



**The Road Transport Management System (RTMS): A heavy vehicle self regulation accreditation system to address road safety & deterioration and productivity**

**Paul Nordengen**

# WHAT IS THE RTMS?



RTMS is a government-supported, industry-led, voluntary, self-regulation scheme that encourages consignees, consignors & road transport operators to implement a management system that preserves road infrastructure, improves road safety & increases productivity.

Key components are:

- load optimisation
- driver wellness
- vehicle maintenance
- productivity

# Road Transport Management System

- Background
- During 2003 a heavy vehicle accreditation scheme was developed and implemented in the forestry industry in KwaZulu-Natal and Mpumalanga.
- The scheme was developed to promote compliance with standards in the area of load control and securment, vehicle maintenance & driver wellness.
- The success of the project in the forestry resulted in similar initiatives being discussed in other industries including pulp, paper & board, bitumen, coal, sugar aggregate & sand and readymix concrete.

# Road Transport Management System

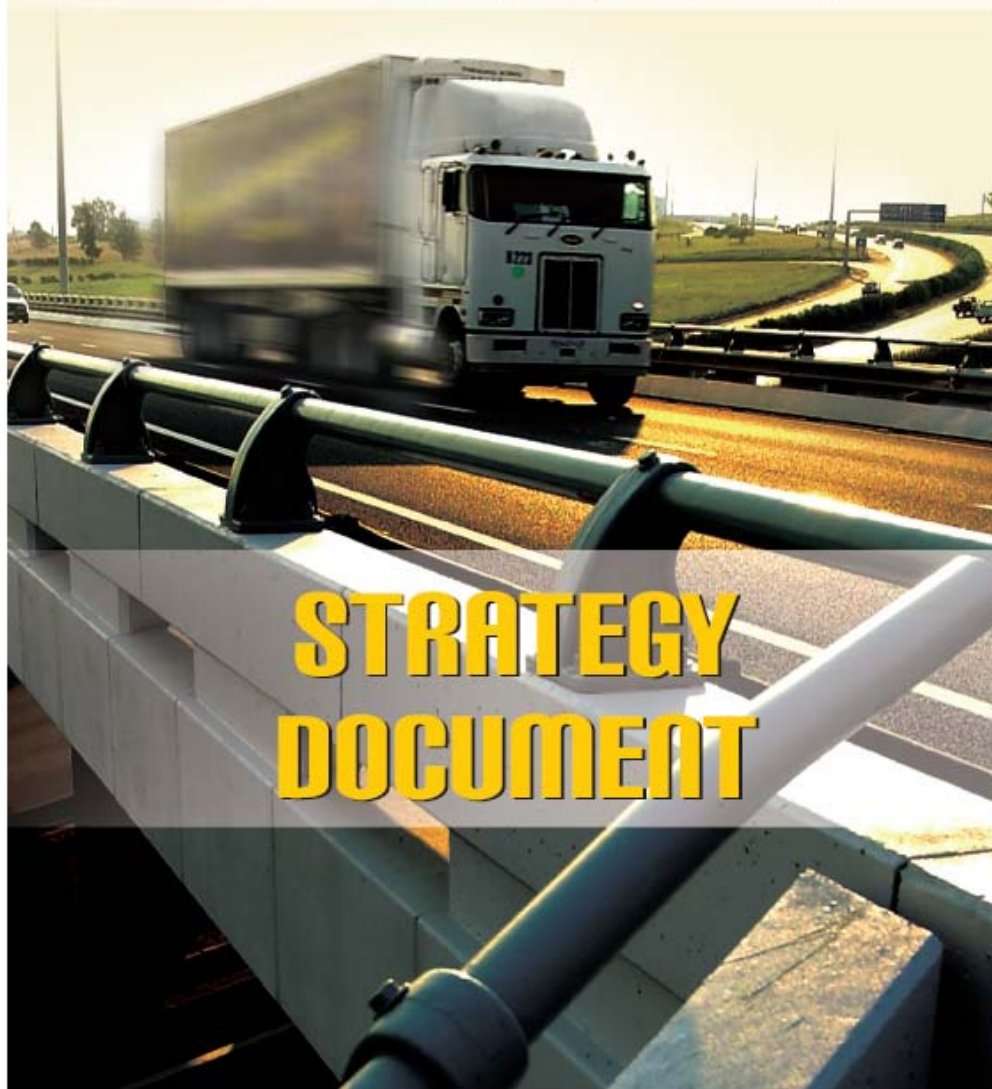
- A National steering committee was established to co-ordinate the various initiatives and a strategy document was developed.
- This strategy document was used to approach the SABS to develop standards for transport operators, consignors & consignees.
- The process has now developed to the constituting of Stansa TCI 181B: Road Transport Management Systems.
- The National Steering Committee representing consignors, consignees, Transport Operators, Labour, DoT, SANRAL, CSIR, NPI & SABS.



Road Transport Management System

# RTMS

Driver Wellness · Safety · Loading · Productivity



## STRATEGY DOCUMENT

# RTMS 5-year Strategy

## ■ Vision

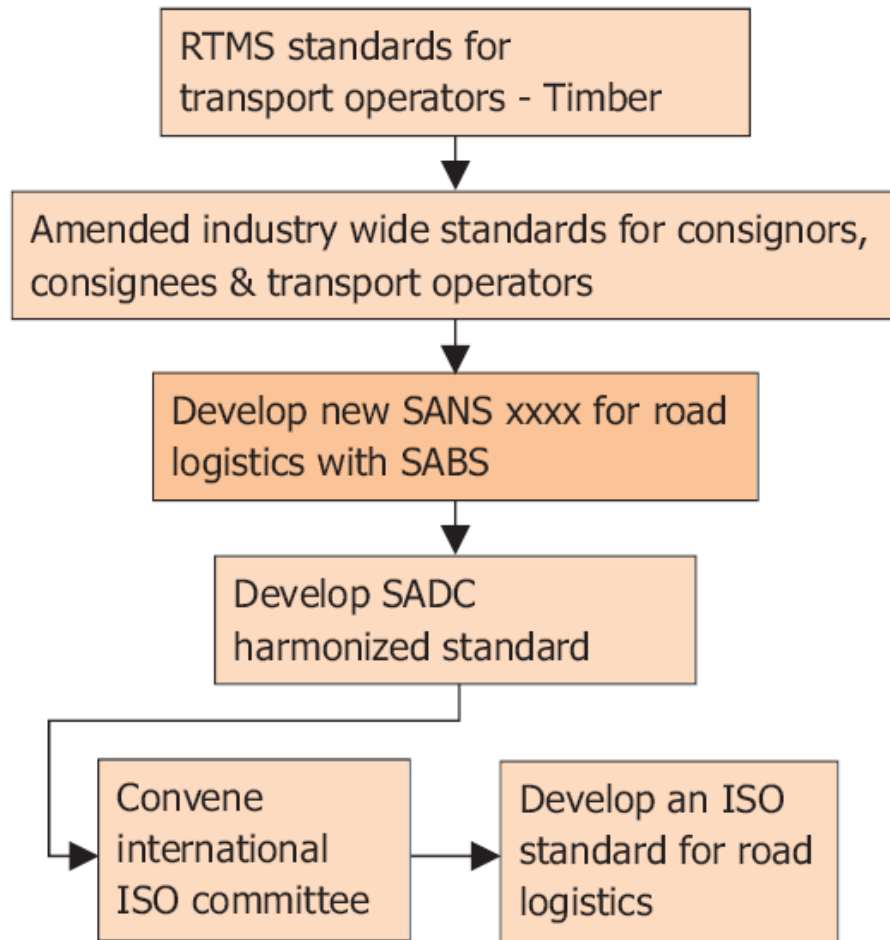
RTMS will be a nationally recognised self-regulating scheme for heavy vehicle road transport, resulting in a safe, equitable and competitive heavy vehicle logistics value chain

## ■ Mission

To provide a national certification scheme (standards, auditors, manuals) and implementation support (information portals, recognition, technology transfer) for heavy vehicle road transport to consignees, consignors and transport operators, focusing on:

- Load optimisation,
- Driver wellness,
- Vehicle maintenance, and
- Productivity.

# Process for developing Standards



Time	Certification
Now	Private
6 months	Private
18 months	SANS
3 yrs	SANS SADCSTAN
5-6 yrs	ISO SANS SADCSTAN

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## **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.

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# Road Transport Management System: Rules of Compliance

- Maintain a haulage fleet inventory
- Assess the vehicle mass before each trip
- Verify mass determination method
- Vehicle and load safety
- Vehicle maintenance
- Driver wellness
- Provide training & education
- Assign tasks and responsibilities
- Keep records and documentation
- Perform internal reviews

## **STANDARDS SOUTH AFRICA**

Recommended practice

**Road transport management systems**

**Part 2: Consignor and consignee  
requirements — Goods**

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# Road Transport Management System: Rules of Compliance

## □ Assess the vehicle mass before each trip

The consignor or consignee shall ensure that the operator conducts vehicle mass and dimension assessments to ensure that the vehicle is legal for each trip. The consignor or consignee shall have a method of determining, with a reasonable degree of accuracy, the axle, axle unit and total vehicle masses and dimensions of participating vehicles.

## □ Maintenance of vehicles and equipment

The consignor and consignee shall maintain loading and off-loading equipment in a safe and good working condition and ensure through monitoring that the operator properly maintains his vehicle e.g. has a procedure for regular checks.

## □ Driver wellness

Consignors and consignees shall ensure that the delivery timetable is reasonable including loading, off-loading and queuing times and practices so that fatigue is minimised. The consignor and consignee shall manage the wellness of his own drivers (for loading and off-loading). The consignor and consignee shall monitor the wellness of operator's drivers in terms of the driver wellness requirements e.g. National Bargaining Council driver log sheet.

# PROPOSED AMENDMENTS TO THE ROAD TRAFFIC ACT

Gazetted on 30 Jan 2006 (Gazette No 28445)

Deals with numerous issues in the RTA including:

- fraudulent and corruptive practices in law enforcement;
- driving licences and driving licence testing centres;
- endorsement or suspension of a driving licence for excessive speeding;
- enhanced regulation of overload control (including consignor/consignee legislation);
- provisions for seizure and forfeiture of vehicles and loads;
- empower the Minister to set fees payable in respect of overloaded vehicles;
- provision for haulage tractors.

# RTMS Implementation Initiatives

- Forestry
- Pulp, paper and board
- Sugar (KZN & Mpumalanga)
- Coal (road haulage network in Mpumalanga)
- Mpumalanga Dept. of Roads and Transport
- ASPASA (ISHE 18001)
- SARMA (SHREQ)
- Sabita
- SANRAL

# POTENTIAL BENEFITS OF RTMS

## Road Authorities

- Improved road safety
- Reduced rate of road network deterioration caused by overloaded vehicles
- Focused law enforcement

## Transport operators, consignors/consignees

- Improved efficiency for participants by reducing the impact of conventional regulatory enforcement e.g. delays at weighbridges and road blocks
- Increased productivity through the adoption of good management practices e.g. reduced vehicle maintenance costs, reduced accidents
- Reduced insurance costs
- Improvement in driver well-being and performance
- Promotion of fair competition