

Legal requirement	<ul style="list-style-type: none"> • A written agreement exists between a grower consignor and haulage operator in terms of responsibilities of parties • Compliance with the National Road Traffic Act 93 of 1996 in terms of the manner in which sugarcane can be transported (section 246 of the National Road Traffic Regulations 1999 as amended in Government Gazette Notice No. R846, published 31 October 2014), is practised • Compliance with the axle mass of the load vehicle (section 234 – 239 of the National Road Traffic Regulations 1999) as amended in Government Gazette Notice No. R846, is practised 	<p>HAULAGE</p> <p>Haulage operators (whether it be the grower or outside contractor) are also considered consignors. It is therefore necessary for a grower consignor and haulage operator to conclude a written agreement for the transportation of goods stating-</p> <ul style="list-style-type: none"> (i) the nature of the agreement; (ii) the loading instructions; and (iii) the responsibilities of the parties.(Regulation 330C) <p>The manner in which cane should be carried is covered by the National Roads Traffic Act, 93 of 1996, Section 246 of National Road Traffic Regulation 1999, as amended by the Minister of Transport in Government Gazette Notice No. R846, published 31 October 2014.</p> <p>The axle mass load of the vehicle must conform to the National Roads Traffic Act of 1996, Section 234-239 Regulations.</p> <p>In terms of the manner in which cane is to be carried, responsible parties are to ensure that:</p> <ol style="list-style-type: none"> 1. the goods do not come into contact with the surface of the road and are safely contained and securely fastened in the body of the vehicle; 2. the drivers view is not obscured in anyway; 3. where the gross mass of the vehicle is 3 500kgs or more, there is at least one emergency warning light which is double sided, consists of red reflective material or is painted red and has retro-reflectors in each corner; 4. the maximum gross vehicle mass, gross axle massload or gross axle unit massload of the vehicle, is not exceeded 5. the goods on a semi-trailer are not overhanging <p>Transportation by way of railway</p> <p>Growers must ensure that the transporting of cane is managed in accordance with the requirements of the Railway Safety Regulator which includes the requirement of being in possession of a safety permit. The chief executive officer of the Regulator may impose any condition on such safety permit, including but not limited to the validity of a safety permit and the conditions relating to the transport of cane.</p>
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Better Management Practices	<p>Haulage vehicles are loaded safely and efficiently, avoiding spillage</p> <ul style="list-style-type: none"> • The legal load capacity of the haulage vehicle is known and documented • A method exists for determining the mass of the load on the vehicle • The measuring method is calibrated regularly • A back-up method exists should the usual method fail • Vehicle loads are properly secured. • Sugarcane is tightly stacked • Stacks are of uniform size • All loose cane is removed prior to transport • Vehicles are loaded and dispatched according to an agreed schedule to avoid negative impact on the value chain <p>Driver wellness</p> <ul style="list-style-type: none"> • Drivers' schedules must be arranged such that driving hours are not only within the legal limits but are scheduled to minimise driver fatigue • Depot facilities and workplace conditions must be conducive to driver health and well-being 	<p>Growers who haul their own cane could perform a number of better management practices to ensure that their equipment, staff and haulage operations are efficient, safe and comply with regulations regarding overloading and road safety.</p> <p>Vehicles are loaded safely and efficiently, avoiding spillage</p> <ul style="list-style-type: none"> • The legal load capacity of the haulage vehicle is known and documented. • A method exists for determining the mass of the load on the vehicle. • The measuring method is calibrated regularly. • A back-up method exists should the usual method fail • Vehicles loads are properly secured. • Cane should be stacked tightly (woven or spliced). • Stacks should be of uniform size. Separating the cutting and stacking operations assists in maintaining a constant stack size. • Careful infield loading will result in tidier bundles or loads. When loading mechanically, ensure that the cane is properly placed into the trailer and that there is no overloading. • Vehicles are loaded and dispatched according to an agreed schedule to avoid negative impact on the value chain. <p>All loose cane must be removed before the haulage vehicle leaves the field or zone. This also applies after the haulage vehicle has offloaded the cane at the mill and leaves the mill-yard. Vehicles leaving the mill-yard should be cleared of any loose cane. Cane protruding from the sides of the vehicle must be trimmed and good quality roads and zones will help ensure that cane spillage is minimised.</p> <p>Driver wellness is managed for improved efficiency</p> <ul style="list-style-type: none"> • Drivers' schedules must be arranged such that driving hours are not only within the legal limits but are scheduled to minimise driver fatigue. • Depot facilities and workplace conditions must be conducive to driver health and well-being. • Drivers undergo regular medical examinations to ensure that they are fit and competent to perform their duties. • There is regular and open communication between management and drivers on matters that affect the safe operation of the business.
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Better management practice	<ul style="list-style-type: none"> • Drivers undergo regular medical examinations to ensure that they are fit and competent to perform their duties • There is regular and open communication between management and drivers on matters that affect the safe operation of the business <p>Trained & competent drivers</p> <ul style="list-style-type: none"> • Drivers are trained to use the loading equipment properly • Schedule of training needs compiled & matched to plan • Competency assessments are conducted for all drivers. <p>Detailed records are maintained</p> <p>Records are kept of all relevant documents pertaining to the loading and haulage operation:</p> <ul style="list-style-type: none"> • Trip-mass records • Accident and incident reports • Vehicle fault reports • Vehicle service and maintenance records • Record of driving hours • Staff medical • Staff training records. 	<p>All drivers are trained and competent</p> <ul style="list-style-type: none"> • Drivers are trained to use the loading equipment properly. • A schedule of training needs is compiled and matched to a training plan. • Competency assessments are conducted for all drivers. <p>Detailed records are maintained</p> <p>Records are kept of all relevant documents pertaining to the loading and haulage operation:</p> <ul style="list-style-type: none"> • Trip-mass records • Accident and incident reports • Vehicle fault reports • Vehicle service and maintenance records • Record of driving hours • Staff medical • Staff training records. <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Definition and License code required for Haulage Tractors</p> <ul style="list-style-type: none"> • The driver needs a code B - it was originally published as a EC but has recently been changed by the Department of Transport. • The driver will need a PRDP (public driving permit) - the vehicle is a goods vehicle and has a GVM of more than 3 500 kg • Max GCM of 48 tons - if it has a single drive axle • Max speed 40km/h - slow speed brakes • Flashing amber lights visible from front and rear of the vehicle • Steering axle min. axle mass load must be greater than 15% of the tractor GCM • Annual road worthiness - goods vehicle over 3 500 kg </div>
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