

Department of Transport

MAPUTO CORRIDOR LOGISTICS INITIATIVE

IMPACT OF ROAD TRANSPORT MANAGEMENT SYSTEMS ON THE MAPUTO CORRIDOR



18 October 2007

**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

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

POSITION OF GOVERNMENT

- Legislation and regulations need to be comprehensive and shall not to be changed to compromise Road Safety, Infrastructure and Fair Competition between various modes of transport;
- Traffic Law Enforcement initiatives are planned to be increased and simplified;
- Self Regulation supported to compliment existing efforts;
- AARTO to be implemented;
- Self Regulation Initiative needs to be Industry Driven and led with Government participation (to give support and direction, if funded – on a project basis)

LEGISLATION

- The Acts and policy documents that control the issues regarding freight transport are:
 - The National Road Traffic Act, 1996
 - The AARTO Act, 1998
 - The National Land Transport Transition Act, 2000
 - The Amendment of the National Road Traffic Act, 2008
(?) (Bill published 28/9/2007)
 - Provincial legislation
 - Freight transport plans
 - The National Freight logistics policy



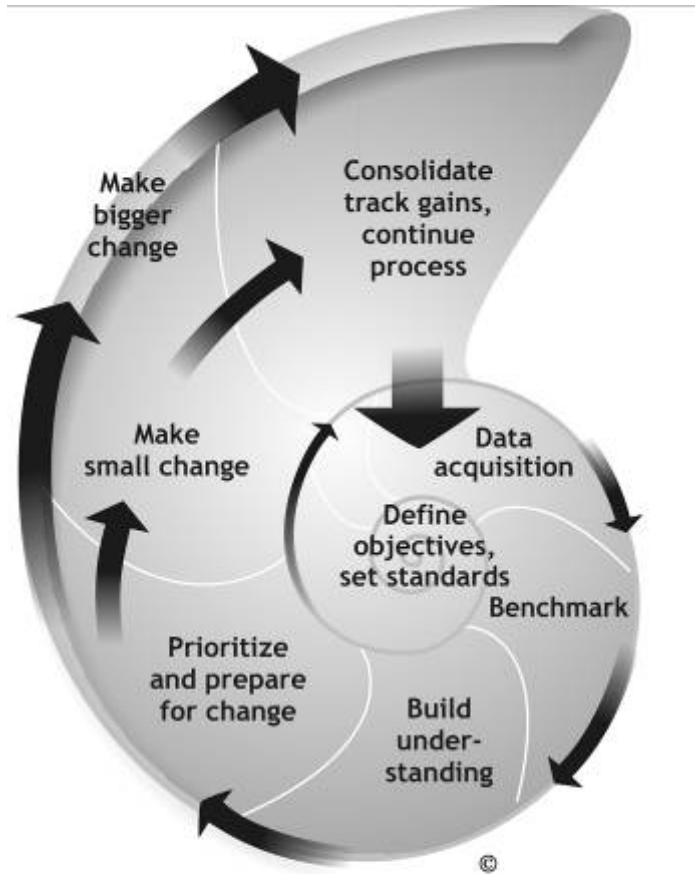
IMPACT OF RTMS - MAPUTO CORRIDOR

Road Authorities

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

Transport operators, consignors/consignees

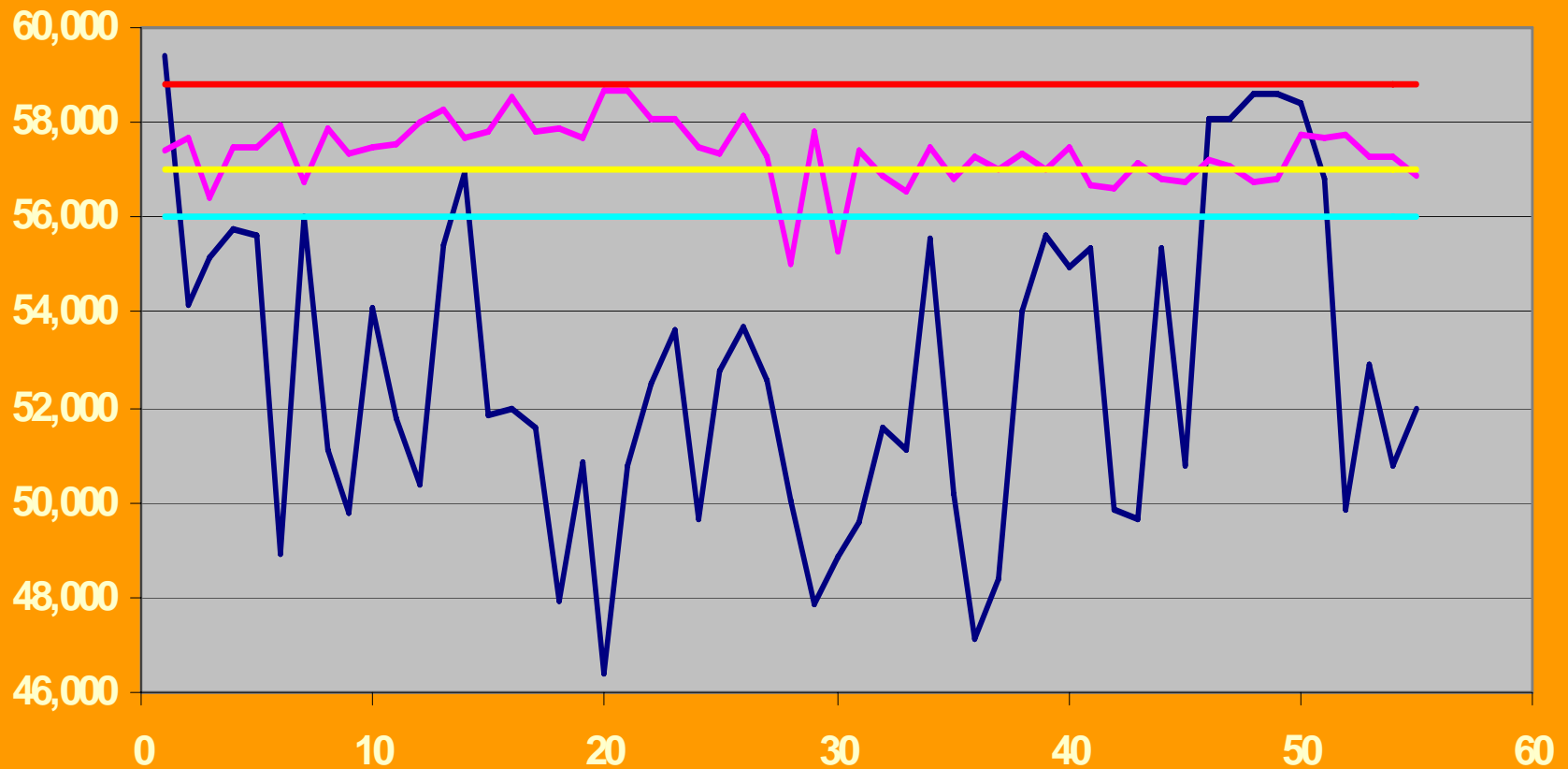
- Improved efficiency for participants by reducing the impact of conventional regulatory enforcement e.g. delays at weighbridges and road blocks
- Increased productivity through the adoption of good management practices e.g. reduced vehicle maintenance costs, reduced accidents
- Reduced insurance costs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



Typical process followed when implementing RTMS

Current RTMS results

Improved Payload Efficiency



Province	Industry	Tons Moved by Road	No. of Trips Annually	% Loads Measured by RTI	% Loads Self Regulated
KZN	Pulpwood + Chips	7.0m	250,000	1%	98%
KZN	* Sugar	19m	679,000	.06%	96%
KZN	Pulp paper, board	2,0m	60,000	1%	50%
Mpum	Pulpwood, Exec Saw Logs	4.0m	110,000	1%	87.5%
Mpum	* Sugar	4 m	142 000	11%	45%
Mpum	Pulp paper, board	2.0 m	60,000	.5%.	40%
Mpum	Coal	80.0 m	2,7m	.5%.	40%

RTMS IMPACT

- This is an assumption based on direction the sugar industry has taken
- Note figures are a proximate

Acknowledgements

- National Productivity Institute
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