



**KEYNOTE ADDRESS BY THE MINISTER OF TRANSPORT, MS
BARBARA CREECY AT THE OFFICIAL LAUNCH OF THE NATIONAL
TRUCK STOP FRAMEWORK**

17 SEPTEMBER 2026

The Honourable Premier of Mpumalanga Mr Mandla Ndlovu;

The MEC responsible for Public Works, Roads and Transport in
Mpumalanga Mr Thulasizwe Thomo;

Executive Mayor of Govan Mbeki Municipality Councillor Nhlakanipho
Zuma

The Acting Director-General of the Department of Transport Mr
Mathabatha Mokonyama;

SASOL Vice President Mobility Solutions: Ms. Pertunia Sibanyoni and
Senior Vice President Energy Marketing & Sales: Mr Dumisani Bengu;

CEO of the Cross-Border Road Transport Agency Mr. Lwazi Mboyi;

CEO of the Road Traffic Infringement Agency Mr. Matsemela Moloi;

Acting CEO of the South African National Roads Agency Ms. Lehlohonolo
Memeza;

Safer Stops Association Representatives Mrs. Nicci Scott-Anderson and
Ms. Riane Scott-Anderson;

SATAWU Road Freight Provincial Coordinator Mt Willy Lekgwathi;

Representatives of the freight and logistics industry;

Distinguished guests;

Ladies and gentlemen;

Good morning.

It gives me great pleasure to join you today for the official launch of the National Truck Stop Framework.

Today represents an important milestone in our ongoing work to build a freight logistics system that is safer, more efficient, inclusive, sustainable and responsive to the needs of the people who keep our economy moving. At the heart of that system are our truck drivers.

Every day and every night, thousands of drivers travel across our national and provincial road networks, transporting food, fuel, medicines, minerals, agricultural products, manufactured goods and countless other commodities upon which our economy and our daily lives depend.

The conditions under which truck drivers work, rest and recover must be treated as an important part of our national freight logistics system.

For many years, South Africa has had truck stops and rest facilities of varying standards operating along our freight corridors. However, there has not been a sufficiently coordinated national approach to guide how these facilities should be planned, developed, managed and assessed.

Through research, extensive stakeholder engagements and site visits to truck stop facilities across the country, the Department of Transport identified a number of challenges. These included inadequate and unsafe parking areas, insufficient lighting and security, inadequate ablution and shower facilities, limited access to driver wellness services, inconsistent

standards between facilities, and insufficient provision for women working within the road freight sector.

We also observed trucks parked along roadsides and in other unsafe locations because appropriate rest facilities were either unavailable, inaccessible or inadequate. These conditions have implications beyond driver comfort. They affect road safety, driver fatigue, freight efficiency, cargo security, the dignity of drivers and ultimately the performance of our logistics system.

Government therefore recognised that a more coordinated national intervention was required, The National Truck Stop Framework is our response.

Ladies and gentlemen

The National Truck Stop Framework establishes a coordinated approach to the planning, development, management, standardisation and improvement of truck stop facilities across South Africa. It provides a common strategic direction for Government, truck stop operators, freight operators, investors and other stakeholders.

The Framework seeks to ensure that truck stops increasingly become safe, secure and professionally managed facilities where drivers can park, rest and access essential services. It introduces an approach for assessing and classifying facilities according to the level of security and amenities provided.

This is important because a truck driver should be able to understand the level of service and security that can reasonably be expected from a

particular facility, but this Framework is about much more than parking trucks. It is about recognising truck stops as an important component of South Africa's freight logistics infrastructure.

One of the strongest messages emerging from the development of this Framework is that we cannot discuss freight efficiency without discussing the people who move that freight. Driver fatigue remains an important road safety concern, a driver who has been travelling for several hours requires a safe place to stop, rest, eat, shower and recover before continuing a journey.

Throughout the road safety campaigns the Department and the Road Traffic Management Corporation have been conducting around the country, driver error due to fatigue has emerged as one of the major causes of vehicle crashes.

Therefore providing appropriate rest infrastructure must form part of our broader approach to road safety. Truck stops can also become important platforms for delivering wellness interventions, including health screening, fatigue awareness, road safety education and other support services targeted at professional drivers.

Our objective must be to create an environment where taking a proper rest break is not regarded as an inconvenience, but as a normal and essential part of professional freight operations.

Ladies and gentlemen,

Our work in developing this Framework has also highlighted another important challenge. The road freight industry remains male-dominated,

and women continue to be significantly under-represented, particularly among professional truck drivers.

Our site visits highlighted that some truck stop facilities were simply not designed with women drivers in mind. The absence of dedicated ablution and shower facilities, adequate lighting, appropriate security measures and other gender-responsive facilities can become a practical barrier to women entering and remaining in the industry. However, infrastructure alone will not address this challenge.

If we want more women to participate meaningfully in freight logistics, we must simultaneously address skills development and access to opportunity. This requires collaboration between Government, industry, Sector Education and Training Authorities, training institutions and freight operators to expand access to driver training and licensing programmes, mentorship, workplace experience, leadership development and employment opportunities for women and our ambition must extend beyond truck driving.

The National Truck Stop Framework therefore contributes to a broader objective: building a freight logistics sector that draws its skills and talent from the full diversity of South African society.

Government cannot achieve the objectives of this Framework alone. The development of a national network of safe, sustainable and commercially viable truck stops will require meaningful partnerships between the public and private sectors.

We therefore want the National Truck Stop Framework to provide greater certainty to existing truck stop operators as well as potential investors who wish to participate in the development and upgrading of these facilities.

Truck stops should also be viewed as potential economic nodes, where appropriately located and developed, they can support employment, small businesses, local suppliers, maintenance services, food outlets, accommodation, logistics services and other economic activities. This

We must also recognise that freight transport itself is changing. Technological developments, alternative energy vehicles, digital freight management systems and intelligent transport technologies will increasingly influence how goods move across our country.

The truck stops we plan today must therefore be capable of responding to the freight system of tomorrow.

This means considering opportunities for digital access management, intelligent transport systems and, as the market develops, infrastructure supporting cleaner-energy freight vehicles, including electric vehicle charging and other alternative-energy technologies. The Framework must therefore remain responsive to technological change and emerging transport trends.

Ladies and gentlemen,

A Framework has value only when it translates into implementation, today's launch must therefore not be viewed as the conclusion of this process. It marks the beginning of the next phase. The Department will continue working with provinces, municipalities, our Transport Entities,

industry associations, truck stop operators, freight operators, organised labour and other partners to advance implementation.

Our success should ultimately be measured not by the number of documents we produce, but by what changes on the ground for truck drivers and the freight industry.

I would like to acknowledge all stakeholders who contributed towards the development of the National Truck Stop Framework.

I particularly wish to recognise Sasol and the Sasol N17 Truck Stop for partnering with the Department and hosting us for this important national occasion.

I would also like to extend our appreciation to the Safer Stops Association for its continued collaboration with the Department and its contribution towards advancing safer, more secure and driver-focused truck stop facilities in South Africa. The Association has been an important industry partner in our engagements on the National Truck Stop Framework, helping to strengthen the link between Government, truck stop operators, freight operators and the broader road freight industry.

I also acknowledge our provincial and local government partners, Transport Entities, freight and logistics associations, truck stop owners and operators, freight operators, organised labour and all other stakeholders who participated in consultations and provided valuable input during the development of the Framework.

Ladies and gentlemen,

South Africa requires a freight logistics system capable of supporting economic growth, regional trade and the competitiveness of our industries. Truck stops may represent only one component of that system, but they perform a critical function.

Working together across Government, industry and society, we can develop a truck stop network that supports safer roads, healthier drivers, stronger freight corridors and a more inclusive and competitive logistics industry.

It is therefore my privilege to officially launch the National Truck Stop Framework of South Africa.

I thank you.