



# Packhouse Action Group Packhouse Feedback Meeting

## Moratorium on Hi-Cube Containers

Packhouse  
ACTION GROUP

Alleé Bleue, Simondium at 09:00 on Thursday 17 May 2018

To understand correctly just where this regulation on height limits originates we need to be made aware of the existence of the National Road Traffic Act 93 of 1996.

Within this Act lies the National Road Traffic Regulations, 2000

And of the 14 chapter of the schedule of these regulations we are drawn to CHAPTER VI: Fitness of vehicles

Of the five parts of this chapter we are drawn to PART III: Dimensions of vehicles

Wherein which lies Regulation 224 (a & b): "Overall height of vehicle and load".

And to the specific regulation 224(b): "The regulation prohibits the use of public roads by any vehicle and load (except a double-deck bus) exceeding 4.3m in height".

A moratorium exempting Hi-cube shipping containers for seven years was announced on 22 September 2011 in notice R776 of Government Gazette 34621.

This moratorium expires 1 January 2019.

After 1 Jan 2019, any vehicle exceeding a height from road surface of 4.3m will be illegal and vulnerable to prosecution.

This excludes double decker buses and car carriers.

Reefer containers, on trailers exceed this restriction and will thus be liable for prosecution for exceeding maximum height.

Has industry actually done nothing up to now?

No, industry has not been sitting on its hands.

Many robust debates between 2005 and today have not taken this any further today than it was in 2011.

Four Ministers of Transport have held office.

Minister Blade Nzimande walked into this office just a few months ago, (Feb 2018)

**He immediately drew the firm line- The regulation stands.**

For quite a few years all industries said this regulation is a transport problem- a trucking problem.

And yes, this is correct.

The Cargo owner books a container haul service and has every right to expect the transporter to comply with the law and provide that service.

However, this is a rather narrow-minded stance as it does not make the problem go away and what looks like a trucker issue today becomes a cargo movement issue on 1 Jan 2019.

So, it is very much more than a trucker's issue.

This is a significantly serious issue impacting the business economy of:

1. The cross-dock where the container loads.
2. The cargo owners who want their cargo moved.
3. The transport contractors
4. The overall economy of the country
5. The employment of all the drivers and agter-ryers involved in road transport



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Where do we stand today May 2018?

Who is fighting the good fight on our behalf?

There are two main thrusts relevant to our industry

Thrust one:

Nick Porée of the Southern African Freight Transport Institute (SAFTI), submitted a very well-constructed argument on the RFA letterhead, with very clear word craft to the Minister DOT, this document was signed by the CEO's of SAAFF, HCA

Thrust Two:

FSA (Fruit SA) CEO- Dr Konanani Liphadzi has directed a document to the DTI- (Department Trade and Industry) very clearly spelling out the impact to the economy and employment situation that will be direct fall-out to this current regulation

SAASOA (SA Association of Ship Operators & Agents)

Peter Besnard has approached the DOT- Maritime deputy Director General with a document on the impact this regulation will have on operations, and productivity.

We have 7 months left for this to be resolved.

The FPEF is following this process very closely and reports regularly on this topic.