

**28 APRIL 2023**

**PRESS STATEMENT- FOR IMMEDIATE RELEASE**

**THE NBCRFLI AND ITS PARTIES DISSOCIATE THEMSELVES FROM THE  
PROPOSED ROAD FREIGHT SHUTDOWN**

The National Bargaining Council for the Road Freight and Logistics Industry (NBCRFLI/Council) has noted with concern the looming Road Freight Shutdown as widely circulated through social media platforms. In this regard, we would like to put it on record that the NBCRFLI and its Parties distance themselves from the proposed Road Freight Shutdown planned for 30 April 2023.

The NBCRFLI is mandated with regulating only trucking companies transporting goods for gain, or on behalf of a third-party. Employers who transport their own goods are excluded from NBCRFLI's jurisdiction as stipulated in the Main Collective Agreement. Therefore, not all trucking companies fall under the scope of the NBCRFLI and are not required to register with Council.

The NBCRFLI is the recognised body where matters of mutual interest pertaining to the Industry are discussed in a centralised bargaining forum by registered trade unions and employer organisations. Hence, the NBCRFLI would like to reiterate its position that any organisation that wishes to submit its industry demands and/or partake in the industry wage negotiations should first register with the Department of Employment and Labour as a trade union, then apply to the NBCRFLI to be admitted as a Party to Council.

ATDFASA is not registered as a trade union in terms of applicable labour laws and as such cannot make any demands on behalf of Industry employees. The NBCRFLI, together with its Parties, have advised ATDFASA on numerous occasions to register with the Department of Employment & Labour as a trade union and thereafter be

admitted as Party to Council if they want to partake in the industry wage negotiations. However, ATDFASA has until now not acceded to that advice.

Therefore, we are calling on our government to intervene decisively and prevent the growing trend of unrecognised organisations such as ATDFASA seeking to establish themselves as credible representatives of industry truck drivers, with the intention of destabilising the bargaining process by moving away from a recognised and legitimate centralised bargaining forum.

**ENDS//**

**For any enquiries, please contact:**

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