

RTMS



Operator Support

The impact on Cross-border freight



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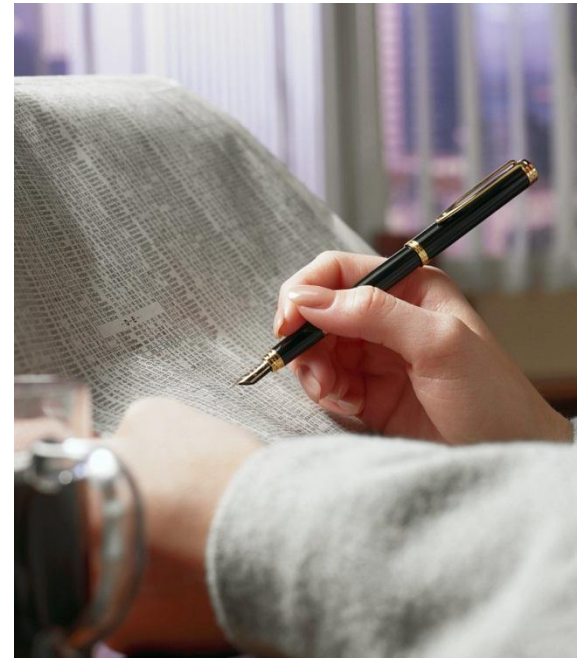
The Voice of the Road Transport Industry

THE ROAD FREIGHT ASSOCIATION

Without Trucks, South Africa stops

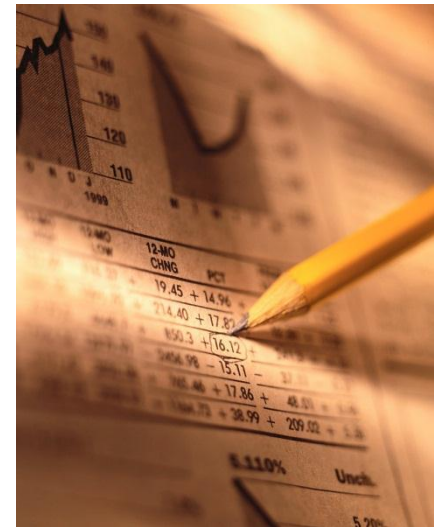
Overview

- **Origins**
- **Fundamentals**
- **Operator Involvement (RSA)**
- **Challenges**
- **Impact on Freight**



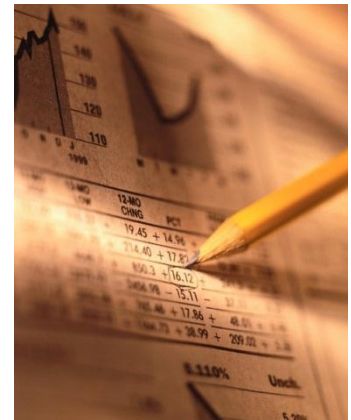
Origin

- **RTMS Strategy Document : 25 October 2006**
- **Nationally recognised, self regulating scheme for heavy vehicle road transport, resulting in a safe, equitable and competitive heavy vehicle logistics value chain**



Origin

- **Efficient movement of goods from a country's centre of production and points of export will boost international competitiveness**
- **It is for this reason that industry is leading this initiative, to ensure its quick adoption**



Fundamentals

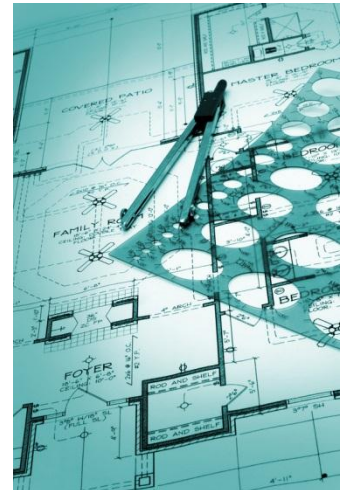
- **Load optimisation**
- **Driver wellness**
- **Vehicle maintenance**
- **Productivity**



Operator Involvement

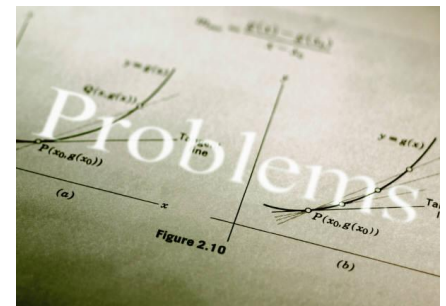
Slow registration

- **Cost of audit (and result of audit findings)**
- **Lack of benefits from authorities**
- **No “recognition” from traffic police**
- **No “edge” over “cowboy” operators**



Challenges

- High levels of corruption – dominant factor
- Administrative procedures not improved
- Distrust from police (targetted)
- Lack of operational audit system



Impact on freight

Benefits (core)

- **Link to AEO (Customs)**
- **Weighbridge stoppages**
- **Traffic police “attention” / focus**
- **Operating hours / embargoes**



Impact on Freight

Benefits (supplementary)

- **Increased safety levels**
- **Better payload optimisation**
- **Less downtime (maintenance)**
- **Better optimised workforce**



Impact on Freight

Cost

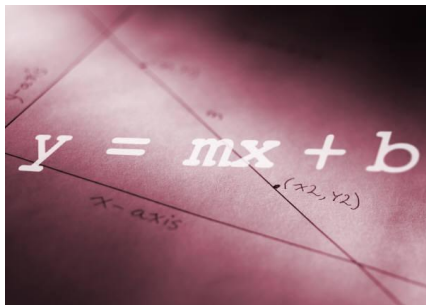
- **Initial accreditation plus annual audits**
- **Less time delay**
- **Less down-time**
- **Less penalties / fines / assessments**



Effect on Freight

Corridors

- Quicker transition / less delays
- Possible exemption from RUC's
- Possible less exposure from NTB's
- Possible exemption from escorts
- Different risk coverage



RTMS in Corridors

Implementation must produce:

- Safer corridors (number of incidents)
- Removal of high risk users
- Eradication of opportunities for corruption
- Fair and transparent processes
- Policing based on sound research
- Cause based action by REC's



RTMS vs Authorities

Resistance will be strong due to:

- **Loss of revenue generation opportunities**
- **Requirement for efficient processes**
- **Loss of control to private business**
- **Argument that smuggling will increase**
- **Structures / authorities more accountable to freight**



Road Ahead – Smooth??

