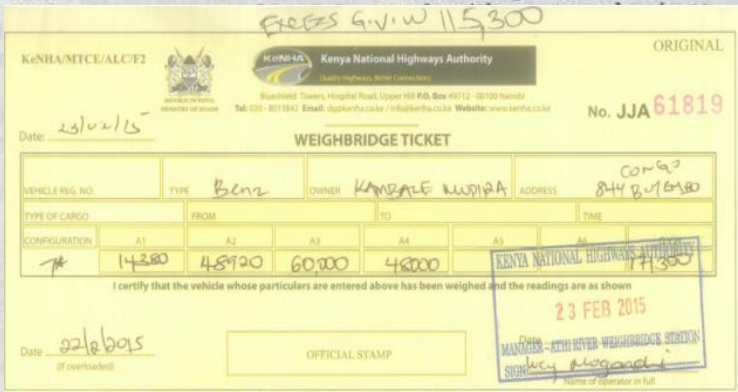
The Congolese registered truck intercepted by police and KeNHA officials on Sunday. It was overloaded by 115.3 tonnes .

He said anybody involved in the deal would be taken to court.

Mr Ngatia said many truck drivers were avoiding major weighbridges by using other routes.

which had also evaded the weigh bridge was intercepted at City Cabanas. It had exceeded the required weight by about 14 tonnes.

"The legal maximum pavement damage factor for the



EXCESS G.V.W 115,300

KeNHA/MTCE/ALC/F2

Kenya National Highways Authority

ORIGINAL

No. JJA 61819

Date: 23/2/15

WEIGHBRIDGE TICKET

VEHICLE REG. NO.	TYPE	OWNER	ADDRESS
	Benz	KAMBALE MUDIRA	CONGO 844 BUKAVU

TYPE OF CARGO	FROM	TO	TIME

CONFIGURATION	A1	A2	A3	A4	A5	A6	A7
7*	14380	45920	60,000	48000			171,300

I certify that the vehicle whose particulars are entered above has been weighed and the readings are as shown

KENYA NATIONAL HIGHWAYS AUTHORITY
23 FEB 2015
MANAGER - KITHI RIVER WEIGHBRIDGE STATION

Date: 22/8/2015 (If overloaded)

OFFICIAL STAMP

Signature: Lucy Muganda

Name of operator in full


TOYOTA

Brake & Tyre Watch Results

Location	Inspected	Discontinued	%
City Deep	24	21	88%
Middelburg	35	24	69%
Centurion	41	17	42%
Midway KZN	26	10	38%
Kroonstad	8	7	92%
Brackenfell, W. Cape	25	25	100%
Pietermaritzburg	12	11	92%
Port Elizabeth	15	6	40%
Rustenburg	7	5	72%
Polokwane	11	10	91%
Midway KZN	24	20	83%
Bloemfontein	24	20	83%
Nelspruit/Komati	13	12	92%
TOTAL (33 events)	**679**	**463**	**68%**

A FleetWatch Initiative

33 B&TW events from Feb. 2006 to date

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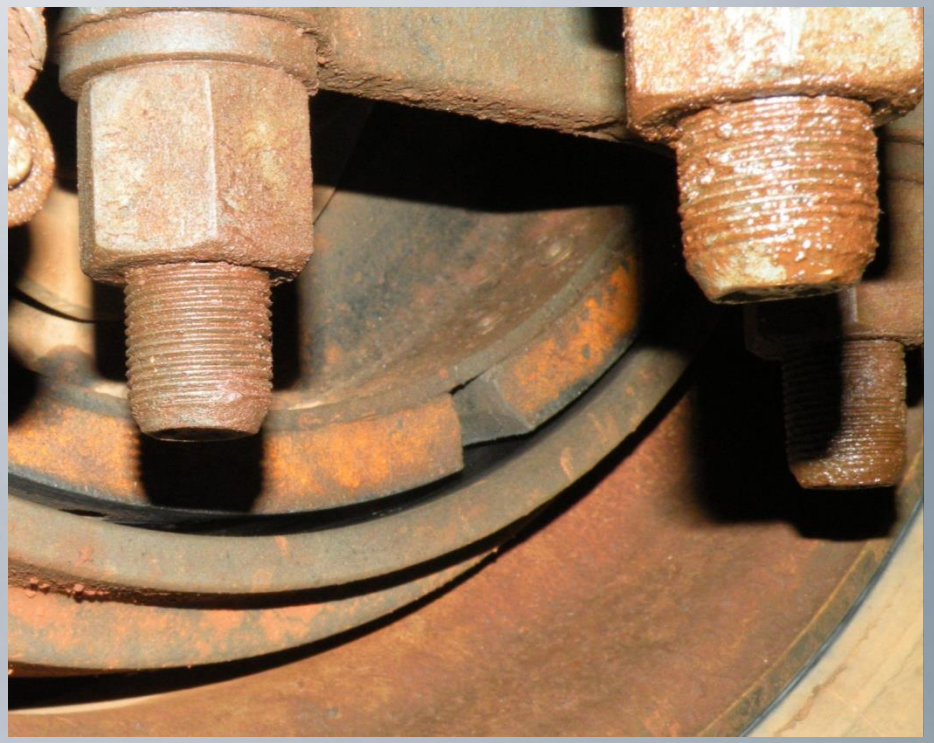
A FleetWatch Initiative

Brake & Tyre Watch



A FleetWatch Initiative

Brake & Tyre Watch

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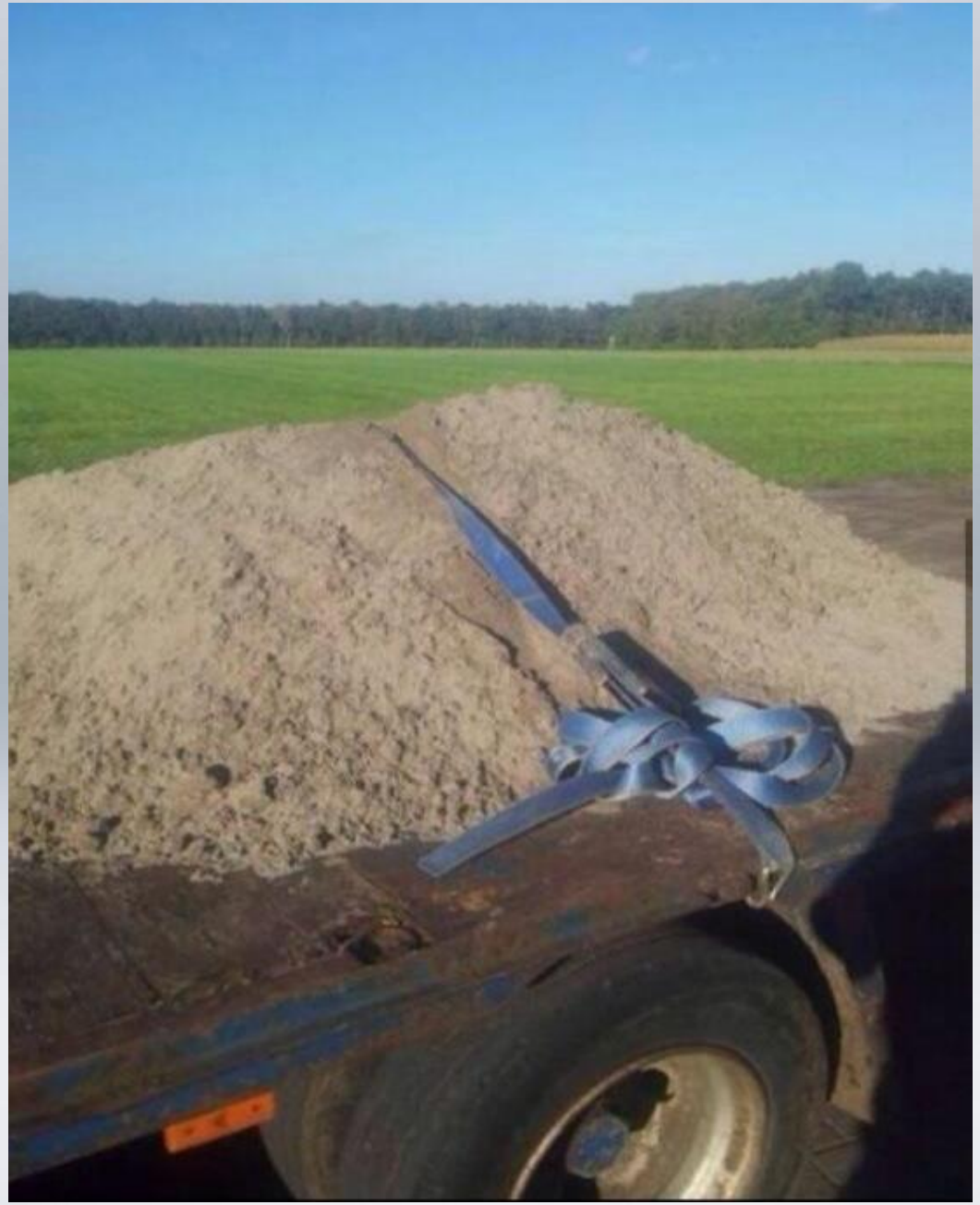

A FleetWatch Initiative

Brake & Tyre Watch

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POLICE

Six people killed in major truck crash

Fatal Free State crash forces closure of N3

71 dead in Ghana bus, truck collision

Looters milk crashed dairy trucks

Company Profiles

Imperial

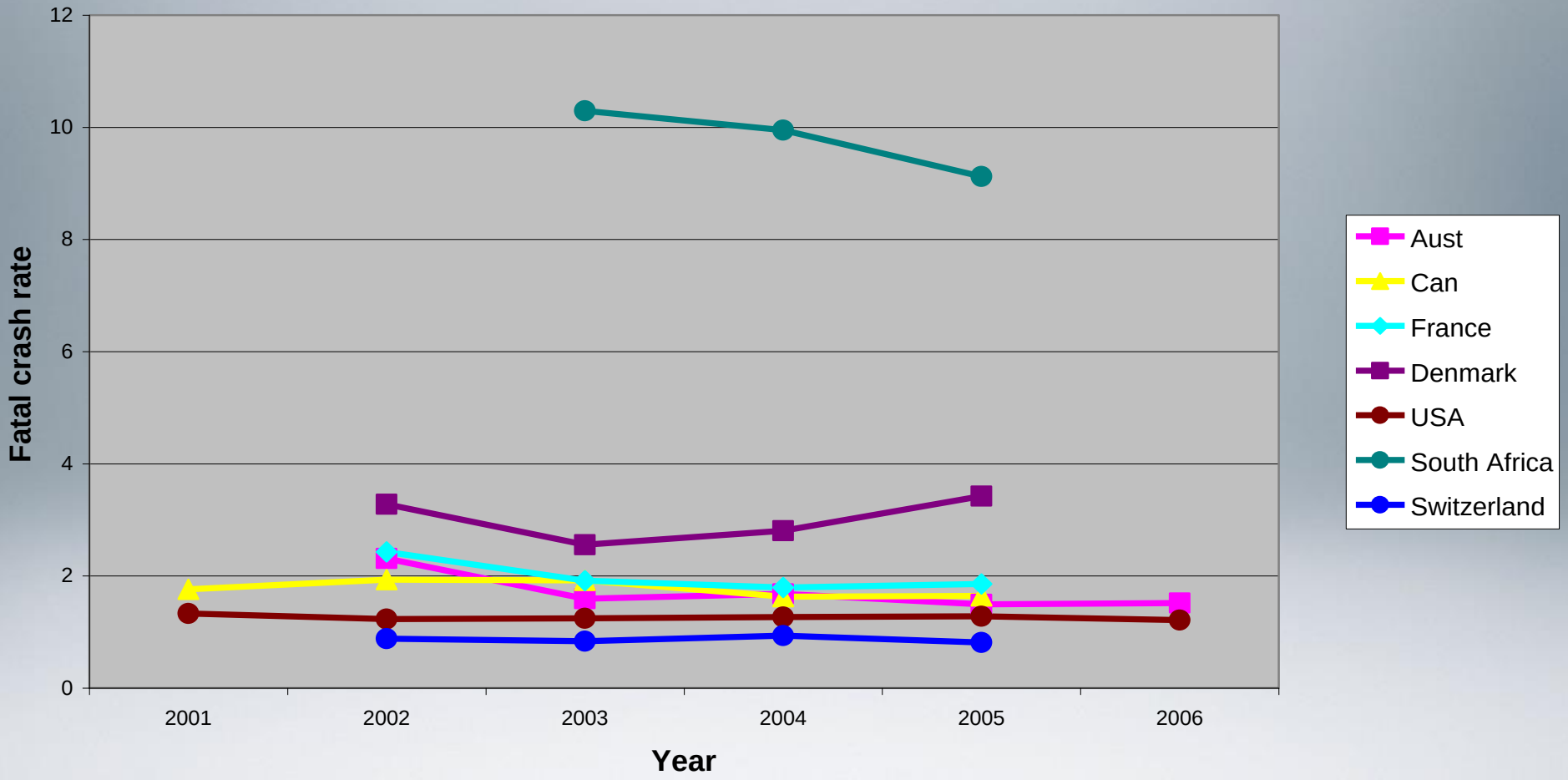
IMPERIAL is a diversified industrial services and retail group with activities spanning logistics; car rental; [...]

Company News

Belvedere school implement driver behaviour monitoring on their bus fleet

Belvedere school caters for learners with mild to moderate mental disabilities in Benoni, Johannesburg.The majority [...]

Heavy Vehicle Fatal Crash Rates



Fatal truck crash per 100 million vehicle kilometres travelled

Source: OECD report, Moving Freight with Better Trucks, 2010

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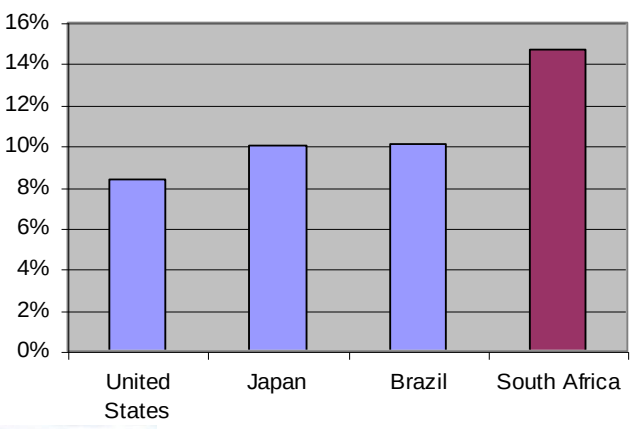
FIRE
RESCUE

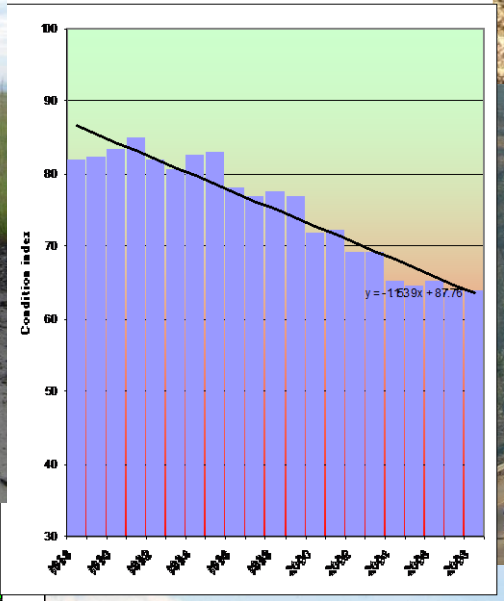

XINERGISTIX

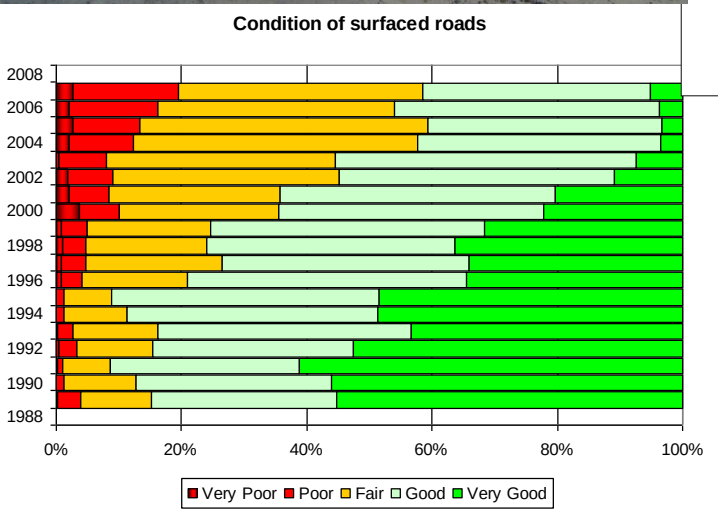
Road Freight Challenges
The Reality: A Culture of Non-compliance

- Inputs
  - Overloading
  - Poor vehicle fitness (servicing & maintenance)
  - Poor driver fitness (fatigue, health, training)
  - Reckless driver behaviour
  - Border post delays
  - Bribery & corruption – impact on compliant and non-compliant operators
  - Inadequate periodic maintenance (roads)
- Outputs
  - Poor road safety
  - High cost of road transport/logistics
  - Deterioration of infrastructure
  - High levels of emissions

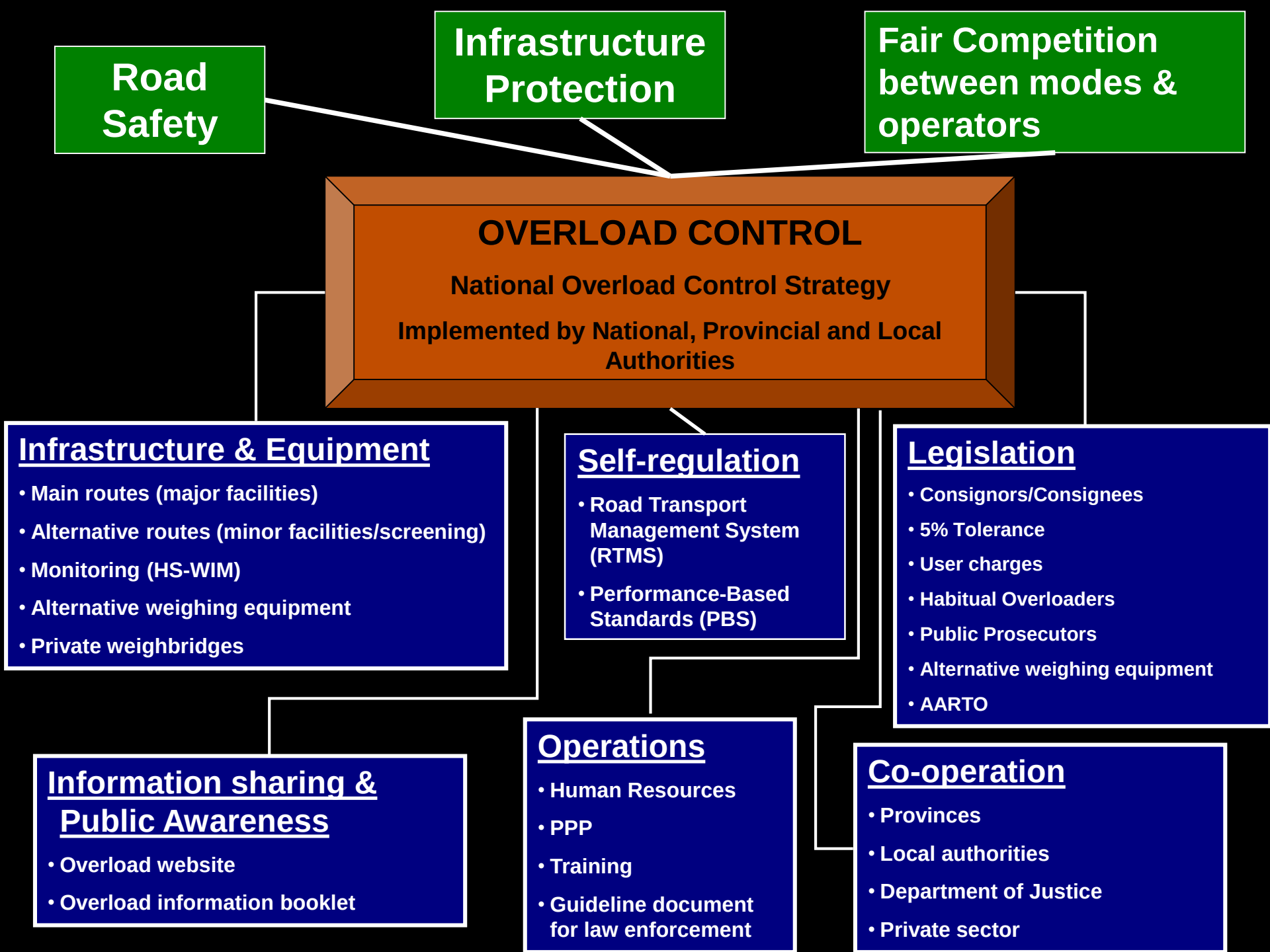

POLICE

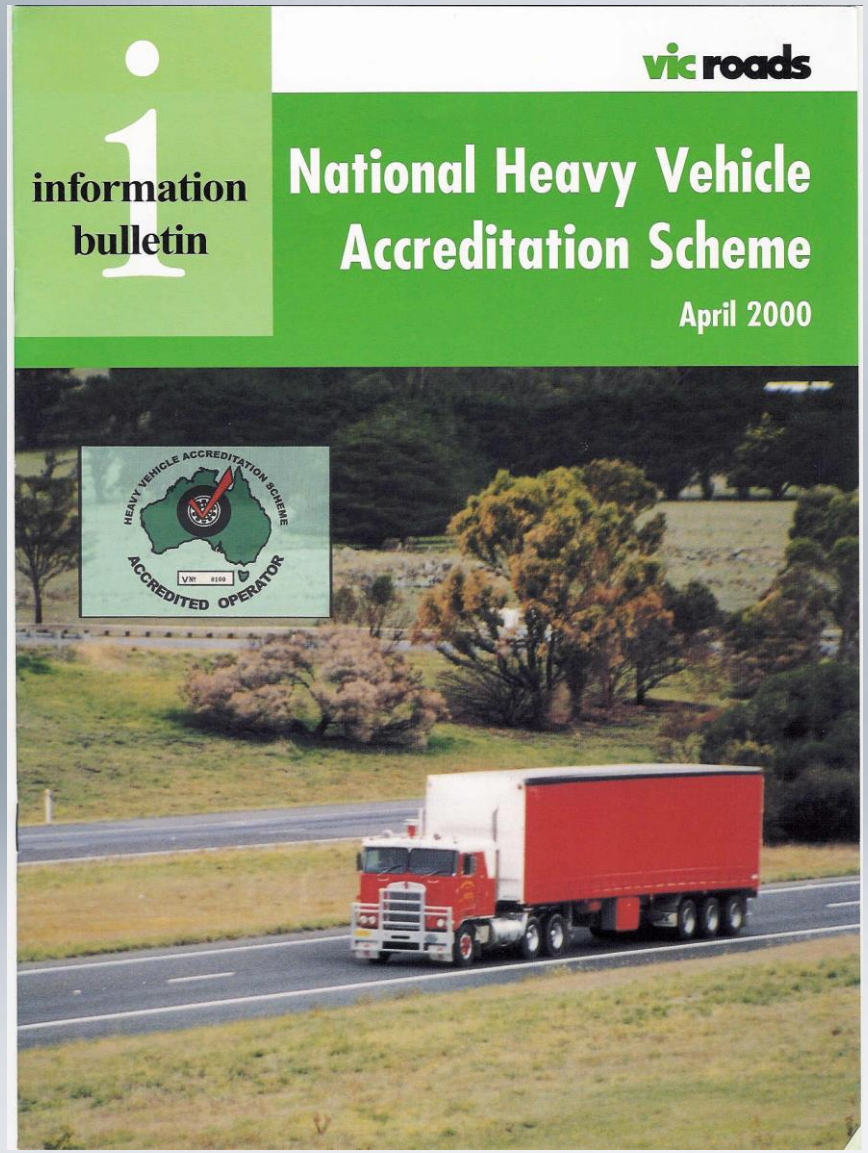

16%
14%
12%
10%
8%
6%
4%
2%
0%
United States
Japan
Brazil
South Africa


Condition index
y = -1.1539x + 87.76


Condition of surfaced roads
2008
2006
2004
2002
2000
1998
1996
1994
1992
1990
1988
0%
20%
40%
60%
80%
100%
Very Poor
Poor
Fair
Good
Very Good


FIRE & RESCUE


Road Safety
Infrastructure Protection
Fair Competition between modes & operators
OVERLOAD CONTROL
National Overload Control Strategy
Implemented by National, Provincial and Local Authorities
Infrastructure & Equipment
• Main routes (major facilities)
• Alternative routes (minor facilities/screening)
• Monitoring (HS-WIM)
• Alternative weighing equipment
• Private weighbridges
Self-regulation
• Road Transport Management System (RTMS)
• Performance-Based Standards (PBS)
Legislation
• Consignors/Consignees
• 5% Tolerance
• User charges
• Habitual Overloaders
• Public Prosecutors
• Alternative weighing equipment
• AARTO
Information sharing & Public Awareness
• Overload website
• Overload information booklet
Operations
• Human Resources
• PPP
• Training
• Guideline document for law enforcement
Co-operation
• Provinces
• Local authorities
• Department of Justice
• Private sector



ISBN 978-0-626-19331-7

ARP 067-1:2007
Edition 1

STANDARDS SOUTH AFRICA

Recommended practice

Road transport management systems

Part 1: Operator requirements — Goods

This document does not have the status of a South African National Standard.

Published by Standards South Africa
1 dr lategan road groenkloof ✉ private bag x191 pretoria 0001
tel: 012 428 7911 fax: 012 344 1568 international code +27 12
www.stansa.co.za

standards SouthAfrica (a division of SABS)

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ISBN 978-0-626-30953-4

SANS 1395-1:2014
Edition 1

SOUTH AFRICAN NATIONAL STANDARD

Road transport management systems

Part 1: Operator requirements — Goods

Published by SABS Standards Division
1 Dr Lategan Road Groenkloof ✉ Private Bag X191 Pretoria 0001
Tel: +27 12 428 7911 Fax: +27 12 344 1568
www.sabs.co.za

SABS

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The Road Transport Management System

- RTMS is an industry–led, government-supported, voluntary, self-regulation scheme that encourages consignees, consignors and road transport operators to implement a management systems standard with outcomes that contribute to preserving road infrastructure, improving road safety and increasing productivity.

- Key focus areas are:
  - load optimisation (minimise over- and under-loading)
  - driver wellness
  - vehicle maintenance
  - productivity

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Initiatives in Other Countries


DRAFT RTMS STANDARD 2013

Edition 1

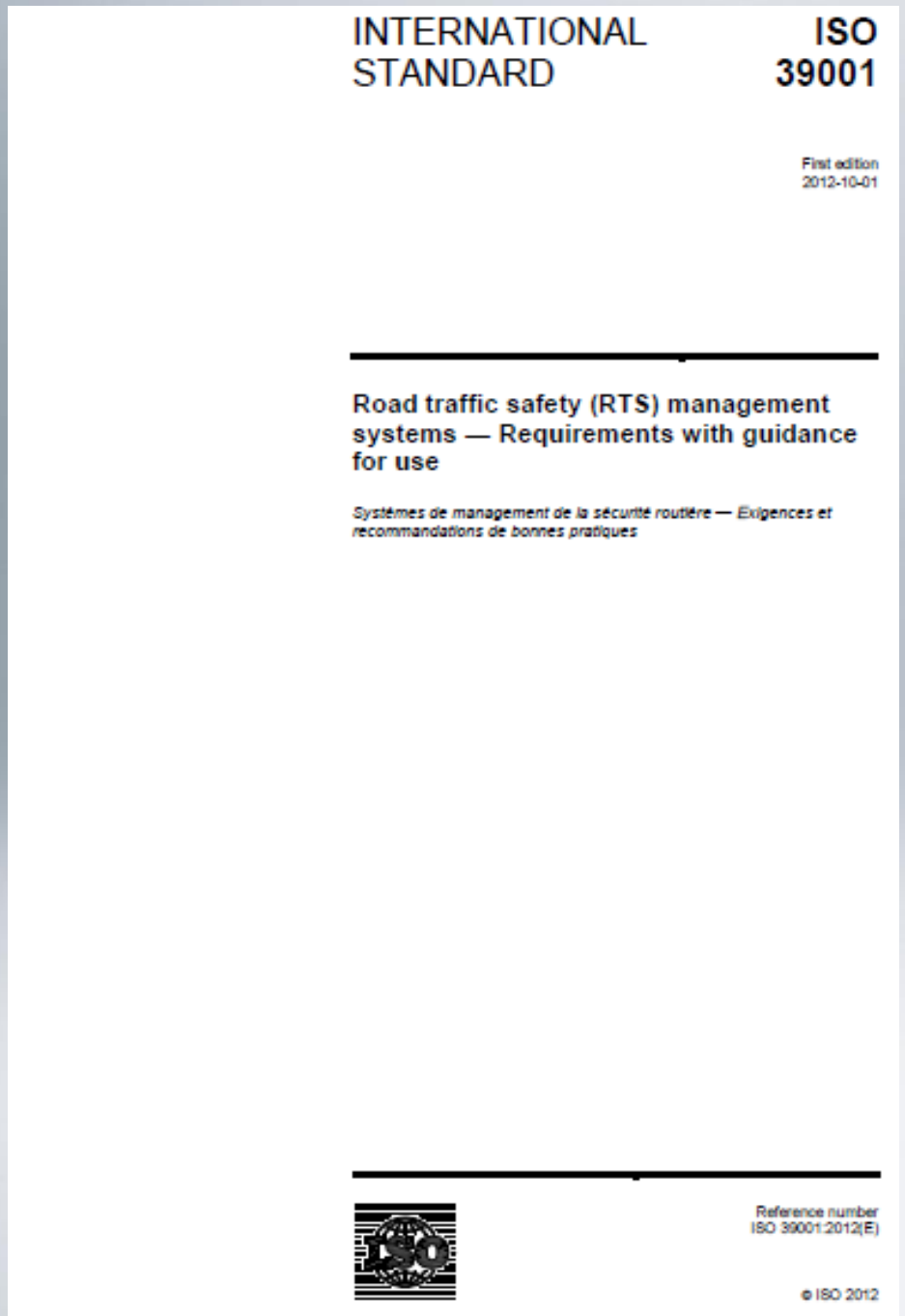
Road Transport Management System (RTMS)

Published as a joint project of the Tripartite of COMESA, EAC and SADC

- Draft Tripartite RTMS standard published in Nov 2013

Initiatives in Other Countries

- RTMS workshop in Windhoek, Nov 2014
- RTMS workshop in Gaborone, Feb 2015
- RTMS presentation at Transport & Logistics Forum, Harare, Nov 2015
- Delegation of transport operators from Uganda to SA, Jan 2016


INTERNATIONAL STANDARD

ISO 39001

First edition
2012-10-01

Road traffic safety (RTS) management systems — Requirements with guidance for use

Systèmes de management de la sécurité routière — Exigences et recommandations de bonnes pratiques

Reference number
ISO 39001:2012(E)

© ISO 2012

The RTMS standards are aligned with the ISO 39001: Road Traffic Safety management systems standard, released in October 2012

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Relationship between ISO 39001 and SANS 1395 (RTMS)

Organisation	Road Traffic Safety	Road Infrastructure Protection	Productivity
Road Authorities Road Construction Companies Schools			
Consignors Transport Operators Consignees			
Law Enforcement Agencies Car rental companies Emergency Services			

RTMS
Accredited Vehicle

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Growth of the RTMS in SA

200 fleets representing almost 10 000 trucks & buses (In 2007 their were 74 certified vehicles)

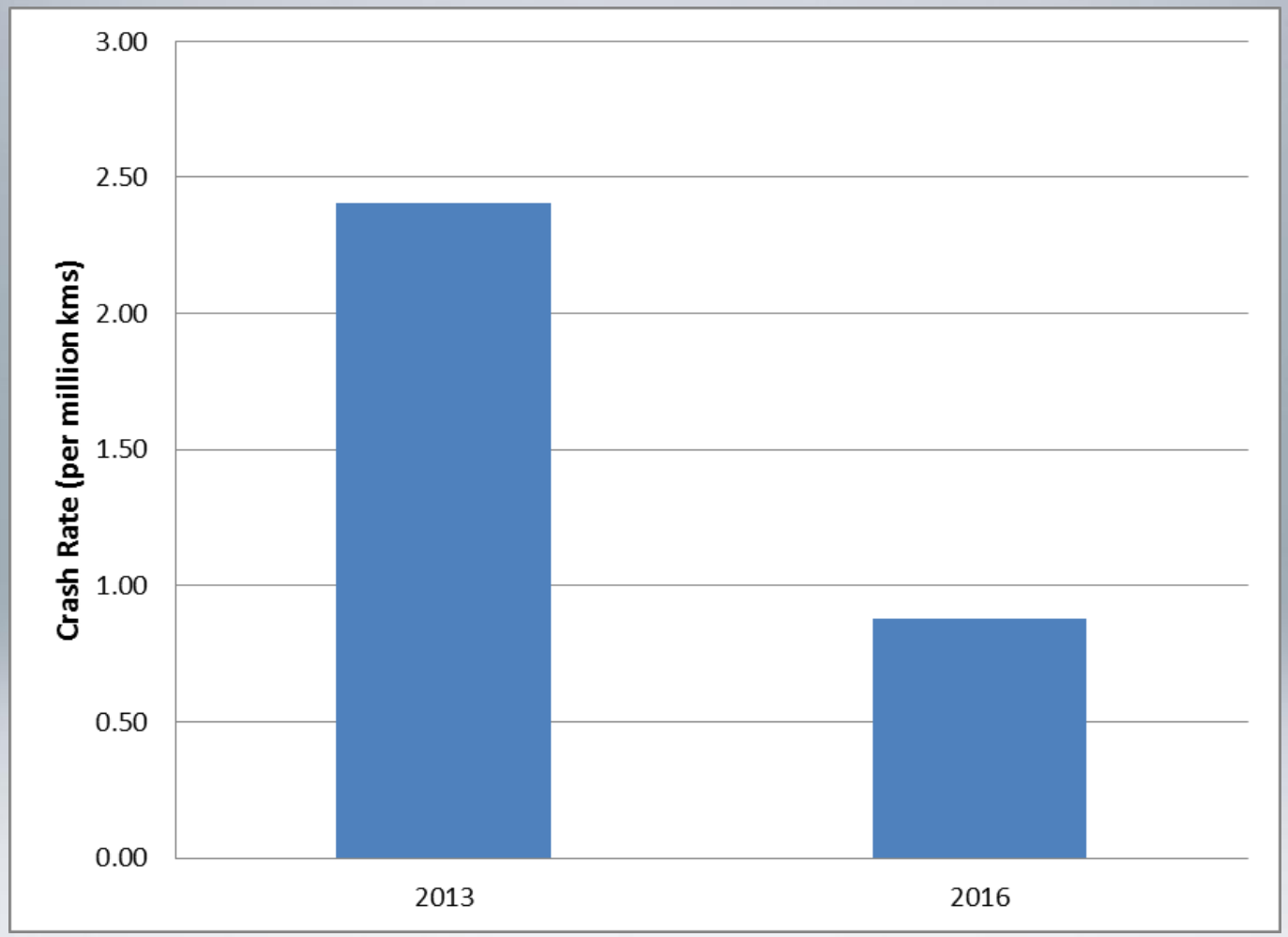
Four bus operators:

- Buscor 420 buses
- Intercape 160 coaches
- GABS 1100 buses
- Intestate 237 buses (Bloem)

24 abnormal load operators:

- 258 vehicles
- Plant hire, construction, engineering, mobile cranes
- 2 commercial A/L operators (108 vehicles)

Crash rate of RTMS-certified fleets



2013/1: 24.1 million kms 2016/1: 94.2 million kms

Estimated savings per annum: R 114.9 million


DECADE OF ACTION FOR
transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA
transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA
TRANSPORT INFRASTRUCTURE
Committed to improving transport
RTMS
NGULULU BULK CARRIERS
HINO

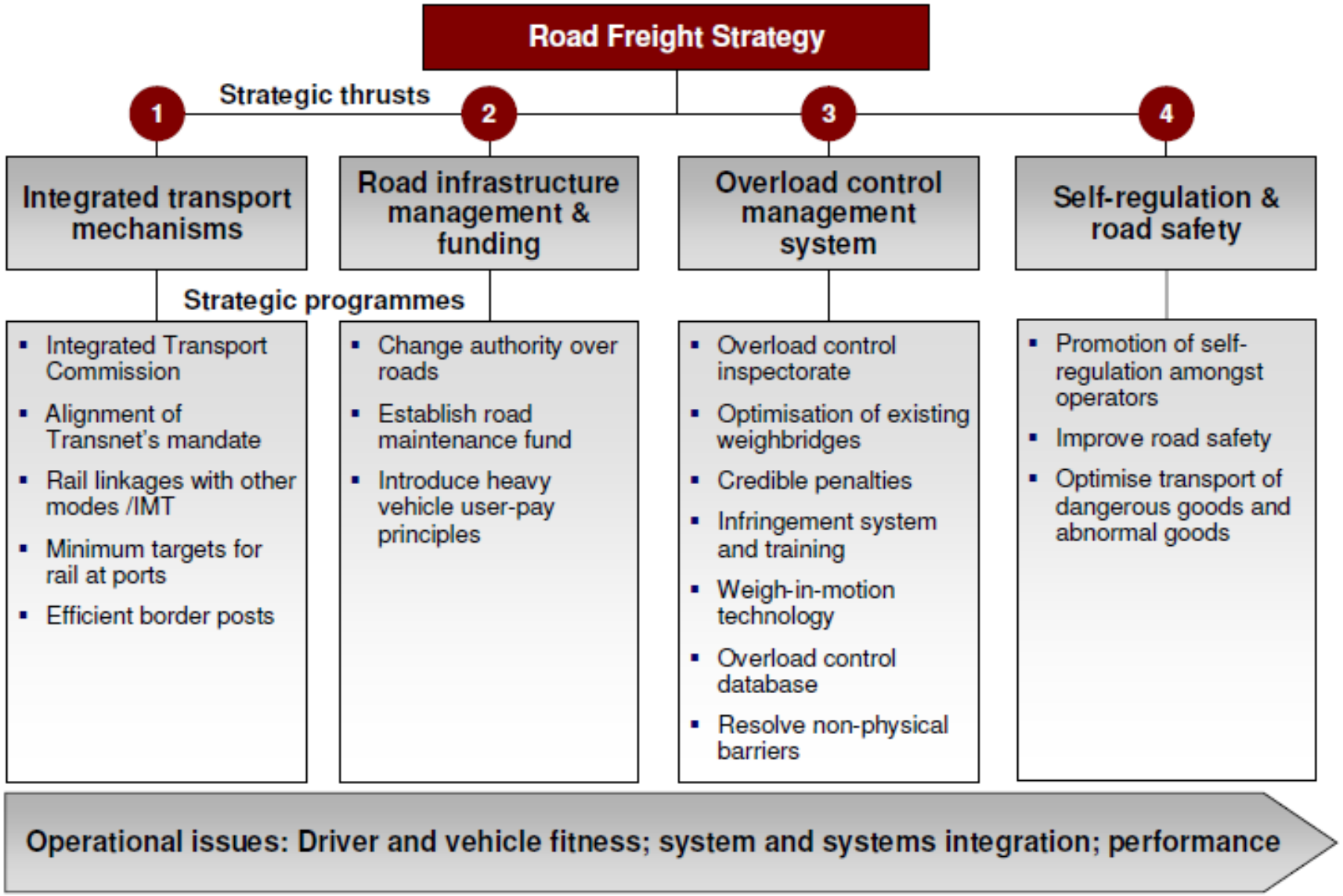

RTMS
0000
LEK259
B1
MAN
HDX 438 MP
LEK259
buscor
RTMS
2237
D1
KAB401
MAN
DSY 417 MP
C1


buscor
(Pty)Ltd
THIS PLAQUE WAS UNVEILED BY:
THE HONOURABLE MS D PETERS
MINISTER OF TRANSPORT
15 OCTOBER 2014
TO MARK THE LAUNCH OF THE BUSCOR BI-ARTICULATED BUSTRAIN
WHICH IS THE 1ST OF ITS KIND IN THE WORLD.
THE MAN BI-ARTICULATED BUSTRAIN IS BUILT ON A FRONT ENGINE
AND WILL OPERATE ON ALL CLASSES OF THE ROAD.
THIS CONCEPT WAS DESIGNED BY
BUSCOR'S RESEARCH AND DEVELOPMENT DEPARTMENT
AND WAS BUILT BY
MAN BUS & TRUCK SA.


RTMS
Certified Company
F6922
MAN


RTMS
GOLDEN ARROW BUS
SERVICES (PTY) LTD

Strategic thrusts & programmes



DEPARTMENT OF TRANSPORT

NOTICE 823 OF 2015

National Land Transport Strategic Framework

Final Draft – March 2015

"Transport, the Heartbeat of Economic Growth and Social Development"

transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

5.7 Freight transport

Vision

Provide safe, reliable, effective, efficient and fully integrated transport operations and infrastructure which will best meet the needs of freight customers at improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable (National Freight Logistics Strategy 2006).

Objective

Freight movement has a significant impact on the national transport network and results in high transport cost in the logistics value chain. This constrains Southern Africa from being competitive in a global market and attracting sufficient international investment in supporting economic growth in the region. The primary objective is to reduce the cost of freight logistics and influence market forces to transform industry practice and behaviour, while maintaining profitable operations.

Another objective in terms of freight transport is to address the competition between the main land modes, road, rail, and pipeline and address the modal imbalance by facilitating the potential mode shift between modes, basically to address road congestion, road safety, and logistics cost.

Key Performance Areas

- Increased investment in freight transport infrastructure
- Promote a 24-hour economy as a mechanism to reduce cost and provide more robustness in delivery schedules
- Improve heavy goods vehicle safety performance; roadworthiness; and self-regulation (RTMS certification and compliance)
- Reduction in overloading by enforcing limits on axle limits and gross vehicle mass
- Reduction in overloading by maintaining consistency in overload control limits between SADC, national, provincial and municipal authorities
- Provision of alternative routes for the transport of hazardous materials
- Reduction in the cost of freight logistics
- Optimise road:rail:pipeline freight balance
- Separation of freight and commuter rail infrastructure to improve efficiencies in both sectors
- National (and SADC) strategic plan for freight hubs, terminals, logistics parks, and ports

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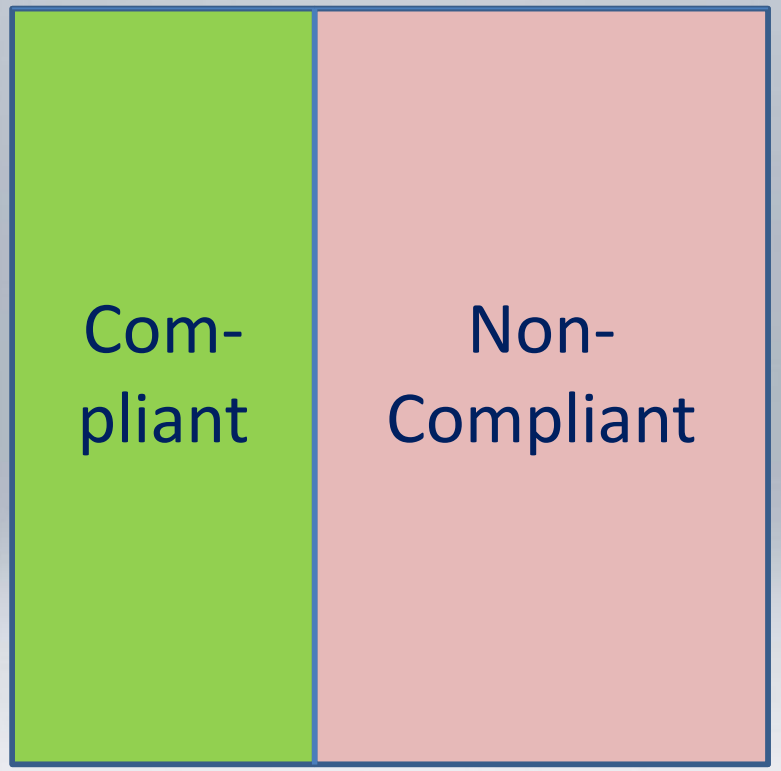
Effect of RTMS on compliance



Heavy vehicles > 25 tons
(approx. 150 - 200 000)

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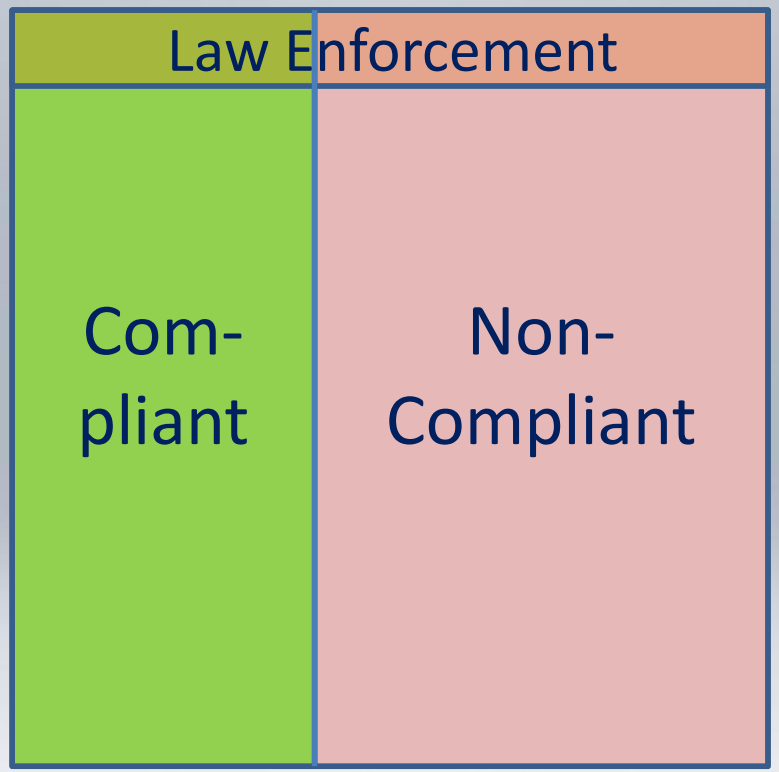
Effect of RTMS on compliance



Heavy vehicles > 25 tons
(approx. 150 - 200 000)

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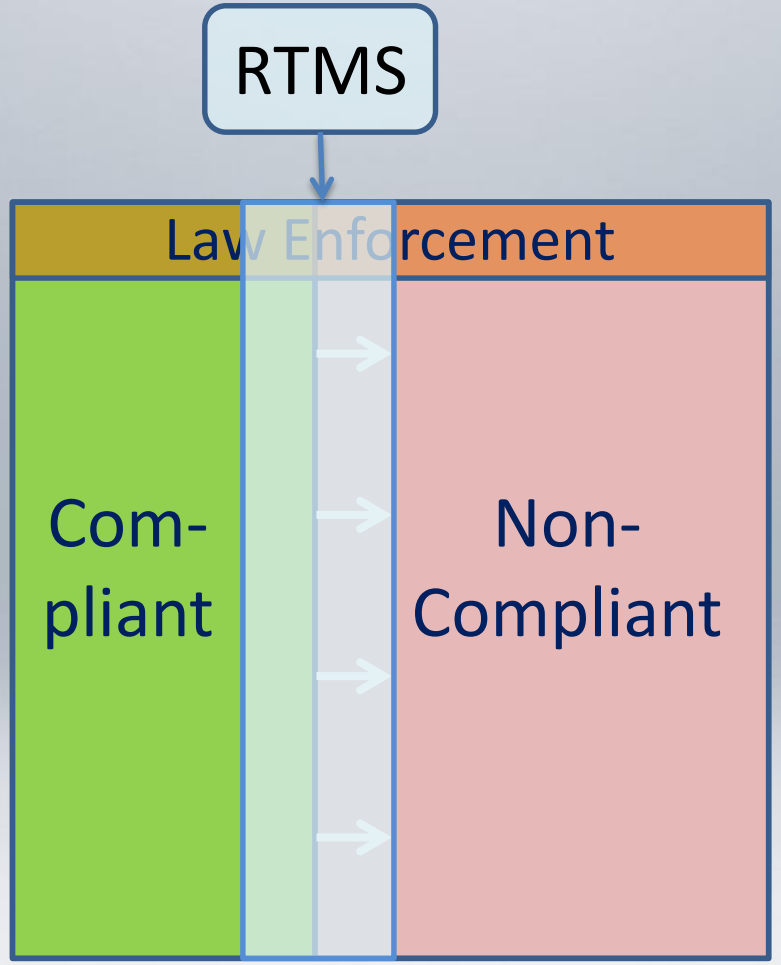
Effect of RTMS on compliance



Heavy vehicles > 25 tons
(approx. 150 - 200 000)

RTMS-certified vehicles
(approx. 10 000)

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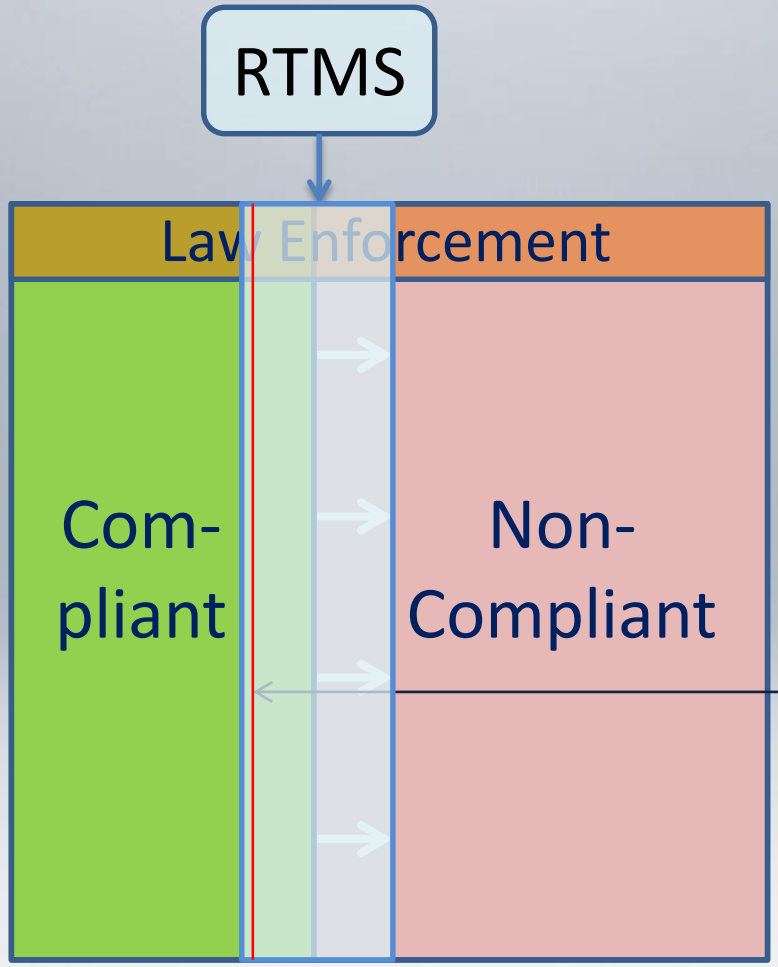
Effect of RTMS on compliance



PBS

PBS vehicles
(approx. 165)

Heavy vehicles > 25 tons
(approx. 150 - 200 000)

RTMS-certified vehicles
(approx. 10 000)

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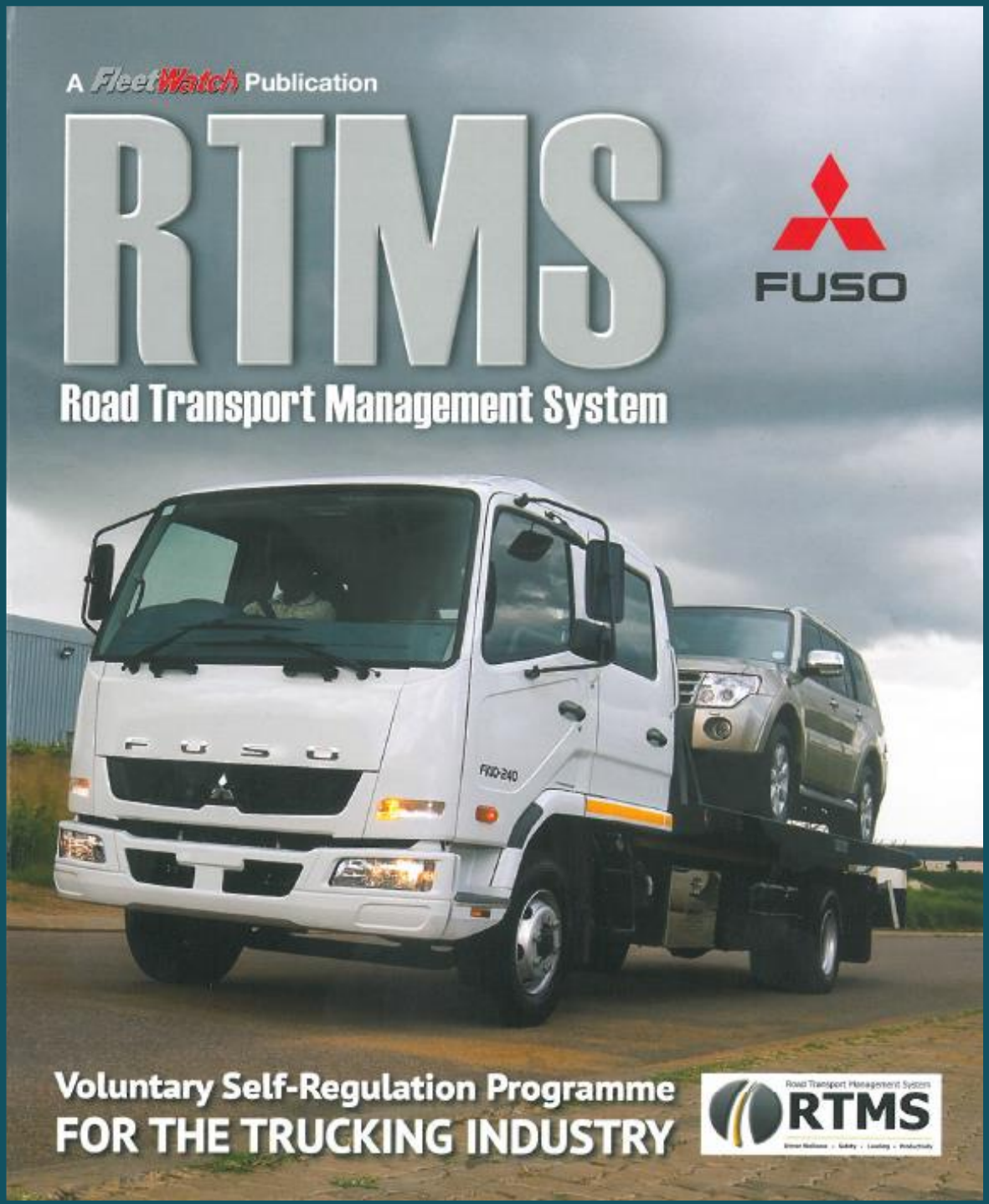

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Road Transport Management System
RTMS
Driver Wellness • Safety • Loading • Productivity

RTMS Certification Requirements

Vehicle Standards & Systems Summit towards Safe Roads in South Africa

CSIR Convention Centre

26-27 September 2016

Oliver Naidoo

Road Traffic Management Corporation

NRCS national regulator for compulsory specifications

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Road Transport Management System

RTMS

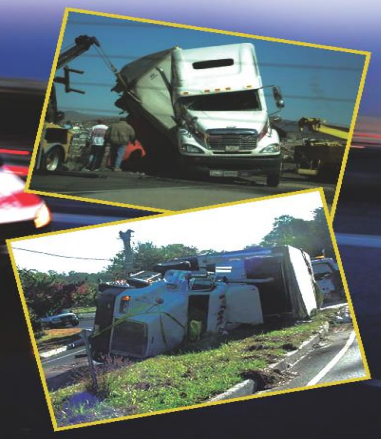
Driver Wellness • Safety • Loading • Productivity

WHAT IS RTMS?

RTMS (Road Transport Management System) is a standard to improve performance of Transporters

WHAT ARE THE OBJECTIVES?

- Prevent Overloading
- Improve efficiency
- Minimise Accidents
- Proactive Vehicle Maintenance
- Promote Legal Compliance
- Enhance Driver Wellness
- Eliminate unsafe practices
- Promote Skills Development
- Monitoring of Performance
- Continual Improvement



SANS 1395-1:2014

3.2.1	Sites
3.2.2	Fleet Inventory / Mass Assessment & Verification
3.2.3	Road Safety
3.2.4	Maintenance of Roadworthy Vehicles
3.2.5	Vehicle & Load Safety
3.2.6	Driver Health & Wellness
3.2.7	Support
3.2.8	Competency, Training & Awareness
3.2.9	Documents & Records
3.2.10	Continual Improvement – Efficiency & Road Safety
3.2.11	Internal Audit
3.2.12	Management Review
3.2.13	Continual Improvement – Efficiency & Road Safety

JC AUDITORS

Road Transport Management System
RTMS
Driver Wellness • Safety • Loading • Productivity

RTMS Criteria

(SANS 1395-1:2014)

Loading Control

- Fleet Inventory
- Control of loading
- Prevent Overloads
- Optimise Payload

Safety/ Compliance

Vehicle Maintenance

Basic Roadworthiness

Minimising breakdowns

Speed Management

Accident Analysis

Traffic violations

Risk Management

Driver Wellness

Medical Fitness

Chronic illness Management

Fatigue Management

(Shift / Driving hours)

Wellness Initiatives (Nutrition etc.)

Support

Providing skills development to ensure drivers obtain and retain competency to be safe, compliant and a minimal risk on public roads

Procedures, Policies, Documents + Records + Monitoring + Corrective Actions + Internal Audit + Management Review

Road Transport Management System RTMS

Driver Wellness • Safety • Loading • Productivity

JC AUDITORS

Nature of RTMS Audits

Process

- ✓ Is there a process (policy/procedure) in place?
- ✓ Are all the required criteria addressed in this process?

Consistent Implementation

- ✓ What records are available to verify consistent implementation?
- ✓ Are non-conformances/violations detected?
- ✓ What actions are taken to minimise habitual recurrence

SANS 1395 only prescribes REQUIREMENTS – It does not prescribe any specific mechanism (software/technology/system). The operator to determine the most appropriate mechanism taking into the company operating environment. NOT a “one-size-fits-all” approach.

Road Transport Management System RTMS
Driver Wellness • Safety • Loading • Productivity

JC AUDITORS

Fleet Inventory

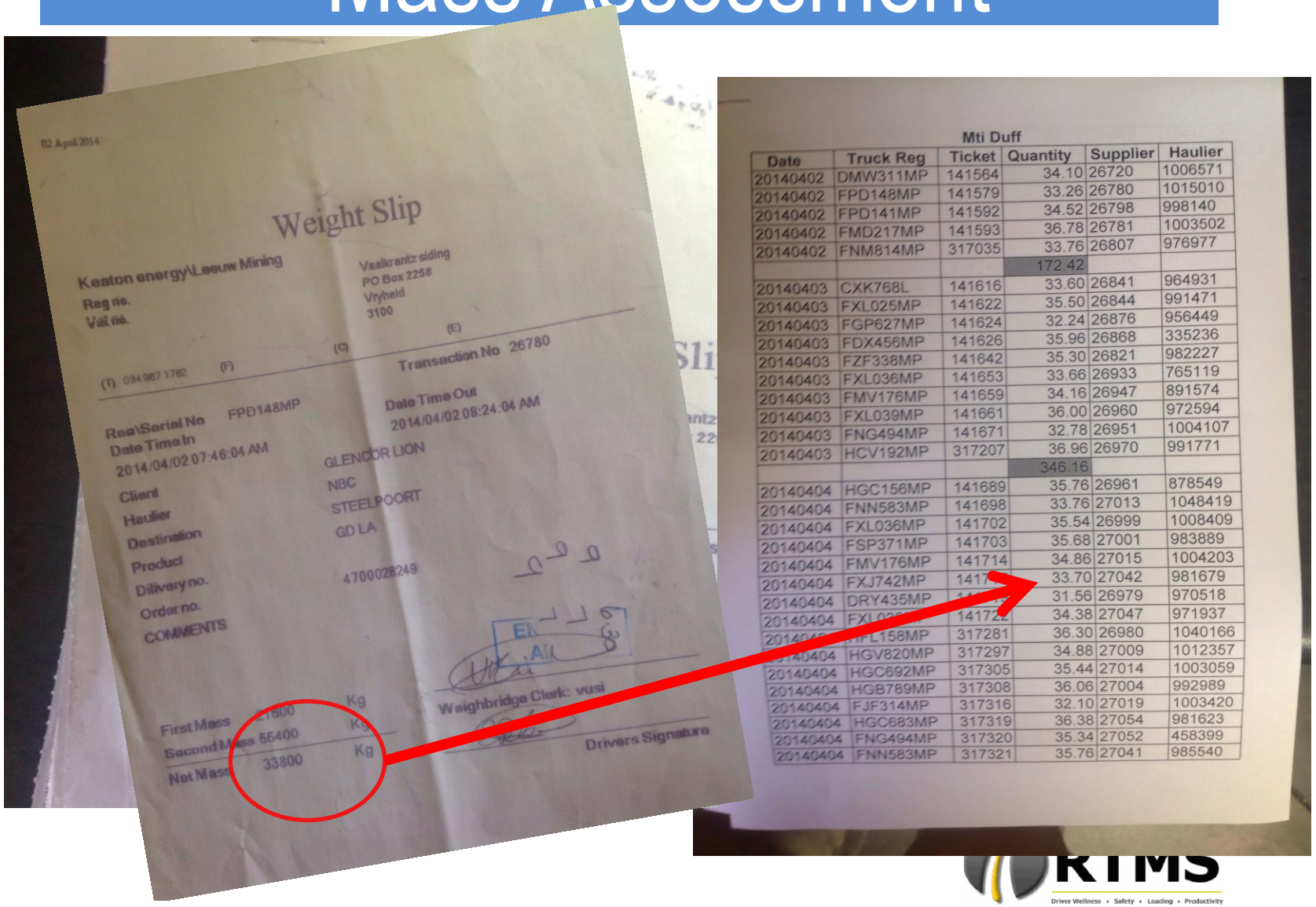
FLEET NUMBER	LAST RECORDED KMs	LAST SERVICE KMs	LAST SERVICE DATE	KMs TO NEXT SERVICE	NEXT SERVICE KMs	SERVICE INTERVAL	COF HORSE	DAYS TO NEXT COF	COF TRAILER	DAYS TO NEXT COF
56	671140	650000	06 July 2016	3860	675000	25000	31 August 2017	353	31 August 2017	353
78	567404	550000	29 June 2016	7596	575000	25000	30 September 2016	18	30 September 2016	18
88	631181	625000	30 August 2016	18819	650000	25000	31 December 2016	110	31 December 2016	110
89	578885	575000	31 August 2016	21115	600000	25000	31 December 2016	110	31 December 2016	110

FLEET NUMBER	KZN ABNORMAL PERMIT	DAYS LEFT ON PERMIT	MP ABNORMAL PERMIT	DAYS LEFT ON PERMIT	FS ABNORMAL PERMIT	DAYS LEFT ON PERMIT	GP ABNORMAL PERMIT	DAYS LEFT ON PERMIT	NW ABNORMAL PERMIT	DAYS LEFT ON PERMIT	NC ABNORMAL PERMIT
56	01 June 2017	262	28 February 2017	169	15 November 2016	64	23 November 2016	72	15 May 2017	245	24 January 2017
78	01 June 2017	262	28 February 2017	169	15 November 2016	64	23 November 2016	72	15 May 2017	245	24 January 2017
88	01 June 2017	262	28 February 2017	169	15 November 2016	64	23 November 2016	72	15 May 2017	245	24 January 2017

Road Transport Management System
RTMS
Driver Wellness • Safety • Loading • Productivity

JC AUDITORS

Mass Assessment



02 April 2014

Weight Slip

Keaton energy\Leeuw Mining
Reg no.
Vat no.

Vaalkrantz siding
PO Box 2258
Vryheid
3100

(T) 034 967 1782 (F) (C) (E)

Transaction No 26780

Rea\Serial No FPD148MP
Date Time In 2014/04/02 07:46:04 AM
Date Time Out 2014/04/02 08:24:04 AM
Client GLENCOR LION
Haulier NBC
Destination STEELPOORT
Product GD LA
Dilivery no. 4700028249
Order no.
COMMENTS

First Mass	27800	Kg
Second Mass	56400	Kg
Net Mass	33800	Kg

Weighbridge Clerk: vusi

Drivers Signature

Mti Duff

Date	Truck Reg	Ticket	Quantity	Supplier	Haulier
20140402	DMW311MP	141564	34.10	26720	1006571
20140402	FPD148MP	141579	33.26	26780	1015010
20140402	FPD141MP	141592	34.52	26798	998140
20140402	FMD217MP	141593	36.78	26781	1003502
20140402	FNM814MP	317035	33.76	26807	976977
			172.42		
20140403	CXK768L	141616	33.60	26841	964931
20140403	FXL025MP	141622	35.50	26844	991471
20140403	FGP627MP	141624	32.24	26876	956449
20140403	FDX456MP	141626	35.96	26868	335236
20140403	FZF338MP	141642	35.30	26821	982227
20140403	FXL036MP	141653	33.66	26933	765119
20140403	FMV176MP	141659	34.16	26947	891574
20140403	FXL039MP	141661	36.00	26960	972594
20140403	FNG494MP	141671	32.78	26951	1004107
20140403	HCV192MP	317207	36.96	26970	991771
			346.16		
20140404	HGC156MP	141689	35.76	26961	878549
20140404	FNN583MP	141698	33.76	27013	1048419
20140404	FXL036MP	141702	35.54	26999	1008409
20140404	FSP371MP	141703	35.68	27001	983889
20140404	FMV176MP	141714	34.86	27015	1004203
20140404	FXJ742MP	141	33.70	27042	981679
20140404	DRY435MP	141	31.56	26979	970518
20140404	FXL	141	34.38	27047	971937
20140	FPL158MP	317281	36.30	26980	1040166
20140404	HGV820MP	317297	34.88	27009	1012357
20140404	HGC692MP	317305	35.44	27014	1003059
20140404	HGB789MP	317308	36.06	27004	992989
20140404	FJF314MP	317316	32.10	27019	1003420
20140404	HGC683MP	317319	36.38	27054	981623
20140404	FNG494MP	317320	35.34	27052	458399
20140404	FNN583MP	317321	35.76	27041	985540

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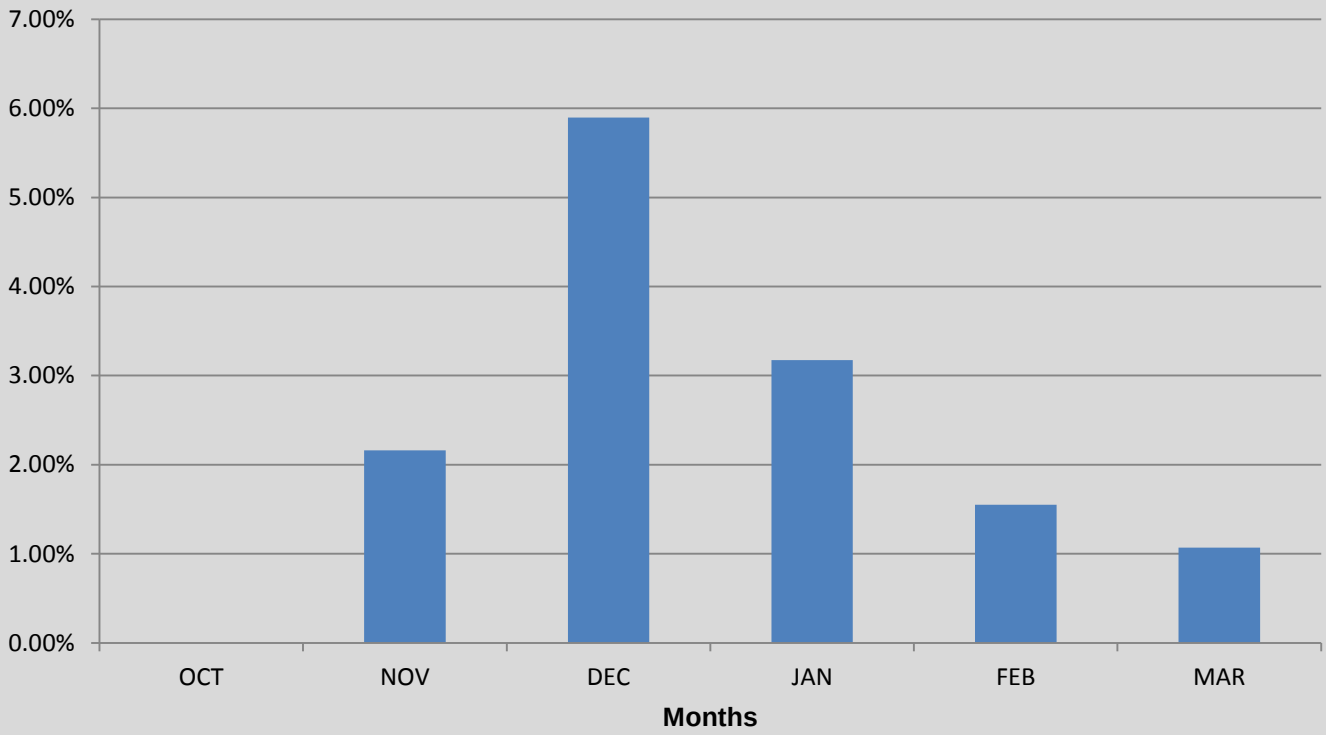
Overloading Frequency (%)



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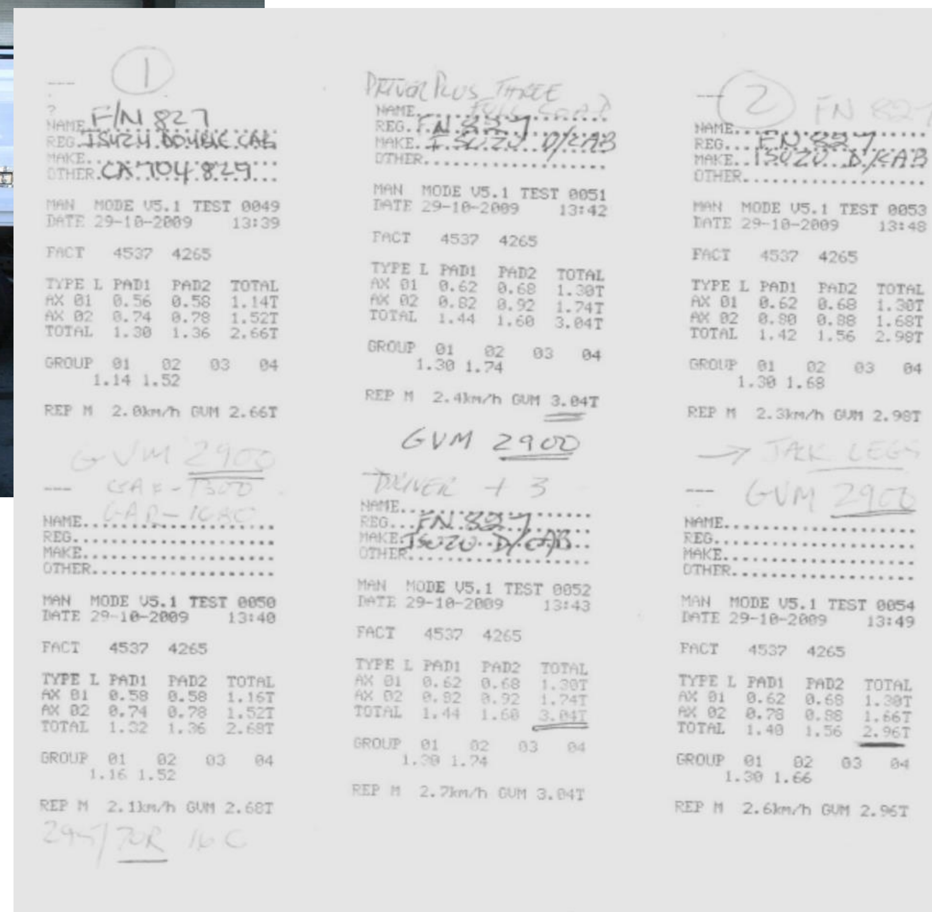
Mass Assessment



(1)
NAME F/N 827
REG. ISUZU DOUBLE CAB
MAKE.
OTHER. CA 704 829

MAN MODE V5.1 TEST 0049
DATE 29-10-2009 13:39

FACT 4537 4265

TYPE L	PAD1	PAD2	TOTAL
AX 01	0.56	0.58	1.14T
AX 02	0.74	0.78	1.52T
TOTAL	1.30	1.36	2.66T

GROUP 01 02 03 04
1.14 1.52

REP M 2.0km/h GUM 2.66T

GVM 2900

NAME.
REG.
MAKE.
OTHER.

MAN MODE V5.1 TEST 0050
DATE 29-10-2009 13:40

FACT 4537 4265

TYPE L	PAD1	PAD2	TOTAL
AX 01	0.58	0.58	1.16T
AX 02	0.74	0.78	1.52T
TOTAL	1.32	1.36	2.68T

GROUP 01 02 03 04
1.16 1.52

REP M 2.1km/h GUM 2.68T

DRIVER PLUS THREE
NAME.
REG. FN 827
MAKE. ISUZU D/CAB
OTHER.

MAN MODE V5.1 TEST 0051
DATE 29-10-2009 13:42

FACT 4537 4265

TYPE L	PAD1	PAD2	TOTAL
AX 01	0.62	0.68	1.30T
AX 02	0.82	0.92	1.74T
TOTAL	1.44	1.60	3.04T

GROUP 01 02 03 04
1.30 1.74

REP M 2.4km/h GUM 3.04T

GVM 2900

DRIVER + 3
NAME.
REG. FN 827
MAKE. ISUZU D/CAB
OTHER.

MAN MODE V5.1 TEST 0052
DATE 29-10-2009 13:43

FACT 4537 4265

TYPE L	PAD1	PAD2	TOTAL
AX 01	0.62	0.68	1.30T
AX 02	0.82	0.92	1.74T
TOTAL	1.44	1.60	3.04T

GROUP 01 02 03 04
1.30 1.74

REP M 2.7km/h GUM 3.04T

(2) FN 827
NAME.
REG. FN 827
MAKE. ISUZU D/CAB
OTHER.

MAN MODE V5.1 TEST 0053
DATE 29-10-2009 13:48

FACT 4537 4265

TYPE L	PAD1	PAD2	TOTAL
AX 01	0.62	0.68	1.30T
AX 02	0.80	0.88	1.68T
TOTAL	1.42	1.56	2.98T

GROUP 01 02 03 04
1.30 1.68

REP M 2.3km/h GUM 2.98T

→ JACK LEGS
GVM 2900

NAME.
REG.
MAKE.
OTHER.

MAN MODE V5.1 TEST 0054
DATE 29-10-2009 13:49

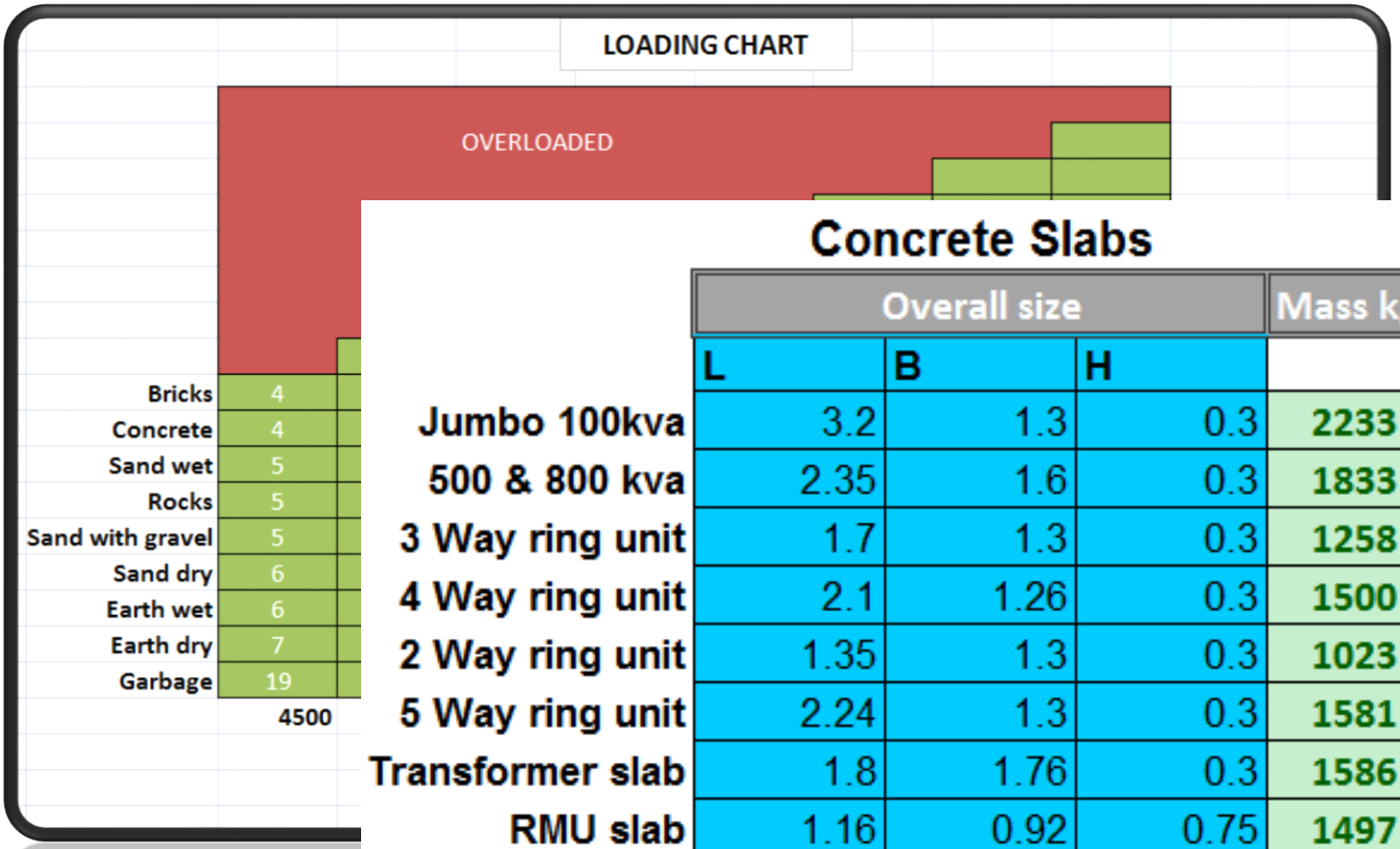
FACT 4537 4265

TYPE L	PAD1	PAD2	TOTAL
AX 01	0.62	0.68	1.30T
AX 02	0.78	0.88	1.66T
TOTAL	1.40	1.56	2.96T

GROUP 01 02 03 04
1.30 1.66

REP M 2.6km/h GUM 2.96T

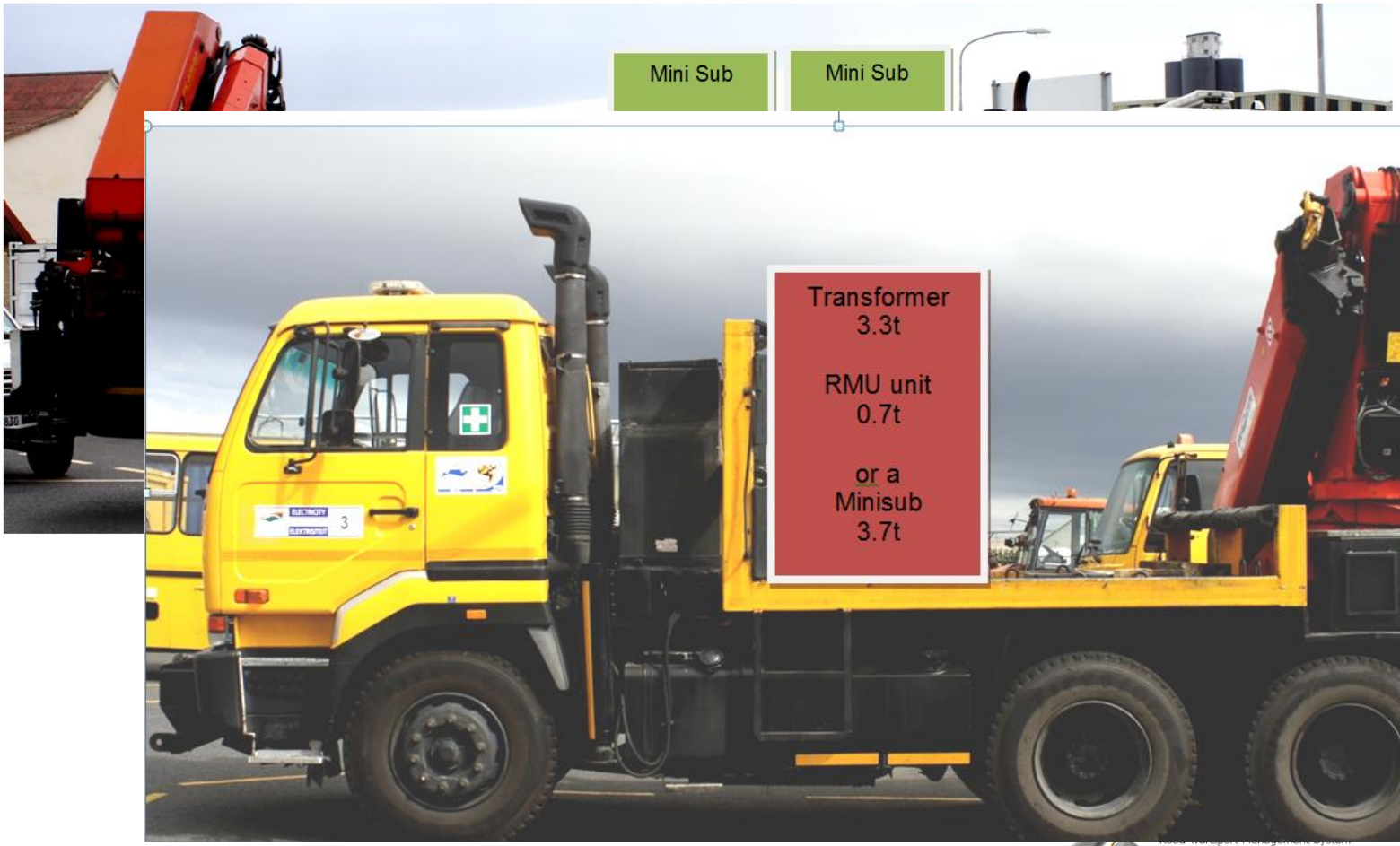
Mass Assessment



Concrete Slabs

	Overall size			Mass kg
	L	B	H	
Jumbo 100kva	3.2	1.3	0.3	2233
500 & 800 kva	2.35	1.6	0.3	1833
3 Way ring unit	1.7	1.3	0.3	1258
4 Way ring unit	2.1	1.26	0.3	1500
2 Way ring unit	1.35	1.3	0.3	1023
5 Way ring unit	2.24	1.3	0.3	1581
Transformer slab	1.8	1.76	0.3	1586
RMU slab	1.16	0.92	0.75	1497
Meterbox slab	1.36	1.36	0.3	1163

Mass Assessment



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Road Safety : Speed Regulations

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Compliance to Speed Regulations

StartDateTime	FleetNo	Duration	Value	RegNo	Driver	ManifestNo	
2014-08-12 09:19:31	PH62	00:15:26	89	ND492381	Bhekinkosi Henry Mntungwa	25074	One on One Counselling
2014-08-13 11:08:34	PH35	00:04:46	95	ND665263	David Njabulo Zuma	24159	Written Warning
2014-08-13 11:08:34	PH35	00:04:46	95	ND665263	Jacob Mangoro	24644	Written Warning
2014-08-13 11:08:34	PH35	00:04:46	95	ND665263	Nkosinathi Sydney Mncube	24987	Written Warning
2014-08-14 05:56:07	PH23	00:17:26	109	ND577949	Herbert Phungula	25326	Final Written Warning
2014-08-14 06:17:22	PH23	00:26:58	109	ND577949	Herbert Phungula	25326	Final Written Warning
2014-08-14 06:48:50	PH23	00:11:37	104	ND577949	Herbert Phungula	25326	Final Written Warning
2014-08-14 07:14:37	PH23	00:04:55	97	ND577949	Herbert Phungula	25326	Written Warning
2014-08-14 07:26:28	PH23	00:20:0	90	ND577949	Herbert Phungula	25326	One on One Counselling
2014-08-14 07:51:12	PH23	00:14:38	90	ND577949	Herbert Phungula	25326	One on One Counselling
2014-08-14 08:15:11	PH23	00:03:40	91	ND577949	Herbert Phungula	25326	One on One Counselling
2014-08-14 08:21:56	PH23	00:07:38	90	ND577949	Herbert Phungula	25326	One on One Counselling
2014-08-18 06:34:20	PH35	00:03:01	86	ND665263	David Njabulo Zuma	24655	One on One Counselling

Monitoring & Detection of Speed Violations

Corrective Actions in order to minimise habitual recurrence

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Accident Investigation & Analysis (3.2.3)

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Accident Investigation & Analysis (3.2.3)

1. Root Causes: (select from the following criteria to identify applicable causes relating to the accident)

2.1 Light conditions: (mark ONE only)

1.	Daylight		4.	Night unlit	
2.	Night lit		5.	Other (specify)	X
3.	Street lights			DAWN	

2.2 Weather conditions & visibility: (mark ONE only)

1.	Clear		4.	Mist/Fog		7.	Fire/Smoke	
2.	Overcast	X	5.	Hail/Snow		8.	Severe Wind	
3.	Rain		6.	Dust		9.	Unknown	

2.3 Road surface type: (mark ONE only)

1.	Concrete		4.	Dirt	
2.	Tarmac	X	5.	Other (specify)	
3.	Gravel				

2.4 Road surface: (mark ONE only)

1.	Dry	X	4.	Snow		7.	Gravel	
2.	Wet		5.	Water		8.	Sand	
3.	ice		6	Slippery		9.	Other (specify)	

1.5 Quality of road surface: (mark ONE only)

1.	Good	X	5.	Corrugated	
2.	Bumpy		6.	Other (specify)	
3.	Pothole/s			N/A	
4	Cracks				

1.6 a. Road marking visibility: (mark ONE only)

1.	Unknown		2.	Good	X	3.	Poor	

b. road signs clearly visible

1.	Yes?	X	2.	No?		3.	N/A	

2. Symptoms or Immediate Causes: (select one or more as is applicable)

1.	Operating at Unsafe Speeds		16.	Entering Traffic Flow	
2.	Reckless or Inconsiderate Driving		17.	Merging	
3.	Intoxication by Alcohol/Drugs		18.	Diverging	
4.	Head/ Rear End Collision		19.	Overtaking – pass to Right	
5.	Head On Collision		20.	Overtaking – pass to Left	
6.	Side Swipe – opposite directions		21.	Travelling Straight	X
7.	Side Swipe – same direction		22.	Sudden Stop	
8.	Crossing Driver's path		23.	Sudden Start	
9.	Single Vehicle Left Road	X	24.	Busy Parking	
10.	Single Vehicle overturned	X	25.	Changing Lane	
11.	Accident with animal(specify)		26.	Swerving	
12.	Accident with Fixed Object		27.	Slowing Down	
13.	Turning Right		28.	Avoiding Object	
14.	Turning Left		29.	Stationary/Parked	
15.	U-Turn		30.	Driver Fatigue	

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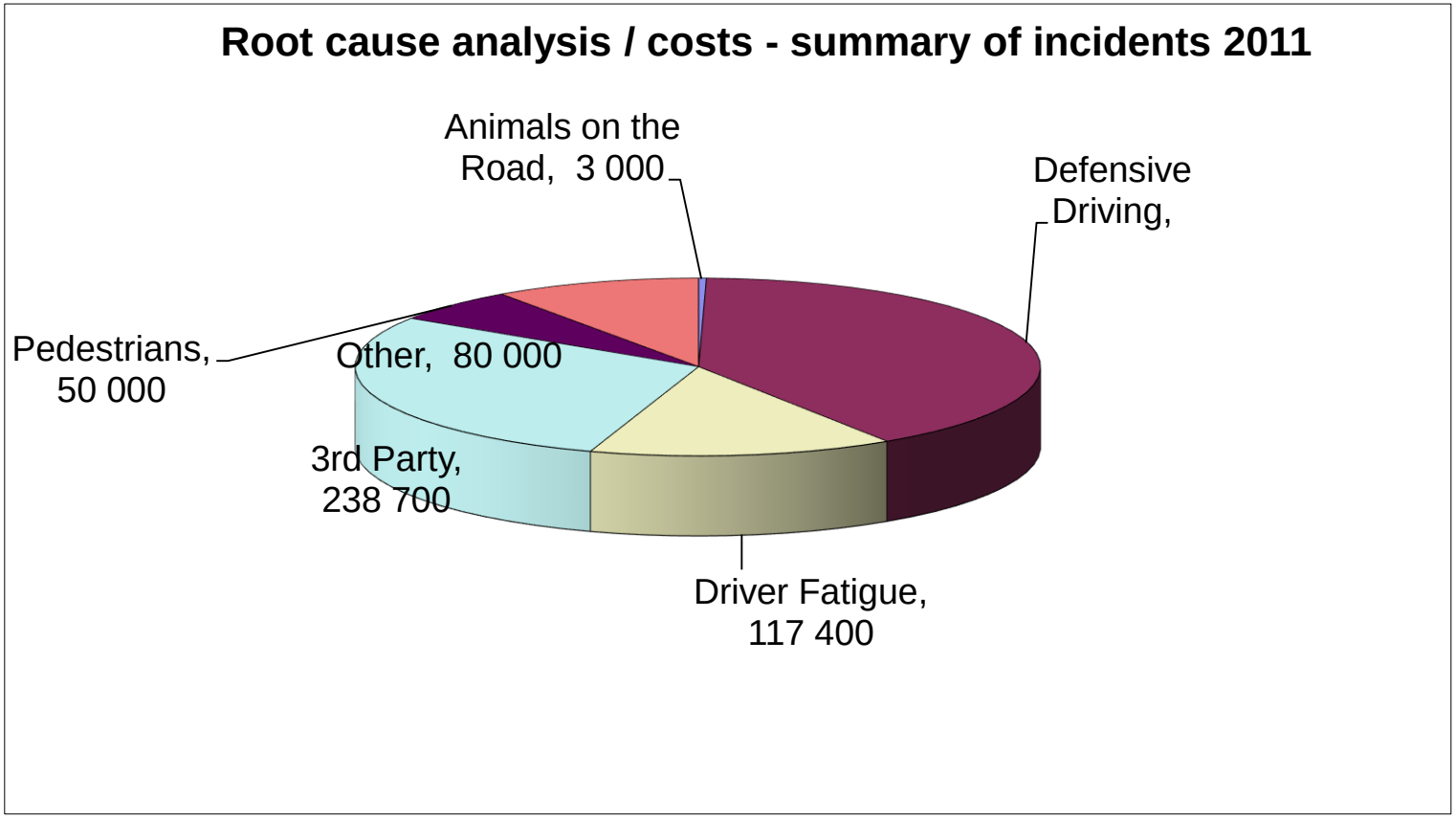
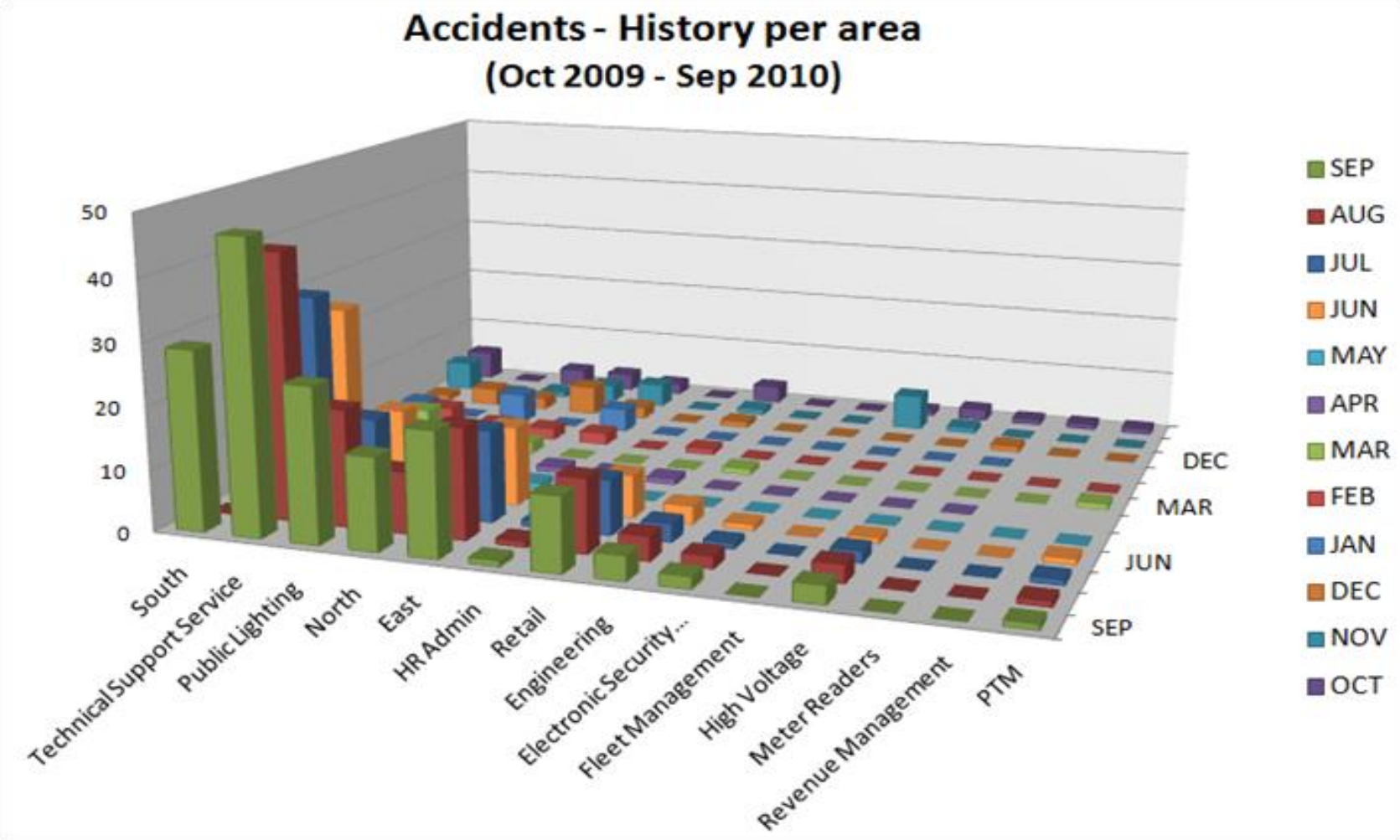
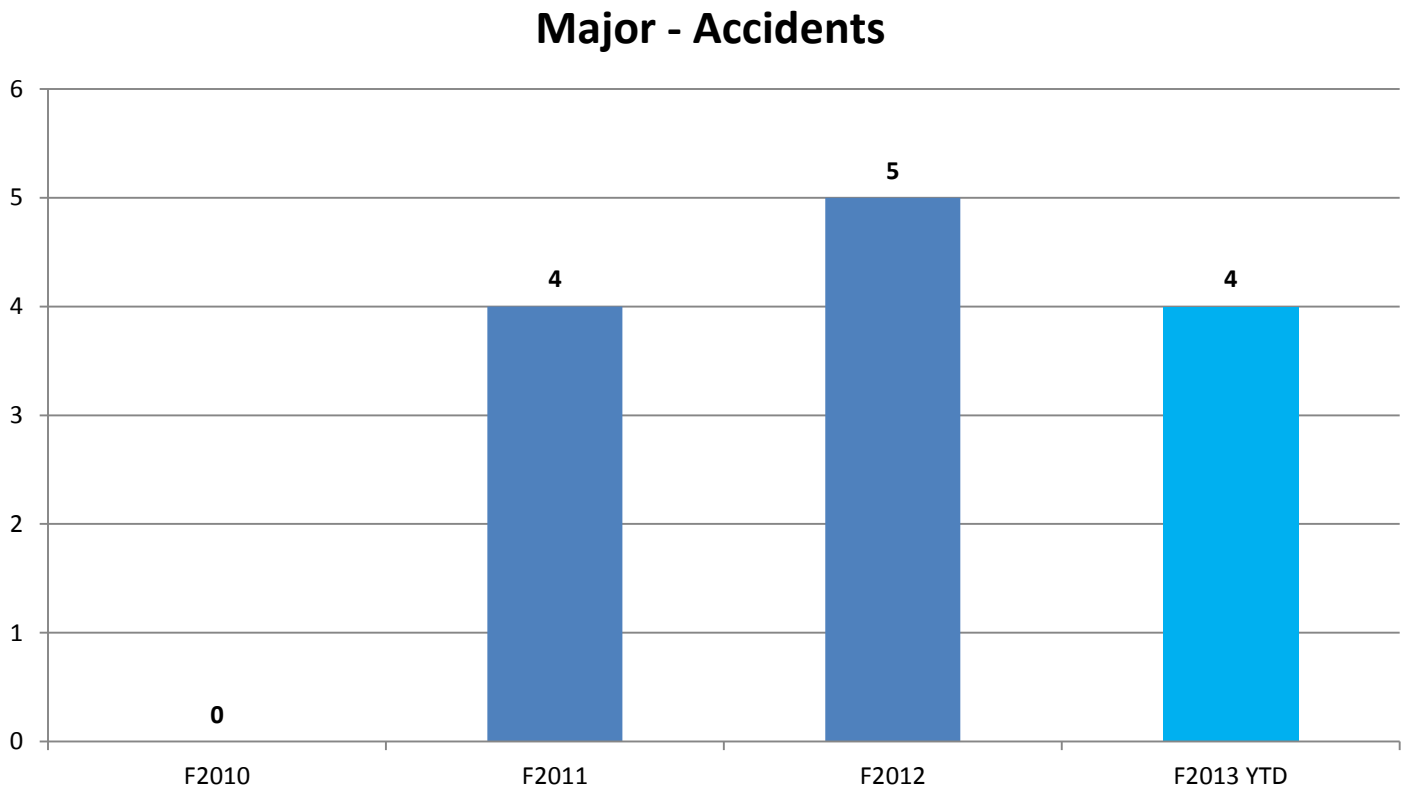
Accident Investigation & Analysis



Accident History



Accident Investigation & Analysis



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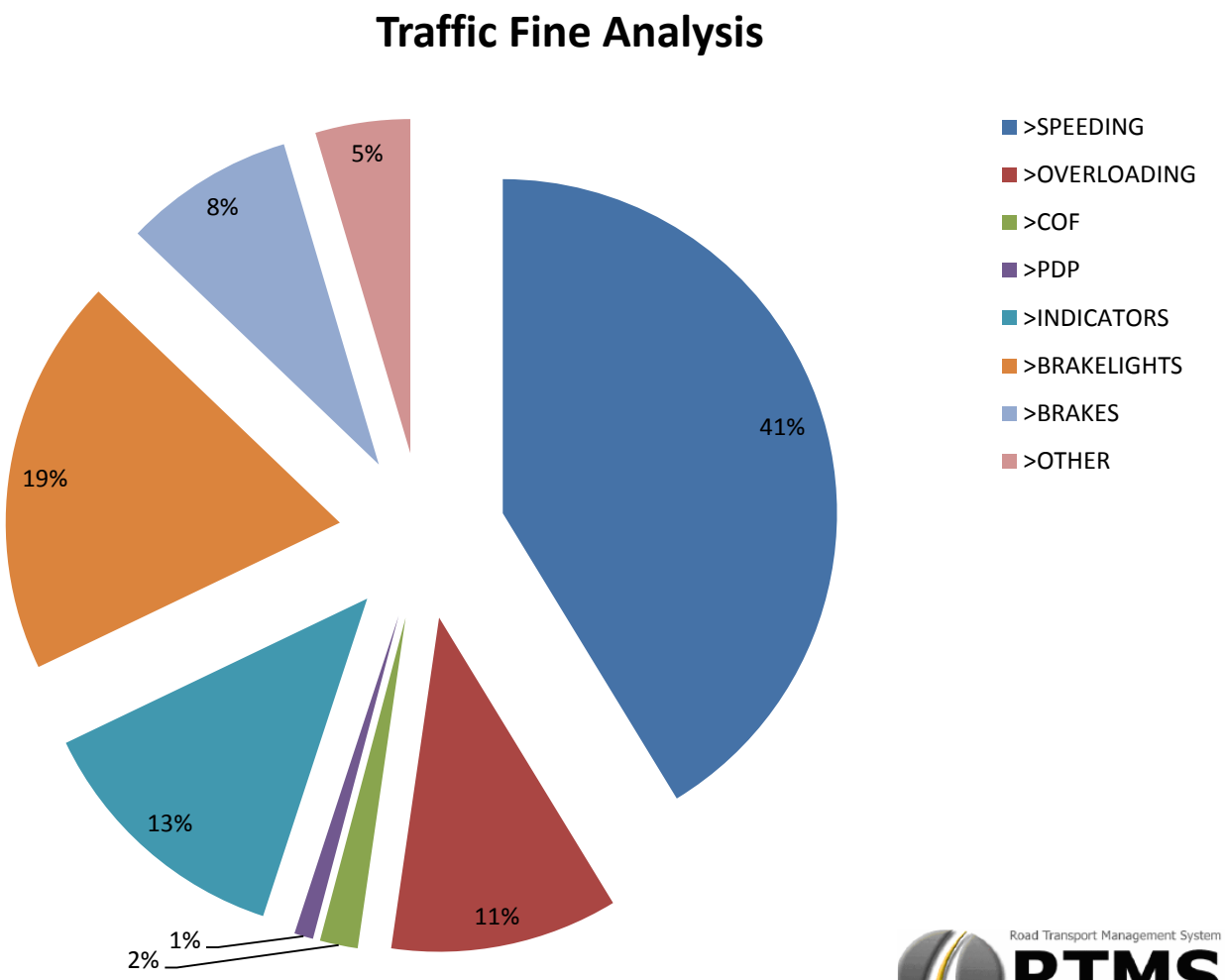
Traffic Infringements/Violations



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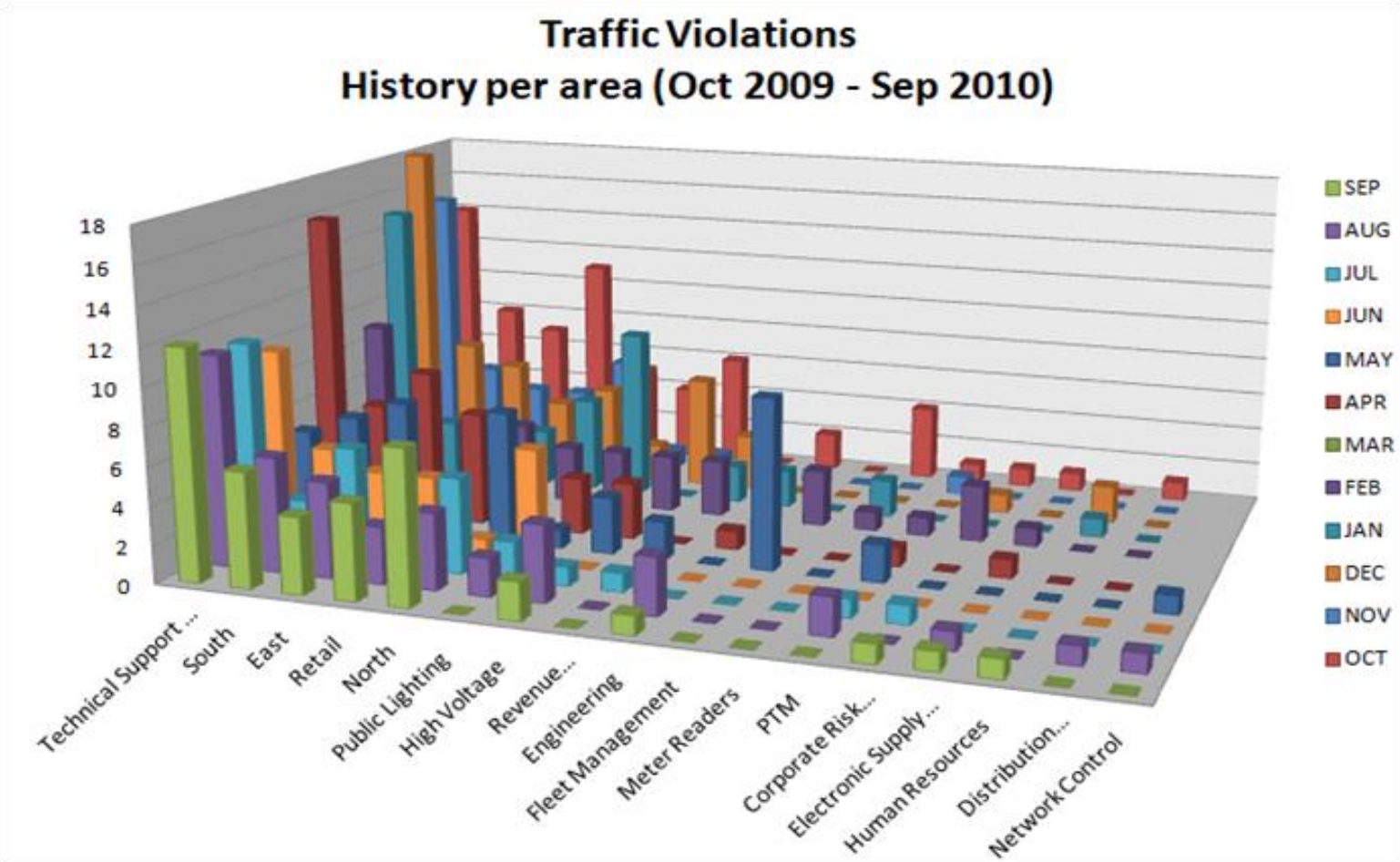
Traffic Infringements/Violations



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Vehicle Maintenance

Road Transport Management System
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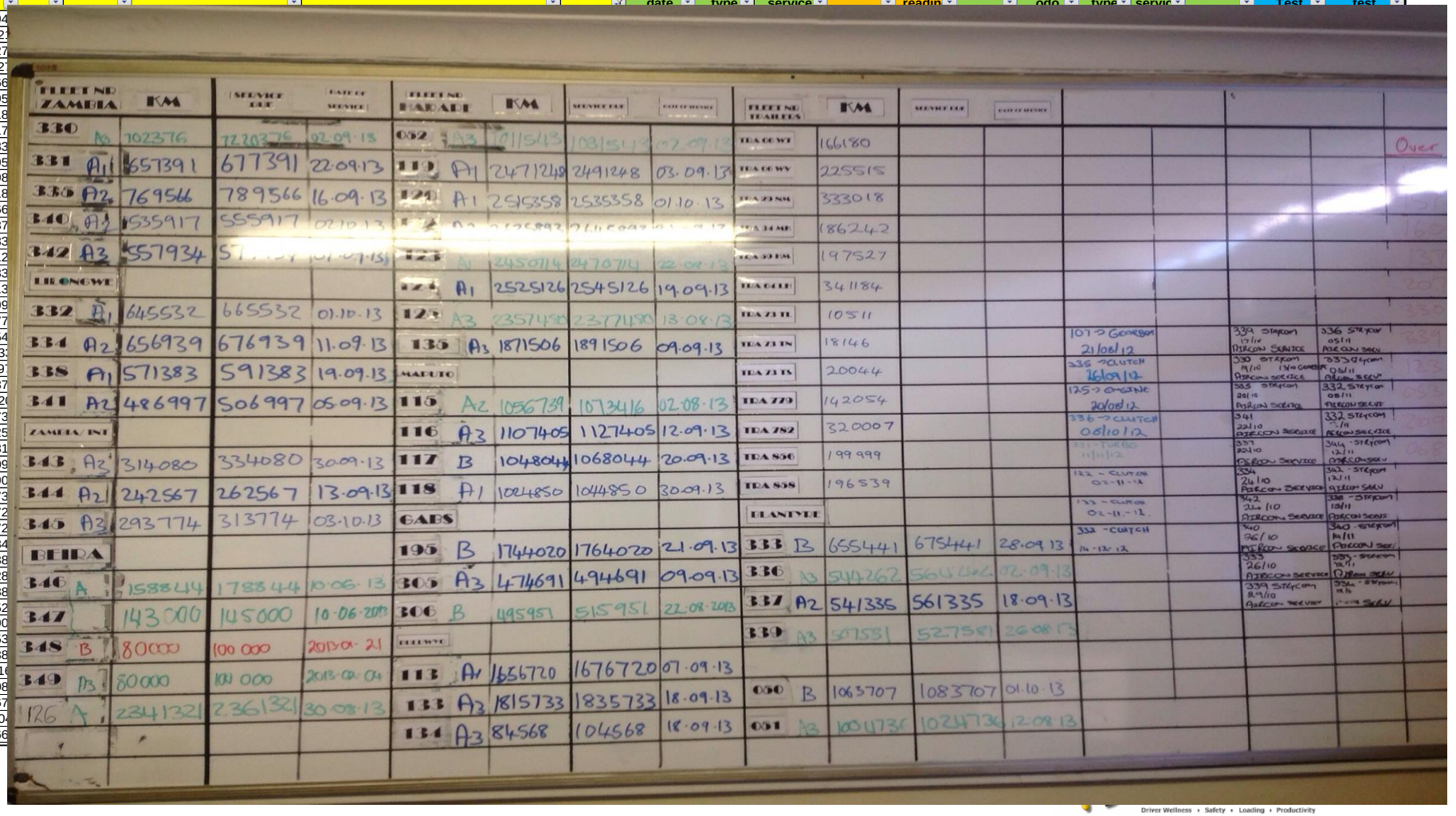
Vehicle Maintenance

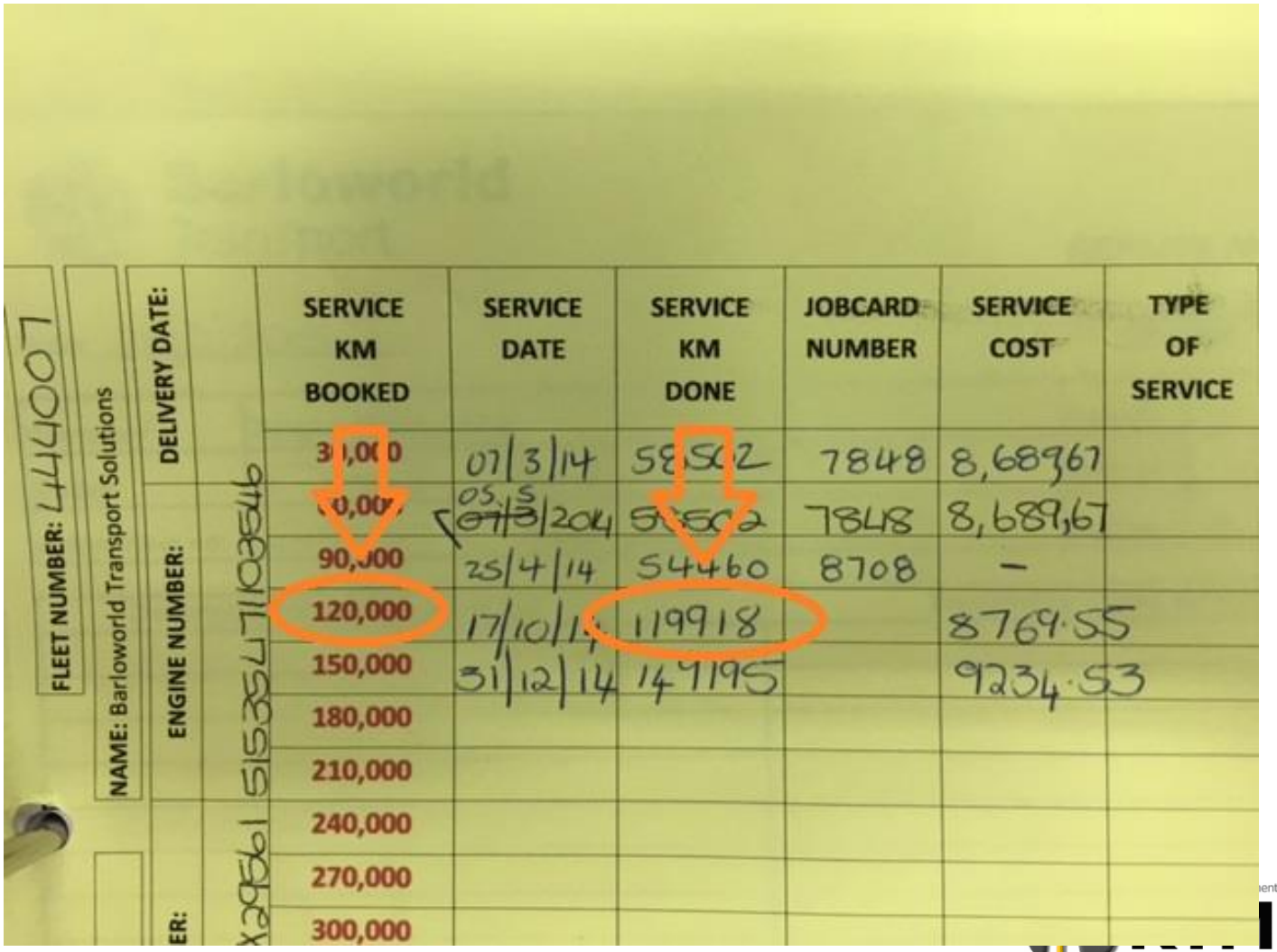
						Last Service			Odometer							Load Test	
Reg No	Flt No	Rental Code	Rental Description	Description	Cost Centre	Last service date	Last service type	Odometer @ last service	Date	Current Odo readin	Service Intervals	Next Service odo	Next service type	Km to next servic	Status	Date of Last Load Test	Date of Next Load test
CA1294																	
CA472																	
CA5327																	
CA732																	
CA8866																	
CA7995																	
CA2018																	
CA8817																	
CA8483																	
CA7995																	
CA5598																	
CA1518																	
CA9066																	
CA2737																	
CA8483																	
CA2712																	
CA8483																	
CA2713																	
CA7999																	
CA1077																	
CA1154																	
CY6133																	
CA139																	
CA9187																	
CY3226																	
CA3573																	
CA5725																	
CA1181																	
CA5609																	
CA7190																	
CA7573																	
CA7572																	
CA7572																	
CA5784																	
CA7288																	
CA8528																	
CA7288																	
CA2052																	
CA2690																	
CA2053																	
CA2738																	
CA5216																	
CY2708																	
CA6667																	
CY7704																	
CA9066																	



Vehicle Maintenance

FLEET NUMBER	LAST RECORDED KMs	LAST SERVICE KMs	LAST SERVICE DATE	KMs TO NEXT SERVICE	NEXT SERVICE KMs	SERVICE INTERVAL
56	671140	650000	06 July 2016	3860	675000	25000
78	567404	550000	29 June 2016	7596	575000	25000
88	631181	625000	30 August 2016	18819	650000	25000
89	578885	575000	31 August 2016	21115	600000	25000
90	602264	600000	07 September 2016	22736	625000	25000
92	574253	575000	01 September 2016	25747	600000	25000

Vehicle Maintenance



FLEET NUMBER: 4440007

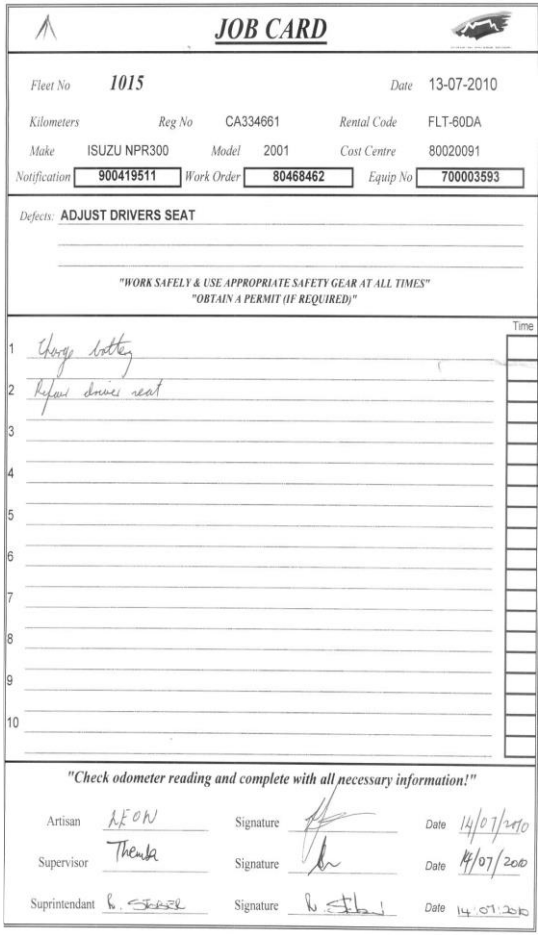
NAME: Barloworld Transport Solutions

DELIVERY DATE:

ENGINE NUMBER:

SERVICE KM BOOKED	SERVICE DATE	SERVICE KM DONE	JOBCARD NUMBER	SERVICE COST	TYPE OF SERVICE
30,000	07/3/14	58502	7848	8,689,67	
60,000	05/9/204	58502	7848	8,689,67	
90,000	25/4/14	54460	8708	–	
120,000	17/10/14	119918		8769.55	
150,000	31/12/14	147195		9234.53	
180,000					
210,000					
240,000					
270,000					
300,000					

Vehicle Maintenance



JOB CARD

Fleet No 1015 Date 13-07-2010

Kilometers Reg No CA334661 Rental Code FLT-60DA

Make ISUZU NPR300 Model 2001 Cost Centre 80020091

Notification 900419511 Work Order 80468462 Equip No 700003593

Defects: ADJUST DRIVERS SEAT

"WORK SAFELY & USE APPROPRIATE SAFETY GEAR AT ALL TIMES"
"OBTAIN A PERMIT (IF REQUIRED)"

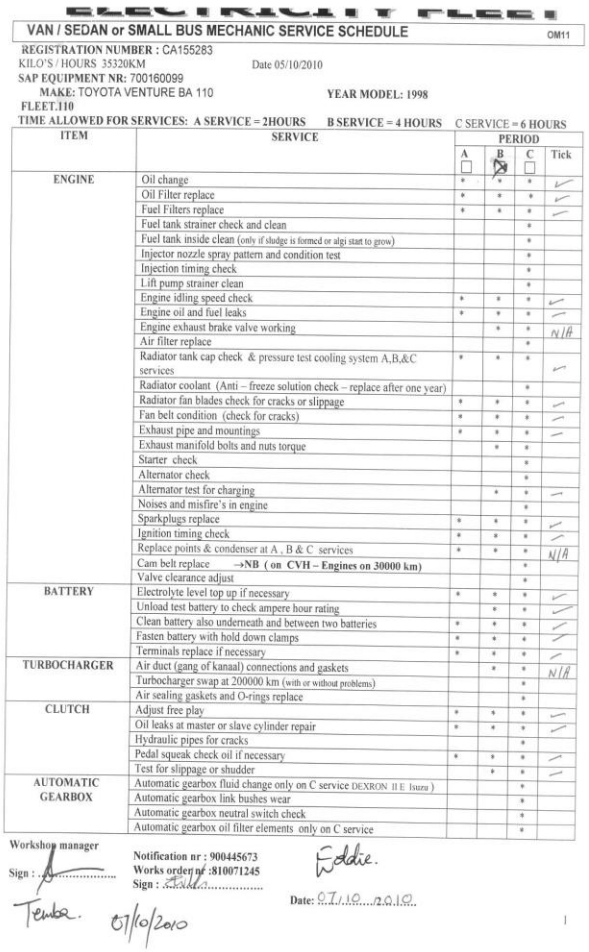
		Time
1	Charge battery	
2	Repair drivers seat	
3		
4		
5		
6		
7		
8		
9		
10		

"Check odometer reading and complete with all necessary information!"

Artisan NEON Signature Date 14/07/2010

Supervisor Themba Signature Date 14/07/2010

Suprintendant B. Skosana Signature Date 14/07/2010



VAN / SEDAN or SMALL BUS MECHANIC SERVICE SCHEDULE OM11

REGISTRATION NUMBER : CA155283
KILO'S / HOURS 35320KM Date 05/10/2010
SAP EQUIPMENT NR: 700160099
MAKE: TOYOTA VENTURE BA 110 YEAR MODEL: 1998
FLEET.110
TIME ALLOWED FOR SERVICES: A SERVICE = 2HOURS B SERVICE = 4 HOURS C SERVICE = 6 HOURS

ITEM	SERVICE	PERIOD A	B	C	Tick
ENGINE	Oil change	*	*	*	✓
	Oil Filter replace	*	*	*	✓
	Fuel Filters replace	*	*	*	✓
	Fuel tank strainer check and clean			*	
	Fuel tank inside clean (only if sludge is formed or algi start to grow)			*	
	Injector nozzle spray pattern and condition test			*	
	Injection timing check			*	
	Lift pump strainer clean			*	
	Engine idling speed check	*	*	*	✓
	Engine oil and fuel leaks	*	*	*	✓
	Engine exhaust brake valve working		*	*	N/A
	Air filter replace			*	
	Radiator tank cap check & pressure test cooling system A,B,&C services	*	*	*	✓
	Radiator coolant (Anti – freeze solution check – replace after one year)			*	
	Radiator fan blades check for cracks or slippage	*	*	*	✓
	Fan belt condition (check for cracks)	*	*	*	✓
	Exhaust pipe and mountings	*	*	*	✓
	Exhaust manifold bolts and nuts torque		*	*	
	Starter check			*	
	Alternator check			*	
	Alternator test for charging		*	*	✓
	Noises and misfire's in engine			*	
	Sparkplugs replace	*	*	*	✓
	Ignition timing check	*	*	*	✓
	Replace points & condenser at A , B & C services	*	*	*	N/A
	Cam belt replace →NB (on CVH – Engines on 30000 km)			*	
	Valve clearance adjust			*	
BATTERY	Electrolyte level top up if necessary	*	*	*	✓
	Unload test battery to check ampere hour rating		*	*	✓
	Clean battery also underneath and between two batteries	*	*	*	✓
	Fasten battery with hold down clamps	*	*	*	✓
	Terminals replace if necessary	*	*	*	✓
TURBOCHARGER	Air duct (gang of kanaal) connections and gaskets		*	*	N/A
	Turbocharger swap at 200000 km (with or without problems)			*	
	Air sealing gaskets and O-rings replace			*	
CLUTCH	Adjust free play	*	*	*	✓
	Oil leaks at master or slave cylinder repair	*	*	*	✓
	Hydraulic pipes for cracks			*	
	Pedal squeak check oil if necessary	*	*	*	✓
	Test for slippage or shudder		*	*	✓
AUTOMATIC GEARBOX	Automatic gearbox fluid change only on C service DEXRON II E Isuzu)			*	
	Automatic gearbox link bushes wear			*	
	Automatic gearbox neutral switch check			*	
	Automatic gearbox oil filter elements only on C service			*	

Workshop manager
Sign : Themba. 07/10/2010

Notification nr : 900445673
Works order nr :810071245
Sign : Eddie.
Date: 07.10.2010

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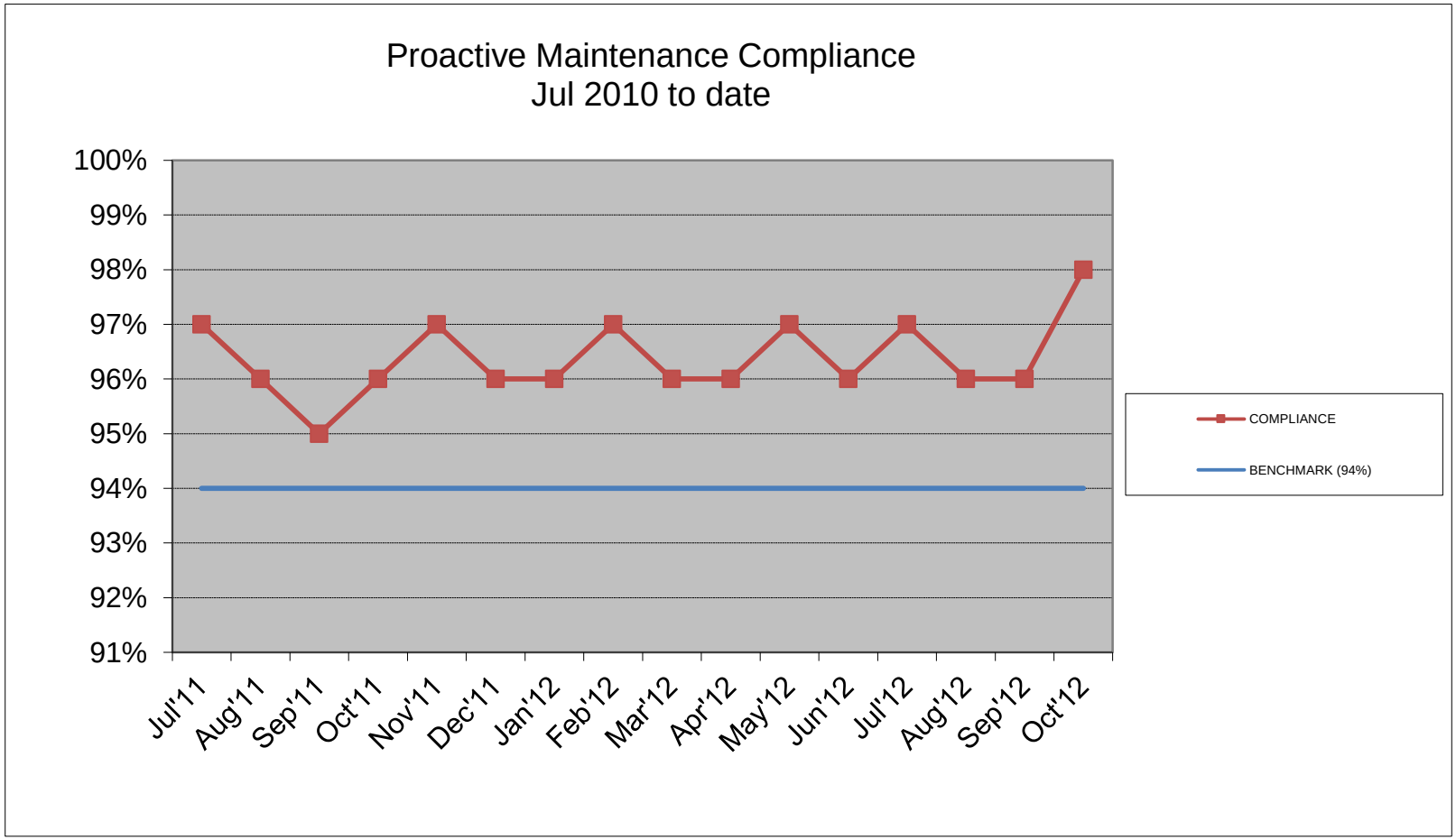
Vehicle Maintenance



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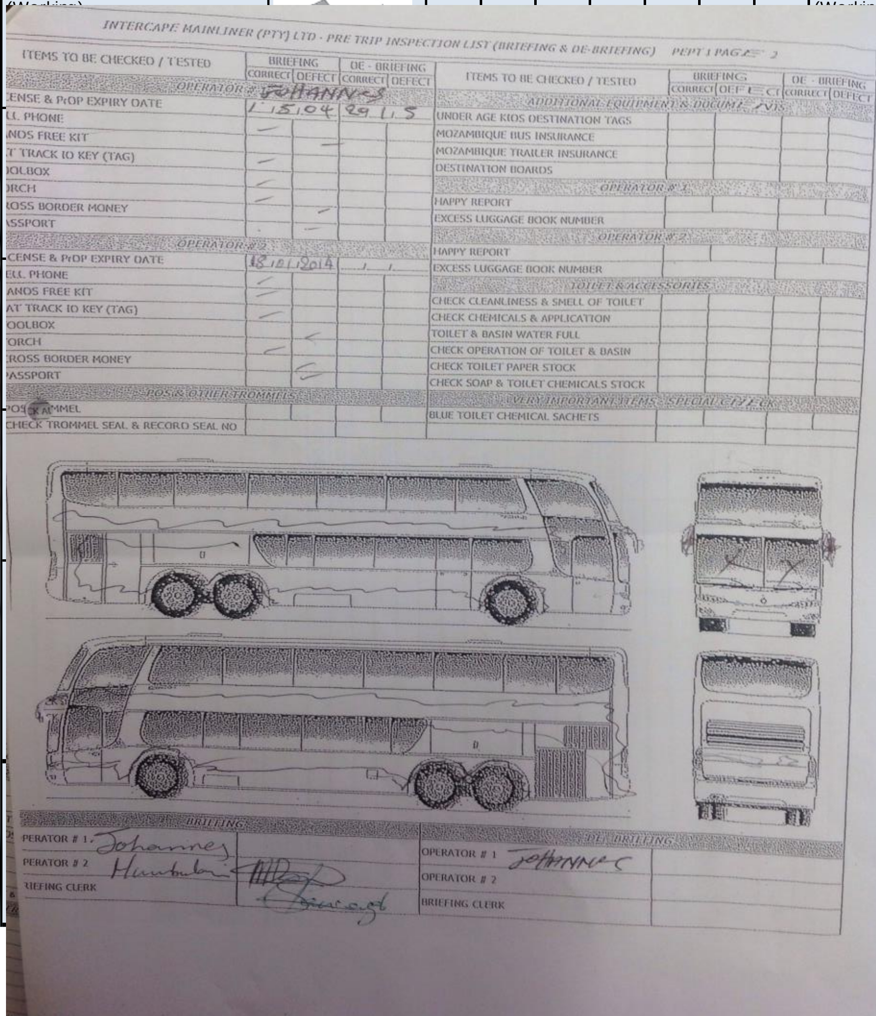
Vehicle & Load Safety(3.2.5)

12. Foot Brake (Working)	28. V Belt (Working)	
	p Deck	
	ears	
	re Extinguisher	
	achine Condition	
	e Shift :	Clean
		Dirty
		Damaged
	Shift :	Clean
		Dirty
		Damaged



INTERCAPE MAINLINER (PTY) LTD - PRE TRIP INSPECTION LIST (BRIEFING & DE-BRIEFING) PEPT 1 PAGE 2

ITEMS TO BE CHECKED / TESTED	BRIEFING CORRECT	BRIEFING DEFECT	DE-BRIEFING CORRECT	DE-BRIEFING DEFECT
OPERATOR # 1 JOHANNES				
ENSE & PrDP EXPIRY DATE	1/5/04		29/1/5	
LL PHONE				
NOS FREE KIT				
T TRACK ID KEY (TAG)				
OLBOX				
RCH				
OSS BORDER MONEY				
SSPORT				
OPERATOR # 2				
CENSE & PrDP EXPIRY DATE	18/01/2014			
ELL PHONE				
ANOS FREE KIT				
AT TRACK ID KEY (TAG)				
OOLBOX				
ORCH				
ROSS BORDER MONEY				
ASSPORT				
POS & OTHER TROMMELS				
POS TROMMEL				
CHECK TROMMEL SEAL & RECORD SEAL NO				

ITEMS TO BE CHECKED / TESTED	BRIEFING CORRECT	BRIEFING DEFECT	DE-BRIEFING CORRECT	DE-BRIEFING DEFECT
ADDITIONAL EQUIPMENT & DOCUMENTS				
UNDER AGE KIDS DESTINATION TAGS				
MOZAMBIQUE BUS INSURANCE				
MOZAMBIQUE TRAILER INSURANCE				
DESTINATION BOARDS				
OPERATOR # 1				
HAPPY REPORT				
EXCESS LUGGAGE BOOK NUMBER				
OPERATOR # 2				
HAPPY REPORT				
EXCESS LUGGAGE BOOK NUMBER				
TOILET & ACCESSORIES				
CHECK CLEANLINESS & SMELL OF TOILET				
CHECK CHEMICALS & APPLICATION				
TOILET & BASIN WATER FULL				
CHECK OPERATION OF TOILET & BASIN				
CHECK TOILET PAPER STOCK				
CHECK SOAP & TOILET CHEMICALS STOCK				
VERY IMPORTANT ITEMS - SPECIAL CHECK				
BLUE TOILET CHEMICAL SACHETS				

BRIEFING
OPERATOR # 1 Johannes
OPERATOR # 2
BRIEFING CLERK

DE-BRIEFING
OPERATOR # 1 Johannes
OPERATOR # 2
BRIEFING CLERK

Critical - if found sub standard, vehicle may not be operated!

Road Transport Management System
RTMS
Driver Wellness • Safety • Loading • Productivity

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Driver Wellness (3.2.6)

- **Medical Fitness**
  - Annual medical fitness certificates
  - Identification of chronic conditions (e.g diabetes, hypertension, defective vision)
- **Fatigue Management**
  - Shift schedule/Driver Roster – Rest Day Allocation
  - Monitoring of driving hours – Long Haul
  - Fatigue evaluation

Road Transport Management System RTMS
Driver Wellness • Safety • Loading • Productivity

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Alcohol Screening (3.2.6)

RTMS
Driver Wellness • Safety • Loading • Productivity

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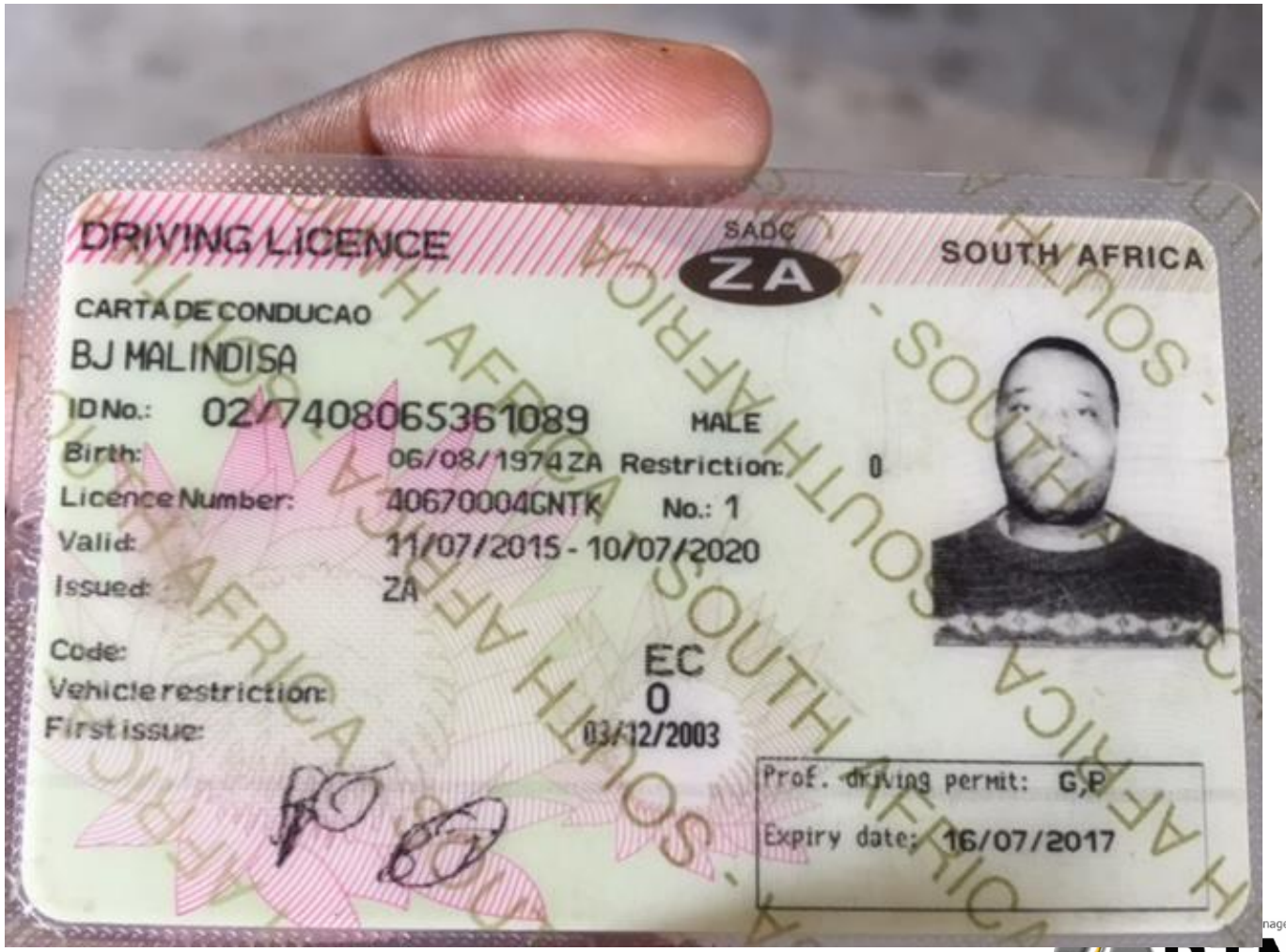
Driver Competence (3.2.8)



Driver Competence (3.2.8)

- **Driver PDP for class of vehicle**
- **Planned training interventions (training plan)**
- **Verification Records to be available (certificates, registers)**
- **Does not need to be formal, classroom based in all cases**
- **Training to assert positive driver behaviour – safe drivers**

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Document & Records (3.2.9)

- **RTMS Processes (Policies/Procedures/Work Instructions etc.)**
- **Supporting docs (Records, Checklists, Tracking Reports etc.)**
- **Detection of Non-Conformances + Corrective Actions**

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Management Functions

3.2.10 Performance Assessment (statistics)

- Overloading %
- Crashes
- Fatalities
- Speeding non-compliance etc.

3.2.11 Internal Audit

3.2.12 Management Review

3.2.13 Continual Improvement – Efficiency & Road Safety

- **Goal of continual improvement so that objectives are achieved**
  - ✓ Preserve road infrastructure
  - ✓ Improve road safety
  - ✓ Prioritise vehicle roadworthiness
  - ✓ Ensure responsible driving behaviour
  - ✓ Promote driver health and wellness
  - ✓ Minimise crashes – reduce fatality/injury rate

Road Transport Management System RTMS
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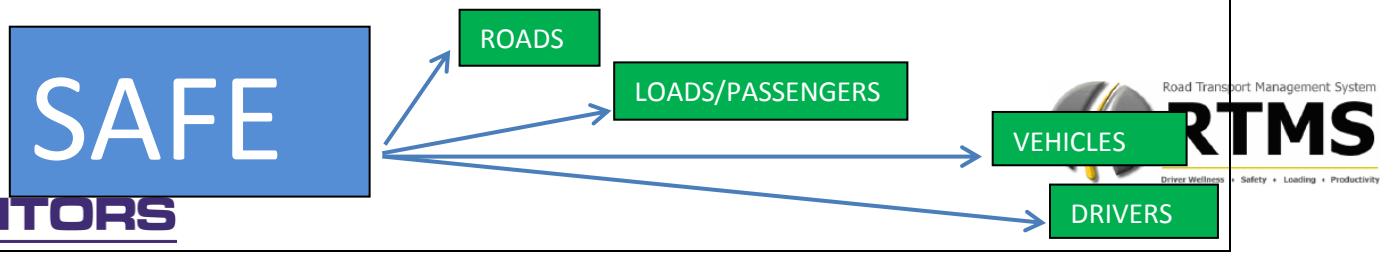
RTMS STANDARD SANS 1395-1– MAJOR CRITERIA

LOADING CONTROL	SAFETY & COMPLIANCE	DRIVER WELLNESS	TRAINING & DEVELOPMENT
✓ Payload Optimisation with minimisation of overloading ✓ Compliance with dimensional limits ✓ Safe Loading to prevent incidents ✓ Compliance with legal loading limits and/or applicable permit	✓ Daily Roadworthy verification ✓ Preventive Maintenance Process ✓ Tyre Management ✓ Prevent habitual speed exceedances ✓ Prevent excessive driving hours ✓ React to Accidents/Incident ✓ Monitor Traffic Offences ✓ Route Risk Analysis ✓ Active Promotion of Road Safety	✓ Medical Fitness verification ✓ Management of Chronic Conditions ✓ Driver Resting Period monitoring ✓ Driving Hours Monitoring ✓ Risk Awareness	✓ Annual Training Plan ✓ Focus on defensive driving, legal loading, fatigue management, with emphasis on the promotion of safe driving behaviour ✓ Mentoring, monitoring, counselling, awareness and education ✓ Training Records

EFFECTIVE IMPLEMENTATION REQUIRES DEFINED PROCESSES/PROCEDURES, WITH HISTORICAL RECORD OF *CONSISTENT* COMPLIANCE



www.rtms-sa.org

http://www.rtms-sa.org/

File Edit View Favorites Tools Help

Suggested Sites

Dashboard Content Structure People Configuration Reports Hello rtmsadmin Log out

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The Official RTMS Website

HOME | WHAT IS RTMS? | SUCCESS STORIES | RTMS STANDARDS | NEED CERTIFICATION? | WORKSHOPS | CONTACT

RTMS Workshop...

Vereeniging Workshop
Tuesday, 18 June 2013
Time : 08h00 - 13h00
Venue :...

Read more

Information Pack

Request the RTMS Info Pack..

Read more

RTMS Standards

View RTMS Standards...

Read more

Certified Companies

List of ...

Read more

- My Company Information
- SUBMIT Quarterly Report
- Download Tools

View | Edit

RTMS Basics...

In order to become RTMS accredited a company must demonstrate that it has adequately implemented all the requirements of the RTMS national draft standard. RTMS compliance does not involve "rocket science", rather it requires that a company demonstrate that it manages its transport operations with due consideration to road safety, compliance and operational risks. The RTMS processes are developed so that procedures are compiled and consistently implemented to minimize the risks identified. The

EN 11:59 PM 6/17/2013

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Thank you

oliver@jcauditors.com

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Road Traffic Management Corporation

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

CSIR
our future through science

NRCS
national regulator for compulsory specifications

Vehicle Standards & Systems Summit towards Safe Roads in South Africa 2016

RTMS Case Studies

Dr Paul Nordengen – CSIR
pnordengen@csir.co.za

CSIR
our future through science

Case Study 1: City of Cape Town

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Government Fleet Case Study
Electricity Fleet Management and Maintenance Services

Willem Janse Van Rensburg

July 2016

Making progress possible. Together.

RTMS Accreditation

Overview 2005 - 2016

CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

Overview 2005 - 2016

Fleet management was generally viewed as a **fleet maintenance service**, which led to the various activities being dealt with on a decentralised somewhat fragmented basis.

During the financial year 05 / 06 the **organisational structure** of fleet services was reviewed and consequently aligned with a proposed business model which provided functionally aligned vehicles to the operations in terms of an internal price recovery agreement.

Fleet Statistics

The Electricity Services fleet comprised a **fleet of 900 vehicles** ranging from off road utility vehicles, sedans, ldv's and panel vans to light, medium and heavy trucks as well as a variety of truck mounted aerial platforms

The fleet stock replacement cycle at the time was 33 years which was far above the industry norms for vehicle replacement. Current average Fleet stock replacement cycle 8.5 years

Functional alignment - 40% > 95%

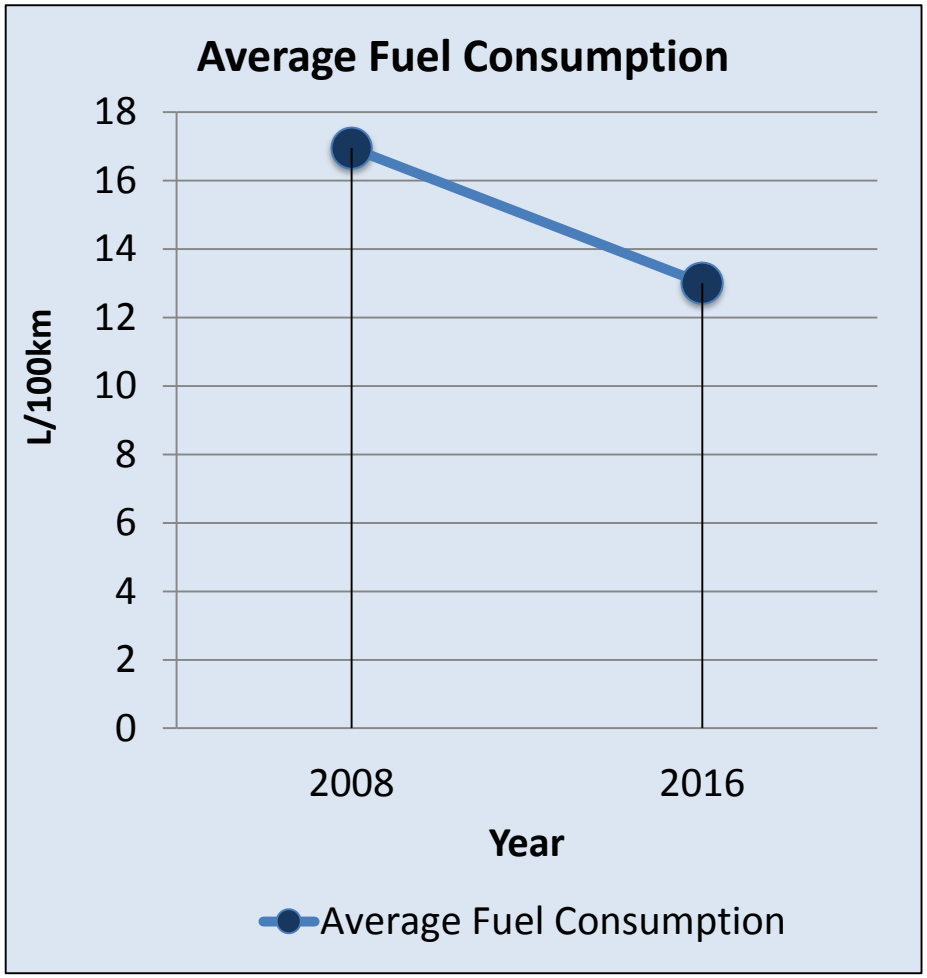
Fleet availability – 65% > 92.7%

Electricity Fleet Overview 2005-2016

	Historical (2005)	Current (2016)	
Stock Replacement Cycle	**33 Years** -> Above Industry Standards	**8-15 Years** -> Based on asset type and condition assessment	Whole life cycle costing model implemented
Functional alignment	**40%** -> High misalignment between vehicle specifications and operational requirements	**85%** -> Vehicles purchased as per specific operational needs	Implementation of EAM Right-sizing of fleet vehicles
Fleet Availability	**65%** -> Work Orders open for months	**92%** -> Work Orders closed within 14 days	Daily management system implemented
Service Schedule Attainment	**47%** -> Vehicles not maintained on time	**98%** -> Vehicles serviced as per monthly plan -> 100% Statutory compliance	Contractor KPI's instituted Effective Communication

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Benefits: Efficiency Improvements



Fuel Consumption Improved from 17l/100km to 13l/100km

Carbon footprint improved by 24%

Cost savings on fuel =R5.7 Million

Cost savings on repairs and maintenance =R4.2 Million (2016FY)

CITY OF CAPE TOWN
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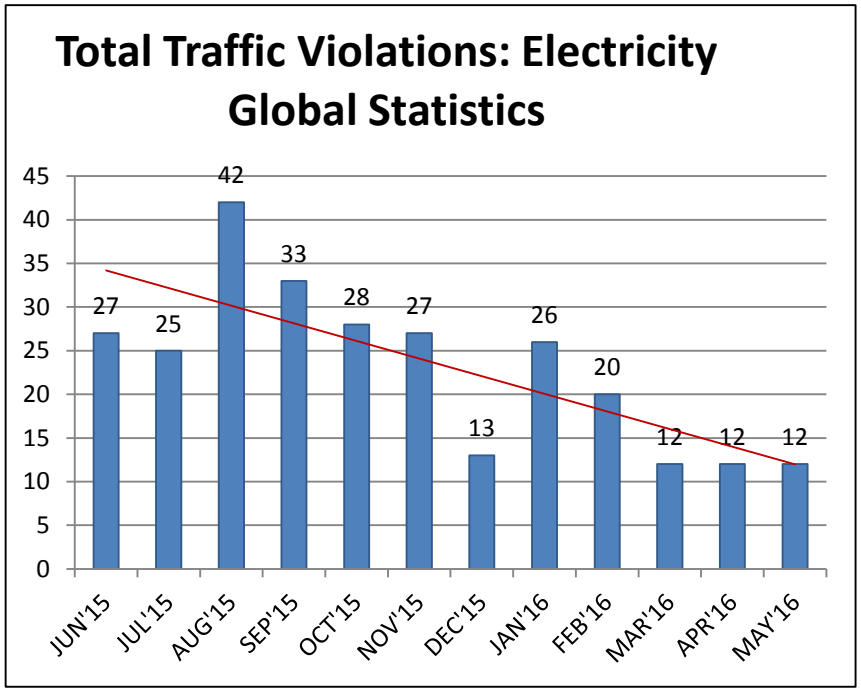
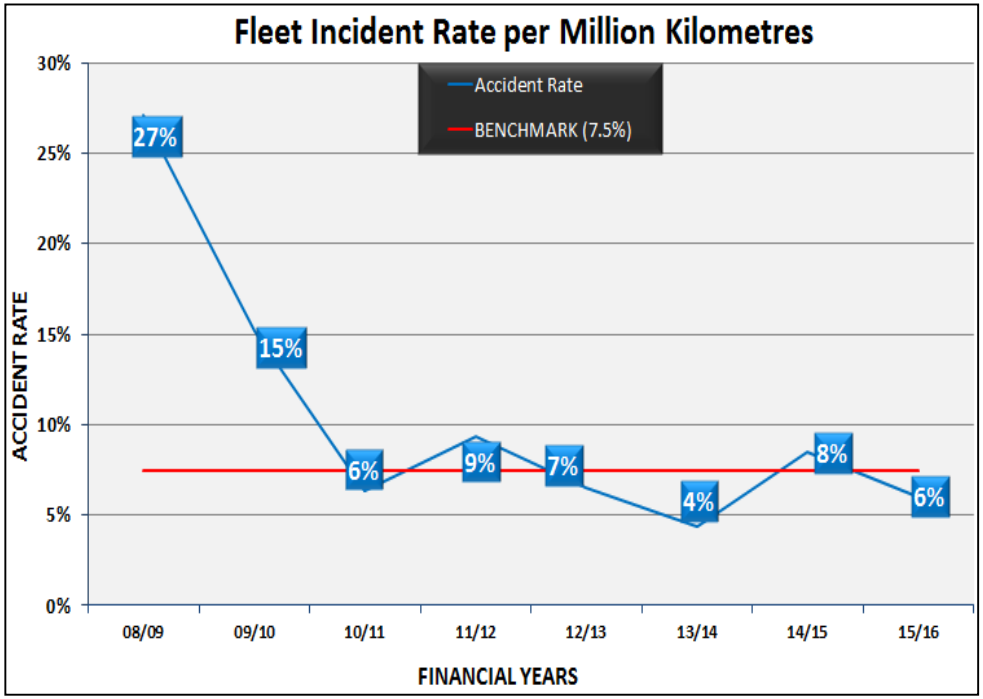
Benefits: Reduction in Traffic Violations and Accidents





- Traffic violations measured and monitored monthly
- Monthly reporting to management
- Driver training according to requirements

- Accidents and incidents measured and monitored monthly
- Monthly reporting to management
- Driver training according to requirements

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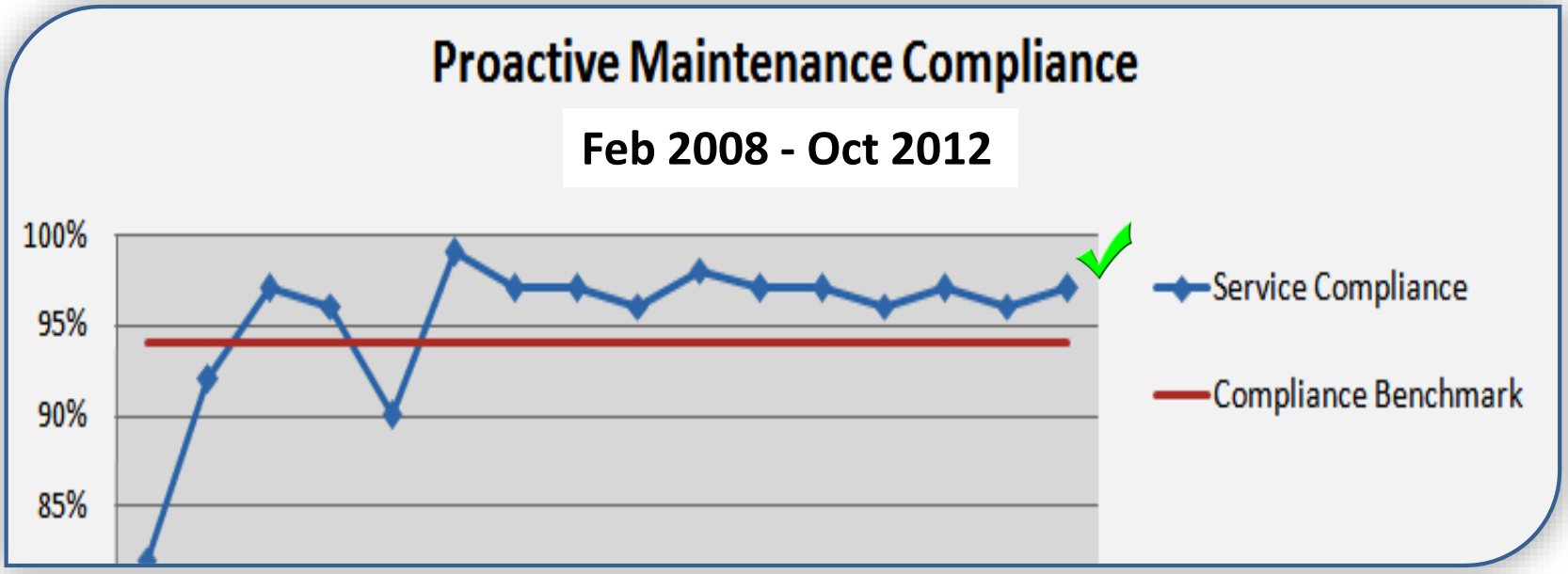
KPI Improvements

Maintenance compliance

CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD



Case Study 2: Dawn Logistics

Fleet manager of Dawn Logistics, Danielle Diederiks and MD Graeme Johnston proudly hold their RTMS certificate presented by members of the RTMS Steering Committee, from left Kathy Bell, Adrian van Tonder, Paul Nordengen and Oliver Naidoo.

The lady who drove the process, fleet manager Danielle Diederiks.

It was a proud day for managers from around the country when they received their individual depot RTMS Accreditation certificates from the RTMS Steering Committee members.

Dawn Logistics' National Driver of the Year, Thamsanqa Sibiya (centre) was also honoured along with Assistants of the Year, Sello Semsano (left) and Lobohang Mile.

Embracing the RTMS challenge

If ever you're looking for an example of the vast improvements that can accrue in all areas of a transport company's operations via the implementation of the Road Transport Management System (RTMS), look no further than Dawn Logistics writes *Patrick O'Leary*.

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POSITIVE RESULTS AND OUTCOME AFTER IMPLEMENTING RTMS

Weighbridges or weigh mats at all depots:

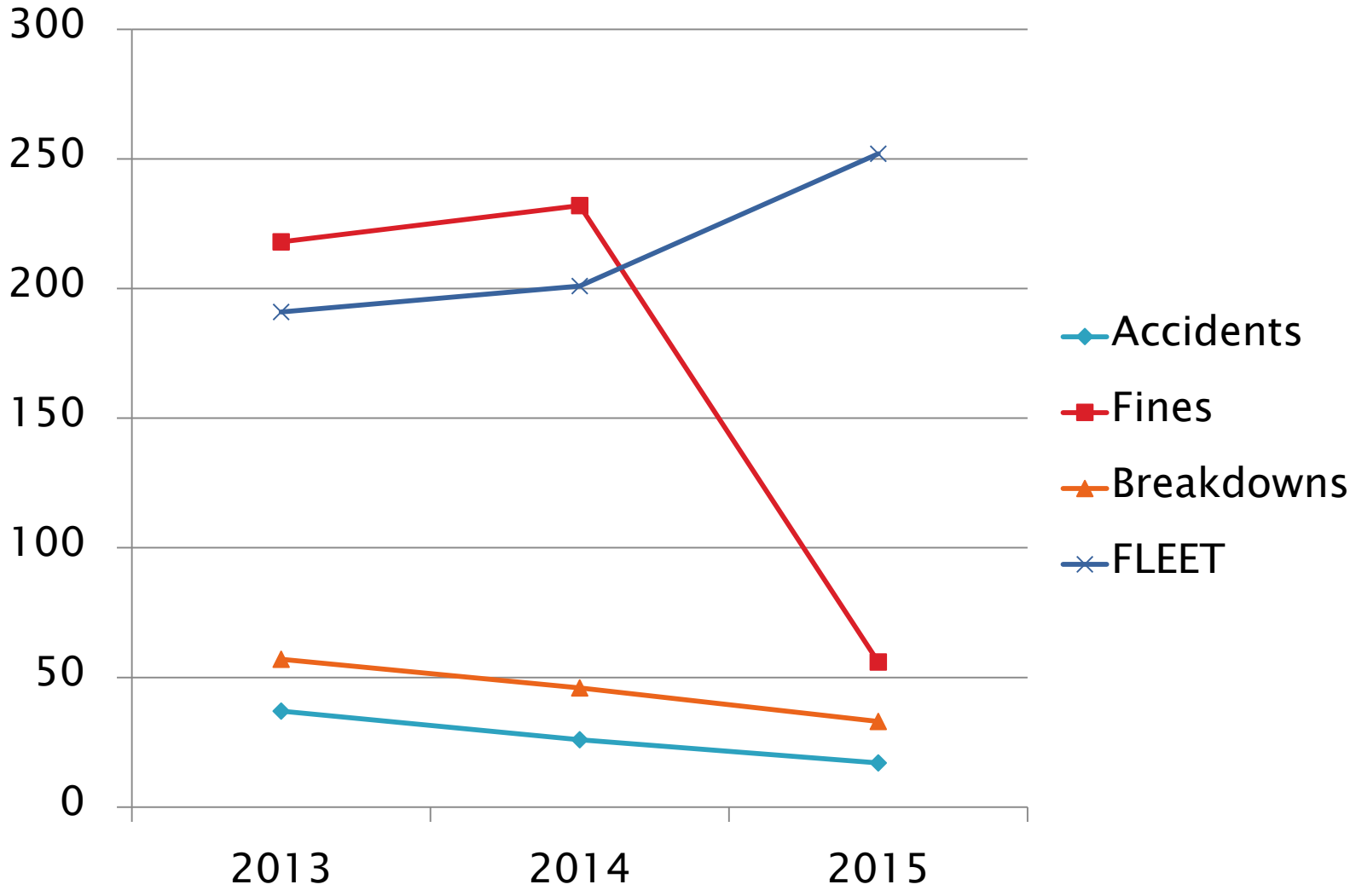
All trucks are weighed before exiting and any defaults are fixed before trucks leave the yard

- 2013 and before = unknown
- 2014 = 3
- 2015 = 0

Risk of breakdowns/crashes/fines:

Strict daily routine inspections and regular tyre surveys, maintenance checks have improved our downtime, and any issues are repaired before trucks leave.

YEAR	FINES	CRASHES	DRIVER ERROR	BREAKDOWNS
2013	218	37	19	57
2014	232	26	11	46
2015	56	17	5	33

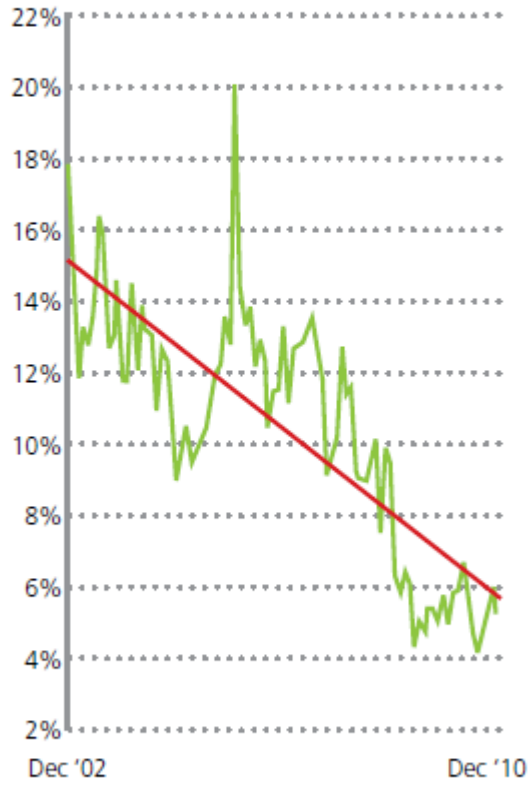

300
250
200
150
100
50
0
2013
2014
2015
Accidents
Fines
Breakdowns
FLEET

Fuel consumption:

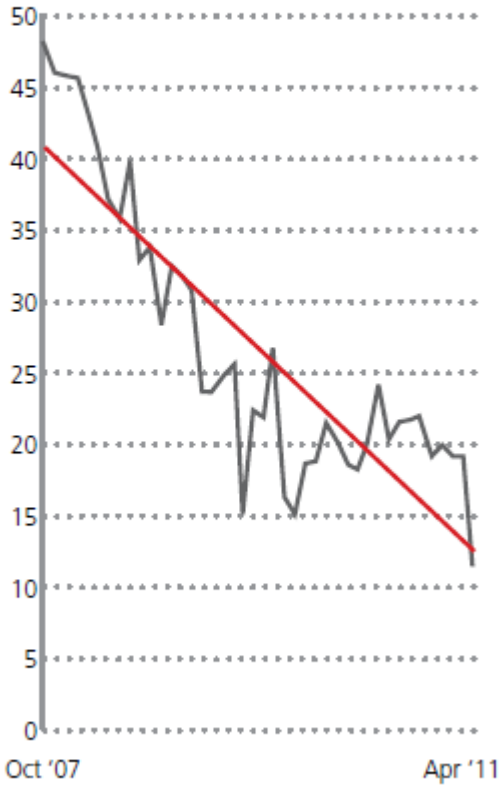
Consistent improvement. Fuel monitored on a daily basis and we are running above industry average.
Since implementation, fuel consumption has improved by 20%
Primarily as a result of improved driver behaviour – defensive and economical driving, reduction in harsh braking and speeding.

Reduction in overloading & speeding

OVERLOADING OVER TOLERANCE SINCE NOVEMBER 2002

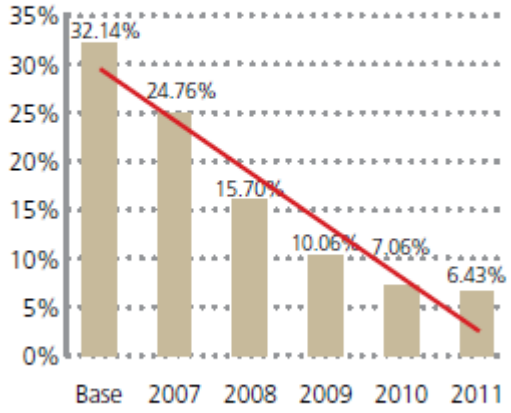


NUMBER OF SPEEDING INCIDENCES



% LOADS OVER 2% TOLERANCE

YEAR ON YEAR IMPROVEMENT – RTMS MILLS



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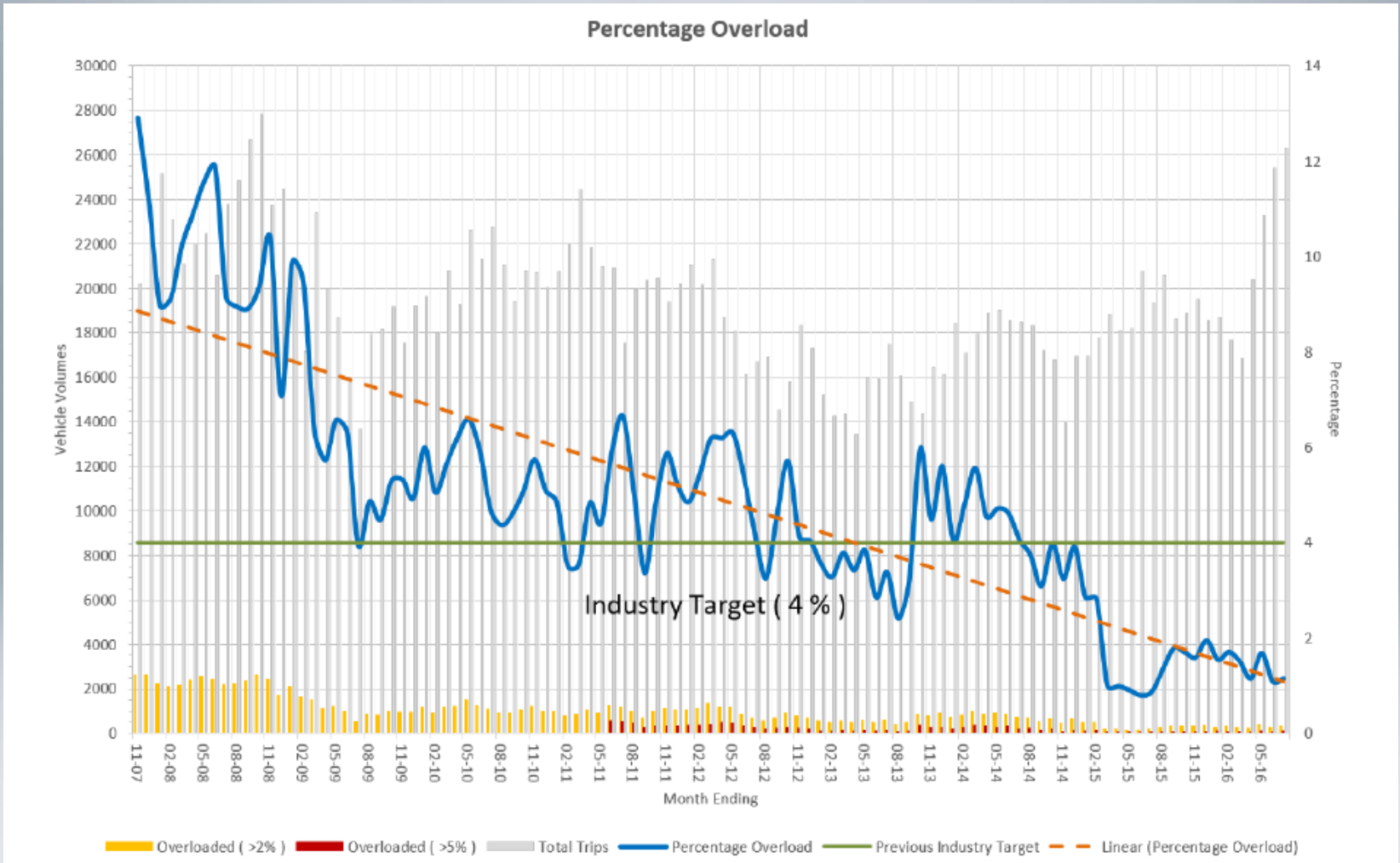
RTMS: Overloading trend in forestry



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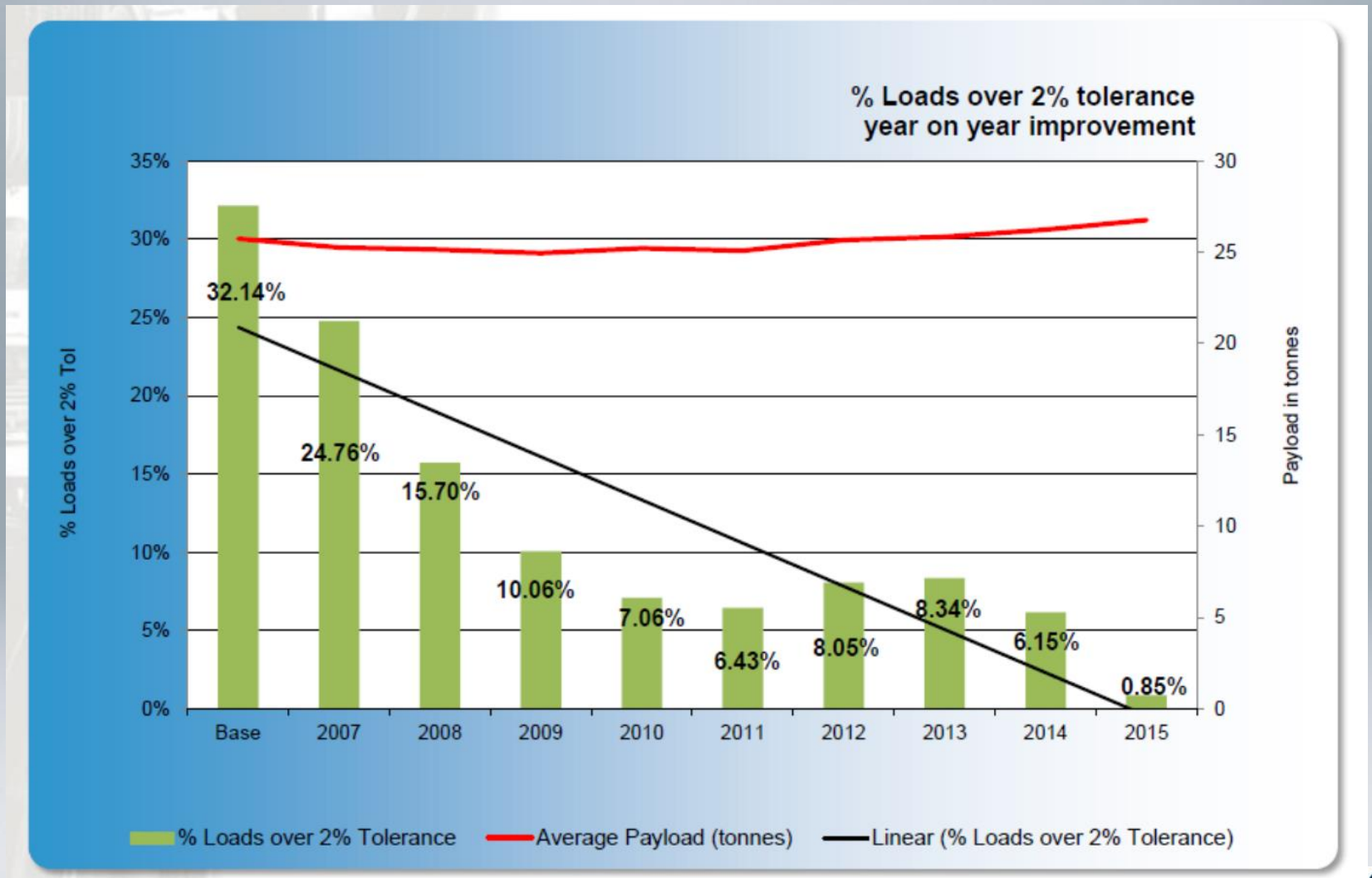
RTMS: Overloading trend in sugar



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RTMS benefits: Crash reductions

- Barloworld Logistics: 66% reduction in the number of crashes in 2012 (owner driver fleet);
- Vehicle Delivery Services: 42% reduction in serious crashes from 2011 to 2012;
- Timber Logistics Services: 50% reduction in crashes and incidents from 2009 to 2012;
- The City of Cape Town, Electricity Support Services: 44% reduction in the number of crashes;
- Unitrans Amatikulu: cost of crashes reduced from 5.0% of revenue to 1.3% of revenue (reduction in the frequency and severity of crashes)

Achieved Benefits - Crashes



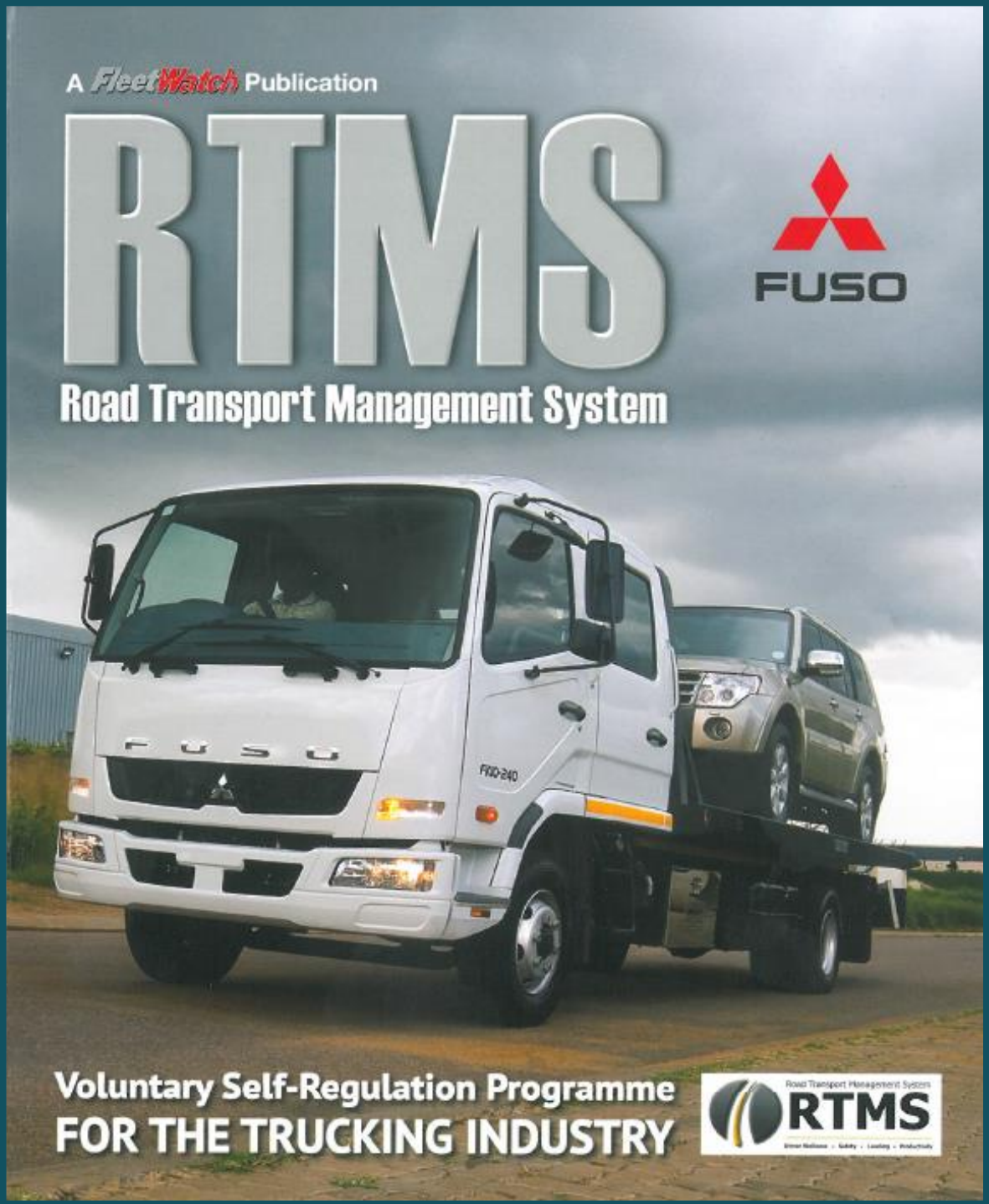



Reduced accident and incidents over R30 000 damage (July to June):

- 2006 / 2007 – 20 accidents, 6 serious
  - » Accident damage – 67 cpk or 5% of revenue
- 2007 / 2008 – 9 accidents, 5 serious
  - » Accident damage - 76 cpk or 5% of revenue
- 2008 / 2009 – 3 accidents, 1 serious
  - » Accident damage – 103 cpk or 6% of revenue
- 2009 / 2010 – 4 accidents, 1 due to driver falling asleep.
  - » Accident damage – 40 cpk or 2.0% of revenue
- 2010 / 2011 – 3 accidents, 2 due to driver negligence.
  - » Accident damage - 27 cpk, or 1.3% of revenue
- 2011 / 2012 – 5 accidents, 2 due to driver negligence.
  - » Accident damage - 29 cpk or 1.3 % of revenue

RTMS qualitative benefits

- Reduced turnover of drivers due to HIV-related issues;
- Improved standard of living of drivers;
- Improvement in driver wellness, resulting in a consequent decrease in absenteeism;
- Reduction in breakdowns and drivers reporting breakdowns;
- Improved fleet utilisation (reduced downtime);
- Improved driver behaviour;
- More control and confidence in the company;
- Reassurance that drivers are medically fit to drive a heavy vehicle; and
- Improved motivation of employees



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SAB
The South African Breweries Limited
Distribution Services

Road Transport Management System
RTMS
Driver Wellness • Safety • Loading • Productivity

Vehicle Standards & Systems Summit towards Safe Roads in South Africa

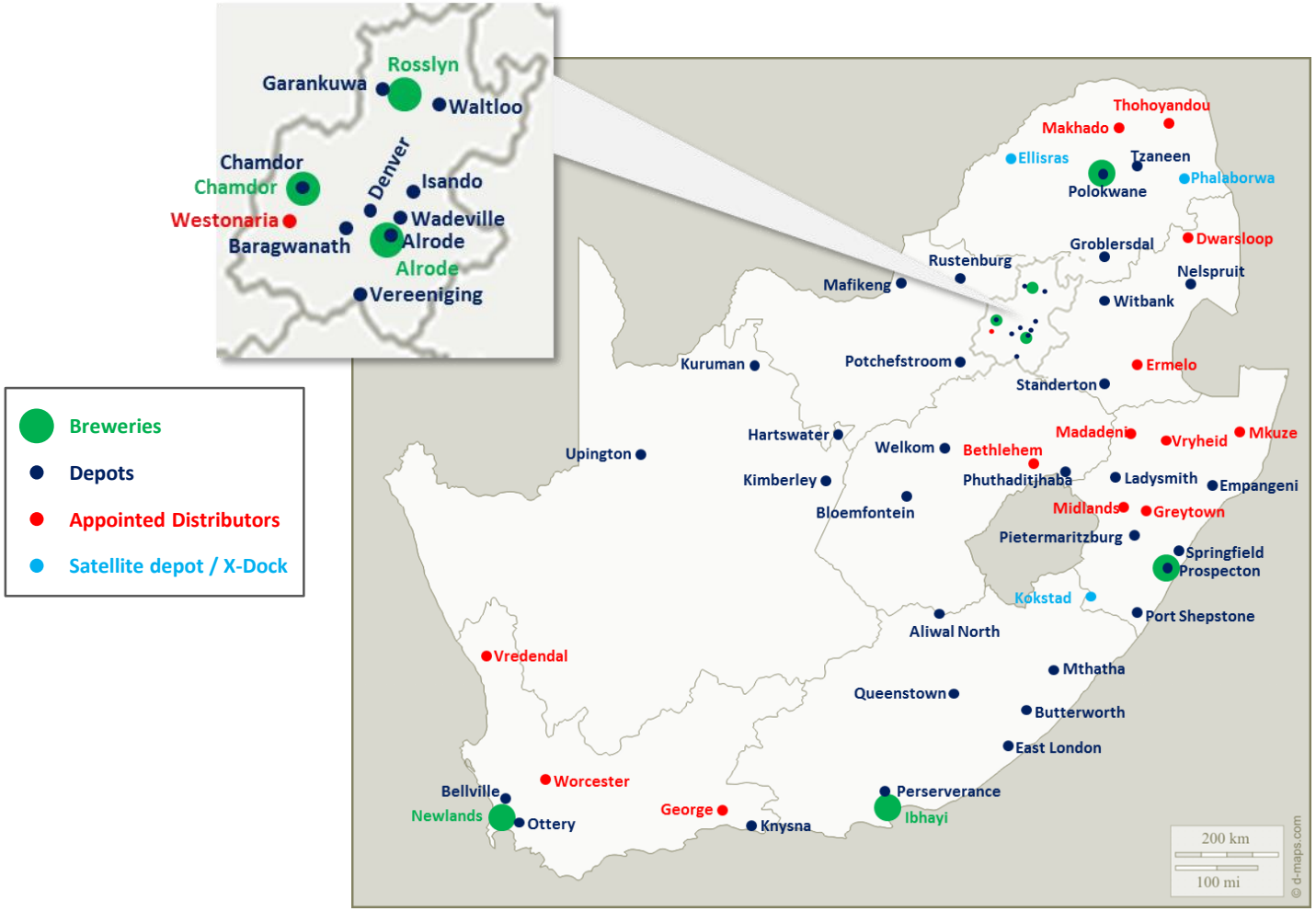
RTMS from a consignor/consignee perspective

Road Traffic Management Corporation
transport
Department: Transport
REPUBLIC OF SOUTH AFRICA
DECADE OF ACTION FOR ROAD SAFETY 2011-2020
CSIR our future through science
NRCS national regulator for compulsory specifications

Author/s: Rob Noble

Date / version:

Our distribution footprint spans across 1,2 million square km and consists of 39 SD Depots, 7 Breweries and 14 appointed distributors



The SAB distribution operation can be split up into the Primary and Secondary Distribution operations

Primary Distribution

Transportation of beer from Breweries to SAB Depots

External Fleets:
3rd Party Contractors

+- 190 Vehicles

Secondary Distribution

Transportation of beer from SAB Depots to Customers

Internal SAB Fleets:
Owner Drivers and SAB Drivers

+- 400 Vehicles

Why has SAB embraced RTMS?

Why has SAB Ltd decided to support the implementation of RTMS across our business ?

Take accountability for impact of our transport operations

- SAB operated fleets
- 3rd Party Contractors

RTMS brings external, independent credibility to our existing internal safety and governance controls

RTMS gives us a level of comfort around the operations of our 3rd Party transport partners

RTMS brings numerous safety and productivity benefits to our business and the businesses of our 3rd party contractors

Lead the initiative to drastically improve the standard of self-regulation and introduce a minimum set of standards for safety in the transport industry

RTMS accreditation has become a requirement for all 3rd party transport contractors as well as SA operated sites within SAB Ltd.

Accountability for activities

Awareness and management of vehicle maintenance

Awareness and management of violations

Driver health and wellness

Management capability & insight to business operations

Improved productivity

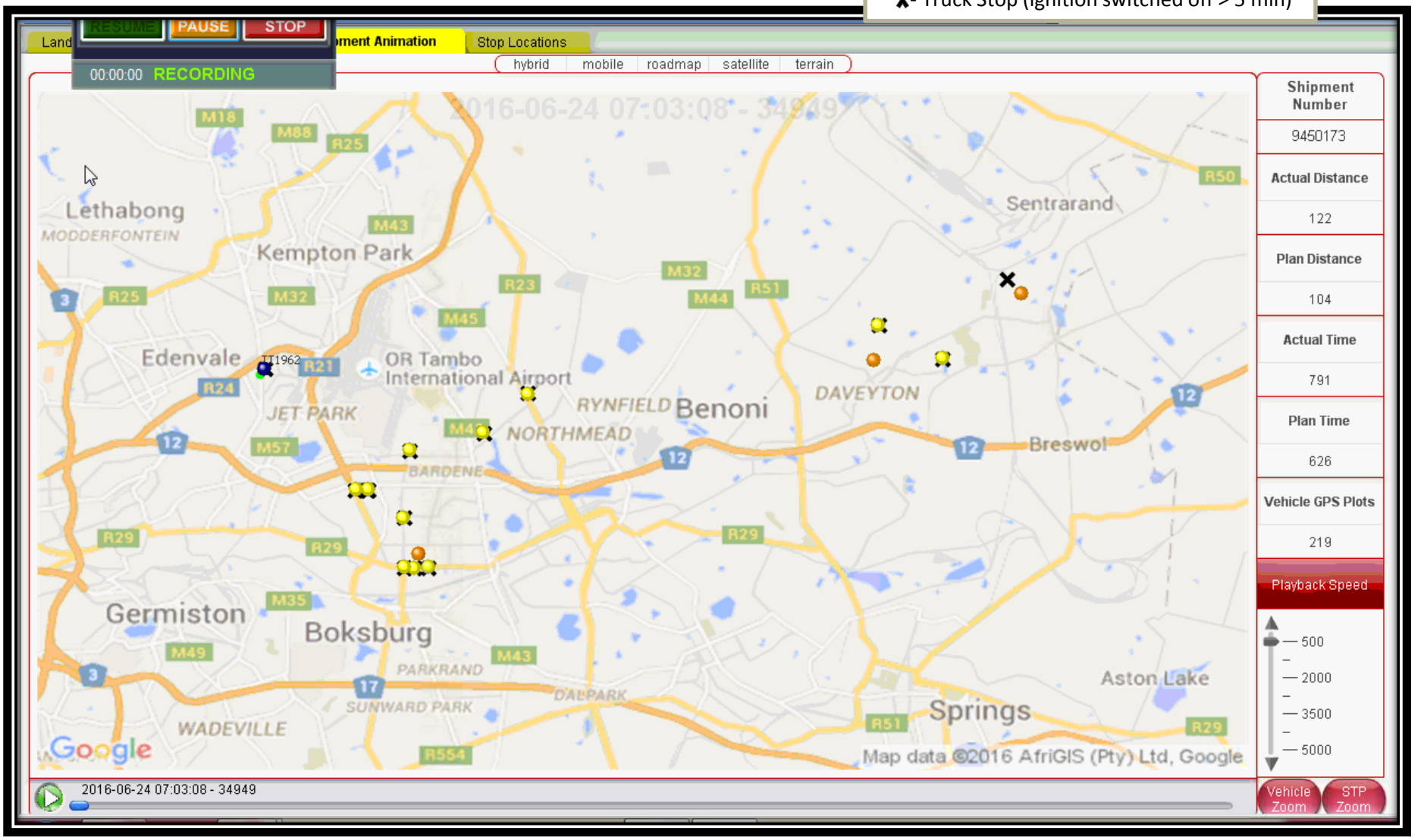
RTMS allows SAB to standardise operations across all contractors and brings a level of confidence that road safety is being managed proactively

SAB Ltd. has many self regulation systems and programs, to manage our internal SAB fleet that are directed at improving road safety and ensuring compliance with the National Road Traffic Act

RTMS is the South African industry standard for self regulation in road transport and brings external creditability to SAB's existing internal controls

Shipment tracking

Once the STP is selected the Map will refresh:
- Customer Plot (truck stop <100m)
- Customer Plot (truck stop >100m)
- Depot Plot
- Truck
- Truck Stop (ignition switched off > 5 min)



When comparing the safety performance RTMS fleets to non-RTMS fleets, a substantial decrease in vehicle overloading incidents, over speeding incidents and accidents as well as an increase fleet maintenance compliance and driver health and fatigue management can be seen

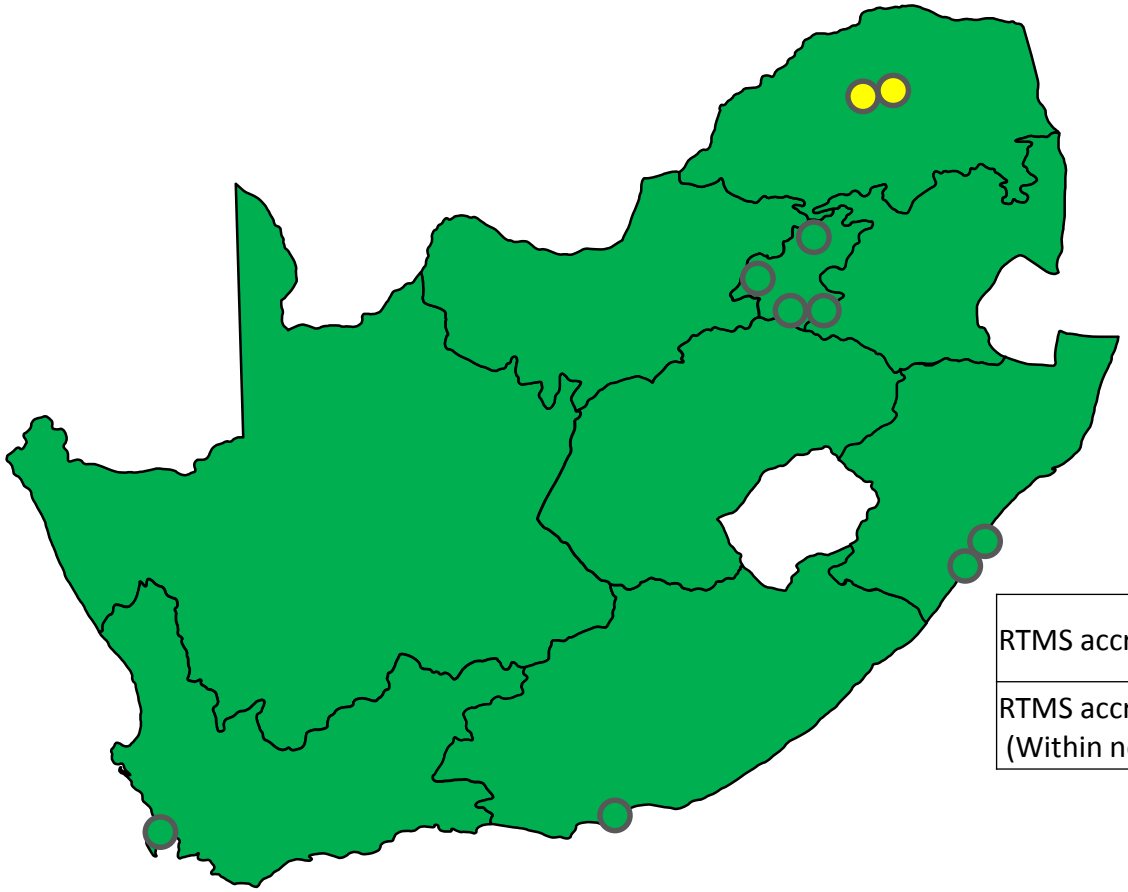
	Pre-RTMS	Post-RTMS
Average Overloading	23%	↓ 2.5%
Vehicle Maintenance Compliance	62%	↑ 96%
Compliance with Speed limits	63%	↑ 97%
Fatigue Management	54%	↑ 95%
Medical Fitness	23%	↑ 93%
Driver Training	24%	↑ 92%

*RTMS information supplied by RTMS National Committee

The significant safety benefits arise from the improved design of the PBS combination in conjunction with self regulation systems required to operate PBS fleets (RTMS)

Currently 8 of the 10 3rd Party operated fleets have been RTMS accredited

Map of RTMS Accreditation achieved across 3rd Party Contractors



RTMS accreditation attained	
RTMS accreditation in progress (Within next 3 months)	

All 39 SAB operated fleets have been RTMS accredited

SAB's view of the role RTMS in South Africa

RTMS provides a set of standards to guide transport operators to ensure they are operating a safe and productive heavy vehicle fleet

RTMS emphasises self-regulation and ensures companies take accountability for the impact of their operations

By encouraging RTMS and self-regulation to become the industry norm, the level of safety and capability of the entire transport industry will be raised