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DECEMBER 2023



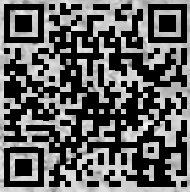
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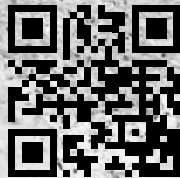
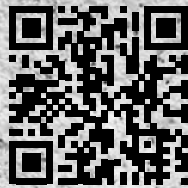
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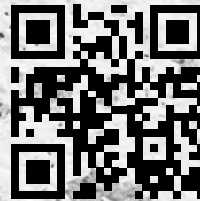
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# 2024

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## AN ODE TO THE FORKLIFTS OF SOUTH AFRICA

**A**s we bid farewell to another year, I reflect on the unsung heroes of industrial landscapes – our steadfast companions in the world of heavy lifting, the forklifts. In the rhythmic hum of their engines and the precision of their movements, forklifts play a vital role in the heartbeat of South Africa's bustling logistics and manufacturing sectors.

In this special December issue of **Capital Equipment News** our Market Outlook feature takes a look at the materials handling sector, with a specific focus on forklifts.

This is not coincidental. The role of forklifts in South Africa, going into 2024, is set to grow. Amazon has set up shop locally, and the e-commerce giant is expected to launch officially next year, operating next to competitors like Takealot and Bash.

As we reflect on the industrial landscape of South Africa, and we consider a giant of commerce entering the fray, our tribute to forklifts takes on a new resonance. The relentless rise of online shopping

has transformed the retail narrative, with predictions suggesting that by 2040, nearly 95% of all shopping will have an e-commerce element.

The seismic impact of a not-yet-forgotten pandemic further accelerated this shift, prompting large retailers to pivot effectively to meet the evolving demands of online consumerism. In this dynamic environment, warehouses have emerged as strategic hubs, reshaped by the demands of e-commerce and the need for unparalleled speed in operations.

Traditional warehouse managers find themselves on a dynamic stage, adapting to the rhythm of an ever-shifting retail landscape. Today, the mantra is speed, as consumers demand rapid product review, comparison, and delivery without delay. Warehouses, therefore, undergo a metamorphosis, expanding not only to accommodate a vast array of items but also to house the cutting-edge technology and equipment required for high-speed processes.

Experts foresee a substantial expansion of the global forklift market, with electric forklifts at the forefront of meeting the carbon-neutrality goals set by retailers and logistics specialists. The phasing out of forklifts with internal combustion engines in closed warehouses has ushered in the dominance of electric forklifts, particularly those equipped with lithium-ion batteries.

Stephen Mostert, National Technical Manager for CFAO Equipment SA, underscores the importance of time in the realm of material handling, especially within the e-commerce sector. The transition to Toyota forklifts powered by lithium-ion batteries represents a pivotal shift, with these machines operating tirelessly, 24/7, 365 days a year.

The benefits are manifold – reduced downtime, zero emissions, shorter charging times, and heightened forklift performance translating to increased output. Moreover, the compact design of electric forklifts maximises operational space within warehouses, contributing to overall efficiency.

In the ever-accelerating pace of goods delivery during peak shopping seasons, Mostert highlights the importance of minimising downtime. Urgent maintenance is streamlined, with a centralised parts distribution system and round-the-clock technicians. Predictive servicing takes precedence, ensuring electric forklifts operate optimally, attaining the highest possible operating hours.

Looking ahead, Mostert envisions a future where forklifts become increasingly automated, featuring cutting-edge capabilities such as automatic obstacle detection. As we celebrate the tireless forklifts that underpin our industrial landscape, we also embrace the technological strides propelling them into the future.

In a country where every pallet moved is a step towards growth, forklifts become the unsung symphony directors, composing a melody of efficiency and productivity. The clatter of pallets meeting forks, the whirr of hydraulic systems, and the beeping cadence of reverse alarms – these are the notes of progress echoing through our industrial spaces.

As we embrace the festive season and anticipate the dawn of 2024, let us extend our gratitude to these mechanical marvels that keep South Africa moving, one pallet at a time.

Wishing our readers a joyful festive season and a promising 2024. 🌟

**Adriaan Roets - EDITOR**



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## Project planning must involve complete life cycle costing

Recognising the benefits of coordinated project management, implementation, monitoring, budgeting and planned maintenance, has led Citadel House of Technologies to develop its unique software program – ‘Fortress’ – that addresses and simplifies the often complex task of holistic lifecycle planning not only for today, but for future generations in the organisation.

Citadel's Nyiko Chabalala, Building Services and Research and Development Engineer, emphasises the imperative for projects to have a professional project management plan to ensure that future asset maintenance is properly catered for, long after contractors have left the site.

Chabalala points out that having the ability to manage the project implementation, as well as the asset life cycle in a single application, provides the principal with a powerful tool, or a practitioner with a strategic advantage in that it enables them to offer a value-added service to their client.

“Initiating a project within Fortress allows the collection of asset data from the outset, providing insightful reports that enable easily made maintenance-related decisions. For practitioners, it also makes it easy to transition the client into a continued maintenance contract within the Fortress system.”

“A project is a multi-stage scenario from inception until close-out. But it doesn't end there. Fortress easily enables the project owner to monitor all aspects of the project – typically plant usage and performance over its complete life cycle.

This enables robust maintenance solutions to be planned and implemented to avoid costly ‘unexpected’ breakdowns while determining the life cycle of the assets. Accurate monitoring and plant data coupled with good maintenance procedures optimises plant operations allowing an accurate picture of the return on investment.”

Numerous technical studies confirm that regular maintenance of assets results in a substantially longer lifespan. Furthermore, if the maintenance is carried out at optimal intervals, more cost-effective maintenance leads to substantial savings for the asset owner.

Nyiko Chabalala,  
Building Services  
and Research  
and Development  
Engineer at  
Citadel.



## Häggglunds Drives provides drive solution for RBCT stacker reclaimer

Häggglunds Drives South Africa recently commenced a retrofit project on the bucket wheel of a stacker reclaimer at Richards Bay Coal Terminal (RBCT). The project, acquired via a tender process, was realised late in 2022 which entailed replacing a gearbox drive solution with a direct drive solution from Häggglunds Drives SA.

Installation of the drive unit commenced at the end of August with commissioning conducted in late September. In addition to supplying the equipment, Häggglunds Drives SA's scope of work involved fitting the motor to the main shaft of the bucket wheel and positioning the drive unit on the slew with all relevant piping installed.

RBCT was established in 1976 as a 12 million-ton export terminal and, over the years, expanded to its current 91 million-ton capacity export terminal providing coal to the global market. “Häggglunds Drives’ systems are incorporated in our tipplers and stacker reclaimers due to their high availability and high reliability,” says Kubendren Naidoo, General Manager Asset Management, RBCT.

“The terminal prides itself on being a world-class, efficient and technologically advanced terminal and Häggglunds Drives’



The platinum edition JCB 3CX model.

solutions offer efficient, high reliability and high availability that ensures fast turnaround times of trains and vessels.”

The direct drive solution installed on the stacker reclaimer is accompanied by a 12-month warranty on parts and workmanship, and a service agreement has been tailored to meet the requirements of RBCT.

“RBCT can be assured of our commitment and ongoing support”, says Greg Daniels, Service Engineer at Häggglunds Drives SA. 🌟

## A new identity for Atlas Copco Group

Atlas Copco Group launched a new identity, including a new Group logo, a new visual identity, and a new Group message: Technology that transforms the future.

The current blue and white Atlas Copco brand and logo will continue to be used on products and services, in the same way as other brands in the Group use their respective logos. This includes around 50 brands such as Edwards, Isra, Leybold, LEWA and Chicago Pneumatic, which all have their distinct identity and unique value proposition.

“We have many strong brands driving the success of our business, and decentralization remains an important part of our strategy,” said Mats Rahmström, President and CEO of the Atlas Copco Group. “Going forward, the new Atlas Copco Group brand becomes the umbrella for all brands in the Group, including Atlas Copco. This will enable our brands to maintain their individuality, while we at the same time can increase the focus on the power of being part of something bigger.”

The new Group message “Technology that transforms the future,” is there to reflect the Group's contribution to society at large.

“Our customers are often at the forefront of transforming their industries and driving development forward, and we support them by increasing their productivity, safety, quality, and energy efficiency,” said Rahmström.

“It is our technology and people who make the difference in the Atlas Copco Group.” 🌟

**Atlas Copco**  
Group



## JCB platinum edition to celebrate 70 years of innovation



JCB is celebrating 70 years of manufacturing its iconic backhoe loader with the unveiling of Platinum Editions of the 3CX and 4CX models.

Company founder Joseph Cyril Bamford CBE invented the backhoe concept and the first JCB model was manufactured in 1953 after he combined a lightweight backhoe with a Major Loadall tractor loader. It created, for the first time, a single machine which combined a front shovel and rear excavator arm.

While it took 20 years for JCB to build its 50,000 backhoes, under the leadership of JCB Chairman Anthony Bamford, more than 900,000 have now been made. JCB has been the world market leader for backhoes for almost 25 years and today manufactures the iconic machine in the UK, India, and Brazil.

A total of 70 limited-edition 70th birthday 3CX PRO and 4 CX PRO machines will be manufactured.

The Platinum Edition models will have

servo excavator controls, Powerslide, air conditioning and bi-directional auxiliary flow hydraulics. The machines will bear limited edition Platinum decals and grille badges. They will have Platinum-coloured wheels, while in the cab there will be an embroidered graphic on the carpet and upgraded seat material with 70th-anniversary branding, along with a steering wheel centre cap featuring the 70th logo. Each machine will also have a special plaque and customers will receive a special Platinum gift pack with the backhoe loader.

Over the last seven decades, JCB has continued to develop and enhance the backhoe loader concept, with turbocharged engines, powershift transmissions, all-wheel drive and extending dipper arms. The machine has broadened in appeal, with the launch of the skid-steer-based 1CX, the all-wheel steer 3CX Compact and the larger 4CX and 5CX equal-sized wheel machines. 🌟

## Improved business activity despite power cuts

Ongoing loadshedding has increased the cost of conducting business for both Shumani Industrial Equipment and its customers, says MD Victor Nemukula.

"These increased costs have impacted new staff acquisition. Our customers have had to invest in back-up power generation either through photovoltaic systems or gensets. This impacts their capital spend which, in turn, affects their investment in new equipment," he says.

However, since the Covid-19 pandemic there has been a marked improvement in

business activity, notes Nemukula.

"All our employees are working from various Shumani premises around the country. Some Blue Chip customers are still practicing strict Covid-19 protocols, which restricts business contacts. Despite this, the economy is growing, and we have returned to pre-pandemic growth as a business."

Nemukula attributes the growth to many companies that froze their equipment spend during Covid-19 and are now having to replace or upgrade their fleet as the economy returns to a 'new normal'. 🌟

## Bobcat expands global manufacturing footprint



A scene from the customers' day.

Doosan Bobcat, a global compact equipment, innovation and worksite solutions brand, is set to expand its footprint with a new manufacturing facility in Monterrey, Mexico, anticipated to begin production in early 2026.

The investment, planned for approximately EUR 280 million, will expand Bobcat's existing global footprint to create additional production capacity and manufacturing capabilities for selected compact track and skid-steer loader models. The new facility is expected to create an additional 600 to 800 jobs in the region.

"As a global company with manufacturing facilities, offices, dealerships and customers across the globe, we have seen tremendous growth and increased demand for our products," said Scott Park, Doosan Bobcat CEO.

## Powerscreen hosts global dealer conference



Powerscreen recently hosted its global dealer conference, which saw almost 400 guests descend upon Northern Italy to take in a series of insightful presentations, and new product launches, and honour some of the founding members of the Powerscreen family who have made the brand a powerhouse in the crushing and screening industry.

A key highlight was a dealer panel discussion with representatives from Powerscreen New England (USA), Van der Spek (Netherlands), Powerscreen Crushing and Screening (USA), Powerscreen Mid-Atlantic (USA), Blue Central (UK) and Lincom Group (Australia). The discussion explored challenges and emerging trends in areas such as building and retaining the right team, aftersales service and support, marketing, and rental best practices. Breakout sessions also provided insights and feedback on what products distributors feel are needed in the Powerscreen portfolio as well as what the future of the global crushing and screening industry will look like.



## WSP's micro-tunnelling project breaks new ground

WSP's project, which entails the planning, design and construction monitoring services for the Farm 694 development is set to bring significant benefits to Mitchell's Plain communities.

The project is intended to support the Western Cape Government Department of Infrastructure's plan to develop several housing opportunities for the Kosovo Informal Settlement in the surrounding area. It will also support several other planned developments, as well as the densification of the Mitchell's Plain area.

The Farm 694 project is the first phase of the ambitious upgrade and will enable the de-densification of the larger Kosovo Informal Settlement.

Owing to the project's proximity to existing services and roads, WSP decided to utilise the contractor's (Power Smart JV) alternative tender offer. The alternative tender proposed micro-tunnelling by the specialist sub-contractor CSV Construction (Pty) Ltd, as opposed to open-trench excavation to minimise disruptions to the project and surrounding community.

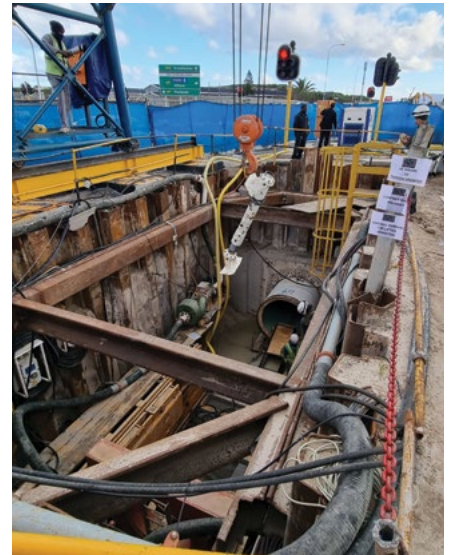
The project is significant for two reasons. Firstly, it has been minimally

disruptive to local communities, due to the implementation of micro-tunnelling. While most projects of this class would have required conventional, open, and deep excavation, micro-tunnelling enables limited excavation along the pipeline route instead.

This is important, explains Du Toit Carstens, Technical Director: WSP in Africa Civils, as conventional excavation (up to 8 metres deep) would have posed major safety risks for both construction personnel and the public.

"The project is located within an existing developed area and the full extent of the pipeline is situated within an existing 4 metre servitude and existing Class 3 arterial road. Conventional construction methods would have substantially impacted the surrounding community. Apart from major traffic disruptions, several open spaces, including parks and schools, would have had to be closed for the duration of the construction period for safety reasons," Carstens elaborates.

Another reason why the project is notable is because it has the distinction of being the longest length of the pipeline and the biggest diameter pipeline to be constructed within South Africa using the micro-tunnelling method.



A part of the new micro-tunnel.

WSP was appointed to this project by the Western Cape Government's former Department of Human Settlements in September 2018 as a joint venture (JV), whereby WSP was appointed for the planning, detailed design, and construction monitoring services; whilst MPAMOT was appointed for construction monitoring and the contract administration services for the bulk sewer and water services upgrade. 🌟

## The PPC Sure Academy is building skills for Africa

South Africa continues to grapple with an acute employment crisis. As of September 2023, more than 31.9% of the employable population remained unemployed. Worryingly, this stark figure doesn't account for the millions of people who are underemployed, unemployable, or reliant on social welfare - mostly due to a mismatch of available skills with industry requirements.

The widening skills gap is being fuelled not just by rapid technological advancements, but also by years of deindustrialisation, which has resulted in a sharp decline in jobs within the manufacturing and mining sectors, both areas on which job creation efforts have historically been highly dependent.

As the government pursues structural reforms aimed at boosting global competitiveness, there's a compelling need to simultaneously overhaul the country's approach to education and skills development.

According to Elisha Sirkissoo, Lead Talent and Organisation Development for PPC Africa, this is a challenge that is too vast for the government to tackle alone. She argues that the private sector also has to step in and play a pivotal role. "Companies need to

go beyond sporadic training and ad-hoc educational support, they need to also make significant, strategic investments in skills training and education as an integral part of their organisational development and sustainability plans," says Sirkissoo.

She points out that PPC, South Africa's leading supplier of cement and related products, has taken proactive steps to act on this belief. Through its PPC Sure Academy, the company has embarked on comprehensive skills development and leadership development programmes, delivering on its own people development commitments and its broader social and economic responsibilities.

The PPC Sure Academy was born out of PPC's organisational change framework, Jabali, which was launched in early 2021. Jabali aims to focus employees on being a purpose-led, performance-driven company, based on the understanding that a thriving business and a thriving society are inextricably linked.

Since its official launch in the first quarter of 2022, the outcomes achieved by the PPC Sure Academy have been nothing short



Some of the PPC Sure Academy students.

of transformative building on the many successes of the long-standing Technical Skills Centre (TSC) Starting with leadership development courses, facilitated through strategic partnerships with the University of Stellenbosch and Dyna, the Sure Academy quickly broadened its offerings. Curriculum additions included a Graduate Development Program, a Bursary Scheme for children of non-management employees, and a specialised Executive Coaching Programme to address immediate skills gaps within the organisation. 🌟



## Settle small-value disputes quickly and efficiently

Low-value dispute Adjudication (LVDA) has been introduced by the Construction Adjudication Association of South Africa (CAASA) to settle small-value disputes quickly efficiently and cost-effectively.

The CAASA LVDA rules were drafted specifically for the South African construction market by Vaughan Hattingh, a Director of MDA Attorneys, South Africa's only specialist adjudication practice.

While the LVDA can be used by all companies to settle low-value disputes quickly and efficiently, it is especially geared towards sub-contractors and small, medium and micro enterprises (SMMEs). All too often, these companies forego referring an entitlement arising under the contract to adjudication, solely due to the cost and time involved.

"The reality is that the majority of these disputes are relatively simple and of low value, yet the recovery of these amounts is critical to the sustainability of business. This is especially true in the context of the South African construction industry, where a significant percentage of the contract value must be subcontracted to SMMEs. With this in mind, CAASA has developed the Low Value Adjudication Model," Norman Milne, Chairperson of CAASA, says.

Adjudication is a fast and relatively cost-effective means of resolving

disputes. It cuts through the complexity and expenses associated with litigating construction disputes by providing fast and practical solutions. The process typically takes place over 28 days from the selection of the adjudicator to the final decision.

The adjudicator's decision is binding and final. It can be subsequently revised by arbitration or litigation. However, providing the adjudicator answered the correct questions and acted in a procedurally fair way, courts will enforce adjudication decisions.

Adjudication has been so effective that the process is no longer being used to merely settle simple non-payment disagreements. Complex delay and disruption; design defects; contractual interpretation; final account disputes; and even professional negligence claims are now also being adjudicated. Oftentimes, settling these intricate disputes involves lengthy submissions, technical evidence, expert opinions and site visits.

Nonetheless, this process may not be affordable for some SMMEs and too complex and expensive for companies to resolve disputes where relatively small amounts are being claimed.

Therefore, the LVDA fixes an hourly rate to the adjudicator's fee, capping it to a specified maximum amount which is linked to the low-value dispute amount claimed. In this way, certainty is provided to the



Vaughan Hattingh, a Director of MDA Attorneys.

parties as to how much the adjudicator will be paid for making the decision and the period within which it will be published. Moreover, the LVDA attempts to limit the amount of documentation and material that parties are allowed to submit.

These rules are relevant to all construction contracts which stipulate that they apply or instances in which the parties have agreed in writing that they are appropriate. The parties and adjudicator may mutually agree in writing to vary these rules, failing which they will apply in their standard format. ☼

## SA's consulting engineers dilemma

Consistent infrastructure investment over decades is the key to South Africa developing and maintaining a solid foundation of in-country engineering expertise – and among consulting engineers in particular.

The role of consulting engineers is essential in maintaining standards of excellence in project planning and execution, according to SRK Consulting managing director Andrew van Zyl. These professionals deliver highly specialised technical and strategic services to various industries, explained Van Zyl, providing independent input to underpin project quality and ensure that clients – whether in the private or public sector – receive value for money.

With the relative buoyancy of the mining sector, recent years have been busy for the company due to its long history in the mining sector, he said.

"However, it is really only a sustained and upward trajectory of broader economic growth that will secure South Africa's vital skills base in the consulting engineering

sector," he said. "It is becoming an urgent necessity that public sector spending on infrastructure rises and stabilises; this will support the creation of a firmer foundation for the country to maintain and further develop its expertise among consulting engineers."

He emphasised that the quality of the consulting engineering industry in any country relies on the steady growth of experience across multiple disciplines over decades, not just years.

"Here in South Africa, we have been struggling to generate and retain these skills," he noted. "Many specialisations are in high demand internationally, so we are also competing with other countries for these scarce skills."

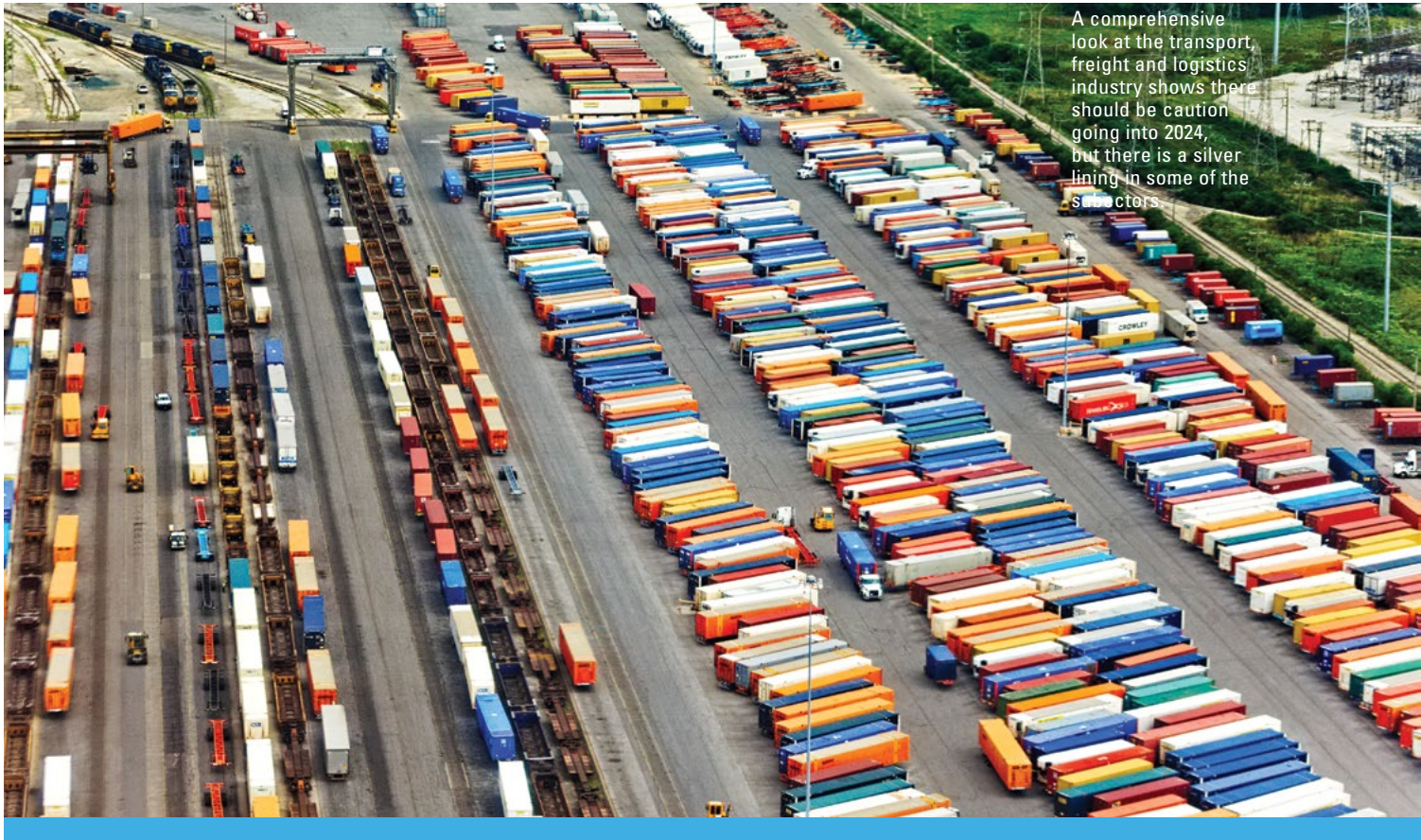
The mandate of consulting engineers is also evolving, he pointed out. Today, it is necessary not only for engineering structures to be technically sound, cost-effective and safe, but they must also be environmentally and socially responsible. These latter aspects of projects are now an essential requirement for businesses to operate globally.

"This approach also ensures that economic development occurs within a sustainable and responsible framework – including complying with legal regulations and other compliance requirements," he said. "By applying these factors, consulting engineers contribute to building an inclusive and job-creating economy; at the same time, they help ensure that business is transparent and predictable – which are important considerations for investors."

In line with these trends, SRK has built its expertise in the environmental, social and governance (ESG) field, including issues like climate change resilience, water stewardship and decarbonisation. The consulting engineering field has also embraced the opportunities offered by digital technologies, with SRK investing substantially in its data science capabilities to enhance the application of scientific and engineering skills.

Van Zyl noted that the consulting engineering sector was resilient, and despite years of underspending in public infrastructure, South Africa still retained a high level of skill and capability that in many respects compared well globally. ☼





A comprehensive look at the transport, freight and logistics industry shows there should be caution going into 2024, but there is a silver lining in some of the sub-sectors.

# HOW TRANSPORT AND LOGISTICS PERFORMED IN 2023

**In the past few months transport, freight and logistics have suffered due to many failures which included port backlogs, ageing road and rail infrastructure, load shedding and many of the same ills that are currently faced by all sectors in South Africa. But there has been a silver lining, starting with the fact that, compared to 2022, the Ctrack Transport and Freight Index is tracking 2.8% above year-ago levels.**

**F**ollowing four consecutive monthly contractions in 2023, the final Ctrack Transport and Freight Index for the year defied expectations to record growth during October. At an index level of 120.7, the Ctrack

Transport and Freight Index is tracking 2.8% above year-ago levels.

While the improvement at the start of the fourth quarter is encouraging, a note of caution is appropriate as the strain that has been evident across multiple sub-sectors in recent months

has not disappeared and, in some instances, is expected to escalate.

However, the positive growth in the overall index during October showcased the interdependence and intertwined nature of the logistics sector, where the underperformance in one sub-sector typically leads to growth in another.

## Stinted growth

Fragmented growth among the Ctrack Transport and Freight Index sub-sectors remains an ongoing theme of late.

Four of the six sub-sectors increased compared to a year earlier, while on a monthly basis, only Sea Freight contracted.

"A brief look at the overall Ctrack Transport and Freight Index could give



"The transport and logistics sector is of utmost importance to the South African economy. The inability to effectively move products to and from markets comes at a cost, which is negative for the whole economy."

Hein Jordt, Chief Executive Officer of Ctrack





## Ctrack Transport and Freight Index

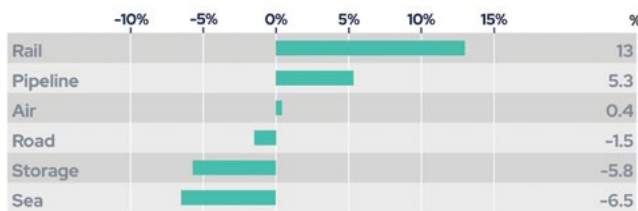


Source: Ctrack

Fragmented growth among the Ctrack Transport and Freight Index sub-sectors remains an ongoing theme.



## Quarterly growth in sub-components of the Ctrack Transport and Freight Index (%)



Source: Ctrack

Quarterly growth in sub-components of the Ctrack Transport and Freight Index (%)

a false sense of improvement, as a detailed analysis reveals that underlying stresses in certain sectors are masked by improved performances of others," says Hein Jordt, Chief Executive Officer of Ctrack.

The recent implosion of Transnet's port operations is a case in point. Given the underperformance of South African ports, notably Durban, but others as well, the whole logistics supply chain in South Africa has once again been severely disrupted.

The Sea Freight sub-component tumbled in October, declining by 5.2% compared to September, reflecting the inability of ports to handle cargo due to a multiplicity of contributing factors. That has resulted in growth in both the Air Freight and Storage and Warehousing sub-sectors and mitigating the downward pressure on the overall Ctrack Transport and Freight Index.

### Weak port operations

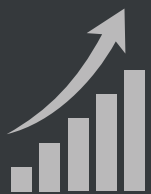
The Sea Freight component has been battling along in the wake of Covid-19, struggling to gain momentum before being hit by the Transnet strike in October 2022, prolonging the underperformance of the sector. Port operations are regularly affected by poor weather conditions, equipment breakdowns, and shortages, partly due to a lack of equipment maintenance.

Under normal conditions, the container handling capacity at Durban's Pier 2 is 3,300 containers a day, but according to Transnet Port Operations, this has been reduced to 2,500 over the past four weeks due to inclement weather and equipment challenges.

On 21 November, a queue of almost 100 vessels was waiting at anchor outside ports and the South African Association of Freight Forwarders (SAAFF) estimated the cost to the economy to be R98m per day and stated that the current crisis was more severe in impact compared to the October 2022 strike. This all indicates that continued underperformance of the Sea Freight sub-sector can be expected in the coming months.

### Headwinds for road freight

The Road Freight sub-sector, the biggest among the sub-sectors, has experienced multiple headwinds in the past few months, with the operational troubles at the ports also having a negative impact. In Richards Bay, roads leading to the port have been jammed by thousands of trucks, many carrying coal for the export terminal, and the congestion has heightened tensions with the local community. The situation has been exacerbated by poor rail performance on Transnet Freight



The Ctrack Transport and Freight Index recorded growth in October, tracking 2.8% above year-ago levels.



The logistics sector demonstrates interdependence, where underperformance in one sub-sector may lead to growth in another.



The Sea Freight sub-component's decline was offset by growth in the Air Freight and Storage and Warehousing sub-sectors.



Inefficiencies in the transport and logistics sector not only impact economic growth by delaying product availability but also contribute to higher costs.

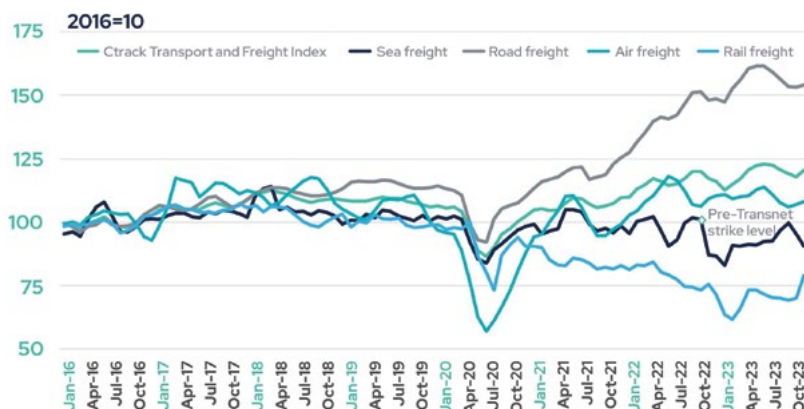
QUICK

TAKE





### Growth in the Ctrack Transport and Freight Index and selected subsectors



Source: Ctrack, N3 Toll Concession

Growth in the Ctrack TFI and selected subsectors.



**Table 1: Change in Ctrack Transport and Freight Index in October 2023**

October 2023 Tables

Percentage change between	Rail	Road	Pipeline	Sea	Air	Storage & Handling	Ctrack Transport & Freight Index
Oct 2023 vs Oct 2022 (y/y)	4.8%	4.2%	17.6%	4.0%	-1.0%	-7.5%	2.8%
Oct 2023 vs Sept 2023 (m/m)	13.2%	0.6%	0.4%	-5.2%	1.2%	2.8%	2.1%
Quarter to Oct 2023 vs. Quarter to July 2023 (q/q)	13.0%	-1.5%	5.3%	-6.5%	0.4%	-5.8%	-0.2%

Note: the row highlighted in blue is the main Ctrack Transport and Freight Index values used.

Source: economists.co.za, TNPA, StatsSA, SARS, N3 and N4 toll concessions, ACSA, ACOC, IATA.

Change in Ctrack Transport and Freight Index.

Rail's coal corridor, forcing coal exporters to move products by road, reflecting the interdependence of the different modalities of the logistics network.

The reports of congestion surrounding ports reflect the unintended consequences that the Sea Freight supply chain is having on the Road Freight sub-sector. It is clear that all these developments, cumulatively, will have a detrimental impact on the South African economy, just as we enter the festive season. Many retailers anxiously await stock for Christmas, which is now stuck somewhere in a container either in the port or at sea, with Transnet Port Operations (TPT) indicating that the backlog created will only be cleared by February/March 2024.

Following some weakness in September, heavy vehicle traffic on the N3 route (heavy and extra-heavy vehicles) increased by

4.4% in October and remained 5.5% above year-ago levels. Heavy vehicle traffic on the N4 route also continues to increase notably, as ongoing operational troubles at South African ports result in loads being redirected towards the Port of Maputo, clearly to the detriment of the South African economy. Heavy vehicle traffic on the N4 route increased by 4.6% compared to September and has increased by approximately 25% compared to a year earlier.

#### Healthy storage and handling

The Storage and Handling sub-sector of the Ctrack Transport and Freight Index increased by 2.8% on a monthly basis, with a substantial increase noted on transshipments. Total transshipments, both landed and shipped containers, increased by 52.2% in October compared to September. Other inventory indicators are

also trending higher, suggesting that this sub-sector could also be a beneficiary of Sea Freight's underperformance.

Though off a low base, a notable increase in the Rail Freight sub-sector was recorded in October. According to StatsSA's Land Transport Survey, the payload for Rail Freight transportation increased by 36.5% on a monthly basis during October.

The urgency of freight reform has been reinforced in the Operation Vulindlela update recently, while stakeholders are raising their voices on an ongoing basis to reinforce the urgency of reforms needed.

The transport of liquid fuels via Transnet Pipelines (TPL) increased by 0.4% compared to September, with the Pipeline component of the Ctrack Transport and Freight Index showcasing improvements on a quarterly (+5.3%) and annual (+17.6%) basis.

#### Current economic impact

"The transport and logistics sector is of utmost importance to the South African economy. The inability to effectively move products to and from markets comes at a cost, which is negative for the whole economy," says Jordt.

Not only does it subtract from economic growth, given that products are not timeously available for trading, but the cost of products is typically higher given inefficiencies. For example, international freight companies have responded to the port congestion in South Africa by announcing a "Congestion Surcharge" for cargo from any destination to all South African ports, varying between \$200-\$400 per container, which translates into a notable increase in cost for the importers and exporters.

In all likelihood, these costs will be passed on to the end consumer, resulting in upward pressure on inflation, with further negative links to disposable income and interest rate levels in the economy.

However, the impact will not only be felt at the grassroots-level but will also affect the perception of South Africa as a reliable trading partner. There are already indications that some trading lines choose to bypass South African ports, redirecting cargo to other African ports such as Maputo.

While the growing logistical crisis in South Africa has forced the government to come to terms with the negative impact that the underperformance of the sector is having on the broader economy, the problems are multi-faceted, and the implementation of reforms remains too slow with more urgency needed to stem the negative momentum in the sector. 🌪️





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A scene from the groundbreaking ceremony last month.



# SANY BREAKS GROUND FOR NEW R300-MILLION HEADQUARTERS

**SANY Southern Africa has made significant capital investments in South Africa, strengthening not only the company's offering but also the economic ties between South Africa and China. These developments have been driven by a need for customer satisfaction and long-term localisation.**

Last month, on 15 November, the official groundbreaking ceremony of SANY SA's new headquarters took place. The development, an R300-million mega-construction project, has been in development for three years and will result in a campus that will house SANY SA employees as well as facilities to carry out three primary functions – manufacturing, logistics and training.

## A central location

Considered to be SANY's central southern Africa hub, the cutting-edge premises will consist of a 12 500 m<sup>2</sup> floor area that includes a 9 500 m<sup>2</sup> assembly plant and a 2 300 m<sup>2</sup> administration building. It will also feature a 525 m<sup>2</sup> staff canteen and a fully equipped gymnasium.

The assembly plant makes SANY the first overseas yellow metal original equipment manufacturer (OEM) to invest in local production.

"This project is a win-win for SANY and South Africa," says General Manager Samuel Zhang. "SANY will be able to provide shorter turnaround times to its clients, and improved value for money, resulting in more cost-competitive pricing due to local content."

Additionally, the South African economy will benefit from the numerous employment opportunities that will be available for the construction phase and upon project completion. "We will hire and train people from surrounding areas," Zhang adds. "Part of our expansion drive involves making a positive impact on local communities."

The administrative building will contain a reception area, a staff change room, an activity room and an office area, complemented by rest gardens which meet the needs of approximately 200 personnel. The outdoor hardened ground is 15,000 m<sup>2</sup> and will accommodate a workshop that houses an excavator assembly line, a materials area and a production office.

"The new headquarters will enable SANY SA to provide stronger support and training to local customers, thereby adding value to their businesses," Zhang points out.

## Assembly plant

Once the headquarters are complete, the SANY SY75C excavators through to the SY750H excavators will be assembled at the production centre. Annual production is estimated to exceed 3,000 excavators and other machines.

Zhang emphasises that besides the gym, canteen, and rest gardens, the primary value for employees is a high-quality work environment.

"I believe we will work harder and better in our new professional surroundings," he says. "With this facility, everyone will have a much bigger and more beautiful stage for their performance, their talents and their potential. This project epitomises SANY's vision, which is 'to foster first-class enterprises, cultivate first-class talent, and make a first-class contribution to society'."

Project development and execution are the result of a three-way





In October increased its spare parts stockholding with the introduction of a new, bigger, state-of-the-art warehouse in Olifantsfontein, Midrand.

collaboration between SANY, Sinoma Engineering, the consultant team and primary contractor, and development experts Prime Development.

"The consulting team has demonstrated rich experience in design and optimisation, as well as achieving council planning approval," Zhang says. "We appreciate both teams' professional capabilities."

### First in Africa

"This is the first SANY SA project, and it is also a common goal and career milestone for each one of us," Zhang said.

According to him, this marks not only the beginning of a construction endeavour but also a new chapter in deepening the economic ties and mutual development between China and South Africa. "We are not only building a new home for SANY in South Africa, but we are also creating value for the local community, contributing to economic growth and, through this project, we hope to strengthen the ties between South Africa and China even further."

SANY SA will service the whole continent from its new facilities as well as provide support for marketing the business across the region.

"Standing here today," said Zhang at the official groundbreaking ceremony, "I'm extremely happy and a little emotional. "We have been anticipating this day for three years or more and this place, this land, has special meaning for SANY."

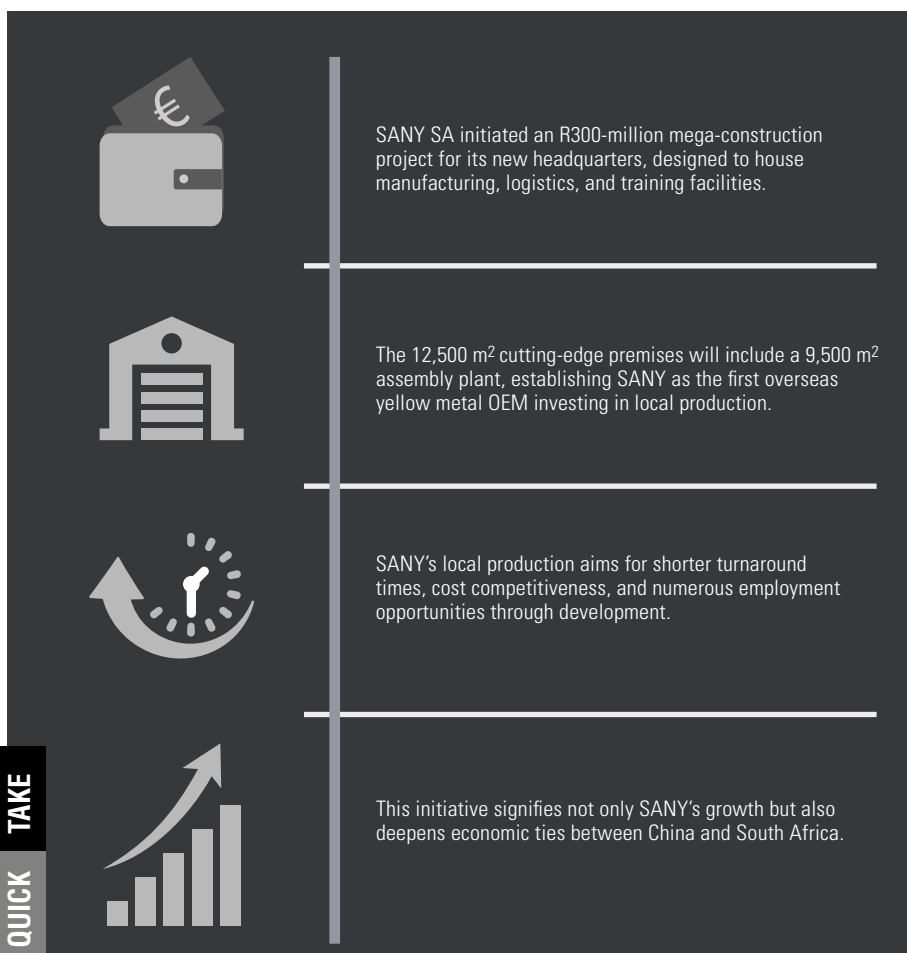
### Major investments

In addition to investment in its headquarters, SANY SA has also increased its stockholding with the opening of its expanded warehouse in Olifantsfontein, Midrand. The 20,000 m<sup>2</sup> facility (with 12,000 m<sup>2</sup> under the roof) has enabled the company to increase its spare parts inventory from R170 million to R270 million.

Another investment made by the company is its new 20,000 m<sup>2</sup> pre-delivery inspection centre in Benoni, Johannesburg. This inspection centre enables SANY to expedite machine handovers to clients as well as identify potential issues before the product reaches the client.

SANY SA, which has opened branches in Middelburg, Rustenburg and Richards Bay as part of its expansion strategy, will service Africa from its new facilities and provide marketing support across the continent. The company has experienced a 40% year-on-year growth over the past three years – just one of the reasons it has invested in these facilities and expanded its geographical footprint.

The completion of the headquarters is projected for 18 September 2024. 🌐



"This project is a win-win for SANY and South Africa," says General Manager Samuel Zhang. "SANY will be able to provide shorter turnaround times to its clients, and improved value for money, resulting in more cost-competitive pricing due to local content."

Samuel Zhang, General Manager, SANY Southern Africa

TALKING POINT



Launched earlier in 2023 the Hitachi parts remanufacturing business involves the meticulous process of collecting genuine components, such as hydraulic cylinders and pumps, from machinery in use by customers.

## A BOOM FOR REMANUFACTURED PARTS

In 2023 Bell Equipment, Hitachi Construction Machinery, John Deere Construction and Forestry division and Volvo Construction Equipment aimed to align their parts and services with sustainable innovations and customer-centric Solutions. *Capital Equipment News* takes a look at the unique platform each OEM launched this year.

In a terrain marked by technological advancements and environmental considerations, several key players in the construction machinery sector are leading transformative initiatives to enhance sustainability, cost-effectiveness, and overall customer satisfaction.

### Hitachi's remanufacturing drive

Hitachi Construction Machinery has embarked on an ambitious journey to contribute to a circular society

by initiating the production of remanufactured parts for construction machinery in South Africa.

Recognising the environmental impact of conventional manufacturing processes and the significance of sustainable practices, Hitachi Construction Machinery is extending its successful parts remanufacturing business from mining machinery to construction machinery in February this year.

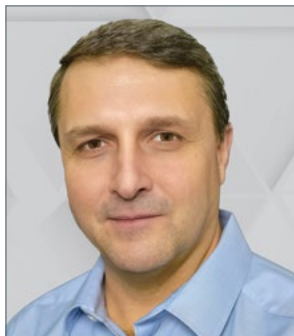
This expansion signifies a commitment to meeting not only the

specific needs of the construction industry but also contributing to the broader goal of environmental sustainability.

Remanufacturing involves the meticulous process of collecting genuine components, such as hydraulic cylinders and pumps, from machinery in use by customers. These components are then disassembled and repaired at specialised works, providing remanufactured parts with performance equivalent to new ones.

The benefits extend beyond environmental concerns. Hitachi Construction Machinery emphasises that customers in South Africa can now purchase remanufactured parts with a warranty, reducing component procurement costs.

Furthermore, the supply of these remanufactured parts within South Africa shortens the lead time to delivery and minimises transportation costs. As part of its future strategy, the company aims to extend the availability of remanufactured parts to neighbouring countries, offering sustainable solutions to a wider market.



"BETA Parts has been designed to bridge the gap between new Bell Parts, being our premium quality parts designed to OEM specifications and used in production, and Bell ReMan, which are major components that have been remanufactured to meet OEM specification."

Aldo Mayer, Bell Equipment Director of Aftermarket and Logistics





Volvo Construction Equipment (Volvo CE) is at the forefront of the shift towards a circular economy.



Launched earlier in 2023, the Hitachi parts remanufacturing business involves the meticulous process of collecting genuine components, such as hydraulic cylinders and pumps, from machinery in use by customers.



"The planet's resources are finite, so we need to make sure we use them carefully and extract maximum benefit from them. With Reman, we take used, worn parts and in many cases make them even better than they were when first bought, by including any available updates and the latest specifications."

David Forsman, Product Manager at Volvo Reman

### Bell's alternative

In response to evolving market demands and a commitment to providing comprehensive solutions, Bell Equipment has introduced Bell Equipment Trusted Alternative (BETA) Parts.

This strategic move addresses the need for a middle-range parts offering, catering to customers with mature Bell machines or those facing budget constraints. Positioned as a Trusted Alternative, BETA Parts provides a convenient and competitive option, endorsed by the OEM, standing between premium new Bell Parts and remanufactured components in the

Bell ReMan lineup.

Aldo Mayer, Director of Aftermarket and Logistics at Bell Equipment, explains the positioning of BETA Parts in the company's business model. BETA Parts bridges the gap between new Bell Parts, renowned for their premium quality and designed to OEM specifications, and Bell ReMan, which includes major components remanufactured to meet OEM specifications.

The introduction of BETA Parts comes with a six-month/1000-hour warranty, providing customers with an alternative that balances cost-effectiveness with quality assurance.

The pilot phase of BETA Parts, featuring starter motors and alternators, received positive feedback from customers. Building on this success, BETA Parts will be expanded to cover a broader range of components, benefiting customers not only in South Africa but also in Zambia and Zimbabwe. By offering BETA Parts, Bell Equipment ensures that customers have a wider range of options to suit their specific needs, reinforcing the ease and assurance of dealing directly with the OEM's dealer network.

### John Deere REMAN

In a pioneering move, John Deere Africa Middle East's Construction and Forestry division introduced the REMAN programme in South Africa this month, setting new standards in machinery maintenance.

This innovative programme offers a local solution for remanufactured parts, combining efficiency, affordability, and sustainability.

The REMAN programme comprises two main solutions: the Operational Breakdown Reman solution for less urgent needs and the Urgent Request solution for immediate component replacement, ensuring minimal downtime and maximum efficiency.

The use of remanufactured parts presents an economically viable option for customers, significantly reducing costs compared to new parts. These parts undergo rigorous testing to meet John Deere standards, ensuring reliability and performance on par with new components.

The REMAN programme offers a 12-month/1000-hour warranty, providing customers with confidence in the durability of these remanufactured components.

The Operational Breakdown service involves a transparent process where customers report component failures to their local dealers. The dealers then conduct a thorough analysis and provide cost estimates for repairs.

This process typically spans five to seven working days, ensuring minimal impact on operations. For urgent repair needs,





The introduction of BETA Parts from Bell Equipment comes with a six-month/1000-hour warranty, providing customers with an alternative that balances cost-effectiveness with quality assurance.



Anders Sjöström, Used Equipment Manager for Volvo CE Region Europe and International.

the Urgent Request solution expedites the replacement process, swiftly replacing the failed part with a genuine John Deere component.

The REMAN programme not only represents a shift towards more sustainable and efficient practices in machinery maintenance but also incorporates advanced technological processes.

This includes state-of-the-art diagnostics, precision engineering, and rigorous quality control measures. By refurbishing parts, the REMAN programme significantly reduces

waste and conserves resources, aligning with the global movement towards eco-friendly industrial practices.

### Volvo CE's Circular Economy

Volvo Construction Equipment (Volvo CE) is at the forefront of the shift towards a circular economy, a key component of its sustainability ambitions.

The company recognises the importance of keeping construction machines – and their parts – in action for longer to maximise their useful life, thereby minimising the

environmental impact associated with new manufacturing processes.

Volvo CE's machines are meticulously designed to operate with the smallest possible environmental footprint. The company emphasises a life cycle approach to every piece of construction equipment, considering the environmental implications right from the development stage. The shift towards a circular economy involves embracing practices such as remanufacturing, refurbishing, repurposing, and recycling.

At the heart of Volvo CE's sustainability initiatives is the Reman programme, where old components are given a new lease on life. After thorough dismantling, cleaning, checking, and repairing, components such as engines, transmissions, hydraulic parts, and driveline parts are remanufactured to be as good as new. Importantly, this process involves reusing up to 85% of the original material, with the remaining 15% being recycled.

David Forsman, Product Manager at Volvo Reman, emphasises the significance of this approach. "The planet's resources are finite, so we need to make sure we use them carefully and extract maximum benefit from them. With Reman, we take used, worn parts and, in many cases, make them even better than they were when first bought, by including any available updates and the latest specifications."

The benefits of the Reman programme extend beyond environmental considerations. The delivery and replacement of a Reman part are quicker than traditional repair methods, translating to improved uptime for customers. Moreover, the Reman parts come with the same warranty as brand-new components, providing customers with peace of mind.

Volvo CE's commitment to maximising the life of its machines extends beyond individual components to entire machines through its Certified Rebuild Programme. This programme rejuvenates old machines, refurbishing or replacing worn parts with Volvo-approved used parts. Updates such as air conditioning or new seating can be added, ensuring that the machine is ready for a second or even third life.

Certified workshops for the Certified Rebuild Programme are already operational across various regions, including Europe, North America, Indonesia, and China, with plans for further expansion. By extending the life of Volvo machines globally, Volvo CE aims to minimise the environmental impact associated with the manufacturing of new equipment. ♻️

# PREVENTION IS BETTER THAN CURE

**Our national infrastructure, which runs into trillions of rands, is an asset owned by all South African citizens that either supports or holds back the economy. South Africa does not have the money to let it break and then fix it again, so it is critical that we understand that prevention is better than cure.**

Dr Chris von Holdt, Director Asset Management of Zutari

**T**he South African Institution of Civil Engineering (SAICE) 2022 Infrastructure Report Card for South Africa gave the country a 'D' grade, the lowest on record, indicating that most of the country's infrastructure is at 'risk of failure' or 'unfit for purpose'. Economic and social infrastructure such as water, sanitation, roads, health, and education continues to deteriorate in our provinces, cities, and towns.

We have seen maintenance delivery fail nationwide. It is clear we need to approach the management of our infrastructure differently to what we have done in the past. South Africa needs to balance the money and attention we are giving to building new infrastructure with the need to look after what we already have.

I believe we will benefit from a national approach, and that the private sector can manage the complexity and apply the effective controls needed for correct execution. The current maintenance challenge is an opportunity for us to create jobs. We can advance the skills of our people on the ground through structured training and build local businesses with effective supplier development programmes. This is being done in small pockets of success but needs to be done at a national scale.

We are spending money on infrastructure, but we need to make sure that what we must spend is spent wisely. Minister of Public Works and Infrastructure Sihle Zikalala announced in May 2023 that the Department has a R8.782 billion budget for the 2023/24 financial year. It is the Department's mandate to oversee the implementation of infrastructure projects to stimulate economic growth.

Infrastructure South Africa (ISA) has completed R21.4 billion worth of projects to date, mainly in the roads, energy, and human settlement sectors. There is R313.5 billion worth of projects currently under construction and R295.2 billion worth of projects in procurement.

In addition, R300 billion worth of green hydrogen projects are in the pipeline, with the first feasibility reports anticipated by end 2023. South Africa is rolling out the largest programme for the procurement of renewable energy and resource efficiency in Africa, known as the Integrated, Renewable and Resource Efficiency Programme (iREREP).

However, Minister Zikalala noted: "As a country, we cannot always be building. We will introduce innovative approaches to ensure that infrastructure maintenance by all spheres of government is proactively planned and that budget ringfenced for infrastructure is spent for what it is earmarked for."

Research has shown that proactive and preventative maintenance provides a positive economic return on investment and is labour intensive, which represents low-hanging fruit for our country that is suffering from infrastructure reliability and performance problems as well as high unemployment.

Zutari adds value to many of the largest asset owners on the continent with our asset management capability and are very proud of that. Our experience has shown that managing existing infrastructure requires a systematic and sustained effort underpinned by technical capacity and tight management controls, which is why I believe a national-scale programme that leverages private sector capability is urgently needed.

It is evident that government in general and local government in particular has struggled with the implementation of effective maintenance programmes and the likelihood that this situation will improve in the near term is highly unlikely.

The private sector requires basic infrastructure to be in place and to be properly maintained for it to operate and grow our economy. Mining, for instance, have recently claimed substantial revenue losses due to the current dysfunctional logistics network. The current situation can



Dr Chris von Holdt, Director Asset Management of Zutari.

be turned around with the application of expertise and technical capacity that exists in the private sector, but we need a strategic approach led by government and we need to start taking action.

As part of our contribution to develop a skills pipeline for the industry, Zutari has a robust graduate programme that brings in 120 to 150 graduate engineers a year. We are committed to nurturing young talent, assisting them to obtain their professional certification and encouraging them to have a positive impact in shaping the future as engineers. 🌟



The Moffett M8 NX truck-mounted forklifts could reduce costs since the machines are easy to mount and move to a variety of sites.



## MATERIALS HANDLING AND WAREHOUSING SET FOR A STRONG 2024

**The dynamism of South Africa's materials handling industry is set to take centre stage in 2024, as key players unveil robust strategies, innovative approaches, and groundbreaking partnerships to navigate challenges and capitalise on emerging trends. New equipment and industry focus is central to why 2024 will be a strong year.**

**A**s we step into 2024, the materials-handling landscape in South Africa is poised for transformation, fueled by strategic initiatives, technological integration, and industry dynamics. In this analysis, we delve into the strategic visions of key players to unravel the intricate tapestry of trends, challenges, and groundbreaking strategies shaping the industry's trajectory.

### Shift in forklift demands

Over the past two years, South Africa's industrial equipment and material handling industry recorded its largest markets in history, with 10,724 units in the country in 2021 and 9,828 units in 2022. This is in a market that historically averaged about 7,000 units a year.

This growth is largely due to an increased demand for forklifts in industries such as manufacturing, FMCG and distribution as well as in response to a rise in e-commerce, which grew significantly during the pandemic.

National sales manager for Toyota Material Handling, Vuyokazi Bangazi, says in addition to increased demand from the e-commerce and industrial sectors, an increase in infrastructure development and urbanisation in the country have



"Notably, the use of electric forklifts is a standard requirement for the agricultural, food production, distribution and wine export industries, even as South Africa continues to grapple with loadshedding."

Vuyokazi Bangazi, National Sales Manager for Toyota Material Handling



propelled growth in the market. Post the pandemic, Toyota Material Handling experienced double-digit growth in market share from 2021 to 2022.

"While this growth is expected to remain relatively strong this year, I do foresee a slowdown by 2024, given the cyclical nature of the business," she adds.

Bangazi says greater demand for electric, counterbalance and electric low- and high-level warehouse equipment has shown the country is moving towards electric, warehousing and high stacking, most likely due to the increased cost of space.

A greater focus on fuel efficiency and a reduction of carbon footprints (ahead of the carbon tax being implemented) means the majority of manufacturers are interested in battery-operated equipment as opposed to diesel.

"Notably, the use of electric forklifts is a standard requirement for the agricultural, food production, distribution and wine export industries, even as South Africa continues to grapple with loadshedding," adds Bangazi.

"In 2021, our strategy was to pursue the markets we didn't have. Since then, we have grown new business significantly. This strategy was underpinned by our commitment to improving our customer interactions and service support infrastructure and empowering and developing our employees," says Bangazi.

Going forward, the industry – like so many others in the country – has several challenges to deal with, including loadshedding, interest rate adjustments, the exchange rate, a lack of skilled labour, inadequate infrastructure, and limited access to financing, amongst others.

Bangazi says loadshedding is a massive issue for Toyota Material Handling customers. "Loadshedding diminishes our customers' ability to achieve their goals, which means they have to make cost-saving decisions such as whether to invest in new material handling equipment or rent it - to stay afloat."

The challenges customers face mean they take longer to make decisions, sometimes deliberating on tenders for a long time before they are awarded. "It is important to be able to read the market and act accordingly. Being agile is critical because waiting for things to change does not come with any guarantees," adds Bangazi.

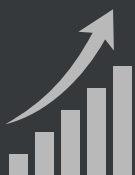
In addition to agility, Bangazi says the business understands how important it is for executives to support its sales force and understand their challenges.

### Matching global trends

Strong growth and increased competition are to fuel forklift industry innovation



South Africa's materials handling industry anticipates a robust 2024, driven by strategic initiatives, technological integration, and industry dynamics.



Toyota Material Handling experienced double-digit growth in market share from 2021 to 2022, though a slowdown is foreseen for 2024.



The global forklift industry is expected to grow by 50% between 2022-32, with a forecasted 4-5% growth in shipments to 2032.



Shamrock Handling Concepts introduced the new generation Moffett M5 and M8 NX series, which offers reduced cost of ownership.

### QUICK TAKE

### TALKING POINT



"The investment in these versatile forklift trucks is reduced cost of ownership, because one machine can efficiently handle various tasks and maintenance requirements are minimal. In addition, users can easily transport these lightweight machines from one site to another on almost any truck or trailer."

**Brenton Kemp, Managing Director,  
Shamrock Handling Concepts**





The M8 25.3 NX has been completely redesigned for improved performance in the most demanding operations.



The Bobcat range for logistics and materials handling now consists of a series of diesel forklift trucks with lifting capacities from 2 to 16 tons.

and development, with the market expanding by 50% between 2022-32. This is according to the fourth edition of the Interact Analysis market report on the global forklift industry.

Strong growth in shipments of 4-5% is forecast for the global forklift market out to 2032, with greater competition driven by emerging technologies and rising global demand for logistics.

Poor demand in China led to a contraction of 12.4% in shipments during 2022, with the Americas and EMEA regions also witnessing a decline, leading

Interact Analysis to reduce its forecast for 2023/24. Order volume is expected to fall by around 6% in 2023 to 2 million units, marking the first time since 2019 it has dipped below the shipment volume.

Covid-19 pandemic-related supply chain issues caused a significant difference between order and shipment volumes, leading to a historical peak of 370,000 units in 2021, as shipments lagged far behind orders. The sector has been catching up ever since, but with a sharp fall in order volumes, Interact Analysis predicts 2024 will be a low

point for the market.

However, there are clear signs of a recovery. This is particularly evident in the performance of major forklift manufacturers, with an increase in the growth momentum of the new truck business among these companies in 2023, following relatively slow growth over the past two years.

In its latest report, The Global Forklift Market – 2023, Interact Analysis reveals new business revenue for major forklift companies grew by 21% year-on-year during the first three-quarters of 2023.

### New to the market

Historically Bobcat loaders and telehandlers can be equipped with attachments such as buckets, grabs, bale clamps, dump hoppers and pallet forks, and these are often used for material handling and logistics tasks.

It is therefore not come as a surprise that products from Bobcat's sister company - Doosan Industrial Vehicle (DIV), forklift trucks and warehouse equipment, are now part of the Bobcat family. These material handling machines will be produced in the well-known Bobcat colours from 1 January 2024.

The history of Bobcat forklift trucks goes back to 1968 when the first forklift truck was produced in South Korea under the Daewoo brand.

In 2005, the company was taken over by Doosan, after which DIV was founded in 2011 as part of Doosan Infracore. In 2021, Doosan Bobcat took over the company and all of the elements of the organisation. These include two factories in Incheon (Korea) and Yanta (China), where forklifts are produced, and a factory in Lübben (Germany) where pallet trucks and stackers are made. The company is currently active in more than 90 countries.

The Bobcat range for logistics and material handling now consists of various product lines. A series of diesel forklift trucks with lifting capacities from 2 to 16 tons; a series of LPG forklift trucks with lifting capacities from 2 to 7 tons and a series of electric forklift trucks with lifting capacities from 1.2 to 10 tons. The latter segment also includes a line of electric forklifts with three wheels for light work from 1.2 to 2 tons. The warehouse solutions include pallet trucks, stackers and reach trucks.

During the last LogiMAT exhibition in Stuttgart in Germany, Doosan Bobcat introduced several new machines. The new B80NS forklift truck was on display, which is part of a series of electric



counterbalanced forklift trucks with lifting capacities of 8 and 10 tons.

### New truck-mounted forklifts

Shamrock Handling Concepts has extended its range of Moffett forklift trucks to include the new generation M5 and M8 NX series, which has been designed for safe and efficient operation on rough terrain and in confined areas.

"Our new Moffett M5 NX and M8 NX truck-mounted forklifts enhance the M4 NX series that we launched locally in 2021. The M5 and M8 NX series encompasses new improvements for greater performance, improved safety and comfort, as well as simplified maintenance," states Brenton Kemp, Managing Director, Shamrock Handling Concepts.

"Our customers are impressed at how quickly, safely and easily these versatile forklifts transfer loads in challenging outdoor conditions, busy yards and confined warehouse aisles," he adds.

For Kemp customers should take note of the value of these trucks, in terms of investment.

"The investment in these versatile forklift trucks is reduced cost of ownership, because one machine can efficiently handle various tasks and maintenance requirements are minimal. In addition, users can easily transport these lightweight machines from one site to another on almost any truck or trailer."

M5 and M8 NX machines also offer reduced fuel consumption and quiet operation. An important standard safety feature is the GroundStart facility which ensures effortless dismounting from the machine for the operator.

Other new features of this series include a one-side loading design which enables operators to lift, lower and carry loads, even in confined work spaces.

The NX range is available from Shamrock Handling Concepts with a wide range of attachments and options, including multi-directional 4-way steering for negotiating tight access areas with long loads, a load backrest, different lift heights and various tyre options.

Users also have a choice of attachments, including comprising telescopic forks, fork positioners and extensions, integrated side shifts and rotators. These attachments have been specially designed for the safe and dependable handling of a wide range of goods.

Moffett M5 20.3 NX machines, which are suitable for medium to heavy-duty tasks, have an efficient power-to-weight ratio, offering a maximum lift capacity of 2,000 kg. These machines have an overhang of 1 200 mm and ground clearance of 220 mm.

The M8 25.3 NX has been completely redesigned for improved performance in the most demanding operations. This compact machine has a lifting capacity of 2,500 kg, a lifting height of 3 040 mm, a 1 475 mm overhang and a ground clearance of 280 mm.

These robust truck-mounted forklifts ensure dependable load handling in many industries, including, food and beverage products, agricultural and building materials, recycling and waste management, chemicals and industrial gas, as well as fire and rescue operations. 🌱



The new generation M5 and M8 NX series, which has been designed for safe and efficient operation on rough terrain and in confined areas.



Toyota Material Handling experienced double-digit growth, but a slowdown is foreseen for 2024.

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The MDS M515 in action.

## MDS TRACK TROMMELS A SUCCESS THANKS TO ELB EQUIPMENT

**Mobile heavy-duty rock trommels have hit the local market for the first time and are about to change the mining and quarrying landscape wherever their efficient screening mechanisms are able to unlock mineral bounty faster and more efficiently.**

**D**ue to its rotating barrel design, the minerals-bearing materials can be manipulated to process easier and in the case of coal and diamonds the action of the trommel can actually be used to liberate the minerals and reduce the need for further processing.

The action also suits sticky materials and those prone to clogging gravity-fed inclines and other types of screens.

Why haven't mobile trommels been used in the mining industry in southern Africa before? The answer is that the machines have simply not been available to date and the arrival of MDS Heavy duty HeaTrack Trommels on African shores now brings parity to the market. They will allow African mines to process minerals in the same efficient manner as their American, Asian and European counterparts in certain applications.

Terex-owned MDS recently concluded an exclusive distribution agreement with the country's largest multi-franchise distributor, ELB Equipment, where it will be sold among the likes of its Powerscreen, Terex Minerals Processing and other mining OEM suppliers.

Wakefield Harding, ELB Equipment divisional director for mining, says the addition of the MDS range of tracked trommels effectively closes the screening loop for its customers



Customers and staff gather as the covers are drawn off ELB Equipment's latest screening solution.



into southern Africa.

The machine is set to provide mobility and vigorous screening ability of all types of mediums with the ability to accept rocks up to 800mm.

It is a versatile machine suitable for overburden, clay, riprap/armour rock, steel slag, limestone, primary screening, demolition and blasted rock. It comes complete with a fold-out stockpiling conveyor, mid-product and fines conveyors.

The MDS M515 Track Trommel weighs 48 tons and has a drum diameter of 1.5m. This is complemented by a drum length of 5.5m.

### A flexible option

Although static trommels are used in the industry, the arrival of the MDS-tracked trommels provides flexibility to move the machine to suit the changing landscape of a mine and reduce handling. With aperture sizes up to 450mm, the trommels can be fed large rock sizes and screened to three different streams if needed. Although the trommels are application-specific potential users would be required to speak to an ELB Equipment mining expert.

### Regional distributors

While these are some of the new applications that can be unlocked by MDS trommels the machines are also efficient in run-of-the-mill work wherever speed and efficiency are required. The agreement with ELB Equipment ensures the availability wherever they are needed in southern Africa and enjoying the full service and support of the company's large branch and dealer network. 🌟

"The addition of MDS static and tracked trommels supports our growth strategy to expand our offering into new crushing, screening, and environmental industries, with products that complement our existing portfolio."

Wakefield Harding, ELB Equipment  
divisional director for mining

with a full range of equipment for any application.

"The addition of MDS static and tracked trommels supports our growth strategy to expand our offering into new crushing, screening, and environmental industries, with products that complement our existing portfolio. This range is unmatched in the local market and is simply not available as standard-produced

machines elsewhere. It will introduce a totally new way of doing things in the local market and is bound to turn up production volumes while increasing profitability on many new and existing plants in South Africa," says Harding

### MDS M515 Track Trommel

ELB Equipment recently received its first MDS M515 Track Trommel for distribution







# UNLEASHING THE POTENTIAL OF CUSTOM LIFTING MACHINES

**It is a common misconception that tailor-made machines, designed and built to meet specific job requirements, are more expensive than standard, unmodified machines. While the initial purchase price of a standard machine may seem cheaper, a valid comparison must consider the long-term savings and benefits that a purpose-built machine can offer.**

**T**ailor-made machines, also known as custom or bespoke machines, provide numerous advantages across various industries and applications. In the realm of heavy lifting machines, modifications to standard machines can result

in optimal performance, efficiency, and a perfect fit for the intended application.

Lenny Naidoo, Acting National Operations Manager at CFAO Equipment SA's Heavy Lift division, which specializes in selling big forklifts to container handlers and the ports industry,

emphasizes that custom machines can streamline processes, leading to higher productivity and reduced downtime.

## Future-proofing

Although the initial investment may be higher, the long-term cost savings derived from improved efficiency and reduced operational costs make tailor-made machines a worthwhile investment. These machines can also be designed to adapt to changing production requirements or new processes, ensuring flexibility and future-proofing.

"While the initial investment for custom machines can be higher, they often lead to long-term cost savings by improving efficiency and reducing operational costs. Tailor-made machines can be designed to meet changes

"A custom-made machine can provide better solutions and quicker turn-around time, which is why we welcome customers who discuss their needs with us when they have a special operation that cannot be easily serviced by a standard machine."

Lenny Naidoo, Acting National Operations Manager at CFAO Equipment SA's Heavy Lift division



in production requirements or new processes, making them adaptable to evolving needs,” says Naidoo.

### Perfect tyre-handler

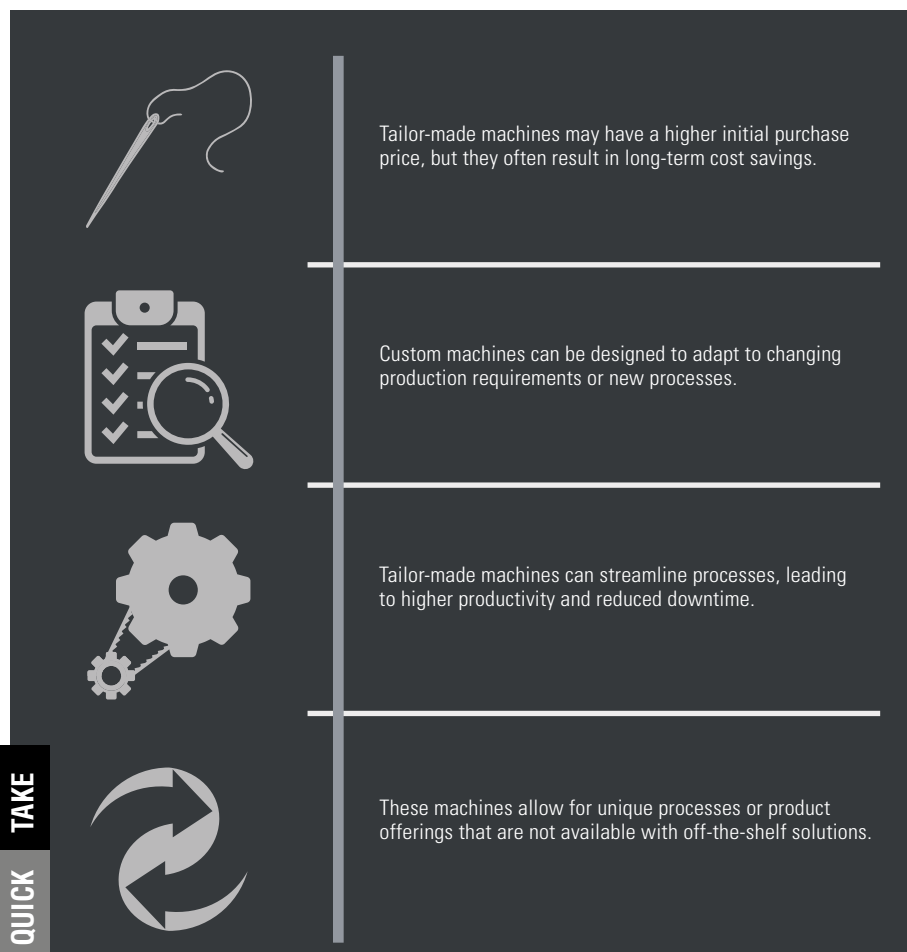
Many requests for tailor-made machines come directly from customers who require more than what standard machines can offer. For instance, Konecranes developed a custom-built tyre handler for use in the mining industry in Chile, Australia, and South Africa. This strong and agile machine is specifically designed to lift extremely heavy wheels that cannot be moved by a few men alone.

The Heavy Lift division received another request for a specialized piece of equipment from a company that works with long, heavy pipes. Konecranes modified one of their heavy-lifting forklifts by adding a special pipe handling attachment, enabling smooth movement of the pipes.

Naidoo emphasises the importance of using solutions tailored to specific products and processes, as this ultimately leads to greater efficiency and cost-effectiveness. Custom-made machines provide better solutions and quicker turnaround times, making them ideal for special operations that cannot be easily serviced by standard machines.



Konecranes developed a custom-built tyre handler for use in the mining industry in Chile, Australia, and South Africa.



### Heavy lifting

In another remarkable case, a customer required a machine capable of lifting 55-ton concrete slabs. Konecranes designed and built a tailor-made 60-ton machine with a 1.5-metre load centre. The load centre, the distance from the forks’ face to the load’s centre of gravity, was extended to accommodate the heavy cargo. This tailor-made solution has now become part of Konecranes’ standard range, offering customers a high-capacity forklift with enhanced load centre options.

Naidoo concludes by stating that the use of tailor-made machines provides a competitive edge to customers, allowing for unique processes or product offerings that are not available with off-the-shelf solutions. By engaging in collaborative discussions with customers, the industry can continue to develop innovative and customised lifting solutions that revolutionise the way businesses operate.

In summary, tailor-made lifting machines offer a multitude of benefits, including increased efficiency, cost savings, and unique capabilities. By investing in customised solutions, businesses can unlock their true potential and stay ahead in an ever-evolving market. 🌟



Phineas Muhlenga from Reef Tankers (centre) with some of the other finalists after he won the Hollard Highway Hero. Olivia Kumalo and Dangerfield (right) presented the award.



## A CELEBRATION FOR SA'S TRUCK AND BUS DRIVERS

**In a groundbreaking turn of events, Hollard Trucking's annual road safety competition, Hollard Highway Heroes, has recognised two exceptional individuals as winners in the truck and bus categories.**

**F**or Phineas Muhlenga from Reef Tankers and Gobatlamang Gabonewe from Megabus Kuruman, 24 November was not just any day. Sure they might have been at Emperors Palace, not a usual spot when they are on the clock – but it was the fact that they were announced as the best truck driver and bus driver in South Africa on the day the event that really cemented the day as no ordinary one.

Hollard Highway Heroes aims to raise awareness about the vital role of truck and bus drivers in transporting goods

and commuters while promoting driving excellence and safer roads.

"Phineas and Gobatlamang, among a group of dedicated truckers and bus drivers, navigate the highways daily to deliver goods and services, competing for the prestigious title of Highway Hero," said Olivia Kumalo, the Key Accounts Manager at Hollard Trucking Risk Services.

She emphasises that both winners demonstrated exceptional dedication to safe driving practices, ensuring timely deliveries while prioritising the safety of fellow road users.

### Tough competition

This year, the Hollard Highway Heroes competition expanded its reach to include both bus and lorry drivers for the first time.

"We also welcomed all fleet owners across the country, regardless of their insurance affiliation with Hollard. We take pride in making this competition more inclusive and having the opportunity to honour our heroes," says Kumalo.

Using telematics, participants are evaluated based on various criteria, including adherence to speed limits, avoidance of daytime fatigue driving, responsible night-time driving, and overall distance covered daily.

With an estimated 80% of South Africans actively using the roads as drivers, passengers, or pedestrians, this competition plays a crucial role in improving the driving habits of truck and bus drivers, ultimately making the roads safer for all and reducing risks for fleet owners. The overarching goal is to minimise accidents and ensure safer journeys for everyone.

### Big prizes

Since its inception eight years ago, Hollard



"In 2023 Hollard Highway Heroes attracted 4,264 driver-entrants from 133 fleets. We also expanded the competition to include bus drivers and non-Hollard-insured drivers."

Paul Dangerfield, Head of Hollard Trucking



Gobatlamang Gabonewe from Megabus Kuruman (centre) with some of the other finalists in the bus driving category shortly after he was announced as the 2023 winner.



The five finalists in the trucking category.

has awarded over R1.4 million in cash and prizes to truck drivers through the Highway Heroes competition. This year, Muhlanga and Gabonewe walked away with cash prizes of more than R200,000 and R100,000, respectively.

"We express our gratitude to fleet owners, logistics companies, and drivers for their unwavering support and participation in the competition. Our Highway Heroes have proven that it can be done," says Paul Dangerfield, Head of Hollard Trucking.

Dangerfield acknowledges the substantial growth of the Hollard Highway Heroes competition since its inception.

"In its first year, the competition received 220 entries, and in 2023, it attracted 4,264 driver-entrants from 133 fleets. We also expanded the competition to include bus drivers and non-Hollard-insured drivers. Reef Tankers, a non-Hollard client, became the first to win the Highway Heroes title, and we hope this inspires more non-Hollard clients to participate in the future."

### Positive impact

This year the competition was open to drivers of all truck and bus fleets. Mega Bus female drivers Thuliswa Ntsimbi and Sipati Melupe, who hail from Welkom in the Free State, were glad to have been allowed to be included in this year's competition, saying it enabled them to show the world that they are just as capable as their male counterparts.

For Ntsimbi (28) and Melupe (33), it was exciting to be rewarded for practising good driving habits, which already form part of their daily routine.

The pair became bus drivers by joining the learnership programme offered by Mega Bus, and eventually qualifying to become full-time bus drivers.





Both bus drivers said they will continue defying stereotypes and making a difference in the transportation industry. Their words and actions reflect their passion for connecting with people, ensuring their safety and inspiring others to pursue their dreams without any sense of limitation.

### Road safety is the goal

"The true impact of the Highway Heroes competition lies in creating safer roads, which, in turn, paves the way for better futures not only for drivers and fleet owners but for all South Africans," Dangerfield concludes.

Hollard Highway Heroes continues to shine a spotlight on these unsung heroes of the road, recognising their immense contributions and inspiring others to prioritise safety and excellence while driving. 🌟

QUICK TAKE

	<p>Tailor-made machines may have a higher initial purchase price, but they often result in long-term cost savings.</p>
	<p>Participants were evaluated using telematics, considering factors such as adherence to speed limits, and overall distance covered.</p>
	<p>The primary aim of the competition is to raise awareness about the crucial role played by truck and bus drivers.</p>
	<p>Hollard has awarded over R1.4 million in cash and prizes to truck drivers through the Highway Heroes competition.</p>



## Takealot goes green with JAC N75 EV battery-electric trucks

Takealot, embracing sustainability and cost-efficiency, has embarked on a green journey by transitioning to battery-electric trucks to cut emissions and operating expenses. At a recent event in Cape Town, the company welcomed its inaugural fleet of four JAC N75 EV 4-tonne battery-electric trucks in a deal facilitated through Aeversa, a JAC Motors EV dealer, and AVIS, overseeing Takealot transport operations.

At a handover event on Friday, 10 November, at Takealot's state-of-the-art distribution centre in Kempton Park, equipped with modern distribution technology, six additional JAC N75 EV 4-tonne battery-electric trucks were put into service, further exemplifying the company's commitment to alternative mobility solutions.

"We're excited to debut Cape Town's inaugural battery-electric trucks and are delighted to deliver an additional six JAC N75 EV trucks in Gauteng," says Reando Potgieter, COO of Aeversa. "After two years of trials and fine-tuning Takealot's

integration strategy, including modelling different JAC EV trucks, we have established the necessary infrastructure and robust back-end support to manage their new emission-free EV fleet."

In June 2021, JAC Motors introduced its first battery-electric truck in South Africa, closely following the global launch of the JAC N55 EV 3-tonne truck. Aeversa acquired the first JAC N55 EV in South Africa, deploying it for comprehensive testing in diverse transport fleets. This initiative collected valuable data, which was instrumental in crafting efficient charging and EV

fleet management ecosystems.

In 2022, the company introduced its new JAC N75 EV 4-tonne truck locally, featuring a 65 kW (130 kW peak power) synchronous electric motor with 415/1,200 Nm of torque. It is powered by a 106.95 kWh LFP battery pack that allows for a reach of 200 km per charge. When a DC Fast Charger with a standard European CCS2-Combo connection is used, the battery is fully recharged in approximately 80 minutes. The JAC N75 EV also features regenerative braking to maximise battery life and range. ⚙️



## SA fleets face internal and external pressures

The transport industry plays a crucial role in the movement of goods, without a reliable road freight industry our economy would collapse. According to Bridgewater Logistics, the industry employs roughly 336,000 employees and is predicted to grow by 4% in the next five years. However, the transport industry is also faced with numerous challenges that can jeopardise the growth of the industry.

Justin Manson, Sales Director at Webfleet, shares predictions on what fleet managers can expect in 2024. Next year looms heavy with geopolitical upheaval and economic instability, setting the stage for what could be the greatest election year of our lifetime. Justin Manson, Sales Director at Webfleet, explores the most important trends for commercial transport operators, fleet managers and other road users.

South Africa's general elections will be held in the dark in many places, as load shedding persists. The intense conflicts in Eastern Europe and the Middle East provide a tense backdrop to the global struggle to control energy resources. With national debt strangling the South African transport sector's ability to invest in road improvement, fleet managers contend the triple threat of rising fuel costs, a heightened risk

of fatal incidents, and violent social unrest, which usually first targets transporters.

Inadequate investment in road, rail, and port infrastructure has left tens of thousands of containers stranded off the coast of Durban Harbour. Critical cargo equipment shortages mean the bottleneck won't be cleared for months. Until then, thousands of trucks clog South African border points and ports, causing shipping companies to levy congestion surcharges and customers to double their transport costs using air freight.

A well-functioning rail system would ease the burden on roads, giving room for upgrades without increasing crashes at work sites. Enhanced road surfaces and increased capacity would enable transport providers to unlock the full benefits of onboard and virtual technologies.

While fleet operators advance driver training to optimise vehicle features and AI-powered telematics capabilities, education across the fleet value chain, from control room managers to other motorists, is crucial. Fleet managers must enforce safety rules, develop comprehensive train-



ing programmes focusing on early warning systems and AI-powered technology, organise workshops for hands-on experience, and provide periodic updates on system upgrades. Simple guides like brochures that explain system functionalities, can further enhance understanding.

By learning, exploring and utilising the full functionality of these systems, fleet managers can better support drivers. At the same time, society needs to make driver education a much greater priority, and even introduce it as a subject in school syllabuses, with a primary focus on overall road safety. ⚙️

## The gift of learning from Daimler South Africa

As the 2023 school year draws to an end, Daimler South Africa (DTSA) visited Ulwazi High School, which received grade 8 to 12 Mathematical, English and Accounting handbooks, study guides and educator manuals earlier in the year.

Ulwazi is the second high school following Phelindaba Maths, Science, and ICT School of Specialisation in Atteridgeville to receive the study material, collectively worth R1 million.

This sponsorship forms part of the socio-economic development programme, BEE123 schools' capacitation initiative that provides the highest quality, educational material to under-resourced schools in South Africa.

Two days prior to DTSA's visit to the school on 27 October, the top ten grade 12 learners of the school had the opportunity to visit the DTSA assembly plant to experience the production of Mercedes-Benz Trucks, Mercedes-Benz Buses, and FUSO Trucks first-hand.

To further ignite the student's passion for commercial vehicles and the DTSA brands, the students received a career day and had the opportunity to meet the DTSA plant management team to provide



The DTSA team with the Ulwazi High School Matrics.

more information about the career streams available at DTSA.

Ulwazi High School is a no-fee, public high school with 1536 learners and achieved a 100% matric pass rate for the past seven years. Apart from supporting and equipping students on an academic level, the school also focuses on being a body of knowledge to prepare students for all spheres of life.

"I cannot emphasize the importance of

education to drive South Africa forward enough. DTSA is enthusiastic about the youth of South Africa as the future generation leaders of this wonderful country and the opportunity to visit Ulwazi High School, experience the energy of the students and see the impact our sponsorship made in the daily lives of the students was truly humbling." Michael Dietz, President and Group-CEO, Daimler Truck Southern Africa. 🌟

## Mother of three takes home the #ThankYouTrucker award

Leading transport, logistics and end-to-end supply chain solutions company Unitrans is thrilled to announce that Cynthia Thala, a dedicated bulk vehicle operator with the company, has achieved a historic milestone by becoming the first woman to secure the coveted title of the 2023 #ThankYouTrucker competition.

"This prestigious victory not only highlights Cynthia's exceptional skills and unwavering commitment to her profession but also underscores the invaluable contributions of women in the trucking industry," said Carli Venter, Chief Strategy Officer at Unitrans, speaking at the Award presentation ceremony.

"Her remarkable achievement is a testament to her determination and dedication, and Unitrans is immensely proud to have her as part of our team."

Thala started her career as a bus driver. Fascinated with the trucking industry, she embarked on her journey with Unitrans in March 2019, as the first female Bulk Vehicle Operator (BVO) - another "first" for her and Unitrans.

A delighted Vusi Nkuna, General Manager at Unitrans and Thala's Line Manager thanked IVECO and the Road Freight



Cynthia Thala with her family after winning the award.

Association (RFA), as well as Thala. In paying tribute to her, Nkuna said that Thala had never shied away from challenges and embraced all opportunities. "We are proud of you, Cynthia. You are an ambassador and a role model for our business and our team!"

On winning the award, Thala thanked her team and family. She added: "In particular, I would like to thank my grandmother who

sold vegetables to support us."

She added: "It is not easy to drive alone at night, but God is with me, so I don't fear. We are all striving to be the best."

Thala intends to share her cash award of R50 000.00 with her family, which includes an orphaned child that she homes, and will invest the remainder. Her aspirations include co-owning a trucking business with her husband in the future. 🌟



## EvoQuip aims high with new Falcon 820

Combining scalping, screening, and stockpiling in one self-contained unit, the Falcon 820 features a double-deck two-bearing screen box and can operate in multiple applications such as sand and gravel, crushed stone, coal, topsoil, and demolition waste. The EvoQuip Falcon 820 Inclined Screen is a beast when it comes to operations.

With a large screening area and high-frequency double-deck screen, the Falcon 820 delivers outstanding screening efficiency, enabling faster throughput and increased uptime. It also offers adjustable incline angles, allowing operators to optimise the screening process, based on specific material requirements.

This flexibility ensures precise separation and exceptional quality of the final product. Built to withstand the toughest conditions, the Falcon 820 is constructed with high-quality materials and components. Its robust design ensures long-term reliability, reducing maintenance costs and maximising uptime.

Selected Falcon screens come with the T-Link telemetry system fitted as standard, providing customers with real-time information on the performance of their machine, leading to effective machine management and maximum uptime. This data can be accessed through a tablet or smartphone and provides comprehensive information on the location, fuel consumption, tonnages, wear ratings operating



The EvoQuip Falcon 820 Inclined Screen.

hours along much more.

The Falcon 820 Inclined Screen is designed to meet the evolving demands of customers across various sectors, including construction, aggregates, recy-

cling, and landscaping. With its advanced features and cutting-edge technology, this innovative machine provides an exceptional screening experience, maximising productivity and profitability. 🌟

## ProStack adds new Ranger radial conveyor to stacker range

ProStack launched the latest addition to their stacker range – the Ranger 6-24TR Tracked Radial Conveyor. Designed for stockpiling across multiple applications including the quarrying and mining industries, the Ranger 6-24TR sets a new standard for efficiency, versatility, and automation.

A key highlight is the Ranger 6-24TR's semi-automated stockpile programme that allows

operators to stockpile materials in set patterns to suit their specific needs. This feature comes as standard with an optional fully automated programme available. It also features hydraulic discharge height adjustment, allowing for further flexibility when operating in different applications.

These features allow operators to in-



The new radial conveyor from ProStack.

crease efficiency, safety, and productivity.

Transportation is made effortless with the Ranger 6-24TR's hydraulic fold-over feature. The conveyor can be easily folded for transportation, which reduces downtime and ensures swift relocation to different job sites. Coupled with the already compact design, this feature allows the

Ranger 6-24TR to be transported within a shipping container.

The Ranger 6-24TR has a working length of 22 m and weighs approximately 17,800 kg. It can achieve a maximum throughput rate of 600 tph. A maximum discharge height of 10.75m is reached at 23 degrees inclination. 🌟

## Exploring the future of minerals processing

Mining experts from across the continent recently attended a technical conclave aimed at sharing global research on the improvement of milling circuits and extending their viable lifespans.

Hosted by minerals beneficiation supply specialist, Tega Industries, the conclave presented papers from experts across four continents and covered topics including optimisation and maintenance, innovations in mill liners and understanding the influence of design and operating variables on mill performance.

The event was the second Mineral Processing conclave hosted by Tega Industries in South Africa and underscores the company's commitment to improving the beneficiation process through research and development, as well as listening to the input of its many customers and adapting to their unique needs.

Tega Industries Africa CEO, Vishal Gautam, says for over 45 years Tega Industries has lived by its philosophy to work together with its clients in an effort to enhance productivity through innovative

and effective solutions. Its collaborative approach has earned the trust of clients and in just over two decades since establishing a manufacturing plant in South Africa, the company has become synonymous with minerals beneficiation.

During this time the publicly listed entity in India has found a niche working shoulder-to-shoulder alongside its customers to develop products that drastically improve processes and address pain points and bottlenecks in these plants.

During the conclave, the company also made two significant announcements. First, was its entrance into the equipment manufacturing market with a full range of crushers, screens, feeders, dry/wet grinding mills, slurry pumps, thickeners, floatation cells, filter presses, scrubbers, mobile crushing and screening plants. This follows the recent acquisition announcement of minerals processing equipment manufacturer, McNally Sayaji Equipment and will offer African customers significant advantages over traditional equipment. 🌐



Yaver Imam, Tega Industries Group director Worldwide, addresses the audience at the company's recent minerals processing conclave.

## Africa's first e-Air electric compressor

More and more organisations are exploring energy-efficient solutions to meet their sustainability goals and combat global warming. To meet this growing demand, Atlas Copco continues to innovate, developing leading-edge technologies and engineering energy-efficient products that deliver sustainable, green solutions to the industry.

A perfect example of this steadfast commitment is the Atlas Copco E-AIR electric compressor that provides clean quality air without harmful fuel emissions. The compressor's efficiency, paired with quiet operation, versatility, and reliability, prompted Atlas Copco Authorised Distributor, Henri Fraise Fils & Cie (HFF) in Madagascar to recommend the machine to a long-standing customer.

"Our customer needed an efficient air solution for their sandblasting and painting workshop that operates 24/7 on a mine site," explains Aina Rajaonarivelo, Miscellaneous Equipment Sales Manager at HFF. "Air is required to simultaneously operate two sandblasters that individually consume 6 000 litres/minute (210cfm), subsequently requiring 6 bar permanently. Special requirements sometimes also demand the use of a third and even a fourth sandblaster. The pneumatic paint pumps use 2,000 litres/minute (70cfm) and need 4 bar."

"The customer requested a particular Atlas Copco compressor model," says Rajaonarivelo. "However, we proposed instead the E-AIR T-range. Our experienced HFF team knew that the application needed a compressor that could push 937cfm to ensure that the machine does not run permanently at full capacity, especially when the equipment operates 24 hours a day. The E-AIR has the same specifications as the model proposed by the customer but incorporates more advanced technology, making it a much more efficient air solution." Presented with technical data on the T400, T500 and T900 E-AIR compressors, the customer opted for the T900 machine together with an air receiver to ensure continuous operation.



Atlas Copco E-AIR electric compressor.

As the first electric-powered compressor to be sold by Atlas Copco in Africa, the T900 E-AIR is a new product for HFF. 🌐



# INCREASE ALCOHOL AND DRUG TESTING TO DECREASE SUBSTANCE ABUSE

Alcohol and substance abuse is not the type of problem that waits until after working hours. It's a growing crisis with significant implications in the workplace for productivity, safety and employee well-being, particularly while people are on the clock.

By Rhys Evans, Managing Director at ALCO-Safe

**M**any organisations have stepped up company policies, putting in place increased testing and reporting protocols to prevent, detect and manage substance abuse among their workforces.

When undertaken with a proactive and preventative approach, rather than a punitive one, there is a clear correlation between the increased adoption of testing and reporting protocols, a decline in positive results, and a decrease in alcohol and substance abuse within the workplace.

The result is a favourable transformation of workplace culture, fostering a healthier, safer and more productive environment while reducing alcohol and substance abuse.

## A policy-based approach

A critical step in addressing intoxicating substances in the workplace is the implementation of a written policy that clearly states the company's stance on alcohol and drug abuse and details the consequences of contravention while outlining the measures that will be taken to test and enforce the policy. In addition to investigative and disciplinary measures, companies also have a duty to educate their workforce on the dangers of substance abuse, and to offer the appropriate levels of support for employees who find themselves with a problem.

## Testing for alcohol and substances

In industries where intoxication poses a significant risk, regular testing using breathalysers for alcohol, or saliva testing for chemical substances, is imperative. For logistical and cost reasons, compulsory alcohol testing of each employee at regular intervals throughout the day is more feasible than compulsory drug testing. As such, the organisation has to test for drugs according to their

needs, and consistency is key to achieving the deterrent effect.

## Compulsory and random testing

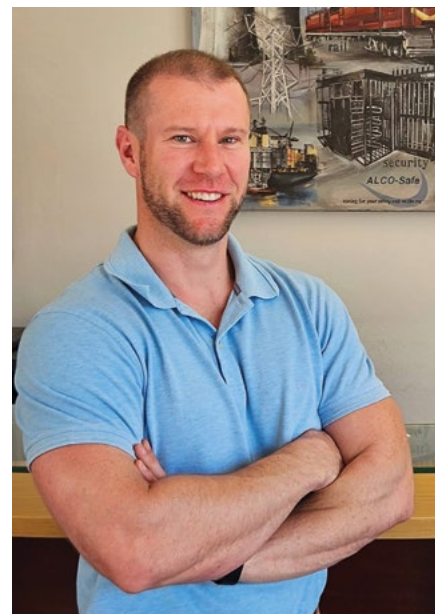
One company examined the impact of different testing approaches for alcohol testing across their two operational sites. One site enforced compulsory testing for all employees, while the other conducted random tests.

Interestingly, the site with random testing had a higher rate of positive test results despite conducting only a fraction of the tests compared to the compulsory testing site. This can be linked to the powerful deterrent effect of compulsory testing. Individuals at the compulsory testing site were aware that they would be tested every day, significantly reducing the likelihood of engaging in risky behaviour. On the other hand, the element of surprise in random testing created a sense of uncertainty among employees and while this led to a higher number of positive tests, this was not the desired outcome. The goal is always to minimise positive results, as this shows that the prevalence of alcohol and substance abuse is declining.

## Intelligent intervention

Here, technology can prove to be of remarkable assistance in addressing substance abuse in the workplace. The integration of cloud technology, biometrics, and analytics capabilities that were previously not possible with testing procedures and results, such as:

- **Cloud-based cooperation:** A cloud-based platform that enables real-time, secure data sharing is used to report, store, and make results accessible. This seamless exchange ensures that nothing falls through the cracks, even among operational sites that are spread out geographically.
- **Biometric identity authentication:** Swift and secure identification of individuals undergoing testing with fingerprint



Rhys Evans, Managing Director at ALCO-Safe.

or facial recognition saves time and ensures accurate results. Reporting plays a vital role in ensuring compliance and reducing manipulation of the testing process.

## Prevention, intervention and support

In the ongoing battle against alcohol and substance abuse in the workplace, technology and increased testing play instrumental roles.

By leveraging innovative solutions and a consistent approach to testing, organisations can witness a remarkable decline in such issues. The commitment to addressing alcohol and drug-related problems demonstrates a strong dedication to employee well-being, workplace safety, and business success. With the right policies, procedures and technological measures in place, organisations can foster a culture that supports prevention, intervention, and support, ensuring the measurable well-being and productivity of their workforce. 🌟



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