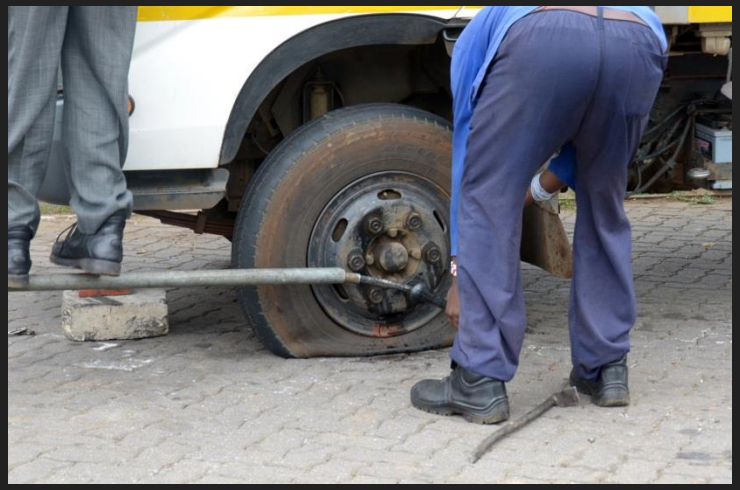
CHALLENGES

Welcome to the Killing Fields

Patrick O'Leary
Publisher/Managing Editor
FleetWatch magazine

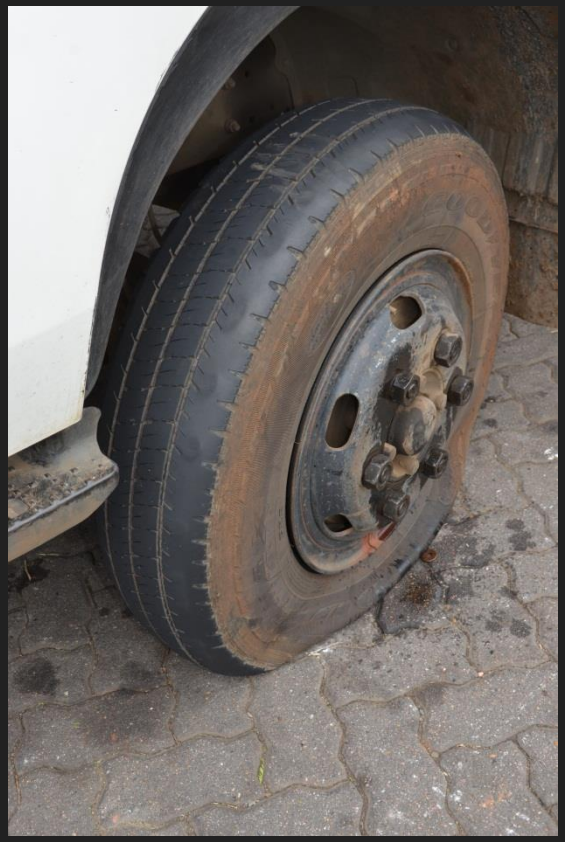
From King Shaka to here - today

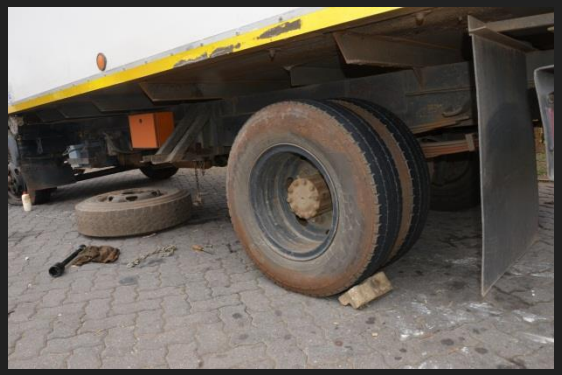
How not to do it



Here she is

SIGNS EVERYWHERE OF SLAPGAT





The driver has told the boss

THE TRUCK TRAFFIC MIX

Closer look at a scrap heap…

ADD IT TO THE FURNACE

Oops another one…

Just a reminder

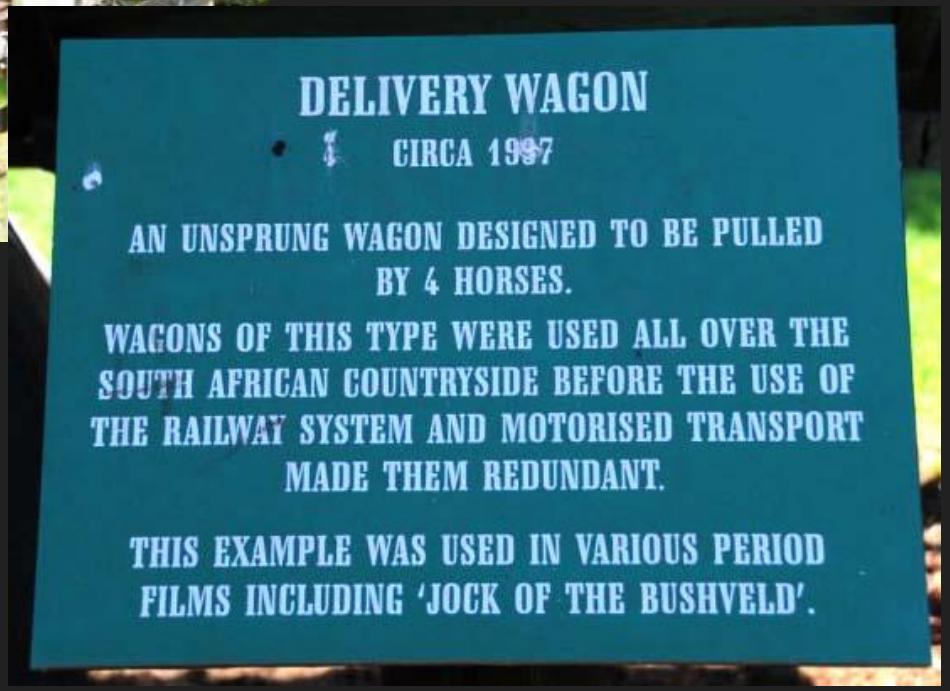
We’re not the first doing this trucking thing

you know.

Let’s go back a little

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.

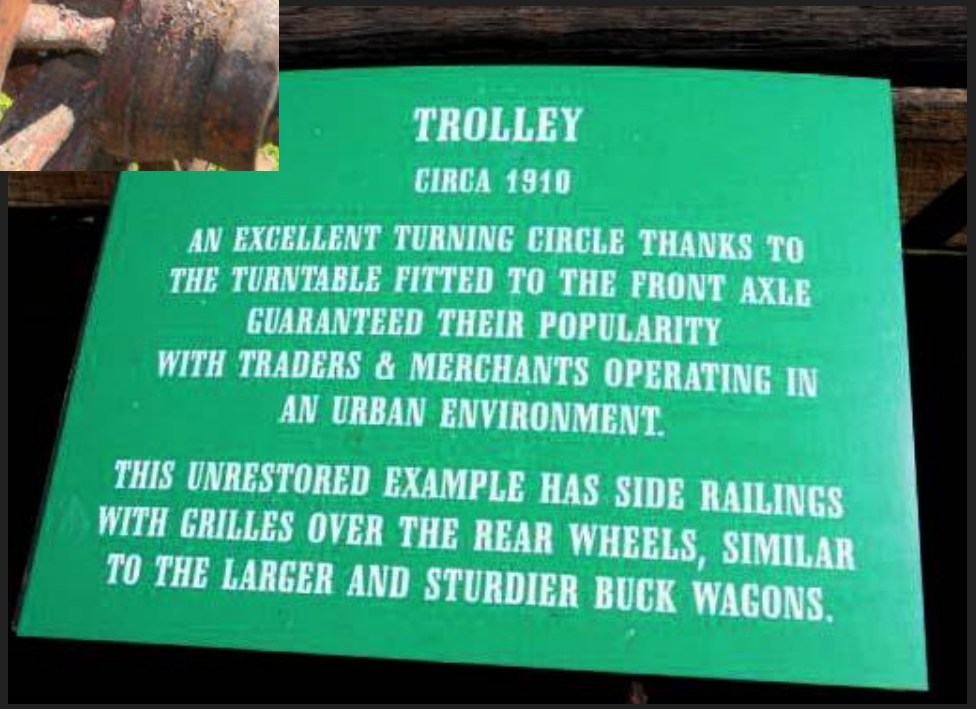
Colman's
ENGLISH MUSTARD


DELIVERY WAGON
CIRCA 1997
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?

Road safety affects us all

INCLUDING YOU

No-one is immune.

It is everyone's problem but...

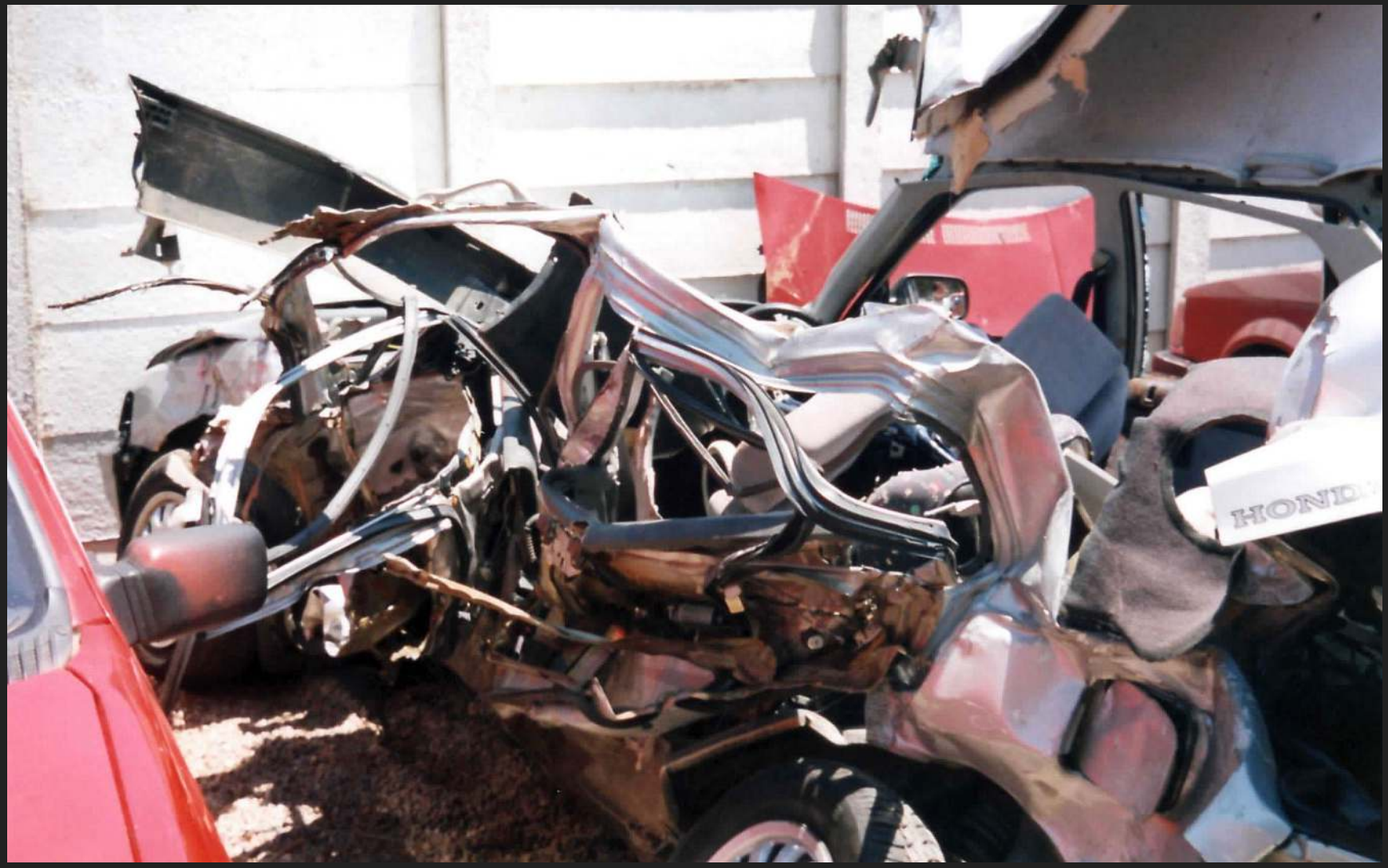
South Africa lacks a culture of road safety

- Average of 15 000 deaths every year. That's 43 per day
- Traffic authorities not respected. Bribery and speed fines is what they are interested in
- Government has failed; the road users have failed. All have failed
- Driver Training…It's a JOKE
- Who really cares????

It destroys families

...totally shatters families

The side of the same Honda



“But it’s all so far away. It will never happen to me.”

Every day proves this theory wrong…

The road accident scenario in South Africa has become a BODY COUNT. We have forgotten that every individual killed HAS A NAME and is important to someone.

Let me put a face to the statistics. Let me introduce you to one of the 15 000 people who die on our roads every year...

You know him well

Collins Chabane

The Car

The Truck

The reaction

ANY SMALL, SINGLE PIZZA

THE PAPER FOR THE PEOPLE OF TSHWANE

PRETORIA NEWS & BUSINESS REPORT

MONDAY MARCH 16 2015

R6,00 (annual subscribers R5,25)

Spares 4 Africa
USA
Used & Replacement Parts
Jeep • Chrysler • Dodge
Tel: 012 377 1127 / 86

FEEL FREE TO EXERCISE – PAGE 4

COETZEE WINS TSHWANE OPEN – PAGE 24

LEADSA

A NATION IN SHOCK

Ramaphosa, ministers ay tribute Chabane

ISO MAKHETHA

DEPUTY President Cyril Ramaphosa has said the death of Minister of Public Service and Administration Collins has come as a shock to the hosa lauded Chabane who early hours of yesterday ident. ister and his two body- eants Lesiba Sekele and ntsoane died when the travelling in crashed which was allegedly

Spokesman for the family, Percy Chabane, said they have been left reeling with pain after his unexpected death.

He said the family had to go to the scene of the accident and to the mortuary to view Chabane's body to

He said President Jacob Zuma would meet with Chabane's family to discuss the memorial and funeral arrangements.

Chabane, Sekele and Lentsoane would receive official state funerals as they had died while performing their duties.

regarding a memorial and funeral arrangements as most of the senior members of the Chabane family were still in Limpopo and were due to arrive today.

"We have not made a decision. Our family members from Limpopo need to arrive first so they can have a meeting and meet the ANC leadership to decide the way forward," he said.

Earlier yesterday, Minister in the Presidency Jeff Radebe described Chabane as a humble and hard-working minister who loved golf and music.

Speaking at the Government Communication and Information Systems building in Pretoria, Radebe said the nation had lost a mediator who wanted to assist those who were in conflict.

"The nation has lost an intellectual giant. Someone who never put future ahead of him. He was trying to help South Africa and those who had emerged from conflict.

"He contributed to the union of South and North Sudan, where he was greatly respected and he always looked for working solutions, not just easy solutions," Cwele said.

Deputy Minister of Agriculture, Forestry and Fisheries Bheki Cele said he would miss Chabane's diplomatic and conflict-resolution abilities. "He was a thinker. He was able to give solutions if you went to ask him for help. People do not know how big a loss this is," he said.

See PAGE 8

Transport minister set to probe cause of death crash

TRANSPORT Minister Dipuo Peters, through the Road Traffic Management Corporation and the police, is investigating the cause of the crash in which Public Service Minister Collins Chabane was killed, her office said yesterday.

"(The minister) is saddened by the untimely death of the Minister of Public Services and Administration, MP Minister Collins Chabane," spokesman Ishmael Mnisi said.

"Minister Peters extends her condolences to Minister Chabane's wife, children, the entire Chabane family, his political party the ANC, friends and relatives."

Peters also sent her condolences to the families of the two bodyguards who died in the accident with Chabane.

Chabane, Sergeant Lesiba Sekele and Sergeant Lawrence Lentsoane were killed when a truck allegedly made a U-turn in front of their ca on the N1 near Polokwane in th early hours of yesterday morning

Police arrested the driver a opened a case of culpable homici – Sapa

Who knows the names of the other two who died in that accident? The two security cops who were with Minister Chabane who, by the way, didn't get a mention in the first day's newspapers....

Their names were:

Sergeant Lesiba Sekele

Sergeant Lawrence Lentsoane

Let's now go back to the cars which I showed you earlier

You know the three people who died in the car top left. Let's now extract the person who died in the Honda from the 'statistics' of the body count and meet her.

‘Auntie’ Arlene

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

The general rule to establish the number of injured is to multiple the total fatalities by 20 which would put the number of injured in crashes at 300 000 per year…

Behind every statistic is an ‘Auntie Arlene’…

But it’s just

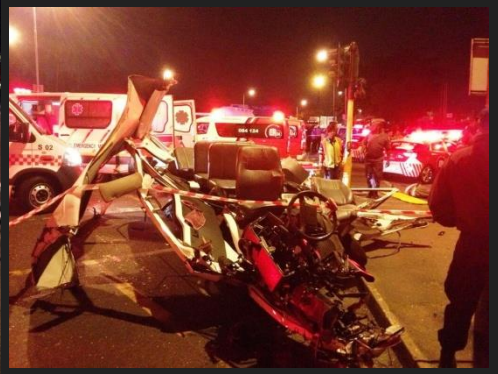
a body count

Let’s look at a driver in this scenario

Remember the

Field's Hill accident.

23 killed!!!



SHOCK HORROR OUTRAGE

Can anyone here name one person among the people who were killed in that horror accident

WHO KNEW ABOUT THIS ONE?

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

It was on the same day as the Field's Hill accident…but there was no mention of it

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!

It was only one dead

We need at least 23 bodies
lying all over the road

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

or, of course, a dignitary such as a
Cabinet Minister

That will get the cameras out

THIS IS WHERE THIS DRIVER DIED
It was the early hours of the morning on October 3rd 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

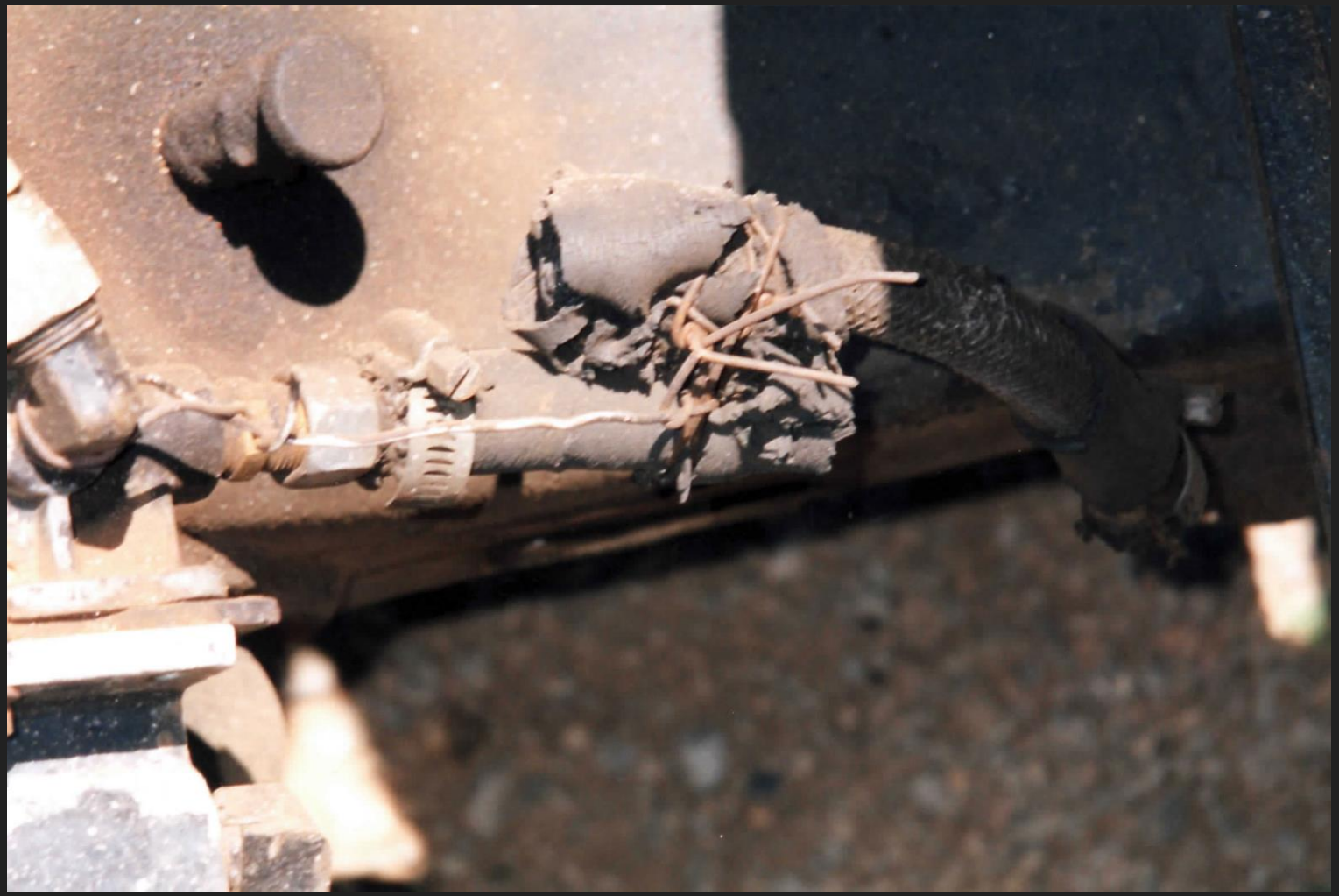
Edward Litale (51)

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

This is what caused the accident in which Auntie Arlene was killed

Let's take a closer look…

Totally unroadworthy truck



..and there's more

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

But that's only one

NOT SO!!

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

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

And just because a truck is old doesn't mean
It has to be shagged. Well done Clotan Steel

Let's look further…

A FleetWatch Initiative

Brake & Tyre Watch

A FleetWatch Initiative

Brake & Tyre Watch

Our Partners Foundation

WABCO

BRIDGESTONE

Your Journey, Our Passion

HCV

caring for trucks + truckers

Standard Bank

Our Partners
Associate Partners

A FleetWatch Initiative

Brake & Tyre Watch

Our Partners
Roads Agencies

N3 Toll Concession (Pty) Ltd

N4 TOLL ROUTE

TRAC

TRANS AFRICAN CONCESSIONS

Bakwena

N1N4 toll

THE SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD

Reg. No.1998/009584/06

A FleetWatch Initiative

Brake & Tyre Watch

Our Partners
Manufacturers to date

FREIGHTLINER®

Run Smart℠

ISUZU

TRUCKS

For the long run

Mercedes-Benz

INTERNATIONAL®

VOLVO

MAN

FAW

UD TRUCKS

TATA

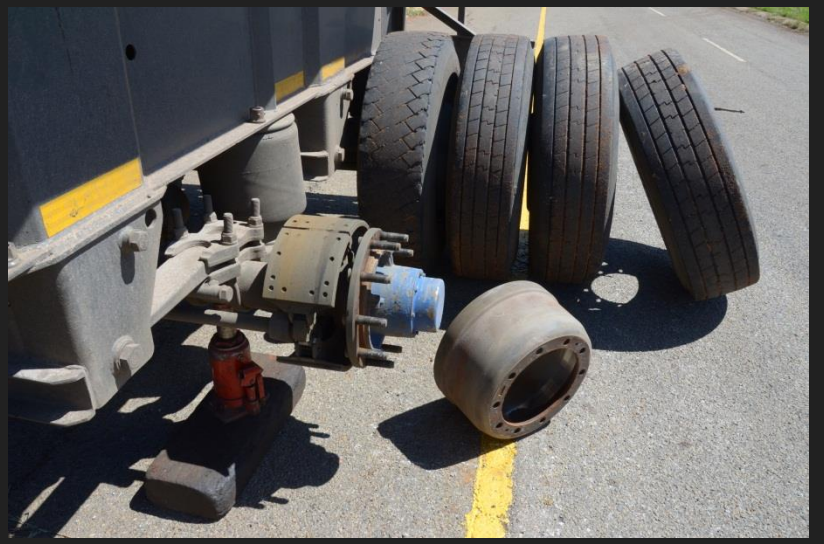
IVECO

SHOCKING RESULTS

604 tested
405 discontinued
67% failure rate

ETV 411 NW

The new TGS-WW
It makes Trucking Good Sense



The Star FRIDAY JULY 29 2011

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 1.2mm 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 road worthy.

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

Johannesburg metro police department spokesman Wayne Minnaar 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 Minnaar.

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.

Sonnyboy Mgidi, a driver of a Maersk 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 2005.

"Since then, 366 trucks have been tested and 301 (66 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.

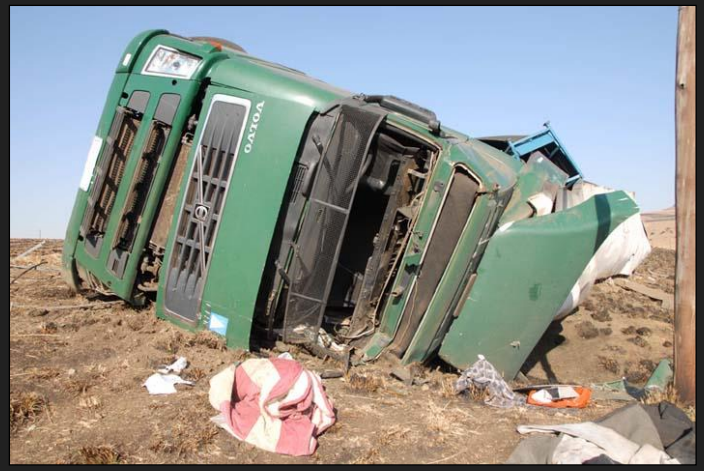
PICTURE: DUMISANI SIBEKO

Shocking stuff!!!

Why do we do this project?

Let’s go back to the beginning of this presentation…

Because people are dying



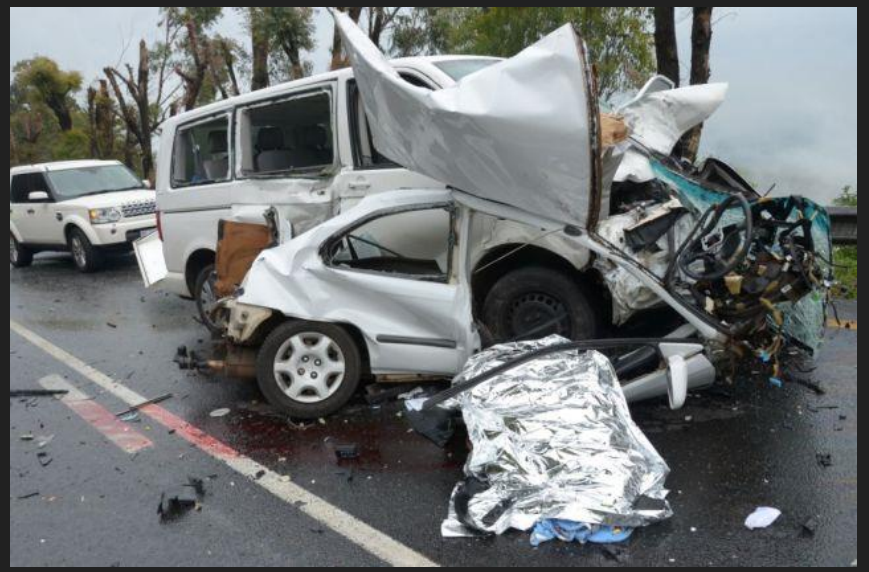
15 000

every year

43 every day

Are you next?

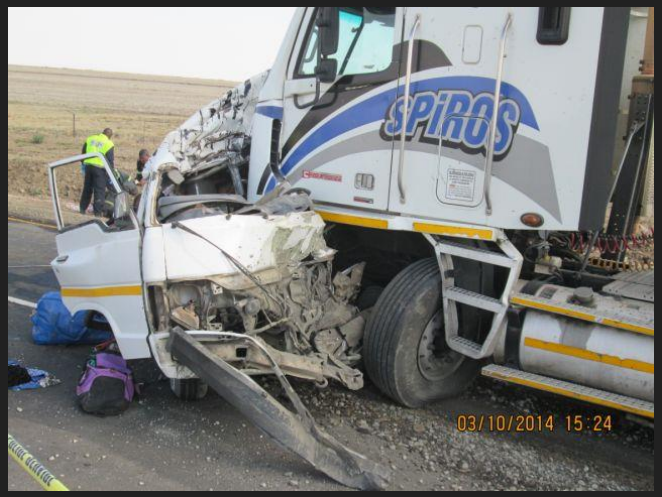
or the person next to you?

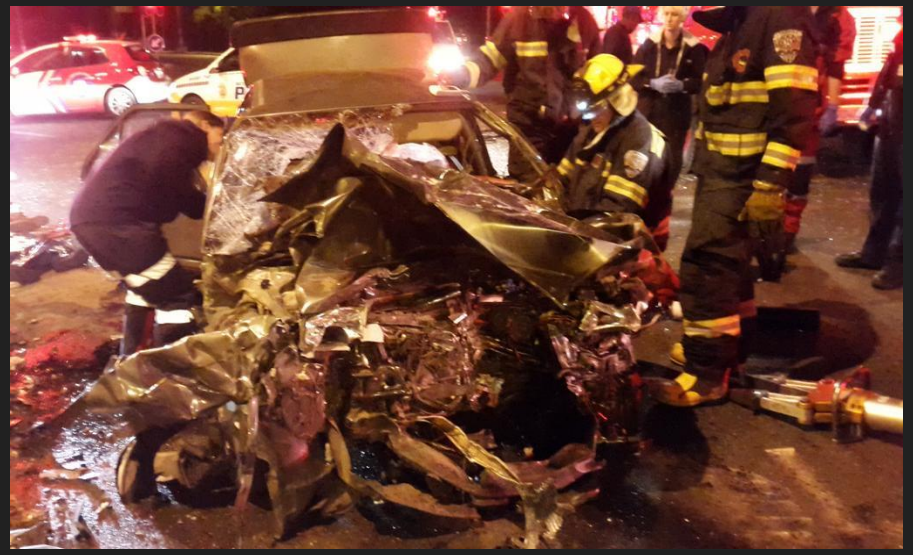


Are you going to get home this weekend?

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

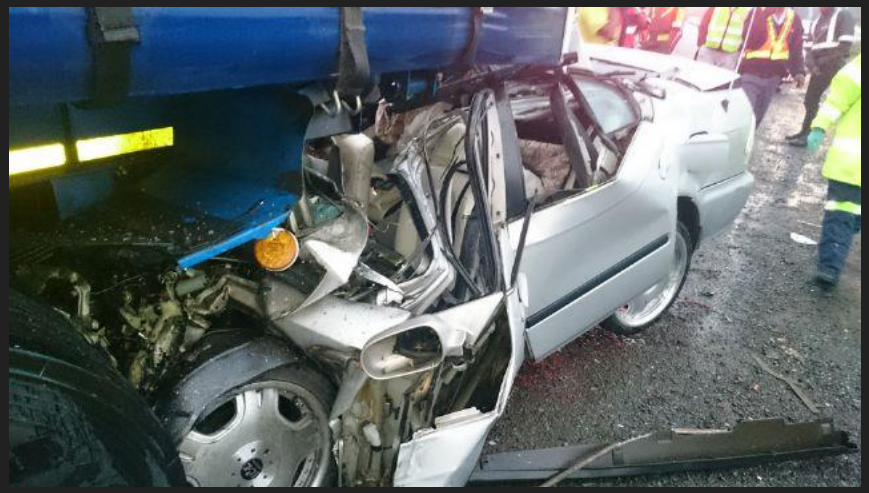
death





And here's more...

And more….



And still more

ROAD SAFETY

ANYTHING

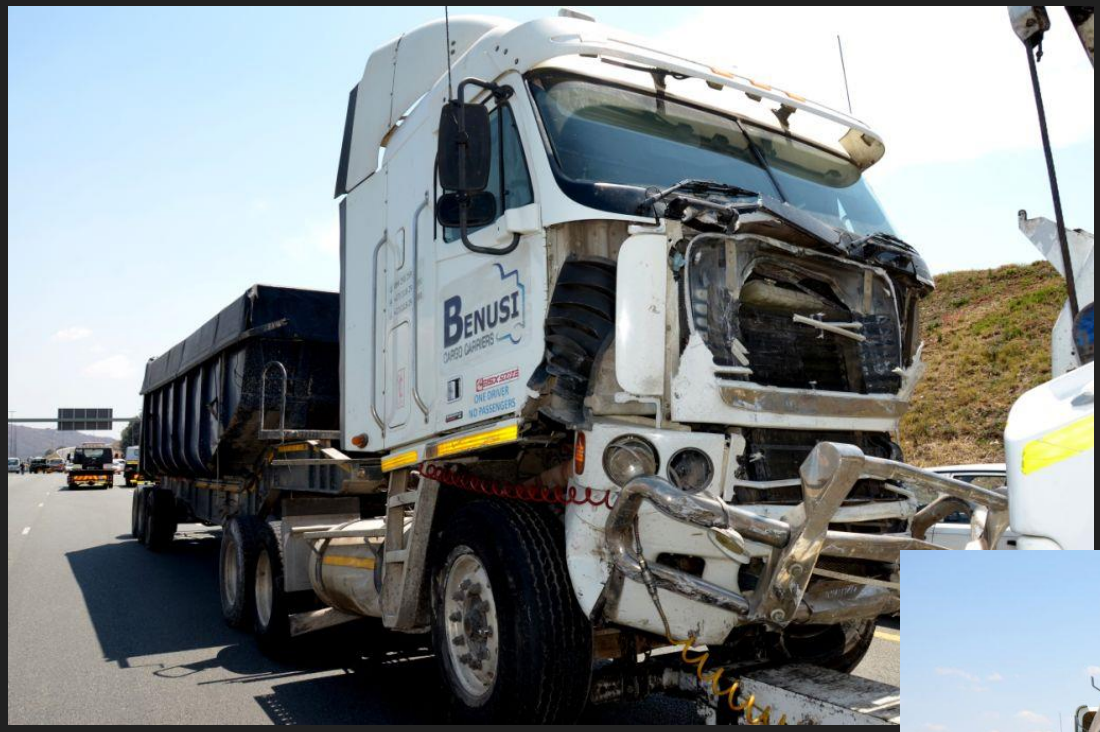
GOES

Check this out

Result

A Horror day

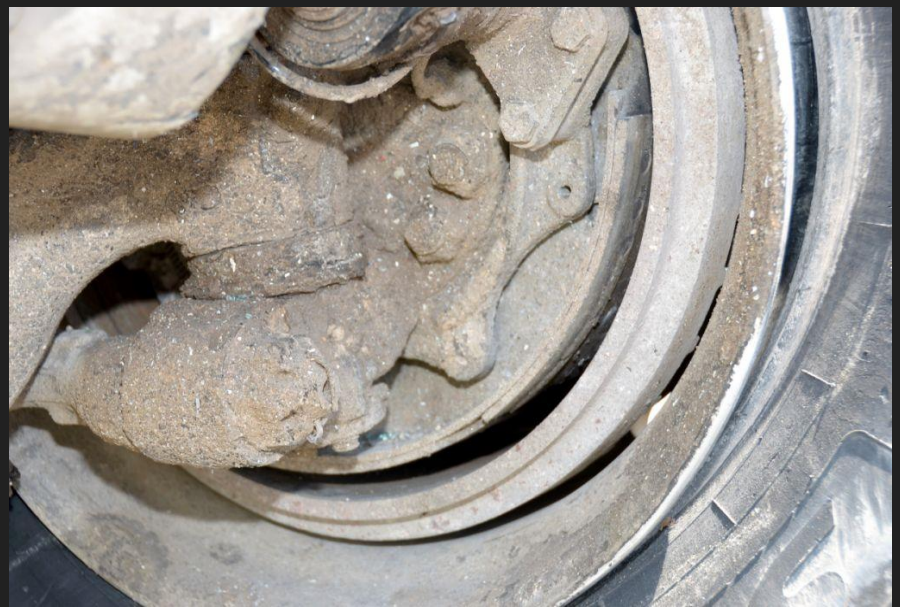
This is what caused it



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

NO BRAKES – ANYTHING GOES

NO BRAKES – ANYTHING GOES



HOW ON EARTH WAS THIS OPERATOR ALLOWED ON THE ROADS?

CHECK THIS OUT…..

You can see it's a wreck

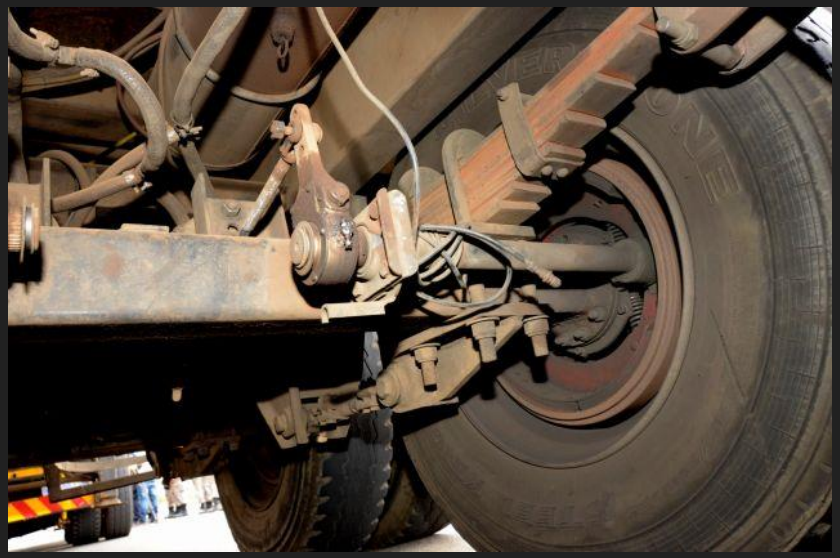
So why the cool drink advert

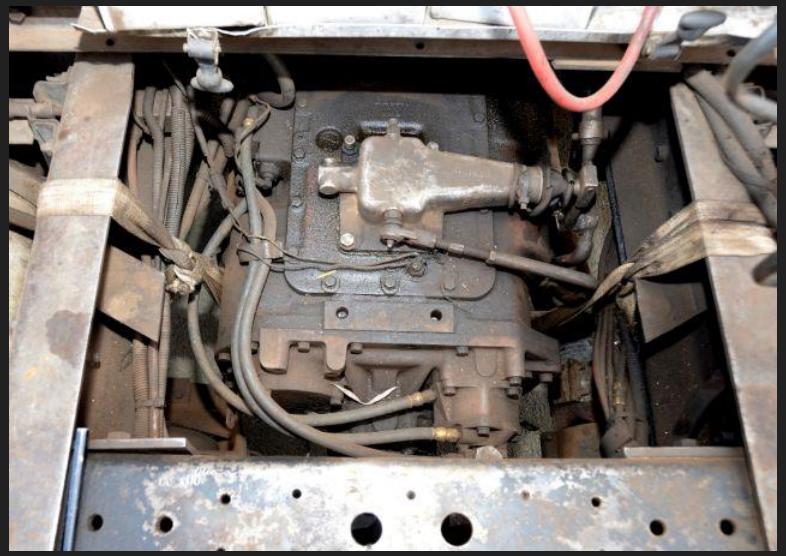
Dragon drink can used as brake shoes

HOW THIS ONE?

NO BRAKES AT ALL

And another one
ANYTHING GOES





COMING OUT: A supporter of Terror Lekota's breakaway ANC faction arrives at Ikhwezi Hall in Gugulethu for a rally attended by about 1 000 people. See page 5 Picture: DAYLIN PAUL

Juggernauts of death

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

By HENRI du PLESSIS
Staff Writer

Trucks on our roads are death traps for their 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 heavy-vehicle expert said after a roadworthy check exercise on Friday.

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

This 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 roadworthy inspections of heavy vehicles.

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

Badly worn and cracked tyres, non-functional load sensors, brakes that do not work properly, steering systems worn to the point of imminent failure and hopelessly inefficient cargo tie-downs were 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 104 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 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, Kroonstad in the Free State and Estcourt in KwaZulu-Natal. At City Deep, officers pulled over and checked 24 trucks. Of those, 21 failed roadworthy 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 Control 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 Pat Curren, 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 offramp on to the N1 and crushed their car.
- In July, Franschhoek couple William and Annatjie James were badly injured when inadequately secured scaffolding pipes came off the back of a truck and speared their vehicle.
- Earlier this month, a truck driver lost control of his vehicle when its brakes failed on Melbourne Road, Woodstock.

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

A woman in the car was critically injured.

henri.duplessis@inl.co.za

SMS the Argus
SMS your views to 32027
Each SMS costs R1

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: MLONDOLOZI MBOLO

DISAPPEARING ACT: Nurse falls as

Greece On The West Coast
Situated 60 minutes drive from Cape Town, we offer magnificent view over the Langebaan Lagoon with entertainment and relaxation synonymous to a Mediterranean lifestyle.
• Fully serviced self catering kalivas.
CLUB • MYKONOS

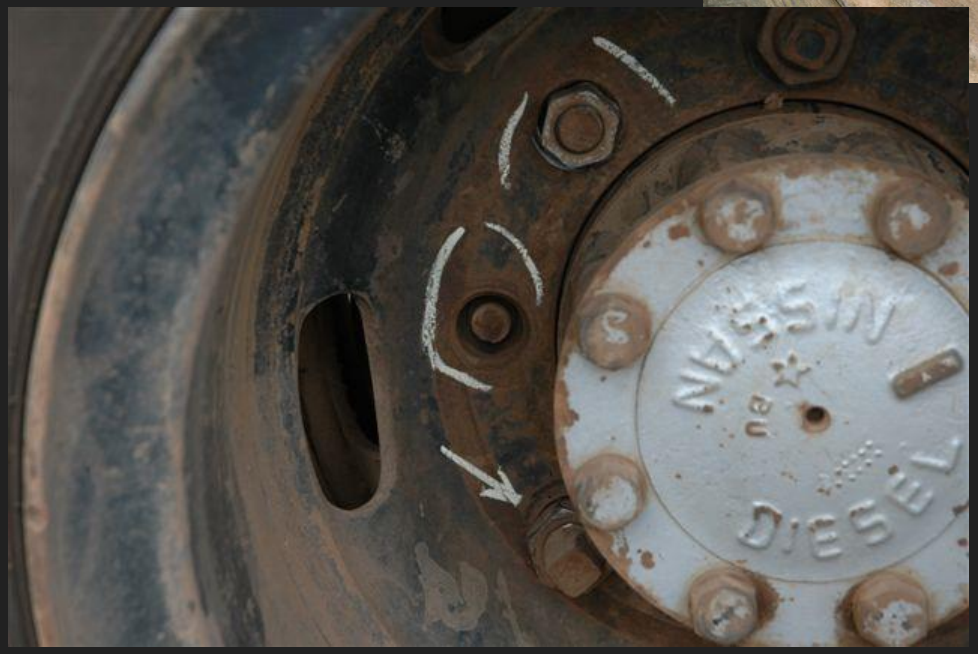
What do we normally find?

VOLVO

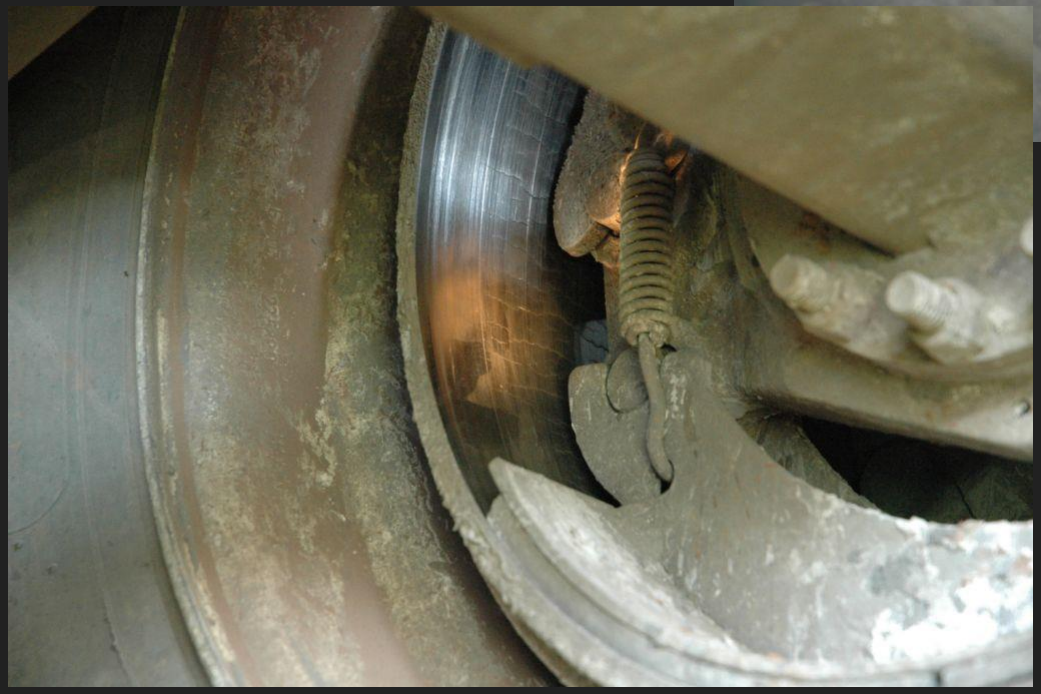
1

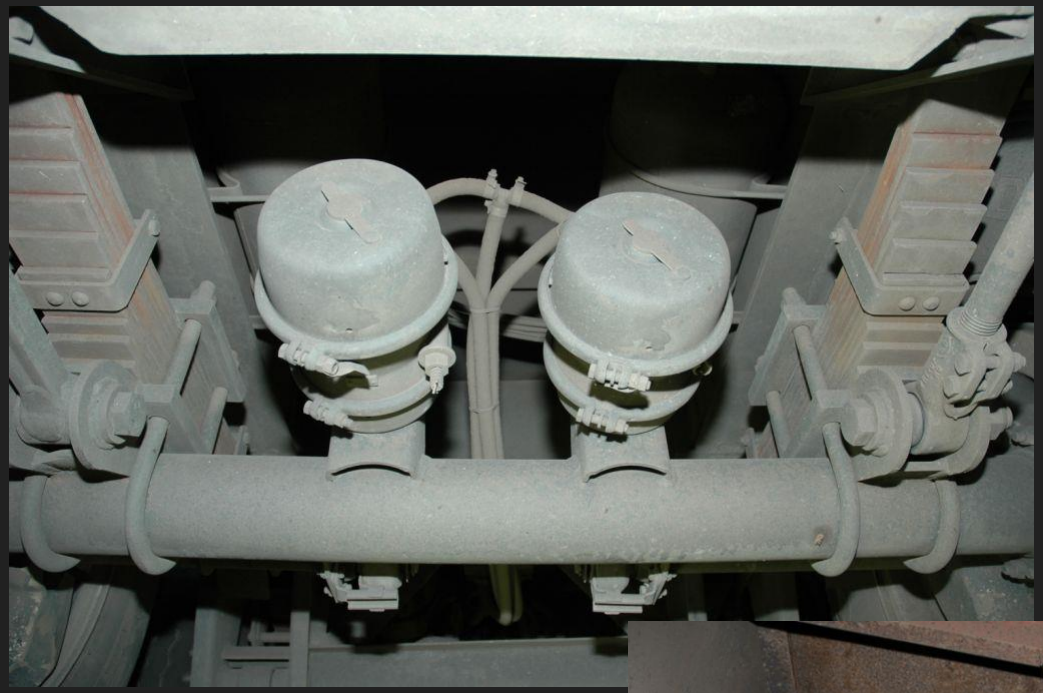
HCV
Bremskraft
kN
Coca-Cola

6900
25000
00
00

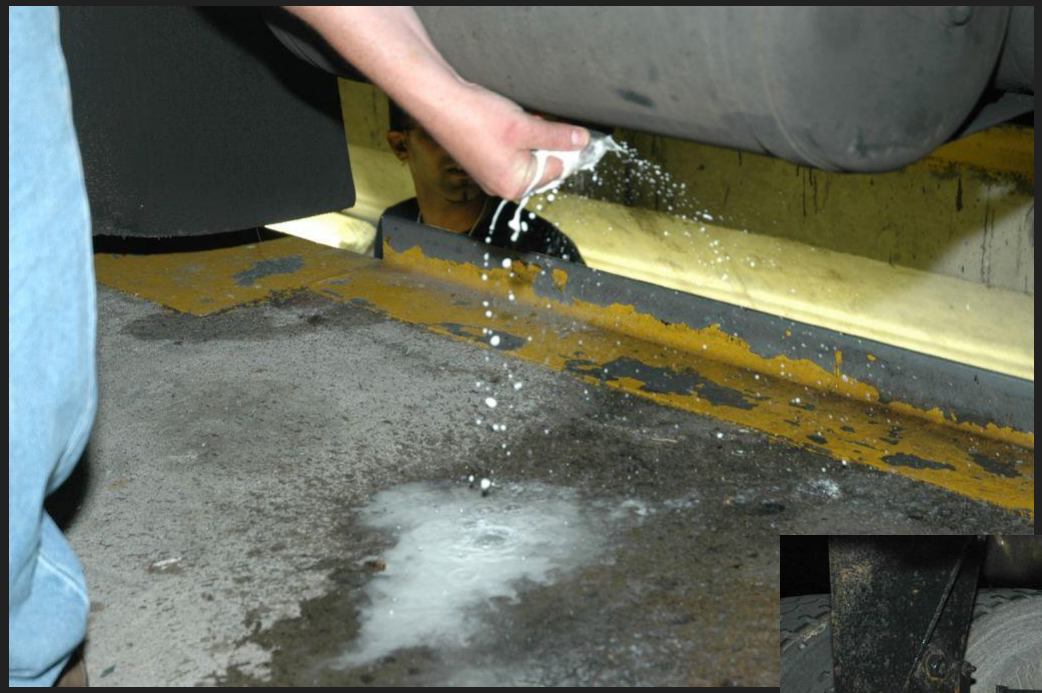

NISSAN
DIESEL

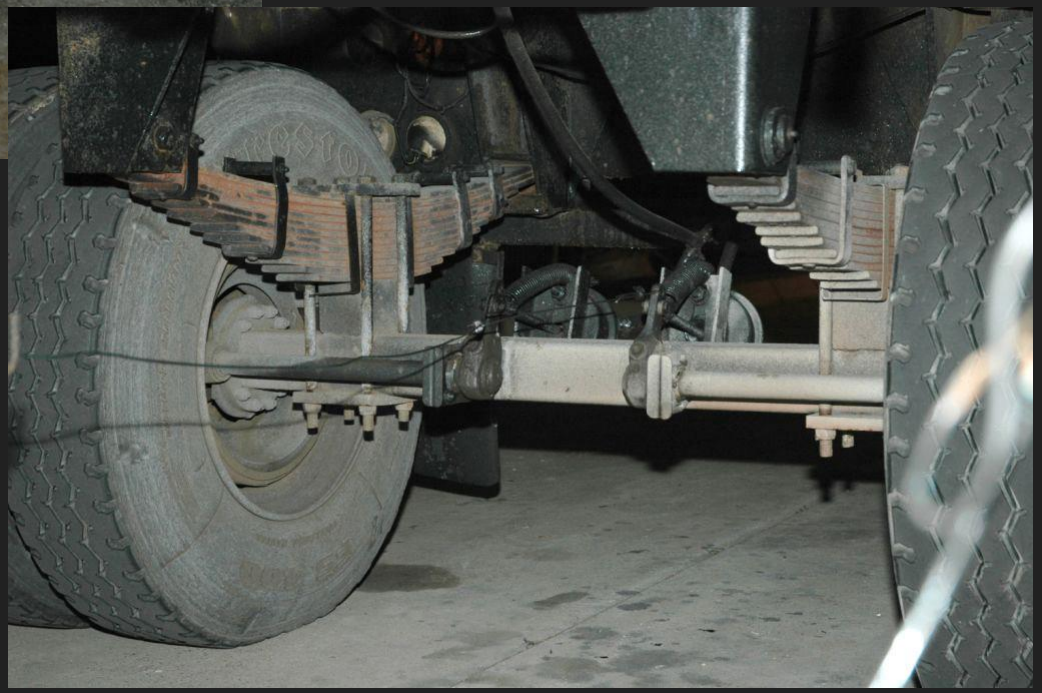
WATER





CHF 853





LET'S LOOK AT THE OTHER SIDE OF THE COIN

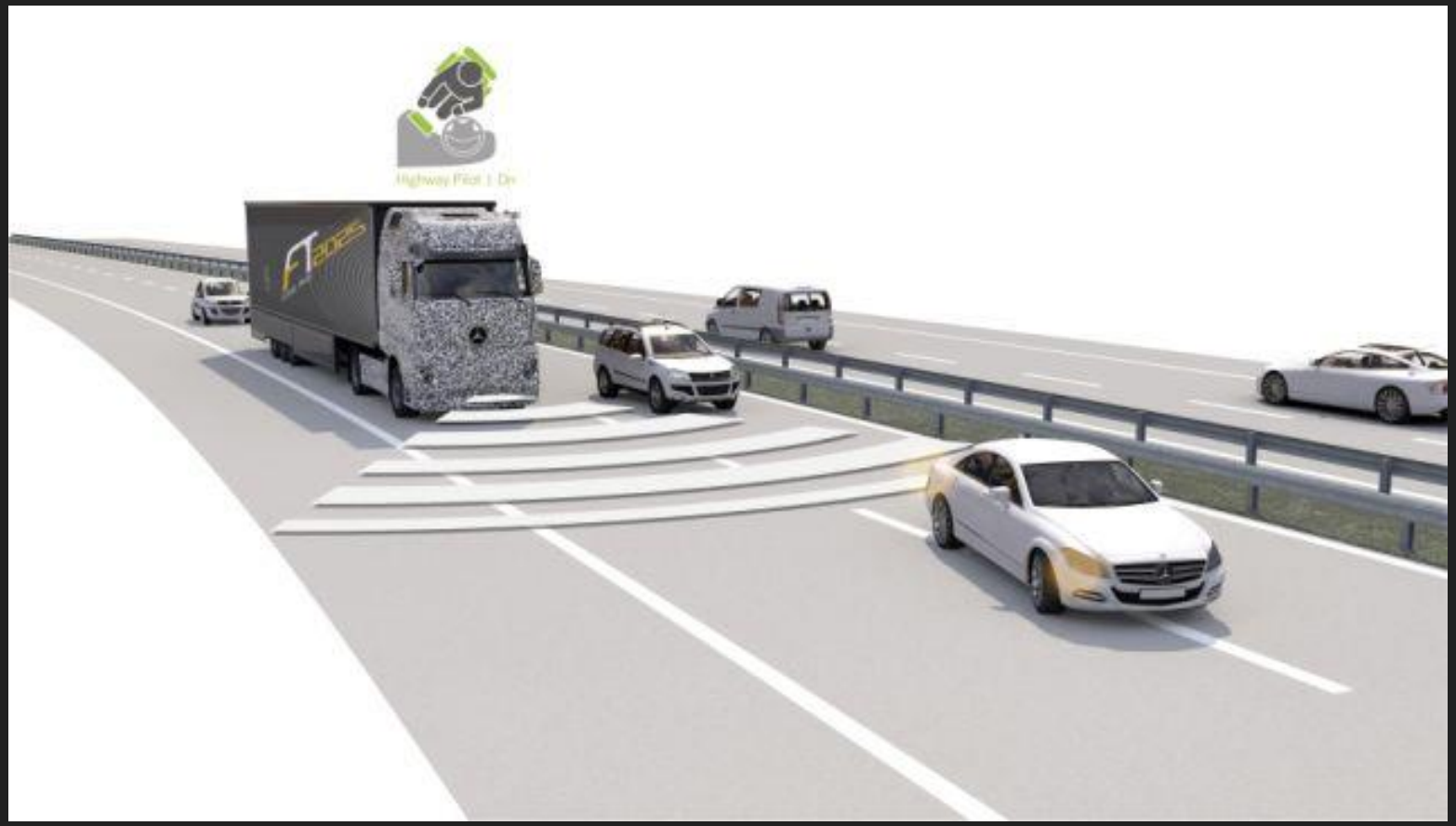
THE FUTURE TRUCK 2025

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

How will that truck travel on roads like this one??

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

HOW ROAD CONDITIONS CAN KILL

SEE ANYTHING YOU RECOGNISE?

A view from inside the cab

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

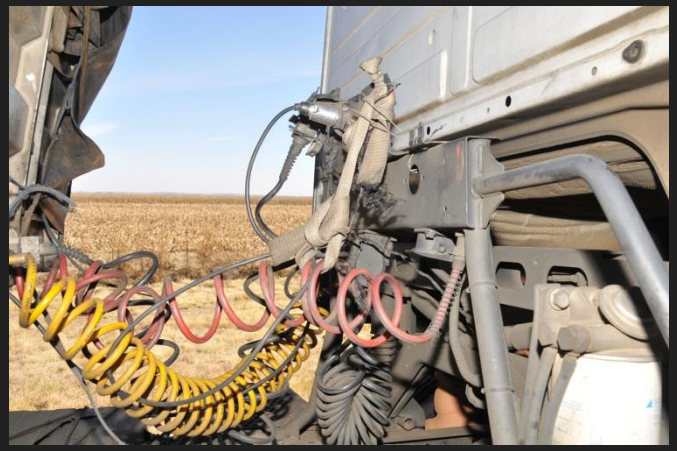
Who can guess where this quarry is?

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.

ROAD INFRASTRUCTURE CRUMBLING

One example of damage from potholes: Tyre impact fractures



Typical Truck on our roads

OTHER CHALLENGES

- Driver shortage
- Overall skills shortage
- Bad Infrastructure – adds costs
- Political buffoonery
  - Lack of leadership
  - Minister of Transport – 6 hrs restrictions
  - Consignor/consignee legislation
- Impacts of economic downturn
  - …the China factor
- Unqualified Operators
- On-road risks – hijackings

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%

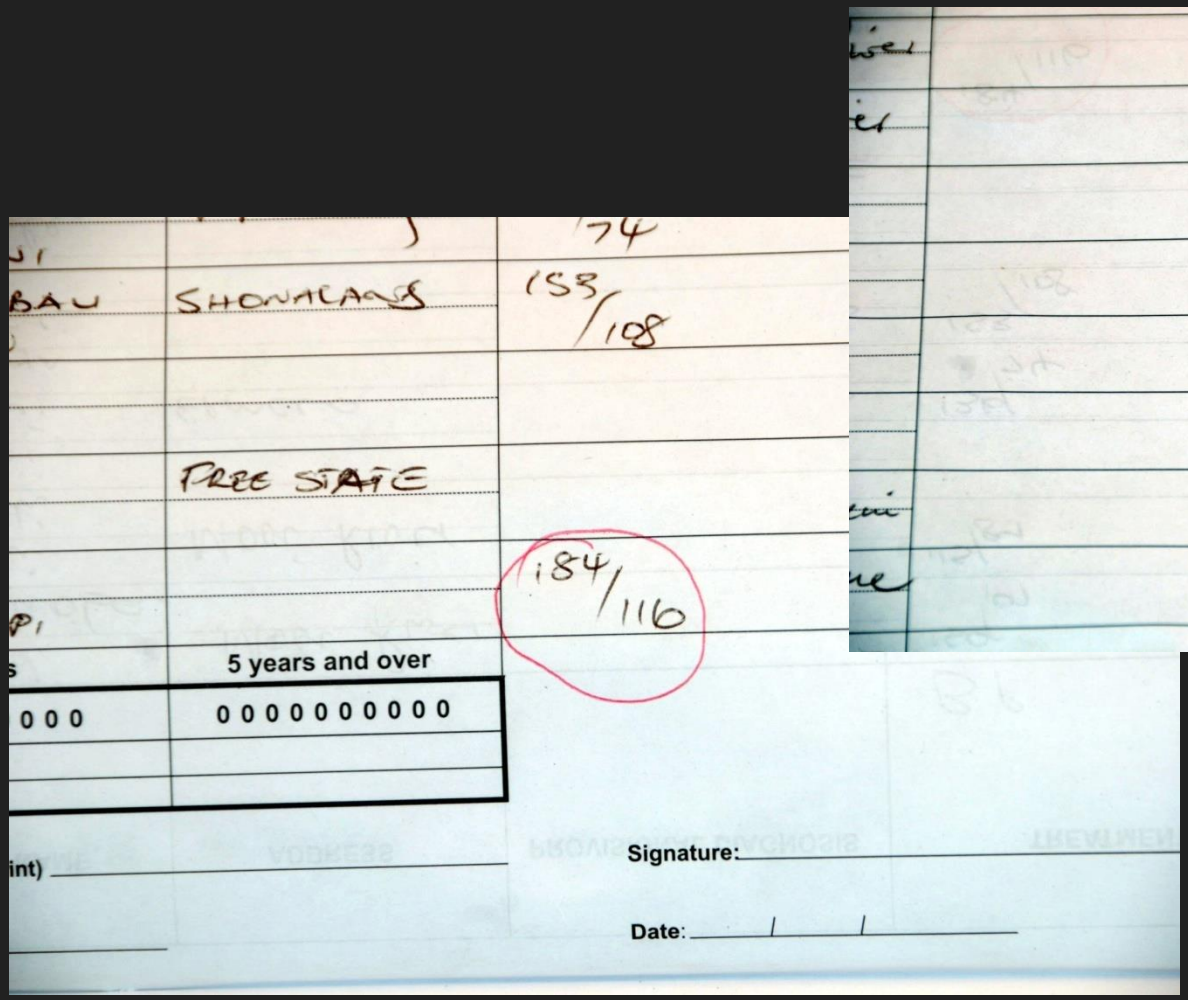
MANLINE
DIVERSIFIED LOGISTICS
www.manlinegroup.com
MANLINE
MAN
Out of every 100 Code EC, PrDP qualified drivers who apply for jobs at Manline - after the screening and selection process - only SEVEN are employable!

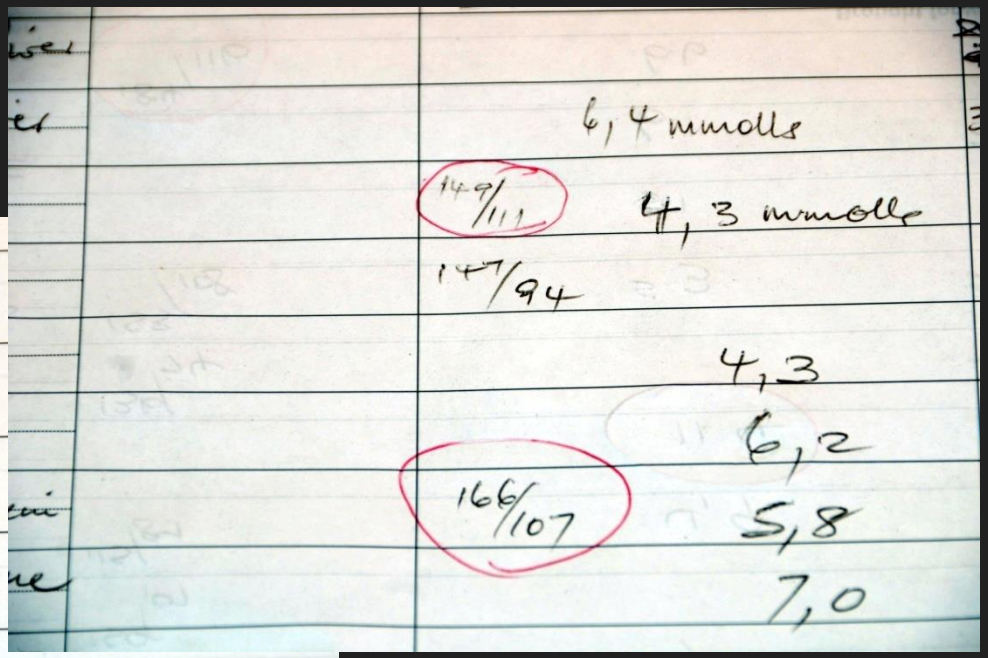
What qualifications are needed to become a transport operator in South Africa?

The answer is NIL! ZIPPO! ZILCH!

Who knows Section 49 of the RTAct?

DRIVER HEALTH





Backache/Posture

Blood Sugar Levels

- Full recognition by Government as in Ireland
- Rightful platform of importance – stop the nonsense talk about rail
- Low standards affecting all
- Uncaring shippers. King or dog?
- Bad roads versus wasteful spending
- Delays and more delays – Durban harbour, retail outlets
- Lack of enforcement
- Crime and Corruption!!!
- Bad politics?
- Driver training
- Decent driver facilities

All these points impact on road safety...

Durban Harbour is the worst cause of driver fatigue in the country

It’s time for this industry to stand up and SHOUT!!!

Have to elevate trucking onto its rightful platform of importance in the eyes of all – Government, public, transporters themselves. Get PRIDE back

THANK YOU AND Keep on Trucking