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Publisher/Managing Editor
FleetWatch magazine

Agbiz
Grain Logistics Workshop
February 11, 2015

Just a reminder



Just another reminder

NO TRUCKS
NO FARMERS
NO FOOD
NO FUTURE

Let's go back a little

We're not the first doing this
trucking thing
you know.



BOER AMBULANCE

CIRCA 1896

1 OF ONLY 2 SURVIVING VEHICLES OF THIS TYPE.

USED DURING THE ANGLO BOER WAR OF 1899-1902.

IT WAS DESIGNED TO BE PULLED BY 2 HORSES.

MAHATMA GHANDI WORKED AS AN AMBULANCE STRETCHER
BEARER DURING THE WAR & WAS PRESENT
AT MANY OF THE MAJOR SKIRMISHES.

THIS EXAMPLE WAS USED IN SIR RICHARD ATTENBOROUGH'S
FILM OF HIS LIFE, ENTITLED 'GHANDI', WHICH WAS MADE
IN SOUTH AFRICA IN THE LATE 1980's.

IT WAS ACQUIRED IN 1994 AND RESTORED IN THE SAME YEAR.





DELIVERY WAGON

CIRCA 1907

AN UNSPRUNG WAGON DESIGNED TO BE PULLED BY 4 HORSES.

WAGONS OF THIS TYPE WERE USED ALL OVER THE SOUTH AFRICAN COUNTRYSIDE BEFORE THE USE OF THE RAILWAY SYSTEM AND MOTORISED TRANSPORT MADE THEM REDUNDANT.

THIS EXAMPLE WAS USED IN VARIOUS PERIOD FILMS INCLUDING 'JOCK OF THE BUSHVELD'.





And it wasn't just basic stuff

There were also great innovations

Let's look at just one



TROLLEY

CIRCA 1910

**AN EXCELLENT TURNING CIRCLE THANKS TO
THE TURNTABLE FITTED TO THE FRONT AXLE
GUARANTEED THEIR POPULARITY
WITH TRADERS & MERCHANTS OPERATING IN
AN URBAN ENVIRONMENT.**

**THIS UNRESTORED EXAMPLE HAS SIDE RAILINGS
WITH GRILLES OVER THE REAR WHEELS, SIMILAR
TO THE LARGER AND STURDIER BUCK WAGONS.**

Their workshops were well equipped
with the right tools to manufacture
and maintain their vehicles





But what happens then when you **don't**

MAINTAIN YOUR VEHICLES?



Which brings me to THE WORST
Trend in the industry

ANYTHING GOES

**And it's just a body count
out there nowadays**



**WHO REMEMBERS THE FIELDS
HILL HORROR CRASH?**

23 killed!!!



SHOCK HORROR OUTRAGE



BUT WHO KNEW ABOUT THIS ONE?



This was a fatal truck accident on the R25 Route in Kempton Park on the same day.

Medics found the deceased driver's arm on the diesel tank of the other truck!! Another family lost another husband and father....

But the only place he will count is in the body count!

Only one dead

**We need at least 23 bodies
lying all over the road**

...or even better – a bus load of kids

That will get the cameras out

That's the trend today

There were no front page stories on this one either



THIS IS WHERE THIS DRIVER DIED

**It was the early hours of the morning on the N3
when, suspended by his seat belt hanging upside down with his arm
hacked off, he bled to death**



**BUT WHO KNOWS OF IT – WHO CARES?
JUST ANOTHER ONE TO ADD TO THE BODY COUNT?
WIDER SOCIETY DOESN'T CARE ABOUT ONLY ONE
BODY!**

HERE'S HIS NAME – AND I WANT YOU
TO
REMEMBER IT

Edward Litale (51)

He left behind a wife and three
kids aged 19, 15 and 4

I ALSO WANT YOU TO
REMEMBER THIS NAME

Auntie Arlene

Here she is

'Auntie' Arlene



'Auntie' Arlene was 29 years old. She died in an accident leaving behind her young son who was 19 months old at the time.

Another lady of around 45 was also involved. She survived the accident but has to live the rest of her life paralysed from the neck down.



Behind every statistic is
an 'Auntie Arlene'

Behind every statistic is
an 'Edward Litale'

Road accidents **destroy** families



...totally **shatter** families



The side of the same Honda



This is what caused the accident



Let's take a closer look...

Totally unroadworthy truck



..and there's more

How can anyone not see that this is a death trap??



Road safety affects us all INCLUDING YOU



No-one is immune.

It is everyone's problem but...
ANYTHING GOES

But that's only one

Rubbish!!

There are
hundreds of
them out
there.....



Brake & Tyre Watch



In November 2005, *FleetWatch* started its first Brake & Tyre Watch project to:

1. Empower the cops through training.
2. Ascertain the state of vehicles on our roads.
3. Educate the operators.
4. All with the accent on road safety.



Our Partners Foundation

WABCO

BRIDGESTONE
Your Journey, Our Passion

HCV
caring for trucks + truckers

 **Standard Bank**

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Our Partners Roads Agencies



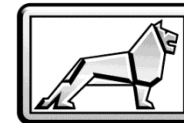
Our Partners Manufacturers to date



Mercedes-Benz



MAN



IVECO

SHOCKING RESULTS

574 tested

384 discontinued

67 % failure rate

Eighteen trucks with faulty brake systems seized

Mom, baby killed in truck-related accident

SUNGULA NKABINDE

TWENTY-four trucks were tested randomly for roadworthiness yesterday, and 18 of them were pulled off the road.

Of the remaining six, three passed and three were fined either because the tyre-thread depth was less than the legal limit of 1.5mm or because the tyres had been damaged.

The 18 were pulled off the road primarily due to faulty brakes or for missing parts that affect the braking system.

Meanwhile, as the vehicles were being checked in Langlaagte, a truck was involved in a four-vehicle pile-up in Midrand on the N1 South, where a mother and her two children - including a six-month-old - had to be airlifted to hospital. The baby boy and the mother died and the four-year-old girl is now in a critical condition.

Such incidents highlight the importance of ensuring that cars are roadworthy.

The Brake & Tyre Watch project undertaken by FleetWatch magazine is one such initiative that focuses on heavy commercial vehicles.

Johannesburg metro police department spokesman Wayne Mirnsaar said the department had been approached by the magazine to teach officers how to identify trucks with faulty brakes and defective tyres.

On Wednesday, 60 officers received theory training, which yesterday was being put into practice.

"The key message now is that (owners) in Johannesburg will have to

make sure that (their trucks) are roadworthy, or else..." said Mirnsaar.

Trucks were not permitted to leave the testing station's premises after the vehicles' licences were seized.

"This vehicle only has partial braking capacity, meaning that it will not be able to perform an emergency stop (effectively)," said Terence Bowren, pointing to one of the unroadworthy trucks.

Bowren is a technical training officer at Bridgestone.

"If a truck is out of the parameters of roadworthiness, it will be discontinued... those trucks cause accidents which cost the economy and lives," he said.

Scorinyboy Mgidi, a driver of a Masrak shipping truck (one of the first to fail), had been sitting behind the wheel of his stationary truck for seven hours, waiting for his superior to arrive with further instructions.

"I had almost reached my destination when they stopped me at around 8.15am... they took my (driving) licence and told me to follow them here... they told me that the brakes on the front axle do not work properly and that the truck cannot go anywhere," said Mgidi.

FleetWatch is a trucking magazine that has been running the Brake & Tyre Watch initiative since 2006.

"Since then, 300 trucks have been tested and 201 (68 percent) have failed, excluding today's check," said Maryna Parsons, the project manager of Brake & Tyre Watch, adding that most heavy-duty vehicles on our roads are unroadworthy.

July, 2011 Langlaagte Brake & Tyre Watch

75% failure rate



SAFETY FIRST: A metro police officer inspects a truck at the Langlaagte vehicle testing station yesterday.

PICTURE: DUMSAN SIKHO

Some look really good on the surface



But take a closer look under
the surface of the good looks





And some look just plain shagged...
but with some innovative features





Why do we do this project?

Because people are dying





15 000
every year





43 every day



Are you next?



Or the person next to you?

Are you going to get home this weekend?



This dad didn't get home to see his little girl who gave him the Teddy bear he kept on his dash

DEATH!!!



More death...

And more...





And still more

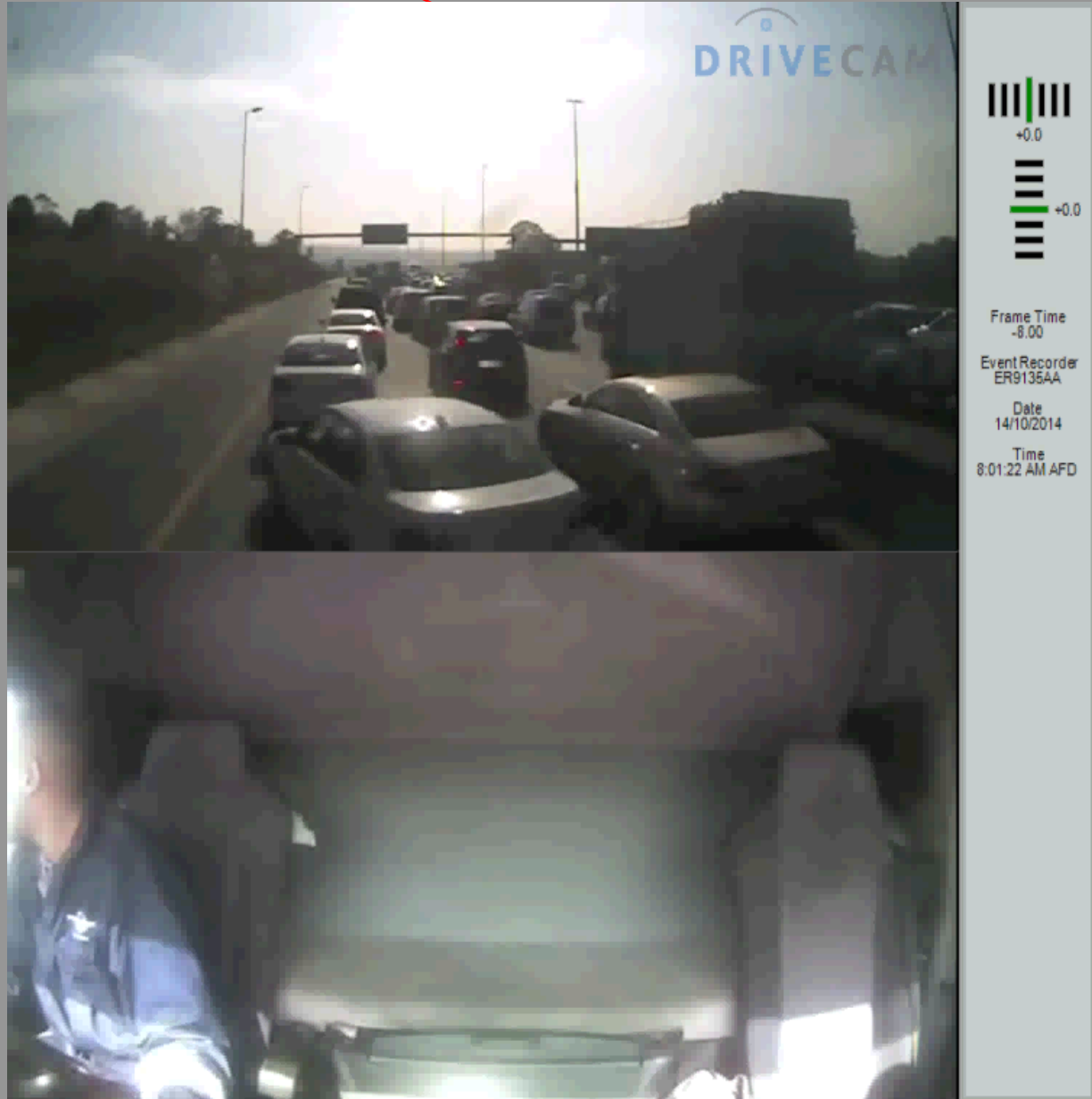


ROAD SAFETY

- We lack a culture of road safety
- 15 000 deaths a year
- Drivers are ignorant and arrogant
- Traffic authorities not respected, bribery, speed fines
- Government has failed; the road users have failed. All have failed.

• **ANYTHING GOES**

Check this out



Here's the result



A Horror day



This is what caused it



**Looks OK from
the outside but let's
go under it....**

NO BRAKES – ANYTHING GOES



NO BRAKES – ANYTHING GOES



**HOW ON EARTH IS THIS OPERATOR
ALLOWED ON THE ROADS?**

**WHO IN THIS ROOM KNOWS OF
OR HAS READ SECTION 49 OF THE
ROAD TRAFFIC ACT?**

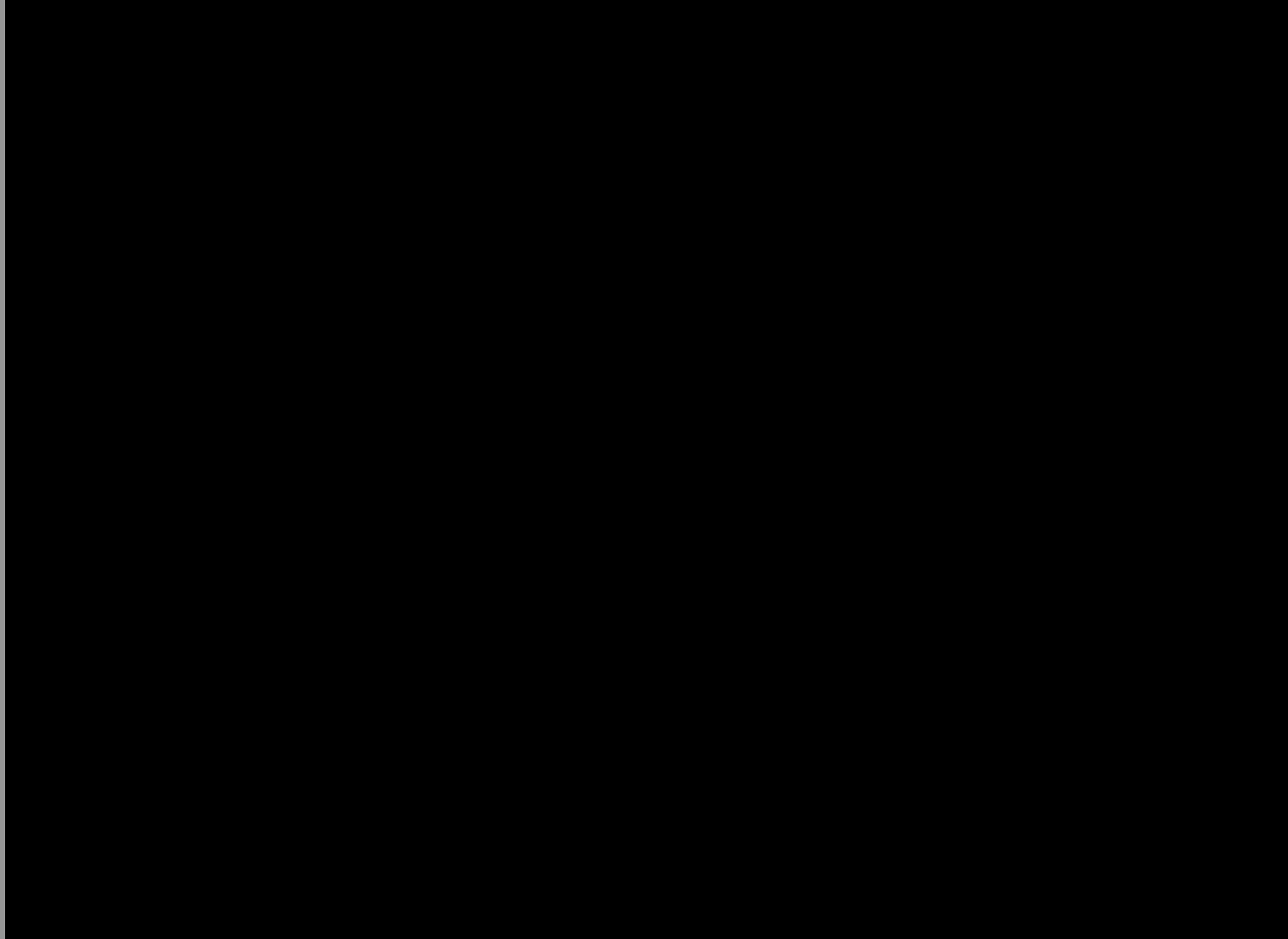
LETS' GO FURTHER – HOW THIS ONE?



NO BRAKES AT ALL



LET'S WALK AROUND A TYPICAL RIG



And underneath
ANYTHING GOES



**HOW ON EARTH IS THIS OPERATOR
ALLOWED ON OUR ROADS?**

**With no maintenance on his rig
his destiny is totally out
of his hands – AND HE TAKES
EVERYONE ELSE'S
DESTINY INTO HIS HANDS**



What do we normally find?







**Here's how
quickly a tyre
failure happens...**































Great Public image for Trucking

CONCRETE CUT: A supporter of former Lekota's breakaway ANC faction arrives at Khwazi Hall in Gugulethu for a rally attended by about 1 000 people. See page 5

PICTURE: LINDA O'LEARY

Juggernauts of death

Many trucks unfit to be on roads – and Cape Town is worst off

By NENE de PLESSIS
Staff writer

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Trucks on our roads are death traps for other drivers and other road users, while law enforcers are neither properly trained nor equipped to ensure they are safe, traffic officers and experts warn.

And Cape Town was worst off, a two-month-old expert said after a roadworthiness check exercise on Friday.

Traffic officers tested 25 randomly picked trucks at the Brackenfell test centre and, to their horror, all 25 failed mandatory inspections due to serious defects.

The discovery follows similar findings in other parts of the country and a number of fatal or near-fatal accidents involving trucks in Cape Town this year.

The exercise on Friday was part of a private initiative by transport industry magazine FleetWatch and a number of commercial partners to give traffic officers and police practical training to carry out roadworthiness inspections of heavy vehicles.

But the programme showed that large numbers of poorly maintained trucks were plying their trade on the roads every day.

Defects were bad cracked tyres, worn-down load winches, brakes

that do not work properly, steering systems worn to the point of imminent failure and hopelessly inefficient cargo fastenings while some of the problems identified in Cape Town on Friday.

Local and provincial authorities have been blamed for not taking road safety seriously as they failed to provide law enforcers with proper support systems, training and equipment.

Officers doing the training course said they had preferred not to stop trucks for checks because they did not know what to look for.

Of 204 officers present at the start of a training course on Thursday, only two said they felt confident that they knew what to check for and only one knew about a piece of equipment on a truck called a slack adjuster, course presenters said.

During random checks of trucks in Cape Town on Friday, done as part of the practical training portion of the course, traffic officers pulled 25 trucks over and sent them for testing at the provincial traffic department's testing centre in



OFF THE ROAD: A traffic officer removes a licence disc from a truck found to have serious defects at the provincial traffic department's test centre in Brackenfell, during a random stop-and-check operation that was part of a training course for traffic officers

Picture: MLCNOCUZIMBICO

Brackenfell. All 25 failed inspection so badly that they had to be taken off the road.

"Cape Town is the worst we've seen so far," said FleetWatch editor Patrick O'Leary, who co-ordinated the training effort.

O'Leary said the training group had been to various busy parts of the country, such as City Deep in

Johannesburg, Kromaat in the Free State and Estovant in KwaZulu-Natal. At City Deep, officers pulled over and checked 26 trucks. Of those, 21 failed roadworthiness checks.

"It is clear that the law enforcers do not have the support they need, they do not have the systems, in place and they do not get given either the equipment or the training

to do their work properly," O'Leary said.

"Very large numbers of heavy vehicles on the road today are a danger to their drivers and other road users, but many operators just do not care because they get away with it."

"This training exercise is a private initiative. We involved companies like Bridgestone, Alfa International, Wapco and Central Instruments to help cover the costs and provide expertise.

"We have had no support from the state at all to do this and yet it is very clear that our law enforcers are hungry for this kind of training. They desperately need it."

Traffic officers, who asked not to be named, said they were horrified when they learnt what they had been missing.

"Thousands of traffic fines are issued in situations where road safety is of no concern, but the real threats are not properly covered," one officer said.

"Those fines bring in a lot of revenue, but the priorities are skewed and the real dangers remain on our roads. We also need to do a course like this on the minibus taxi industry. We need that desperately."

O'Leary said truck operators should realise that they have a responsibility to other road users to

ensure their vehicles comply with safety requirements.

Provincial traffic chief Pål Carren, who visited the Brackenfell Test Centre on Friday during the testing, said the issue of portable testing equipment was problematic, because of the calibration required.

"What we really need is many more effective testing sites, where test results cannot be doubted."

A combination of mechanical failures and negligence has led to numerous accidents involving heavy vehicles in the Western Cape this year.

Among them:
● In March, a woman and her pregnant daughter were killed when a container fell off a truck on the M5 off-ramp on to the N1 and crushed their car.

● In July, Fannarhook couple William and Annaliese James were badly injured when inadequately secured scaffolding pipes came off the back of a truck and splattered their vehicle.

● Earlier this month, a truck driver lost control of his vehicle when its brakes failed on Malbec Road, Woodstock.

The truck struck a car and both vehicles fell off a bridge.

A woman in the car was critically injured.

http://capepress.co.za

Greece On The West Coast

Situated 50 minutes drive from Cape Town, we offer magnificent view over the Langebaan Lagoon with entertainment and relaxation synonymous to a Mediterranean lifestyle.

• Fully air conditioned catering facilities



CLUB MYKONOS



DISAPPEARING ACT: Steve falls as...



**LET'S LOOK AT THE
OTHER SIDE OF
THE COIN**

THE FUTURE TRUCK 2025



The other side of the coin



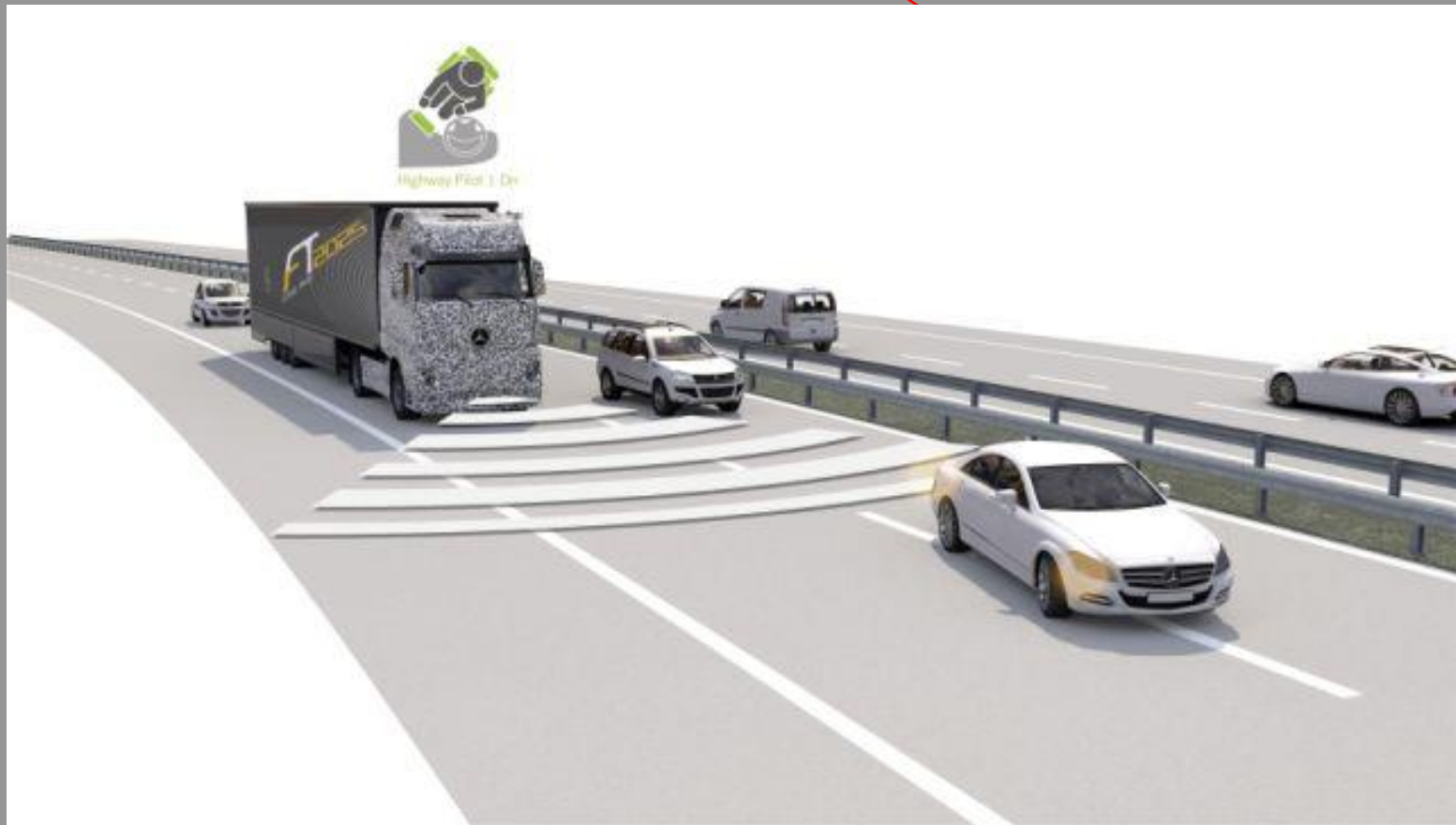
THE FUTURE TRUCK 2025



The other side of the coin



The other side of the coin



The other side of the coin





**AND WHILE THEY ARE DEVELOPING THAT
LET'S COME BACK
TO AFRICA WHERE...**

ANYTHING GOES

ROAD INFRASTRUCTURE CRUMBLING



Africa is pothole country.
Causing huge damage to trucks.

**You know that when cows go grazing in potholes,
your road infrastructure needs attention**





Who can guess where this quarry is?

It's not a quarry. It's the inside of a pothole

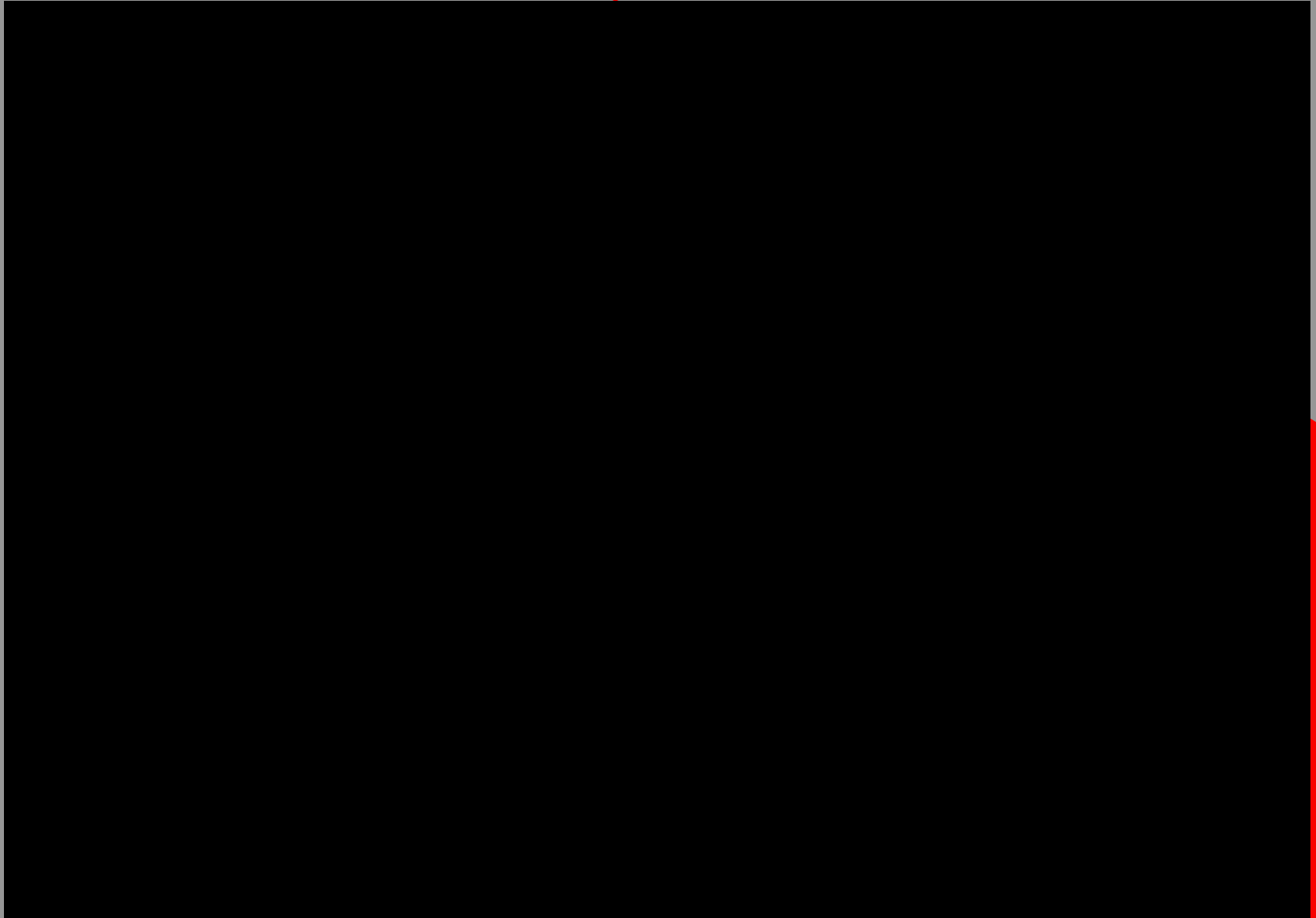


Look at the sharp edge that your tyres hit each time they enter and exit a pothole.



**Let's look at a once pristine road
destroyed through
mismanagement and back-
handlers – the way of Africa.**

R74 destroyed – ANYTHING GOES



ROAD INFRASTRUCTURE CRUMBLING



One example of damage from potholes: Tyre impact fractures



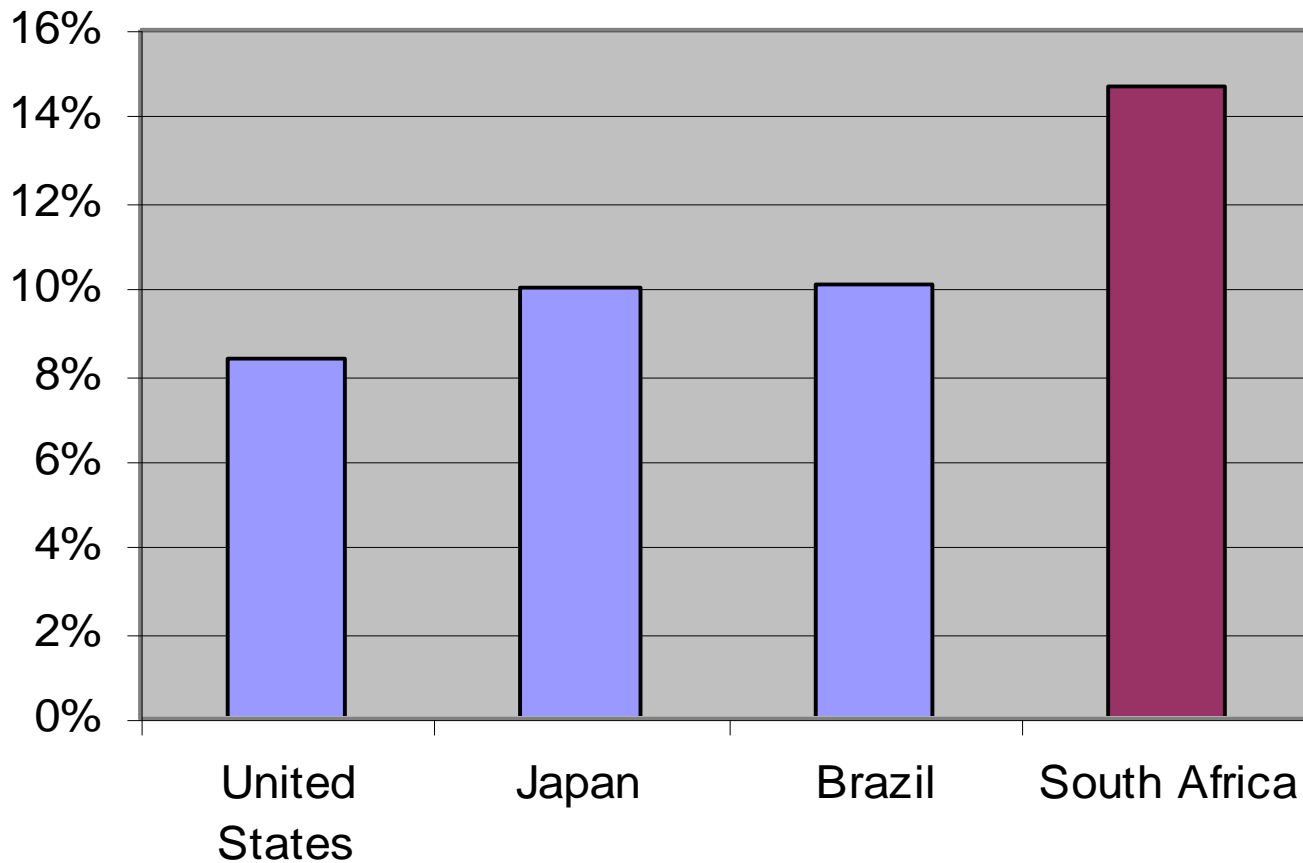
Road infrastructure

“It’s not our strong economy that gave us good roads, it’s our good roads that gave us a strong economy”

J.F. KENNEDY, US President

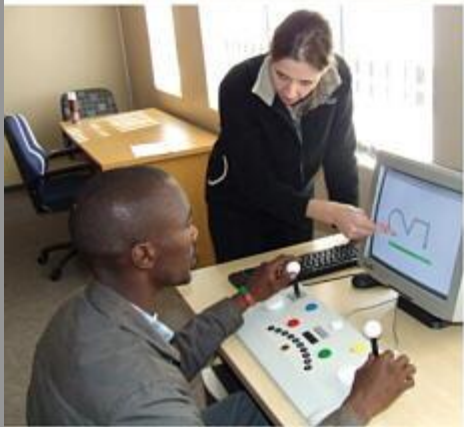
Cost of Logistics

- The cost of logistics as a percentage of GDP in South Africa is almost double that of the United States and 50% more than Japan and Brazil





Out of every 100 Code EC, PrDP qualified drivers who apply for jobs at Manline - after the screening and selection process - only **SEVEN** are employable!



Backache/Posture



Blood Sugar Levels



Blood Pressures High

BAU SHONALANGS

FREE STATE

5 years and over

000	0000000000
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Signature: _____

Date: ____/____/____

174

153/108

184/116

6,4 mmols

149/111

4,3 mmols

147/94

4,3

6,2

5,8

7,0

166/107

So where to from here?

- The late Jack Webster always said it's the ATTITUDE that has got to change. It all starts with ATTITUDE. Rob Kuipers outlined that earlier. How the change in Swift started with a change in ATTITUDES
- Have to elevate trucking onto its rightful platform of importance in the eyes of all – **Government**, public, transporters themselves. Get PRIDE back

GOT TO MOVE FROM

A Culture of Non-compliance

- Overloading
- Speeding
- Vehicle maintenance (brakes, tyres, lights)
- Driver hours
- Reckless driving
- Driving under the influence (alcohol & drugs)
- False licenses (vehicles & drivers)
- Load securement
- Cabotage (cross-border)
- **Bribery & corruption**

**To a true understanding of the
role and position of trucking
in society and the country's
economy. And the
Government must understand
this too**

**AWAY FROM THE
CINDERELLA STATUS**

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 system (a set of standards) with outcomes that contribute to preserving road infrastructure, improving road safety and increasing productivity.
- Key focus areas are:
 - load optimisation
 - driver wellness
 - vehicle maintenance
 - productivity

GOVERNMENT INDUSTRYY CO-OPERATION



Katherina Reiche, Federal Minister for Transport, Germany

WHAT YOU CAN DO?

THANKS TO BRAKE & TYRE WATCH... WE HAVE LOST ANOTHER CLIENT...

HCV
caring for trucks + truckers

JOKES ASIDE... HCV SUPPORTS FLEETWATCH'S INITIATIVE TO KEEPING THE SA ROADS SAFE!

Brake & Tyre Watch

**Can you act to change things?
Yes. As Nelson Mandela said:
It's in your hands**

**THANK YOU
AND KEEP ON TRUCKING**