

Department of Transport

**AXLE MASS:
PRESENTATION –
PROVISIONS OF
LEGISLATION**



Ngwako Thoka
Road Transport Regulation

Context

- The principle regarding controlling loading of motor vehicles is to-
 - to protect the road infrastructure
 - ensure that the motor vehicles are loaded in accordance with manufacturers specifications in relation to safety;
 - Ensure that passengers are transported in a safe and comfortable manner.

Context cont'

- Key issues considered in legislative requirements-
 - the capacity of the roads to carry a particular load;
 - the capacity of the tyre to carry the load;
 - the capacity of the bridges to carry the loads,
 - Axle configurations, wrt wheelbase, tyre size, tyre inflation etc, this leads to deterioration of the infrastructure.

Legislative requirements

Provisions of the NRTA

Passenger carrying vehicle:

Reg: 232

provides that the mass of a person with her hand luggage shall be taken as 68 kilograms

Reg: 233

Prohibition against overloading on any seats in excess of what seating accommodation is provided for.

Reg: 240

Axle mass load for bus is 9000 kg

BRT bus train drive and other axles- 13000 kg

Rapid transport trunk or complementary bus-
12000 kg

SADC Proposals

- Currently debates are on going, reviewing is looked at although not finalized.
- Currently SADC was agreed on 10 000kg per axle within the SADC Region in relation to goods vehicles. Although signed by all members states,(including SA), SA is still on 9000kg per axle.
- There had been a proposal to reduce to 8000kg per axle along with branchline revitalization and migration of certain loads to rail.

NB:Importance of wheelspacing essential to lessen the stress on the pavement.

DEDICATED LANES FOR PUBLIC TRANSPORT

Normal: No dedicated lane for normal buses, except rush hours when cones are used to demarcate lanes for buses to alleviate the traffic and enable flow (in line with definition for dedicated lane)

Abnormal: BRT: Rapid Transport Lane means a lane designed for the use of a rapid transport bus and rapid transport bus train which is a component of a bus rapid transport system (reinforced to carry the load)

International Practice

- Australia: Single axle fitted with Dual tyres: A complying bus or a bus licensed to carry standing passengers: 10000kg
- Any other vehicle: 9000kg
- pig trailers manufactured prior to December 1999 are permitted to operate on roads in South Australia up to 9.0 tonnes on a single axle.
- Pig trailer is a load carrying trailer that has an axle group near its centre. Forward connection is by a drawbar, which is normally rigid. (no fifth wheel)

PROPOSALS TO INCREASE AXLE MASSES

The Department is not against the increase of axle mass for the public transport.

Any discussion on the increase must not be looked into in isolation, but taking into account the entire road transport management (such as protection of the infrastructure, moving certain cargo back to rail, general overloading and the general safety of the public transport services.

Department
of Transport



**Thank you
Rea leboga
Ha Khensa
Dankie**