



Transport Education Training Authority

Driven by Vision

Investigation into Western Cape Heavy Vehicle Goods Drivers' Skills



2022 11 14_L81-22 Road Freight Skills

Deliverable 2.3: Results report of the Western Cape Freight Survey

(Task 2.3. Existing data analysis for the Western Cape 2022 Freight survey)

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Prepared by the Smart Mobility & Transport Safety Lab Research Team

Prepared for:	Mrs. Corrine Gallant Deputy Director: Freight Department of Transport and Public Works Western Cape Government	Contact person:	Dr. Karien Venter Senior researcher Smart Mobility
Contact details	Tel: +27 21 483 6906	Contact details	+27 12 841 3856
	Email: Corrine.Gallant@westerncape.gov.za		Email: Kventer@csir.co.za



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1. INTRODUCTION

The purpose of this report is to analyse the freight survey results data that was conducted within the Western Cape province during the period 19 July 2021 and 22 November 2022. The survey and preparation of the questionnaires were done by the Department of Transport and Public Works, and the CSIR was only responsible for analysing the results from the survey.

The total number of respondents that participated in the survey was 851. Of the 851 survey responses, 663 responses were completed, 115 responses were incomplete, and 73 responses were still in progress.

This report provides the analysis of all the survey results and include all responses obtained, regardless of the survey completion status. 806 identifiable individuals participated in the survey, the remaining 45 responses consisted of 14 repeated respondents and 31 anonymous respondents.

A total of 27 enumerators collected the data, using 25 different devices of 5 different models namely: RSM000: Speedata SD80 (12), LTSM000: Speedata(10), ESP: eNforce Support Phone(1), 2490: Datalogic Memor10(1), Enforce Support 01 Laptop(1).

2. METHODOLOGY

The data cleaning and analysis were carried out using Microsoft Office Excel.

- Questions 5 to 8 recorded responses as 0 or 1, interpreted as “Yes” or “No”, respectively.
- All the questions which were left blank were interpreted as “No” responses.
- The pen-ended questions recorded in questions 9 and 10 were summarized.
- The questions that had incomprehensible responses, were recorded as “Unknown” for the purposes of cleaning the data.

The data analysis and illustrations were done using pivot tables and pivot graphs.

- The results were represented as pie charts and the bar graphs.

3. QUESTIONS

Question 1: How many years of driving experience do you have?

Driving experience is an important consideration in road safety. Hazard perception and situational awareness in the driving and road environment develop over time. Experience is typically associated with safer driving, as the driver's ability to handle the vehicle and the identification of potential risks, improve over time.

Figure 1 presents the number of years of driving experience recorded for the respondents. Years of experience ranged from 1 to 69 years. The average years of driving experience for the respondents is 15 years. Majority of the respondents have between 7 and 10 years of driving experience. 14% (98) of the respondents have less than one years' driving experience.

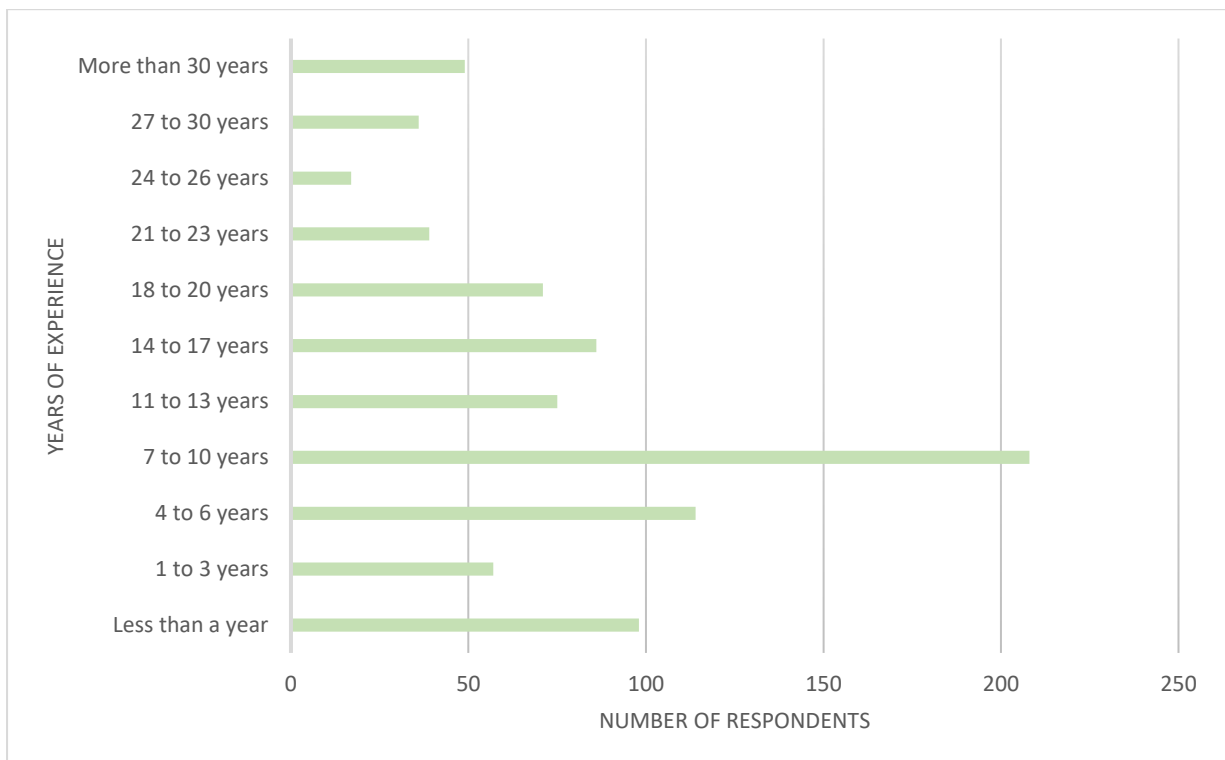


Figure 1: Respondents years of driving experience.

Question 2: Have you done special driver training?

Figure 2 presents the number of respondents who have done special training and those who have not done any special training. Of a total of 851 survey respondents, only 3% (26) responded to the question. Approximately 2% (17) respondents indicated that they have done special training and 1% (9) respondents have not done any special training.

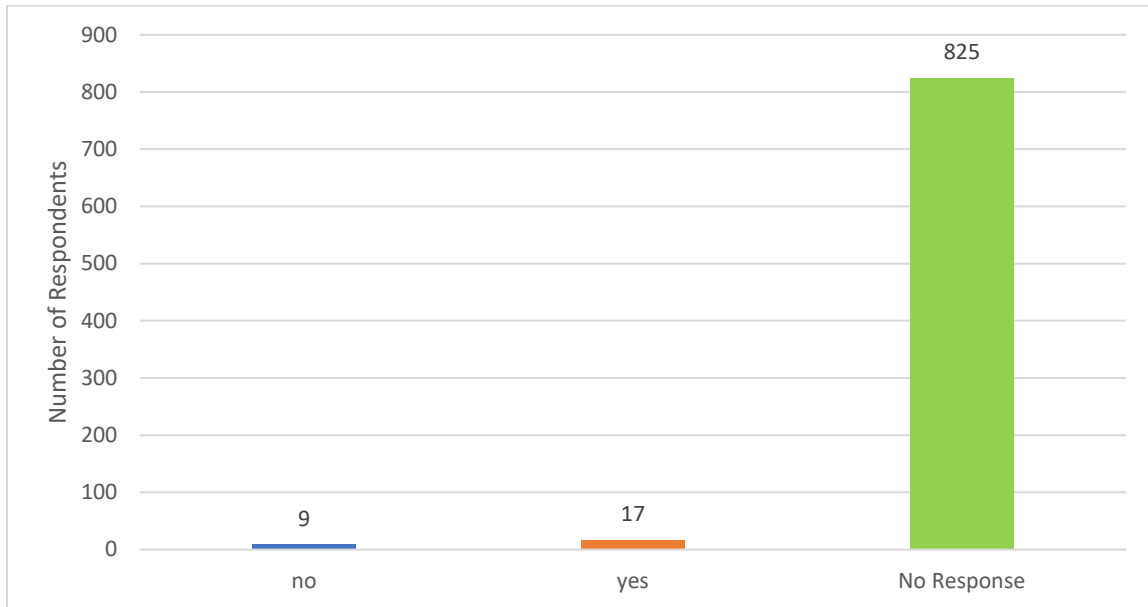


Figure 2: Respondents with special training versus respondents without special training

Figure 3 below indicates that of the 17 respondents who have done special training, 35% have done Dangerous/Hazardous goods special training.

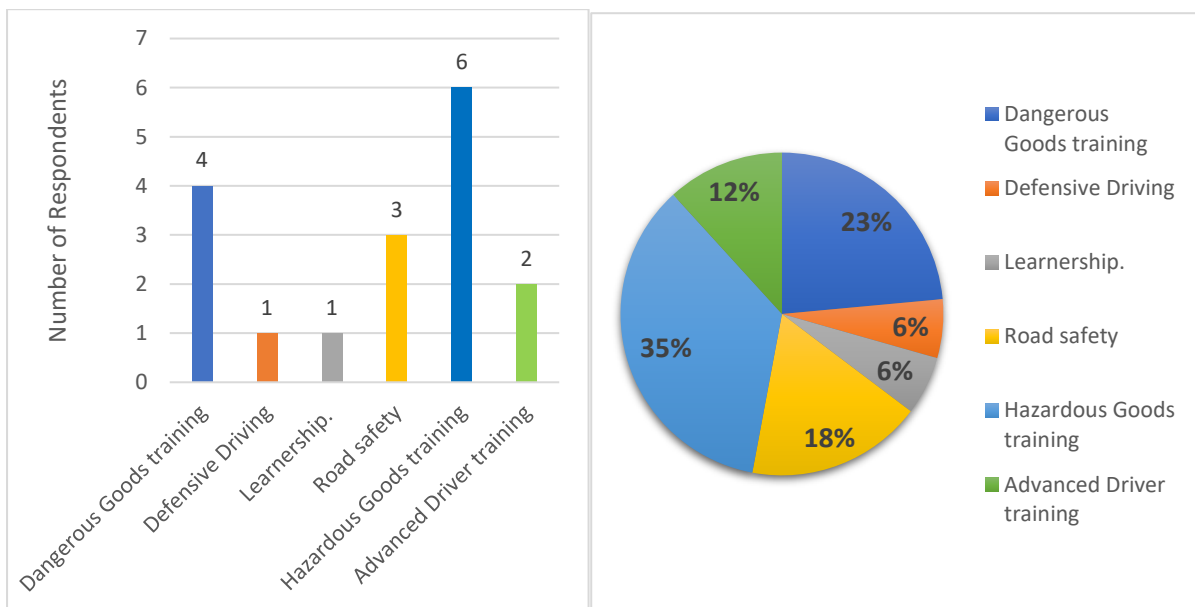


Figure 3: Special Training Type

Question 3: Have you done driver safety training?

Figure 4 presents the number of respondents who have done safety training and the respondents who have not done safety training. 59 % (506) of the respondents have done safety training.

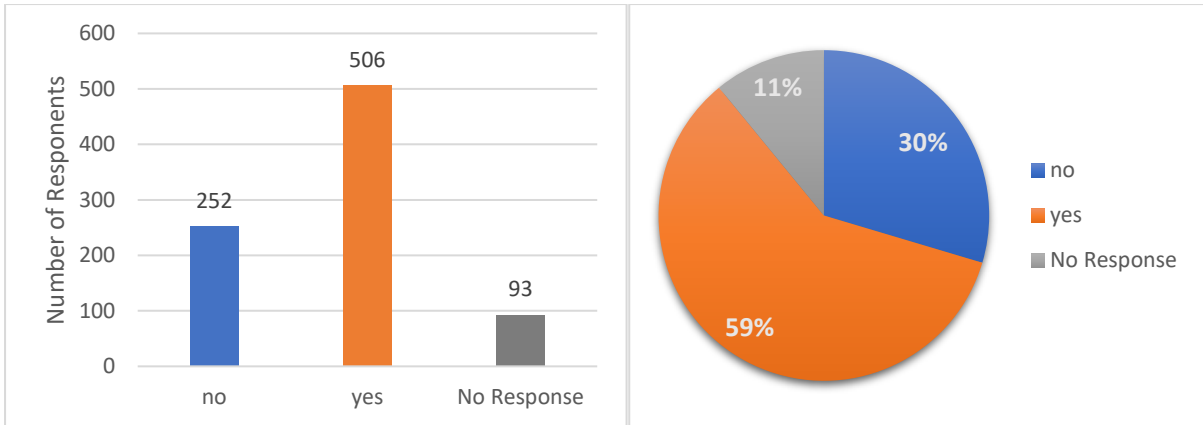


Figure 4: Respondents with safety training versus respondents without safety training

Figure 5 indicates the diverse types of safety training options that respondents had done. Majority of respondents indicated that they had done advanced driver training and road safety workshops with 25% and 23% respondents, respectively.

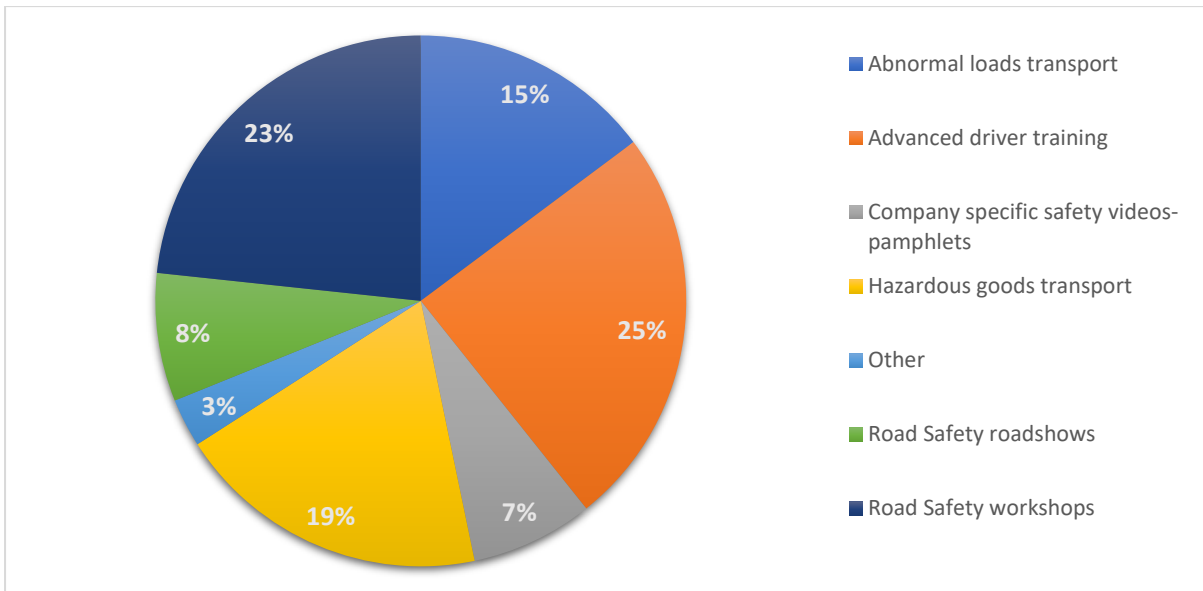


Figure 5: Type of Safety Training Received

Question 4: Do you ever drive fatigued?

Figure 6 presents the number of respondents who driven fatigued and those who have not.

Six percent (49) of the respondents indicated that they drive while fatigued, while 83 % (705) indicated that they do not drive fatigued 11% (97) of the respondents did not respond to the question.

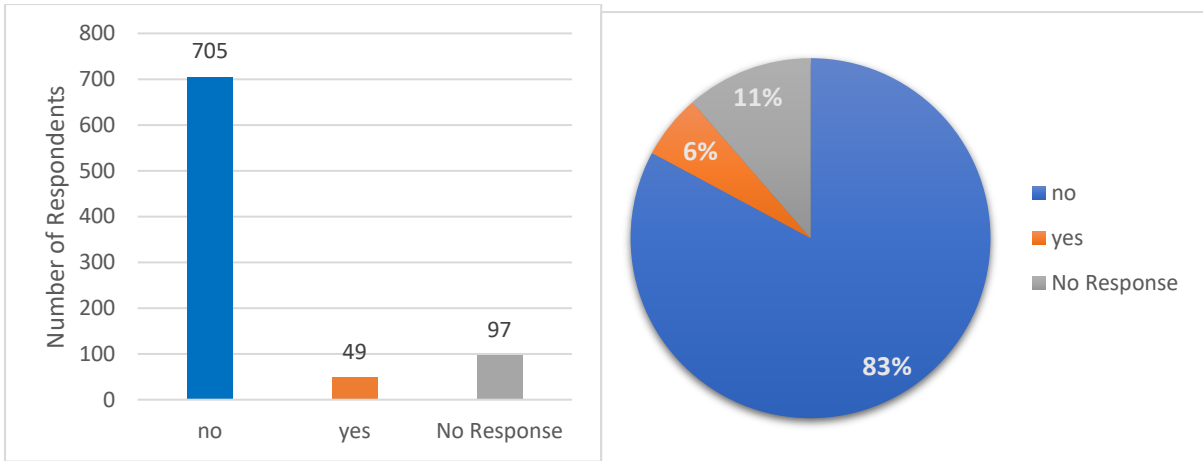


Figure 6: Respondents driving or not driving fatigued.

Question 5: Has the driver done training on dangerous goods?

Figure 7 presents the number of respondents who had done dangerous goods training and those who have not. Majority, 81 % (689), of the respondents of the respondents indicated that they had not done dangerous goods training and 19 % (162) indicated that they had done dangerous goods training.

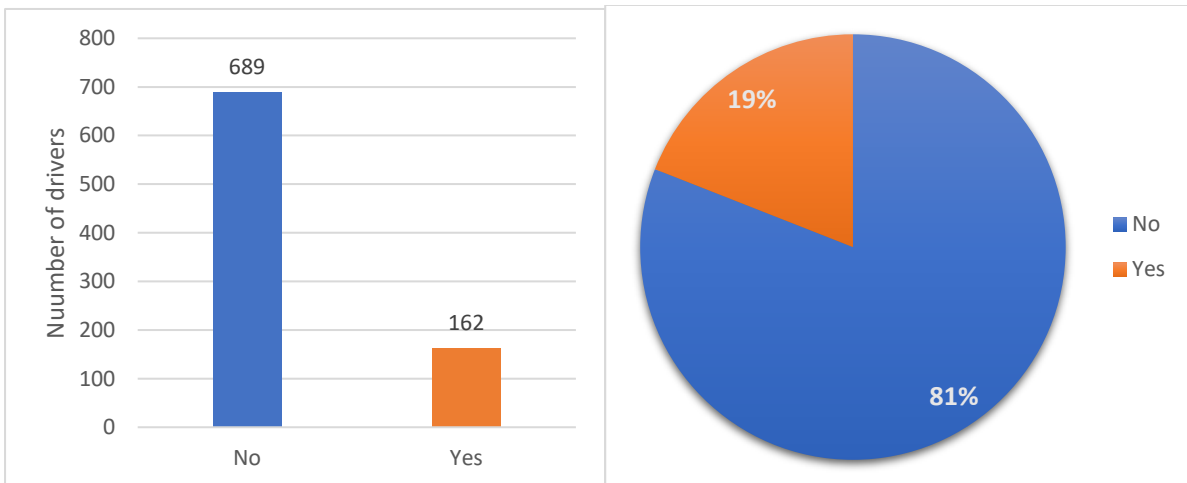


Figure 7: Respondents who have received training in dangerous goods versus respondents who have not had dangerous goods training.

Question 6: Has the driver done abnormal load training?

Figure 8 presents the number of respondents who had done abnormal loads training and those who have not. 81% (726) of the respondents indicated that they had not done any abnormal loads training, while 15% (125) of the respondents had done the abnormal load training.

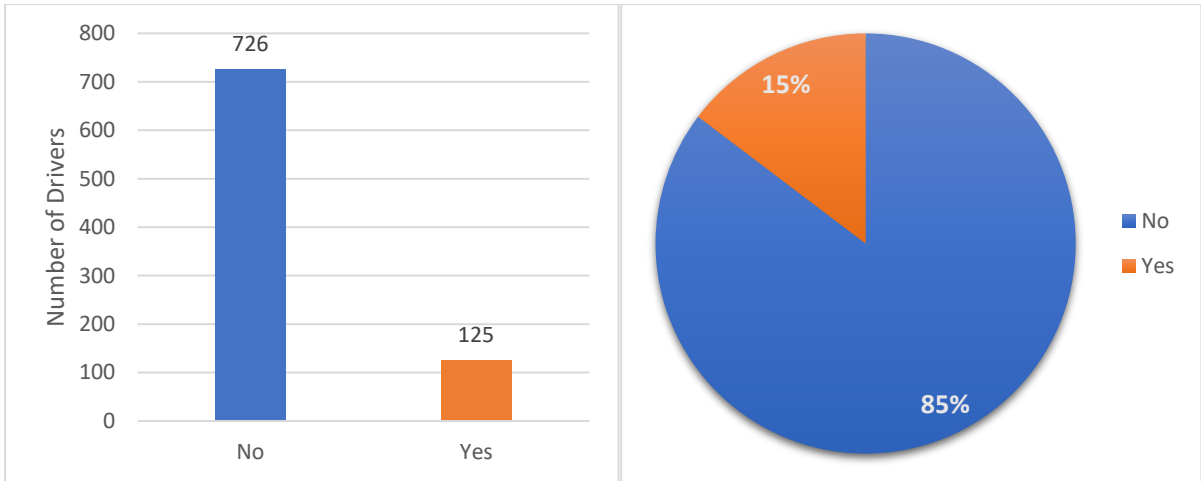


Figure 8: Respondents who have had abnormal loads training versus respondents who have not had abnormal loads training.

Question 7: Has the driver done road safety training?

Figure 9 presents the number of respondents who have done road safety training and those who have not. 76% percent (644) of the respondents indicated that they had not done road safety training, while 24% (207) of the respondents indicated that they done road safety training.

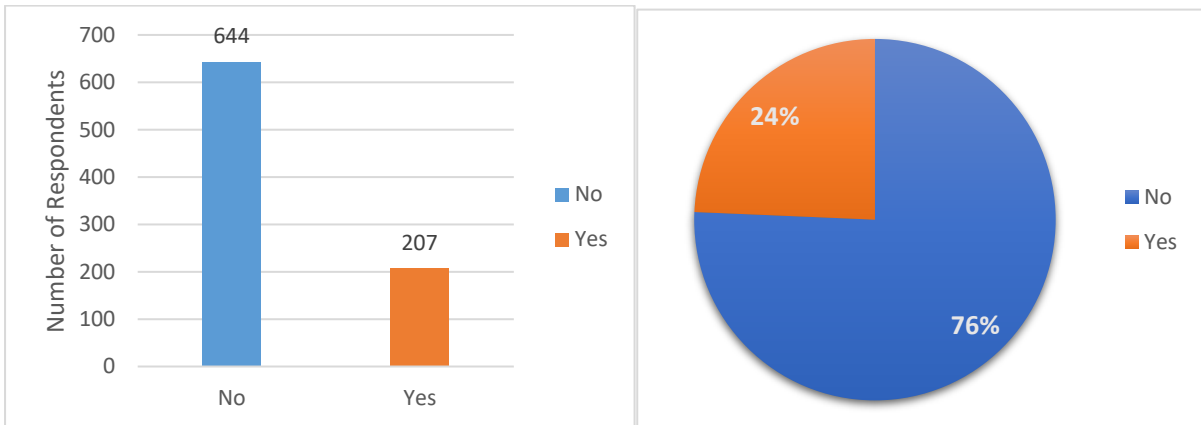


Figure 9: Respondents who have had road safety training versus respondents who have not had road safety training.

Question 8: Has the driver done advanced driver training?

Figure 10 presents the number of respondents who have done advanced driver training and those who have not. 76% (644) of the respondents indicated that they have not done advanced driver training, while 24% (207) of the respondents have done advanced driver training.

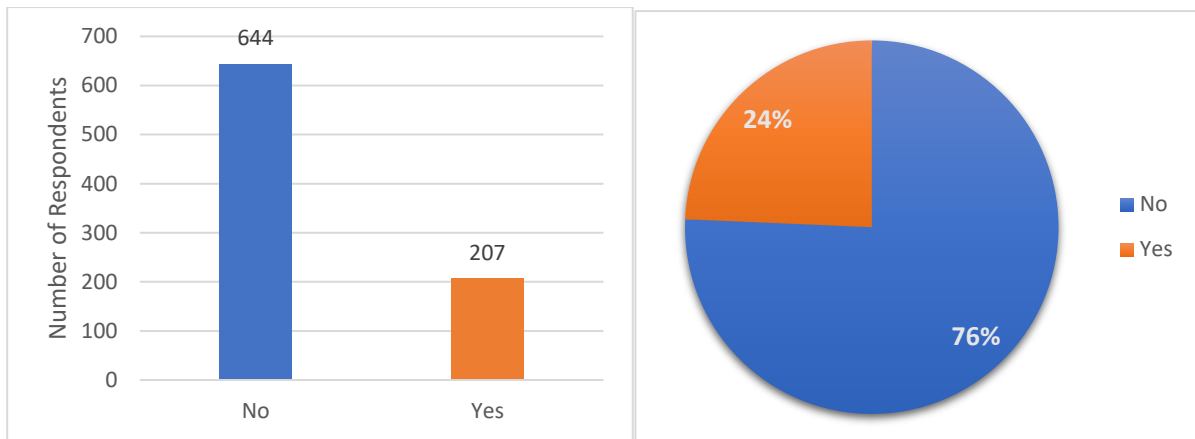


Figure 10: Respondents who have had advanced driver training versus respondents who have not had advanced driver training.

Question 9: How often does the driver take breaks?

Table 1 indicates the frequency of breaks that the respondents take at different intervals of driving. Majority of respondents, 94 % (803) did not respond to this question and the 3% who participated provided irrelevant responses which were recorded as “unknown”.

Table 1: How often do drivers take breaks.

Answers	Number of Respondents	Percentage(%)
I take 10 Minutes breaks	1	0%
2 Hours	6	1%
3 hours	2	0%
4 Hours	3	0%
6 hours	1	0%
600km 30 min	1	0%
After 200 KM	1	0%
After 6 hours	1	0%
Chooses not to take long breaks	1	0%
The company is strict, not much time is given to rest	1	0%
Company pressure	1	0%
Depending on the load express load	1	0%
No breaks due to pressure	1	0%
No Response	803	94%
No stopping there is no time	1	0%
None	1	0%
Pressure from the company	1	0%
Unknown	24	3%
Grand Total	851	100%

Question 10: What kind of driver training is needed by drivers?

Table 2 indicates the type of driver training required by the respondents. Majority of the respondents either gave no response to the question or indicated “No training needed”, the

distribution was about 32% and 26%, respectively. About 12% of the respondents indicated that they needed the advance driver training, followed by 7% of respondents that indicated that they needed road safety training. “Unknown” responses represents responses with irrelevant information.

Table 2: What driver training do drivers need?

Answers	Number of Respondents	Percentage (%)
No Response	286	32%
No training needed	230	26%
Advance driving skills	111	12%
Road safety training	65	7%
First aid	32	4%
Yes, there is a need	26	3%
Abnormal loads training	25	3%
Dangerous/Hazardous Goods training	23	3%
Fatigue Management training	24	3%
Defensive Driving training	22	2%
Unknown	18	2%
Fire safety training	6	1%
driver training skills	4	0%
Vehicle loading training	4	0%
Don't know	3	0%
Not sure	3	0%
Basic Mechanic skills	3	0%
Heavy load	3	0%
Firearm training	2	0%
Anger management	1	0%
Driver attitude	1	0%
Need proper truck stops, overtaking lanes	1	0%
Parking in Towns	1	0%
Put more traffic officers on the road	1	0%
Security, parking	1	0%
Workshops	1	0%
Time management training	1	0%
Total	897	100%

4. CONCLUSION

The results of the freight survey gave insights to the need for driver training skills programmes and the current lack thereof. Majority of respondents have done some type of training, but the respondents acknowledged the need for different types of driver training (especially the need for advanced driving skills). Several respondents also highlighted the need for fatigue management training and some respondents expressed concerns regarding the frequency of breaks during trips given by the logistic companies i.e. not allowing them to rest or giving them insufficient time to rest. Further investigations are needed to obtain more details on logistic

company's current operations and working environment regarding the well-being of their drivers.

The high percentage of "no responses" to the survey questions influenced the results. The results presented in this report might not be a true reflection of the driver training in the Western Cape. In the future surveys and the completion of the surveys needs to be emphasised.