

# FleetWatch

EMag Vol 88 / 2025

South Africa's Leading Online Trucking Magazine

**Silent culprit -  
management  
failure or  
driver error**

**Brake & Tyre Watch**

**Improved  
skills  
equals better  
road safety**

**Transport Brokers**

**Don't ignore  
the elephant  
in the room**





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Santam Heavy Haulage is the proud Headline Sponsor of the Master Drive Fleet Safety Awards 2025 for the third consecutive year. These awards align with our core values and our commitment to promoting road safety in the transportation industry. By recognising and celebrating the achievements of companies and individuals, the Fleet Safety Awards help set a benchmark for excellence and encourage other businesses to prioritise safety in their operations.

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**Reproduction**  
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**Published By:**  
Big Fleet Media  
Pecanwood Estate  
Hartbeespoort 0216

083 303 0705

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[michelle@fleetwatch.co.za](mailto:michelle@fleetwatch.co.za)

SA'S LEADING ON-LINE TRUCKING MAGAZINE

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# Your Truck • Your Gym

A **FleetWatch** Initiative

## YOUR TRUCK YOUR GYM

GRW Shell MAN CARTRACK Hollard. NOSA Logistics

Trucking Wellness NBRCPLI

**LEGS WORKOUT**  
Your Truck & Your Gym

### 1 WALKING LUNGES

Beginner	Intermediate	Advanced	Description
15 sec Work 15 sec Rest	30 sec Work 30 sec Rest	45 sec Work 15 sec Rest	<ul style="list-style-type: none"> <li>Begin at one end of the truck and step forward with your foot and bend the knee to 90°</li> <li>Ensure to sit down on the front heel and allow the back heel to lift. The back knee should also be bent and just hovering off the floor</li> <li>Repeat the lunge with the other leg</li> <li>Repeat the lunge with the other leg</li> <li>Important cues: <ul style="list-style-type: none"> <li>Don't allow the front knee to pass over the heel or collapse forward and ensure to maintain a straight line</li> </ul> </li> </ul>

SCAN FOR VIDEO

### 2 SIT-TO-STANDS

Beginner	Intermediate	Advanced	Description
15 sec Work 15 sec Rest	30 sec Work 30 sec Rest	45 sec Work 15 sec Rest	<ul style="list-style-type: none"> <li>Begin standing with your back towards a support and feet hip width apart</li> <li>Move into a squat position by bending at the hips so that your buttocks make contact with the step chair</li> <li>Push through the heels as you straighten your body and move into a standing position</li> <li>Important cues: <ul style="list-style-type: none"> <li>The movement should be performed with control</li> <li>Avoid using your arms to help lift from the step chair. Instead focus on using your leg strength</li> <li>Squeeze your buttocks muscles as you lift</li> </ul> </li> </ul>

SCAN FOR VIDEO

### CARDIO

### 3 FORWARD JOGGING

Beginner	Intermediate	Advanced	Description
15 sec Work 15 sec Rest	30 sec Work 30 sec Rest	45 sec Work 15 sec Rest	<ul style="list-style-type: none"> <li>Begin at one end of the truck and continuously jog against the truck length from one end to the other</li> <li>Important cues: <ul style="list-style-type: none"> <li>Maintain the same pace for the entire duration</li> <li>Keep your body upright with head facing forward</li> <li>Use your arms as you move forward</li> <li>Focus on deep, rhythmic breathing</li> </ul> </li> </ul>

SCAN FOR VIDEO

### 4 MOUNTAIN CLIMBERS

Beginner	Intermediate	Advanced	Description
15 sec Work 15 sec Rest	30 sec Work 30 sec Rest	45 sec Work 15 sec Rest	<ul style="list-style-type: none"> <li>Begin in a plank position with your body in a straight line with hands placed under the shoulders and hip straight</li> <li>Lift one foot off the floor as you put the knee up and in towards the same elbow</li> <li>Return the foot to the floor while pulling the other knee up and in towards the opposite elbow</li> <li>Repeat the movement</li> <li>Important cues: <ul style="list-style-type: none"> <li>This can be performed on an incline with hands placed on a bar or edge of the truck (intermediate) or on a flat surface (beginner)</li> <li>Keep your torso and buttocks muscles tight</li> <li>Try to keep your body in a straight line</li> </ul> </li> </ul>

SCAN FOR VIDEO



Endorsed by former Bafana Bafana Goalkeeper, Brian Baloyi

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<https://www.youtube.com/@yourtruckyourgym3972>







# Another success

It was a freezing morning and my main concern was whether all the cops would turn up or whether some would stay in their warm beds. I needn't have worried. They all turned up wrapped in scarves, winter jackets and even blankets for the start of what was to be a highly successful two days of *Brake & Tyre Watch* training.

Yes, it was on the go again, this time in Harrismith where, with the co-operation of Seitshiro Sam Motshabi, Control Provincial Inspector for the Free State, the *Brake & Tyre Watch* team were to train over 60 traffic officers on 'things trucking' - specifically on how to spot unroadworthy signs on trucks.

Many readers of *FleetWatch* will know of *Brake & Tyre Watch*. For those who don't, the purpose of the training is to equip traffic officials with high value knowledge that allows them to do their jobs

better. When out on the road, they have no equipment but, by using their eyes, ears, smell and touch - and the knowledge imparted by this training - they will be able to identify signs of unroadworthiness and get the rig to a test centre for full evaluation.

Although a *FleetWatch* Initiative, this whole exercise is made possible by the enthusiastic participation of our partners without whom this would be a dead duck. The expert knowledge of our partners, when combined, makes this a world class team that could add value anywhere in the world. We list them on page 5.

Road safety is not an easy sell when pegged around the concept of a solid ROI. However, these companies are not in it for the money. They are there with a genuine commitment to help towards saving lives via educating traffic officials and operators. We will never know how many lives

▲ Traffic officials and trainers from our partner companies cheer another successful *Brake & Tyre Watch* training event. 'Knowledge is Power' Yeah!

their efforts have saved. What we do know is that over the years, lives have been saved. I salute each one of them.

While we long for the day when we will get 100% pass rate, this was, unfortunately not the day. Out of five trucks tested on the practical day, two were served with Discontinuation of Service notices, two were given various fines and one was in top-class condition. Kudus to that operator.

The real win, however, is that some 60 officers went away with far more knowledge than they had when they arrived and will now apply that knowledge in making our roads safer for all. As we always say: "If just one life is saved, it would all have been worthwhile". Why? Well, that one life could be yours. □

**Patrick O'Leary**  
Editor, *FleetWatch*





# COLD BUT VIBRANT



▲ No, the question wasn't about how we get warm. It was about something more technical.



▲ **Bridgestone** Dries Venter's presentation on all things to do with tyres always gets active participation - and got this delegate a prize for a correct answer.



▲ **BPW** Gerard van Heerden from BPW Axles gave an overview of axles and suspension systems which won these two delegates a prize each.

► **Powerfleet** Graham Darling (right) of PowerFleet conveyed to delegates how the integration of telematics into fleet management is helping to prevent crashes.

**Knowledge transfer is the name of the game**

Freezing cold weather with icy winds in Harrismith didn't damper the learning spirit on the first day of theoretical training. The transfer of knowledge was interspersed with fun as prizes were handed out to delegates from each presenter. Knowledge empowerment is the name of the game.



▲ **Top Cop** Leadership is an activity, not a position and Seitshiro Sam Motshabi, Control Provincial Inspector for the Free State, was there to demonstrate this activity. Top Gun man this.



▲ The room full of delegates made for lively discussion and interaction.



▲ **Standard Bank** Virushka Govender from Standard Bank had two prize winners after her insightful presentation.

▼ **Accident Specialist** Craig-Proctor Parker, MD of Accident Specialist, is an avid supporter of *Brake & Tyre Watch*. He gave insights into accident procedures. This lady knew her stuff.







▲ **Orafol** This grand man, Clive Versfeld (left) of Orafol is a road safety enthusiast who emphasises correct visibility of trucks.



▲ **JC Auditors** Phillipus Bronkhorst, a former cop himself, captures the attention of delegates explaining how RTMS raises standards thereby improving road safety.

► **Jost** Manie Roux: "No, the fifth wheel is not your spare tyre". Many traffic officials are exposed to the workings and functions of the Fifth Wheel for the first time.



▲ **ZF Aftermarket** Johan van der Merwe of ZF Aftermarket has been a valued member of the Brake & Tyre Watch team since inception. His enthusiasm is infectious as he leads delegates through an in-depth analysis of brake systems.



## VALUED BRAKE & TYRE WATCH PARTNERS



**Making a difference – because safety matters**





◀ ▲ **Enthusiastic Officers** The photograph above shows the start of the second day of practical learning when the traffic officials are on parade and briefed on the day's happening by *FleetWatch* editor Patrick O'Leary before being split into teams. There's quite a lot of uncertainty in the air but, as the photograph on the left shows, the uncertainty gets replaced by enthusiastic participation and delight as the day progresses. At the end of the day a quiz is held between all the teams and the winning team wins an accident investigation kit donated by Craig Proctor-Parker, MD of Accident Specialist. It's all the right stuff!

# A hive of activity



▲ Manie Roux of JOST educates the officers on the functions and workings of the Fifth Wheel and points out any faults such as cracks that could lead to catastrophic failure.



▲ A pit inspection is conducted with every team going into the pit where, in this case, Gerard van Heerden of BPW Axles, points how all components on an axle work together to ensure safe travel – and when they are all wrong.



▲ **Down and under** Johan van der Merwe, our braking expert from ZF Aftermarket, always says: "Don't judge a book its cover" and takes the cops under the trailers to inspect vital components. Air tanks should be checked once a day for any moisture or oil.

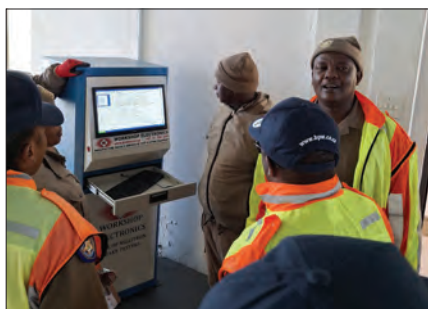
▼ Dries Venter of Bridgestone spends his day expanding on what the officers have learnt in theory on the first day. He shows what to look for in faults – and why they have occurred – and all other hands-on aspects of tyre inspections.







▲ Inspections are divided into different 'stations' with each team spending time with expert trainers at each station.



▲ **Brake Roller tester** Some traffic officers are exposed for the first time to the workings of a brake roller tester – an essential in roadworthy testing.

▼ **Inspection sheets:** Each team gets a comprehensive inspection sheet which they fill in to detail component passes or fails. A spirit of camaraderie builds as the day progresses.

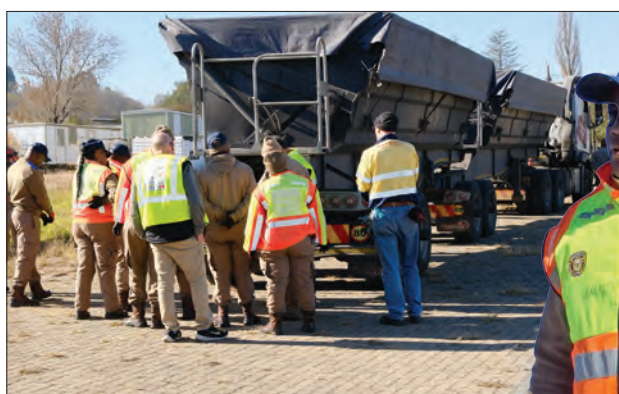


## Thanks to Alpine Truck and Bus

For every *Brake & Tyre Watch* event, we invite a different OEM to participate. At the Harrismith event, we had a Chinese marque on board via Alpine Truck and Bus representing Sitrak. Apart from giving a fascinating presentation on the safety features of a modern truck like Sitrak - dispelling the myth that the Chinese are behind in safety standards - the team participated in the practical training the next day and went away with high compliments for the event as

▲ The Alpine Truck and Bus team gave away two magnificent tool sets as prizes to the delegates. From left: Christo van Staden, Shaun Arnagiri, the lucky prize recipient, and Jason Singh.

a whole. *FleetWatch* extends its heartfelt thanks to Alpine Truck and Bus for your willing and enthusiastic participation. And we're thrilled you went away giving the project – and all the partners involved – a huge thumbs-up for road safety.



▲ A team begins their all-round inspection under the guidance of an expert trainer:

► **Pride Shines:** At the end of the two-day training exercise, all the cops are filled with a sense of pride. It's wonderful to see and gives truth to the slogan that: "Knowledge is Power".







#### ▲ A regroove gone too far

Although the question of regrooving truck tyres often comes up, it can go 'belly-up' as this photograph shows. According to Dries Venter, Head of Market Technical Team Southern Africa for Bridgestone and one of our expert Brake & Tyre Watch trainers, regrooving a truck tyre is allowed – even on a retread - but if you do this, you need to make sure it is done by a qualified, regulated and trained regroover. This one was obviously not done by an expert for whoever did it, has gone a groove too far. "The retread probably got smooth and they decided to regroove it. However, you can see they have gone right down to the steel belt which makes this tyre illegal. It may look good on the surface but it is totally illegal and must be replaced," says Venter, reiterating his caution against regrooving retreads, "if not done by qualified staff".

# Lessons from the coalface

**Tyre woes, brake boosters of different sizes, disconnected ABS cables... all are visible faults that can easily be avoided with attention to detail.**



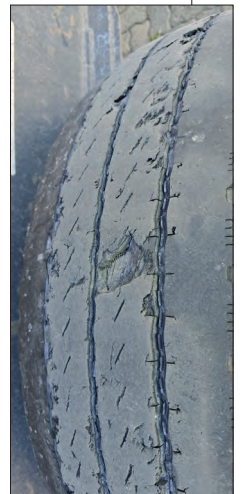
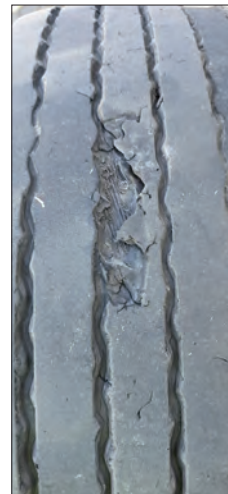
#### Gemors

▲ This is a brake booster 'gemors'. Brake boosters on a truck axle must be the same size to ensure even braking force distribution and to prevent brake imbalance. Note how the larger booster on the right is hanging loose from its mounting bracket. The pushrod was all out of sync and the slack adjusters incorrectly set. In short, this was a brake fail.



#### Sidewall cut

▲ A cut in the sidewall of a tyre - as can be seen here - is a blow-out waiting to happen. The sidewall supports the weight of the vehicle and the risk of a blowout goes up significantly when the sidewall is damaged. Replace the tyre. And please do not put your pen or any other object in there to see how deep it is. If it blows, your head could go with it.



#### Illegal

▲ Depending on the terrain, tyres will often get chunks in certain spots. In these two cases, the chunks are not just sections of the layer of rubber that have gone, but both have dug right through to the steel belts. When this happens, the tyre is no longer legal and should be replaced.

#### ABS

◀ The ABS cable is disconnected rendering this trailer to be unroadworthy and thus suspended. Whether you like it or not, as from February 14, 2004, ABS is mandatory on all trailers - as are automatic slack adjusters.





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▲ Dean Govender (left) MD of 1Track and Clinton Harry, general manager of Joeys Group, shake hands on their joint N3 Emergency Support Service initiative.

# New initiative to protect lives, trucks and cargo

**The N3 is a world class road. There is no doubt about that. However, with increased truck traffic due to the absence of rail services, this road has become plagued by crashes, hijackings, looting and extreme weather. As such it is becoming increasingly hazardous for long-haul drivers. Good news is that a joint initiative by 1Track and Joeys's Towing called N3 Emergency Support Services is stepping in to help protect lives, vehicles and freight along the N3, South Africa's busiest freight corridor writes Patrick O'Leary.**



▲ The Magnificent Joeys Volvo FH 16 – along with other smaller tow trucks from Joeys – will be there for you in times of trouble.

**M**any trucks drivers - and motorists - know the horror of being stranded at night alone on a deserted stretch of road. It's pitch black - no streetlights, no nearby houses, just the howl of wind and the ominous rustle of unseen things. It's terrifying.

Every approaching vehicle triggers a fresh wave of fear. Headlights cut through the dark. They slow



## INDUSTRY-LED **ROADSAFETY** INITIATIVE

down - too slow. Is it help...or harm? Your heart hammers in your chest as you brace for the worst. It's cold, your breath fogs in the air and every sound is amplified by the silence. Then, finally, a familiar logo or flashing amber light appears - a trusted back-up service. Relief crashes over you like a tidal wave. You're no longer alone. You're safe.

While the N3TC has in place effective Route Patrol teams who are always ready to assist stranded truckers, motorists or bikers, their efforts are now being enhanced by a partnership which pairs Joey's heavy-duty vehicle recovery fleet with TTrack's first-responder paramedics and armed tactical teams, delivering swift and coordinated assistance to truckers, motorists and bikers facing breakdowns, collisions, hijacking or looting, or medical crises on this route.

This isn't just about clearing wrecks. It's about safeguarding the main artery of our national logistics network in conjunction with the N3TC's existing emergency response teams, traffic officials and other services. As the N3's on-road risks continue to rise, N3 Emergency Support Services, TTrack and Joey's Towing are set to raise the bar for frontline emergency response. And the services are offered free of charge.

The launch of this initiative took place at De Hoek plaza with members of the TTrack team and Joey's handing out goodies to passing truck drivers. The vibe was fantastic and some of the drivers *FleetWatch* spoke to (one of whom is featured in the accompanying video) welcomed the extra efforts being made to assist them in getting home safely.

Two members of the SAPS from Vosloorus also joined the launch with Constable Nqobile Mthimunya and intern Sandile Hadebe wholeheartedly welcoming the extra help they would be getting in combating criminality on the road.

Such support can be viewed from an holistic platform because it's not only the road users who will benefit. The insurance industry has been hard hit by increased claims resulting from crashes,

► 10



▲ The happy crew from Joey's Group and TTrack after interacting with drivers at the launch of the N3 Emergency Support Service.

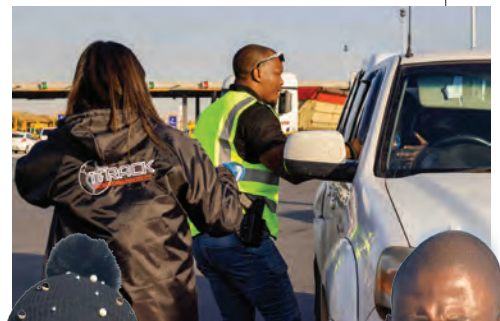
► Drivers were handed out goodies and a pamphlet detailing the new safety services being offered along the N3.

► The multiple services are being offered to all road users, trucks, cars, taxis and bikes. This car driver loved the initiative saying he would definitely feel safer.



▲ One of the N3TC Route Patrol experts said he is happy to have extra helping hands on the N3. Remember, it is not N3TC's mandate to deal with criminality and their route patrollers also feel unsafe in certain circumstances.

► Constable Nqobile Mthimunya (left) and intern Sandile Hadebe from the SAPS in Vosloorus wholeheartedly welcomed the extra help they will be getting in combating crime.





► 11 hijacking as well as looting and on this *FleetWatch* spoke to Danie Knoetze of VAPSHCV Insurance underwriters who was present to lend his support. VAPS HCV has around 65000 trucks on its books

"This initiative is a big plus for us as hijackings and looting have increased significantly not just on the N3 but on routes like the N1, N2, N12 and N17. On the N3, the hot spot is between the De Hoek plazas and the R550 so this will help tremendously."

But, as Knoetze points out, it's not just about reducing insurance claims: "It's about the safety of the people on the roads; the safety of our customers. If they see these vehicles and teams on the roads, people will feel a lot safer. So, from all angles, we really appreciate what these guys are doing."

The launch event was staged but what was not staged was when I left all these good folk to head back to Johannesburg. It was just a few kilometres down the road that I came across a truck whose rear trailer was hanging out blocking the left lane of the road. The N3TC support vehicle was there and had put cones out to direct traffic to the right lane. It was getting dark though and it posed a serious danger. The driver and his load were also vulnerable to potential criminals.

I stopped to talk to the driver - and he hadn't had a good day and was a long way from home, Botswana. The night before, the rear of his truck had been hit by another truck at the Wilge Plaza and now, he had a gear problem and was stuck.

As I was talking to him and looking at the damage to the rear of his link, Clinton Harry of Joeys arrived in his bakkie, took one look and said: "Let's pull this straight so it's out the way and keep him and other drivers safe." He then rushed back to De Hoek and came back not only with one of those magnificent Joeys tow trucks but also with security personnel from TTrack who secured the scene from any potential looting or other criminal activities. In no time, the rig was pulled safely out of the road.



## WATCH THE VIDEO



### New TTrack/Joey's Towing N3 Emergency Support Service initiative is launched



▲ TTrack and Joeys team members in interacting with drivers.

► The TTrack vehicles on the N3. They're your friends!

Talk about putting promises into action and there we have it. That's the type of help the N3 Emergency Support Service is going to be giving. And as this incident proved, it's not just talk. It's real action.

In the accompanying video, put together by Paul Collings from various clips, *FleetWatch* speaks to Dean Govender MD of TTrack and Clinton Harry, general manager of Joeys Group, about how N3 Emergency Support Services came about and how it operates out

on the road. Towards the end, Onelogix driver Madlozi Mbele shares his thoughts on safety on the N3 and why skilled rapid-response personnel are now critical for truckers moving cargo on the notorious highway. This is what real-world, industry-led safety action looks like!

*FleetWatch* lifts its hat to all the good folk at TTrack and Joeys 'Never Back Down' on this marvellous initiative one that is welcomed and appreciated by all. □



# Driving health and safety.

## Recognising that truck drivers are the transport industry's asset, is Anton Cornelissen, head of Santam Heavy Haulage.

The heavy haulage industry faces unique challenges, which are well-documented. As it currently stands many fleet management companies have reduced their fleets by 10-15%, and some never recovered from the impact of Covid-19. New threats are also emerging, such as cybercriminals hacking delivery schedules sending drivers to the wrong address, where loads are captured, putting driver's lives at risk.

Truck drivers' lives are also at risk due to increasing health issues caused by spending too much time seated, poor diet, high cholesterol, declining eyesight, and loneliness caused by being away from loved ones for long periods. These challenges have highlighted that to sustain and thrive, the industry requires actions and interventions that ensure drivers are kept healthy and safe.

The health, safety, and wellness of truck drivers has, as a result, morphed beyond their own and employer concerns, into an industry challenge where collective stakeholders, including Santam Heavy Haulage, are pivotal role players in driving initiatives that promote the wellbeing of truck drivers and road safety in general.

"There is a clear call to action," says Head of Santam Heavy Haulage, Anton Cornelissen, "which speaks to how we ensure that drivers reach and return to destinations safely! With the backing of the Department of Transport, the heavy commercial industry has recognised that comprehensive well-being programmes are not merely beneficial, but crucial. This is evidenced by the number of wellness and road safety initiatives that are in play, from SaferStops to on-road Wellness Clinics, to Masterdrive and new telematics systems."

Telematics is a particular case in point. These systems have been viewed with some scepticism by drivers, who see them as intrusive and view them with suspicion. "With the recent addition of AI, drivers are now rated by what they are doing right instead of highlighting what they do wrong," says Cornelissen. "This is invaluable in



Anton Cornelissen

identifying not just good driving habits, which can be rewarded, but also indicators of poor health or fatigue, and where to access health resources on the road."

A large part of the fatigue is caused by the pressure put on drivers to drive for long hours without resting. Additionally, a poor diet is also a contributor to fatigue. It is estimated that long-haul drivers currently spend between R50 and R120 per lunch. These usually comprise energy drinks and fast-food meals that have little to no nutritional value. Over a two-week-long, long-haul, this becomes the largest deduction from their income," Cornelissen points out. "This is why SaferStops has prioritised the evolution of rest points that offer shower and sleeping facilities, and nutritious and cost-effective meals that are subsidised by the government.

"These, and existing weigh-station and other on-road wellness clinics, are also being used to interview drivers about their stress levels, loneliness, fears of being targeted by criminals for example, as well as being able to avail of basic medical tests such as Santam sponsors in collaboration with other stakeholders, for identifying health markers such as cholesterol, diabetes, eyesight, blood pressure etc."

Programmes such as these are not motivated by being the biggest or best in the insurance industry, nor are they about how to justify premiums or risk management. As Cornelissen explains: "When you prioritise driver wellbeing, you are in effect weaving investment in a more sustainable, safer, and healthier economy, and boosting company performance. A health-conscious culture is pivotal. It sends a strong message that even beyond an employer's role, insurers like Santam value drivers' health and wellbeing.

**'Get our driver's back safely'** is no longer a talking point ... evidenced by tangible efforts that show genuine concern. At Santam Heavy Haulage, we maintain that size or performance in the market is not everything. By doing right by our drivers, we ensure the future stability of road freight."





▲ “We do it right and get punished for it. Brokers reward undercutters and operators who ignore every legal standard.” This was an actual breakdown of a rig hauling chrome. No brakes. Who gave this operator the contract?



**By Albrich van Niekerk,  
Group CEO, Pander  
Holdings (Pty) Ltd**

## Let's no longer ignore the elephant in the room – the transport broker

**T**here's a well-known phrase in our industry: “Without trucks, South Africa stops.” It's not just a slogan - it's an economic truth. Every supermarket shelf, mine, construction site, factory and export container rely on one thing: a truck and its operator. But while the country keeps moving, the very people responsible for that movement - the truck owners and operators - are being driven out of business.

And the biggest threat isn't the diesel prices, interest rates or even border delays. It's a cancer eating away at the core of our industry: the unchecked dominance of transport brokers.



### Tariffs Under Siege

Transport tariffs in South Africa are under relentless pressure. While operating costs continue to soar - from diesel and tyres to compliance, tolls and financing - the rates offered to professional transporters have sunk to unsustainable levels. Everyone wants it cheaper, faster, and easier. But at what cost?

Brokers are forcing tariffs down without any impact on their own margins. They play a zero-risk game where they keep their profits no matter the outcome - while the transporter carries all the risk and burden.

### Brokers: Maximum Profit, Zero Responsibility

Let's call this out plainly: transport brokers add no real operational value to the trucking industry. They own no trucks, employ no drivers, carry no insurance, face no roadside breakdowns and risk no capital. Yet they insert themselves into transactions, undercut the transporter and walk away with the best portion of the rate.

**We do it right, and get punished for it. Meanwhile brokers reward undercutters and operators who ignore every legal standard.**

Albrich van Niekerk

Time and again, history has shown us how this model ends. When the broker collapses, the transporter is left unpaid, unable to recover and often unable to survive. These brokers build profit empires on paper, while truckers are left with real-world costs, real-world risks, and real-world consequences.

### The risks no-one talks about

Beyond the financial strain, professional transporters face enormous daily risks that brokers never encounter. Our trucks traverse routes plagued by riots, violent protests, infrastructure sabotage and ADTF-related terrorism. We operate in an environment where hijackings, cargo theft and deadly accidents are routine - not anomalies.

When a load is looted or a truck is torched, there is no safety net for the transporter. When a driver is attacked, we carry the emotional and financial fallout. Brokers continue to collect their share regardless - untouched, unaccountable, and unbothered.

And here's the final insult: those of us who play by the rules, who invest in compliance, training, safety, and labour standards - RTMS, NBCRFLI, Road Freight permits - are the very ones being forced to run for siphoned, bottom-barrel rates.

We do it right and get punished for it. Meanwhile, brokers reward undercutters and operators who ignore every legal standard. The message is loud and clear: professionalism costs you money - and gets you nothing in return.

### An Industry in freefall

This is no longer a warning - it's a declaration of reality:

- Transport businesses are closing down.
- Jobs are being lost.
- Fleets are standing still.
- Families are suffering.

And yet, everyone continues to ignore the elephant in the room - the transport broker. Until we confront and reform this part of the value chain, we will see continued

**It's a concern eating away at the core of our industry - unchecked dominance of brokers**

Albrich van Niekerk

collapse of compliant, long-term operators who form the backbone of our national supply chain.

### A Call to Clients and Industry Stakeholders

To procurement departments, mines, mills, manufacturers, and exporters: Ask yourselves: Who are you really contracting with? And how much of your transport spend is reaching the actual transporter - the one carrying your goods, risking their assets and keeping your supply chain intact?

Engaging directly with professional transporters builds a resilient, reliable and ethical logistics network. Doing it through a broker may save you a few rand in the short term - but it destroys long-term sustainability for everyone involved.

### Final Word

Without trucks, South Africa stops. But right now, transporters are the ones being stopped - by a system that rewards the middleman and punishes the operator. Unless we face this issue head-on, there will be no trucks left to stop. □

**Editor's Comment.** What is your experience with transport brokers? Tell us by writing to the Editor at [fleetwatch@pixie.co.za](mailto:fleetwatch@pixie.co.za). And what about your opinion Mr Transport Broker. Let's hear from you.





Intelligent - Accurate - Immediate

# How Bandag's digital tools cut costs, boost uptime and future-proof your tyre strategy

Every fleet operator knows that tyres are one of the biggest operational expenses in trucking - but what if your tyres could start working for your bottom line? From reducing cost-per-kilometre (CPK) and improving total cost of ownership (TCO), to boosting safety, lowering environmental impact and protecting local jobs, Bandag Southern Africa's home-grown digital tyre management system is revolutionising how truck fleets handle their tyres.

## A smarter, purpose-built modular solution

Southern Africa's road conditions are tough - but so is Bandag's digital tyre management toolkit. Built specifically for local operating environments, Bandag's modular, web-based tyre management system gives fleets real-time, data-rich visibility into their tyre assets.

Each module is purpose-built, practical and supported by ProApp, Bandag's mobile application which enables on-the-ground tyre data capture - using advanced Translogik Bluetooth probes for highly accurate tread and pressure readings.

"Bandag's digital tyre management ecosystem is made in South Africa, for Southern African truck fleets," says Monal Naik, Bandag Southern Africa's marketing manager. "These modules help local truck operators cut costs and improve uptime - while creating and protecting jobs across the region."

## A true tyre intelligence ecosystem

Bandag's modular platform covers the full tyre lifecycle. Each module delivers specific value - together, they provide complete tyre oversight and control:

**Pro-Turbo** uses ProApp to inspect

tyres quickly and accurately in the yard. Bandag and its franchise network survey more than 100 000 tyres every month, building a comprehensive database of tyre health across multiple operating conditions.

**Pro-Oosta** is Bandag's scrap tyre analysis tool. More than 50 000 scrap tyres are recorded annually using this module, helping Bandag and its fleet customers understand why tyres are failing and which casings are more retreadable than others. With ProApp, technicians capture tread depth, failure reasons and photos on-site, avoiding guesswork and improving reporting accuracy.

**Pro-Tracker** is Bandag's field performance testing module, used to validate the durability and reliability of Bandag products across various local routes and operating conditions.

**Pro-Wheel** tracks tyre movements and stock, integrates with other modules and enables basic CPK reporting to help operators stay on top of tyre spend and inventory.

**Pro-TCS** is a digital tyre change slip available only via ProApp. It improves traceability and simplifies stock management by replacing paper-based records with real-time updates.



Essentially, these user-friendly and intuitive modules help fleets shift from reactive tyre fixes to proactive tyre strategy. From identifying underperforming brands and improving casing life, to reducing manual entry errors and tightening inventory control, Bandag's tools simplify tyre management across the board.

## Immediate, actionable tyre intelligence

The true power of Bandag's system lies in its ability to turn raw tyre data into actionable tyre intelligence. With digital readings feeding into a central system, trends emerge - flagging potential issues before they become real-world failures.

"Actionable tyre intelligence is a game-changer," says Naik. "It means less downtime, fewer blowouts and more informed decision-making. Our system helps fleet managers enhance their tyre management processes to a point where proactive procedures unlock tangible bottom-line benefits."

This intelligence also assists





in planning, procurement and compliance processes. Whether it's deciding which tyres to stock, when to rotate or retread, or which suppliers offer the most sustainable casing value, Bandag's system puts facts in the driver's seat.

### Reducing downtime, improving safety

Every unscheduled stop costs time and money. Tyre-related failures are one of the most common causes of truck breakdowns – but they're also one of the most preventable.

Bandag's tyre tech helps fleet managers detect early warning signs like low pressure, uneven wear or bad retread candidates – before they cause problems on the road.

"Safety and uptime go hand in hand," Naik says. "Fewer failures mean fewer accidents, less roadside downtime and lower insurance risk. It's a win-win for fleet operators and their clients."



### Digital tools for pinpoint reporting value

South African truck fleets servicing global supply chains are under growing pressure to comply with environmental and safety mandates, with tyre management processes becoming increasingly critical. Bandag's tyre data system supports accurate, transparent reporting – with trackable insights into tyre lifecycles, scrap volumes and casing reuse, making environmental reporting more accurate and efficient.

"Environmental and safety performance all improve when

your tyre data is consistent and auditable," Naik points out. "And with ProApp, you've got the facts in your hand, irrespective of where your trucks are."

Despite current anti-dumping legislation on tyres, cheap imported tyres continue to flood the local market to the detriment of South Africa's tyre manufacturing industry. These budget tyres may seem like a bargain – but they're often non-retreadable and contribute directly to landfill volumes, casing waste and higher fleet emissions.

"Buying local, retreadable tyres isn't just a smart business move – it's a positive environmental one too," Naik points out. "Our digital tools help fleets extend tyre life, reduce waste and contribute significantly to environmental protection."

### Protecting our local tyre industry

Beyond savings and sustainability, Bandag's digital solutions also help protect and grow local jobs. With 24 retread plants and 23 BTS dealers across Southern Africa, Bandag supports hundreds of South African families. That's why the rise of cheap, non-retreadable imports is more than just a market shift – it's a socio-economic and environmental threat.

"Imported tyres might be cheaper upfront but often can't be retreaded, have a limited lifespan and invariably end up in landfill after a single life. Bandag's digital scrap data shows a clear decline in retreadability over recent years, driven by the rise in cheap imports. That's not just a cost issue – it's an attack on sustainability and jobs," says Naik.

"Retreadable tyres mean more jobs, less waste and stronger local supply chains. When fleets choose



▲ Discarded tyres awaiting recycling or disposal, highlighting the need for sustainable tyre management practices.

retreadable tyres and data-backed management, they're supporting a circular economy – and keeping our people employed. It's about long-term value, not short-term cuts."

### Creating genuine rolling rubber circularity

Bandag's made-in-SA technology is a proven 360-degree solution for optimum truck tyre performance, safety and sustainability. By combining real-time data with actionable tyre intelligence, Bandag's digital tyre management suite gives fleets the edge they need to stay profitable, accountable and competitive.

"Bandag's digital tools aren't just about tyres," Naik concludes. "They're about building smarter, stronger, more future-ready fleets and supporting a people-focused, sustainable national economy." □







# Private investment will get SA transport moving



**Barbara Creecy**  
Minister of Transport

**M**inister of Transport Barbara Creecy didn't mince her words at the 43rd Annual Southern African Transport Conference (SATC). In her opening address, she laid out a six-point strategy aimed at lifting South Africa's transport systems out of stagnation into sustainable upward momentum. Spanning roads, rail, ports and planes, Creecy's message was simple: modernise, integrate, deliver.

"It is a cornerstone for achieving our national objectives of inclusive economic growth, social development and building a capable state," she told delegates, underlining just how critical transport is to every sector of the economy.

## Road Maintenance

▲ Ensuring provinces and municipalities spend their existing road budgets effectively is part of Minister of Transport Barbara Creecy's plan.

The six targets span road freight, taxis, rail, ports, aviation and road safety - each with concrete deadlines and metrics. However, with the state barely keeping up on core infrastructural maintenance, the success of these objectives will depend heavily on private sector investment.

## Leveraging private muscle

For freight, the biggest shift is a renewed push to get 250 million

44%

tonnes back onto rail by 2029. With Transnet's recent dysfunction still fresh in the minds of supply chain professionals, Creecy's call for investment resonates sharply. "To guide private sector investment in our five priority rail and port corridors, we have just concluded a Request for Information process," she said.

Requests for Proposals go live at the end of August 2025, backed by a newly established Private Sector Participation Unit housed at the Development Bank of Southern Africa (DBSA).

Ports will be judged against a 30 gross crane moves per hour benchmark. "We need to achieve this standard to remain globally competitive," Creecy warned. Faster ship turnarounds mean better fleet efficiency - especially for time-sensitive goods - and the goal will force attention on both port infrastructure and labour productivity.

Passenger rail, meanwhile, is clawing its way back. "By the end of May 2025, PRASA reopened 35 out of 40 passenger corridors nationwide. Passenger journeys are expected to rise from 77 million in the last financial year to 116 million in the 2025/26 financial year," Creecy said. Her goal is 600 million passenger trips by 2030 - a major leap that hinges on service reliability and public confidence.

On aviation, Creecy's targets are no less ambitious - 42 million passengers annually through ACSA airports by 2029, up significantly from current levels. It's tied to a R21.7-billion infrastructure investment plan that includes upgraded terminals and a new freight facility at OR Tambo International Airport.

"A recent Oxford Economics Africa study confirms SAA contributed R9.1-billion to South Africa's GDP in 2023/24, with projections rising to R32.6-billion by 2029/30. The airline is set to support 86 700 jobs by the end of this term, up from 25 000 today," Creecy added.

Airfreight is also in focus, with a target of 1.2 million tonnes



### Pedestrians

▲ Pedestrian deaths still account for 44% of road deaths.

moved annually through ACSA by 2029. That's key for high-value, time-critical supply chains and will demand serious alignment between airlines, customs, warehousing and ground handling operators.

### Spending controlled and road safety improved

Roads, of course, remain a huge concern for logistics operations. While SANRAL has taken over 3 099km of provincial roads, Creecy drew a fiscal line in the sand. "Our priority is to ensure provinces and municipalities spend their existing road budgets effectively," she said.

A new Memorandum of Understanding with the South African Local Government Association (SALGA) is set to enforce accountability on the Municipal Infrastructure Grant. "Seventeen percent of this grant is intended for road and bridge maintenance, yet too often it is either used for other purposes or returned to the National Treasury unspent," Creecy said, adding that R94-million has been set aside for technical support to help provincial road departments shape up.

Creecy also reasserted the state's road safety goals, targeting a 45% cut in road deaths by 2029, aligned with the UN's 2030 halving target. Progress is visible with a 9% annual drop in fatalities but pedestrian deaths still account for 44% of

road deaths, highlighting the social dimensions of mobility failures, she pointed out.

The taxi industry, often excluded from formal logistics discussions but responsible for 85% of commuter trips, was not ignored. "We are working with banks and vehicle manufacturers to de-risk financing and developing a Standard Operating Procedure for issuing operating licences," she said, suggesting a critical step forward in stabilising a sector that often intersects uneasily with road freight at the street level.

Creecy closed her speech with a call to action: "A fully integrated transport system lies at the heart of any nation's development. It is the artery through which progress flows, connecting communities, facilitating trade and enabling access to opportunities. Our responsibility - as role players in the transport sector - is immense. We hold the key to unlocking the full potential of our nation's economy."

*FleetWatch* extends its support to Minister Creecy and her department in furthering the interests of road safety, logistics efficiency and indeed, economic Best Practice. After all, beyond a well-drafted political vision, a fully functional national transport system depends on well-funded professionals working in unison across respective modes, 24/7. □





# Female Shoprite big rig driver inspires SA youth

**As South Africa's trucking community continues to grapple with a shortage of professional drivers, the Shoprite Group is addressing the issue by investing in young talent through its driver learnership programme. The initiative doesn't just focus on licensing and compliance but actively brings more women into the fold, helping close the industry's gender gap while boosting long-term skills development. One such recruit is Nosihle Mohunu, a 29-year-old from rural KwaZulu-Natal whose story has become a standout example of what structured youth investment can deliver on the road. FleetWatch shares her story as told by Shoprite Group...**

▲ With Nosihle Mohunu as a star performer, the Shoprite Group is building South Africa's female truck driver pool with all the right stuff.

### **From dreamer to truck driver**

During Youth Month, the Shoprite Group celebrated employees like Nosihle Mohunu who is not just steering 22-wheelers but also shifting perceptions and inspiring a new generation of young South African women to dream bigger.

It's not something you see every day. A young woman piloting a 22-wheeler, confidently clocking up long-haul miles, expertly squeezing that rig into tight spaces, and personally handling every inspection with precision.

Nosihle Mohunu (29) does it all with a bright smile and sometimes even a little dance, because for her, there's no better place to be than

## YOUTH IN TRANSPORT

behind the wheel of one of these giants of the road.

She understands the value of what she does: delivering essential goods and groceries across the country. Her passion is contagious. Her TikTok videos - filmed from the snug cab of her truck - have already won her thousands of fans.

The world really took notice of Nosihle in December 2023 when a video went viral of her driving through her hometown, Keate's Drift in KwaZulu-Natal, where her mother saw her in action for the first time. That moment, caught on camera, has racked up over a million views.

Suddenly, Nosihle, who currently lives in Hazelmere, KwaZulu-Natal, was on everyone's radar. Brand collaborations rolled in, but she turned most of them down.

"I don't want distractions," she says. "I want to stay focused on my work."

Before she joined the Shoprite Group, she worked as a floor manager for a company that sold sport and lifestyle products. But in 2021 she took a massive leap that changed her life. Inspired by the flow of trucks passing through her hometown, Nosihle decided to pursue a Code 14 truck licence. Her decision paid off because after completing Shoprite's learnership programme and acing the practical assessment, she was offered a permanent position.

It's three years later and since then, she's racked up countless safe kilometres. On one trip alone, she travelled over 1 200 km across borders - a testament to her discipline, focus and skill. But the job isn't always easy.

### Driving with discipline and love

Her days can start as early as 04:00 in the morning. Careful route planning and truck inspections are part of her routine. For Nosihle, safety and precision are everything.

She logs every journey and keeps detailed records.

"I always make sure to get enough rest at home, since I never want to find myself depending on energy drinks," she says. "Music is therapy and there is nothing I enjoy more than listening to music. It always keeps me awake."

Even though she likes trying new foods, she has a firm favourite when she is driving long distances. "I love



chicken wings," she says.

As a woman in a male-dominated industry, Nosihle faces unique challenges. "Female drivers constantly face bias. But many of us are breaking those stigmas and proving what we're capable of."

She's also the mother of two young children, aged eight and five. "My work demands a lot of my time and it's changed things," she admits.

**If I can do it,  
so can you!**

Nosihle Mchunu

"I don't see my children as often as I used to. But it's a positive change, I can still provide for them, even while I'm away."

Balancing motherhood with a demanding career takes strong support. "My mother makes it possible," she says. "Sometimes people judge me for prioritising my career over traditional roles, even though I'm doing it to take care of my family."

Nosihle believes a new wave of women is stepping into the trucking industry. "When I first got my Code 14 licence, many of my former colleagues, people living in informal settlements, were against the idea. They had concerns and didn't understand that for me, it was a dream come true. Once I got my job, they followed and got their licences too."

She credits the Shoprite Group for championing gender inclusion. "Trucking has always been male-dominated, but the Shoprite Group has hired several women, not just as drivers but also in warehouses, doing everything from logistics to forklifts."

For Nosihle, who is also celebrated during an annual internal career recognition campaign called 40 under 40, it does not stop here. She continues to dream even bigger. "I want to train and uplift other women, especially from small towns like mine. We belong in this industry too."

Her message to young women, especially those from overlooked communities? "Women aren't just being hired to tick boxes anymore, we're proving ourselves as safer, more reliable drivers. If I can do it, so can you."

To pursue a career as a truck driver, apply to the Shoprite Group's Truck Driver learnership programme, offered by SafetyCloud – a part of NOSA and a leading provider of occupational health and safety training. □





## Case Study

# Alcohol testing can save lives



**By Rhys Evans,  
Managing Director,  
ALCO-Safe**

Ask any fleet manager what keeps them up at night and somewhere near the top of the list, you'll find alcohol. While vehicles can be tracked and routes monitored, the human factor remains the most volatile risk on and off the road. What follows is a case study and opinion piece from Rhys Evans, managing director of ALCO-Safe, which draws on a powerful lesson from industry: that consistent, transparent alcohol testing keeps the workforce sober and sharp.

It's not new tech that makes the difference - it's follow-through. What started as a workplace safety intervention in a KwaZulu-Natal paper mill became an ongoing routine that cut alcohol-related

incidents by 90% and changed lives beyond the factory gate.

The question now is: if this model worked in a high-risk industrial environment like a paper mill, what's stopping us from applying it to truck drivers before they hit the road and while they're in transit? The insights in the case study are sharp, the data is real and the implications for road safety, especially in road freight and passenger transport, are convincing. Over to Rhys....

### **The testing trick that changed workplace safety that could be the answer to saving lives on the road**

In the 1990s, a major paper mill in KwaZulu-Natal faced a serious and persistent challenge, alcohol abuse among its employees. Workplace accidents were frequent and often severe. Internal safety audits at the time revealed that nearly 40% of workplace accidents were linked to alcohol consumption. Employees were arriving at work under the influence and the risks to safety and productivity were growing impossible to ignore.

The company knew it had to act. Drawing from safety protocols seen in the mining sector, the mill implemented a bold new approach: routine, mandatory breathalyser testing for all staff. It was one of the first industrial businesses outside mining to take such a step. At the time, this kind of intervention was almost unheard of and it was met with significant resistance.

Employees questioned the necessity of such measures, feeling that they were being unfairly targeted. Many felt the policy infringed on their personal lives, especially since much of the alcohol consumption occurred after work hours.

But the company held firm. With support from an on-site clinic doctor and clear communication around safety, testing was rolled out consistently and fairly. The results were staggering.

Within a short period, alcohol-related accidents dropped from 40% to just 4%. The clinic even saw changes ripple beyond the factory

gates, wives reported having more partners present at home, more money for groceries and a dramatic reduction in domestic tension. One simple intervention was transforming lives at work and at home.

## The deterrent effect of consistency

The mill's success wasn't due to revolutionary technology or draconian measures. The magic was in the consistency. Workers knew they would be tested. They knew the consequences. And over time, their behaviour changed. The bar after work became less appealing when it meant risking your job the next day.

This localised case study presents a powerful model, one with clear implications for a far broader problem: South Africa's roads.

## Turning the tide on tragedy

South Africa has one of the highest road accident rates in the world. Despite strict legislation against drunk driving, alcohol remains a leading contributor to fatal crashes. The laws exist, but enforcement is patchy at best.

What if we applied the same principle from the paper mill to the national road network? What if alcohol testing was routine, visible and unrelenting, not just during festive crackdowns but every weekend, at known hotspots?

## Overcoming challenges to enforcement

Introducing this system on a national scale would not be without its hurdles. Just as the paper mill factory initially struggled with employee pushback and a lack of understanding, road safety efforts must also contend with public awareness and law enforcement capacity.

Many South Africans are vaguely aware that drinking and driving is dangerous, but there is little education on exactly why. On top of that, low exposure to roadside testing creates a sense of impunity. People drink and drive because they assume they won't be caught. The answer lies in making enforcement

## The threat of omnipresent alcohol testing can change driver behaviour for safer roads

Rhys Evans

unavoidable and consequences certain, just as the factory did.

## What a national testing programme could look like

A successful nationwide programme would need three key components:

- *Training and integrity in law enforcement:* Officers need to understand the dangers of drunk driving, not just the legal penalties but the human costs. Proper training in the use of breathalysers, procedural consistency and awareness of consequences (both for drivers and for corrupt officers) is essential. Body cameras and AI-backed monitoring could support transparency and deter bribery.
- *Planned, targeted rollouts:* Testing must be data-driven and consistent. Roadblocks should be placed strategically; near nightlife areas, during peak times (Thursday to Saturday evenings), with minimum test targets per location. This isn't about random roadblocks, it's about maximising impact with the resources available.
- *Reliable equipment and maintenance:* Breathalysers must be accurate, calibrated and properly maintained. This includes budgeting for consumables and servicing. Without this, enforcement loses credibility and the deterrent effect vanishes.

## The role of business and community

Government alone cannot bear the burden. Businesses can - and should - step up. In high-risk areas, local companies could pool resources to sponsor breathalyser units, fund training, and support a coordinated enforcement plan. By partnering with local police, they could ensure equipment is used responsibly, maintained properly and deployed effectively.

These partnerships could be structured through non-profits or community trusts to guarantee transparency and accountability. In return, businesses benefit from safer roads, reduced absenteeism and healthier communities. This community-led approach would also empower citizens and local leaders to take back control of their road safety. It's a model based on partnership, not just policy.

## Lessons from the mill - a proven model, scaled up

The paper mill case proves one thing: consistent alcohol testing changes behaviour. Not just in theory, but in practice. When workers were held to account daily, they adapted. They chose safer, more responsible behaviour, because the consequences were clear and immediate. The same workers who were once arriving at work still intoxicated from the night before were now going home sober. They were fathers at home instead of patrons at the bar. They were safer, healthier and more stable, and their communities benefitted. Now imagine that effect, multiplied across a nation.

This factory's experience isn't just a workplace safety success story; it's a microcosm of what could happen on our roads. The same people who changed their behaviour to keep their jobs are the people getting behind the wheel every day. If the threat of testing can change their choices at work, it can do the same on the open road. Alcohol related road deaths are not an inevitability, they're a preventable tragedy and we already know how to prevent them. □



# Telematics Evolution - Driving Fleet Management Revolution



**A**s a leading provider of vehicle tracking and telematics solutions, Tracker recognises and drives the transformative power of telematics that is revolutionising fleet management practices. While rooted in the latter portion of the 20th century, automotive telematics in South Africa emerged within the vehicle tracking industry in the early 2000's when rudimentary tracking systems utilising radio frequency networks gave way to the introduction of devices using cellular technology. While both technologies carry merit and retain relevance, the shift into newer technology elevated stolen vehicle tracking and recovery efforts into a more proactive and pre-emptive space.



*Kobus Visagie,  
Executive: Business  
Solutions, Tracker*

The introduction of Global Positioning System (GPS) based tracking provided the foundation for significant advancements in telematics technology. Initially limited to basic dot-on-map location tracking, these systems rapidly evolved to incorporate real-time data transmission and onboard diagnostics through the availability of GPS technology, coupled with the rollout of the Global System for Mobile communication (GSM) network. This has facilitated a growing adoption of telematics-based solutions across varying industries.

Despite their initial simplicity, these early telematics devices provided businesses with increased visibility into fleet operations, enabling better allocation of resources and enhanced accountability.

Further advancements in GPS/GSM technologies over the last two decades has aided integration of vehicle tracking, onboard vehicle diagnostics and wireless telematics devices, and the way vehicle data is recorded and transmitted for analysis. These advancements have paved the way for unprecedented efficiency, safety, and cost savings in the mobility and fleet space.

## **Benefits of telematics systems within fleet management**

Telematics systems offer real-time GPS tracking capabilities, enabling fleet managers to monitor vehicle locations accurately. This data can be leveraged to optimise route planning, reduce delivery times, and minimise fuel usage.

While cost-containment is apparent, there is also potential for upside on revenue growth (more deliveries concluded per day) as well as elevated customer experience through last mile interventions (deliveries concluded on time, or revised delivery times communicated to recipients).

Telematics can assist in reducing fuel and operational expenses. By planning smarter routes, navigating city traffic more effectively and reducing vehicle idling, fleet managers can lower fuel consumption and maintenance costs significantly. Additionally, fuel theft can also be pinpointed and addressed through integrated sensors and fuel reports. Exception notifications and reporting can also free up fleet management resources to concentrate on the most pressing issues, ultimately requiring fewer fleet management resources to accomplish required tasks.

Facilitation of proactive vehicle maintenance can be achieved through real-time alerts for maintenance issues and fault-code detection. Fleet managers can schedule preventive maintenance based on hours-of-service information, reducing unplanned downtime, and preventing critical safety violations. This proactive approach helps in avoiding costly repairs and can also help ensure fleet vehicles remain operational for longer periods and are available for use when planned. An optimally maintained vehicle is less liable to breakdowns, thereby reducing opportunities for cargo theft in transit.

Telematics supports real-time, two-way communications between office



staff and drivers. Fleet management software further enables efficient coordination and dispatching of tasks, enhancing overall operational efficiency. Additionally, real-time vehicle location data allows customer support agents to provide accurate delivery estimates to recipients, improving customer satisfaction levels.

To improve driver safety, driver behaviour can be monitored through both collected data on driving habits, as well as a live look-in service provided by a fleet management service, such as Tracker AI Dashcam. This empowers fleet managers to identify unsafe driving practices such as speeding and harsh braking, and to provide targeted driver training to promote adherence to traffic regulations. By analysing telematics data, fleet managers can rank drivers based on safety scores and implement measures to improve overall safety levels. Telematics can assist fleet managers in virtually geofencing deemed unsafe zones and re-routing drivers away from identified crime hotspots, protecting driver, vehicle and cargo. The live look-in service provided by Tracker AI Dashcam can also provide a measure of early notification to a theft or hijacking incident. Video footage collected via dashcams can provide valuable evidence in legal proceedings and can be used to exonerate drivers in case of accidents

or disputes, protecting companies from possible legal and financial liabilities.

Telematics technology not only provides real-time tracking but also the ability to replay past trips and interrogate historical data to assist in reporting requirements. Fleet managers can access summary and detailed information pertaining to driving behaviour, time spent at locations and routes followed. Additionally, reporting on a variety of factors such as fuel consumption and vehicle utilisation can add value to the optimal management of a fleet of vehicles and driver resources. Rapid decision-making from trusted reports can enhance cost saving initiatives and support operational efficiencies.

Sustainability is featuring more prominently on the radars of fleet managers, with many businesses actively seeking to reduce their carbon footprint and meet environmental goals. Whether businesses employ fuel reduction initiatives to conform to sustainability targets, or proactively endorse a green agenda, telematics technology stands at the forefront of this effort to support sustainability initiatives. Implementation of eco-driving programs to encourage fuel-efficient driving behaviour can lead to significant fuel savings. Sustainability reporting has also become a priority for many businesses, with fleet

managers providing valuable data and insights on sustainability metrics. Telematics plays a critical role in route optimisation, helping fleets minimise fuel consumption and emissions by selecting the most efficient routes. Furthermore, these systems can monitor and assist to reduce vehicle idling, a significant contributor to fuel consumption and emissions, further lowering the environmental impact of fleet operations.

The benefits of telematics within fleet management are multifaceted, ranging from cost savings and efficiency improvements to enhanced safety and legal protection. As technology continues to evolve, telematics solutions can play an increasingly valuable role in optimising fleet operations and driving business success.

### **Integration with Artificial Intelligence (AI) and Internet of Things (IoT)**

Telematics platforms are progressively merging with cutting-edge technologies like Internet of Things (IoT) sensors and connected vehicle systems. This integration amplifies the functionality of telematics by facilitating vehicle-to-vehicle and vehicle-to-infrastructure communication, meaning vehicles could, for instance, exchange ►



► information regarding road conditions, traffic flow, and weather updates, empowering real-time adjustments to routes for optimised navigation.

Artificial intelligence transcends the conventional telematics functions of tracking and monitoring through system empowerment to decipher datasets around driver behaviour, traffic dynamics, and environmental variables. By processing extensive real-time data in conjunction with AI algorithms, better-informed decision-making can elevate fleet management capability into a domain of heightened connectivity and intelligence.

Predictive analytics harnesses historical data, statistical algorithms, and machine learning techniques to discern patterns and project future outcomes. When integrated with AI, telematics systems can acquire the capacity to assimilate data, adjust to evolving conditions, and generate insightful forecasts.

By analysing vast amounts of data collected from IoT sensors and devices, AI algorithms can provide actionable insights to fleet managers, facilitating informed decision-making and enhancing overall efficiency. The future of telematics in the mobility and fleet management space will likely be characterised by even deeper integration with AI and IoT technologies, advancements in video analytics, predictive maintenance

capabilities, autonomous fleet management solutions, enhanced data integration, and personalised context-awareness.

Leveraging advancements in video analytics and dashcams, edge-based AI technology enables real-time monitoring of driver behaviour and road conditions, enhancing safety and security measures. Video feeds and images captured by dashcams can be analysed for events like driver fatigue and distraction, enabling proactive intervention to prevent accidents. Moreover, dashcam footage can assist in protecting fleet companies from liability and unlock value in the insurer space by providing exact records of events leading up to an accident, and accident recreation.

Analysis of both telematics and vehicle data in real time, paired with AI algorithms to predict potential maintenance issues and recommend preventative action can alert fleet managers to impending faults or failures within their fleets, allowing for timely interventions to minimise downtime and repair costs. This predictive approach enhances fleet reliability and operational continuity.

With advancements in autonomous vehicle technology, the future of telematics should see increased integration with self-driving cars and trucks. Telematics software tailored for autonomous fleet management will enable centralised monitoring and control, optimised vehicle routes,

and can help ensure regulatory compliance. Fleet management systems would evolve to support the unique requirements of autonomous vehicles, such as remote diagnostics and software updates.

The shift toward connected vehicle data represents a significant opportunity to address challenges associated with traditional telematics solutions. Enhanced data integration with IoT devices and cloud-based platforms can enable seamless data exchange and collaboration, leading to more comprehensive insights and improved decision-making.

Future telematics systems will likely offer personalised and context-aware solutions tailored to specific fleet management needs. AI algorithms would analyse individual driver behaviour and vehicle performance metrics to provide personalised recommendations and optimisations. Context-aware telematics platforms would consider external factors such as weather conditions, traffic patterns, and customer preferences to adapt operations dynamically and optimise resource allocation.

“Continued innovation within the fleet telematics space promises safer, more efficient, more sustainable mobility solutions”, says Kobus Visagie, Executive: Business Solutions at Tracker. “As technology continues to evolve, telematics will play an elevated role in shaping the future of transportation and logistics.”



**Continued innovation within the fleet telematics space promises safer, more efficient, more sustainable mobility solutions.**

Kobus Visagie  
Executive: Business Solutions, Tracker



V O L V O

# EFFICIENT. SUSTAINABLE. READY FOR BUSINESS.

**The new Volvo FH Euro 6 offers fleet operators the synergy of sustainability, efficiency, and performance.** All of this is underscored by Volvo Trucks' commitment to cleaner, more sustainable transport solutions. With advanced engine technology, the FH Euro 6 brings more power and torque, resulting in improved overall vehicle performance.

Engineered to deliver exceptional efficiency, the FH Euro 6 consumes less diesel to transport the same payload. To top it off, it potentially allows for longer service intervals, meaning improved uptime.



**PICTURE THIS:** A seasoned truck driver, with years of experience under his belt, finds himself in the hot seat after a collision. The company's knee-jerk reaction? Blame the driver. But what if we told you that this all-too-common scenario often masks a deeper, more insidious problem?

In the fast-paced world of road freight, time is money. This mentality, however, can lead to dangerous shortcuts in incident investigations. Many companies view these investigations as mere tick-box exercises or, worse, as tools to apportion blame quickly. The result? A silent erosion of trust between employer and employee, manifesting in repeat incidents that stem from an unhealthy safety culture.

## Leadership: The cornerstone of safety culture

While external factors like socio-economic environments and political climates play a role, the undeniable truth is that an organization's culture is fundamentally shaped by its leadership. From Beira to Lagos, Francistown to Matsapha, the best Health, Safety, and Environment (HSE) cultures can flourish even in the most challenging environments.

Consider a recent experience in Ibadan. Initially, safety signage adorned every wall, yet compliance was non-existent. It wasn't a lack of understanding but rather a habit formed through years of tolerating unchanged practices. Fast forward a few months, and the transformation was remarkable. Staff were engaged, positive, and adhering to safety protocols. The catalyst? A shift in leadership attitude, focus, and commitment.

## The Human Factor: Error vs Violation

Human factors contribute to approximately 80% of workplace incidents. However, it's crucial to distinguish between errors and violations. Errors are unintentional, often resulting from inadequate awareness or skills. Violations, on the other hand, are intentional disregards of known rules.



▲ Human factors contribute to approximately 80% of incidents. However, it's crucial to distinguish between errors and violations.

# The Silent Culprit Management failures masquerading as driver error



**By Bobby Shemmans,  
Managing Director, RNS  
Specialists (Pty) Ltd**

This distinction is vital during incident investigations. Errors typically call for coaching and training, while violations warrant disciplinary action. Misclassifying these can have detrimental effects on your safety culture. Treating errors punitively demoralizes your workforce, while addressing violations with mere coaching justifies poor practices.

## The true cost of high driver turnover

In the road freight industry, high driver turnover isn't just a human resources headache – it's a safety culture killer. The constant cycle of onboarding new drivers diverts resources from critical areas, perpetuating a cycle of incidents and blame.

The solution begins with a simple shift in perspective. Rather than viewing incident investigations as time-consuming burdens, see them as invaluable opportunities for improvement. Employing a competent facilitator can transform these events into goldmines of insight.

A skilled investigator looks beyond the immediate circumstances, considering all factors surrounding an incident before assigning responsibility. This approach not only uncovers systemic issues but also fosters a culture of continuous improvement and mutual trust.

## A Call to Action for fleet owners and operators

As leaders in the road freight industry, the power to change lies in your hands. By prioritizing thorough, unbiased incident investigations and fostering a culture of safety from the top down, you can break the cycle of blame and build a more resilient, efficient, and safe operation.

Remember, a truly safe fleet isn't built on fear of punishment, but on a foundation of mutual respect, continuous learning, and unwavering commitment to safety at all levels of the organization. It's time to shift gears from blame to betterment - your drivers, your business, and the entire industry will thank you for it. □



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## Shutdown

◀ Goodyear started manufacturing in Kariega, formerly known as Uitenhage, in 1947. Now, 78 years on, the plant is closing.

# Goodyear plant shutdown A threat for trucking?

In a move that underscores the mounting pressure on South Africa's manufacturing sector, Goodyear has initiated a restructuring process that will see the closure of its long-standing manufacturing plant in Kariega (formerly Uitenhage) before the end of 2025. The plant shutdown will see the loss of over 900 direct jobs and countless more across the regional supply chain - dealing a major blow to South Africa's already strained employment landscape.

Beyond the human cost, the shutdown will significantly impact the country's commercial transport sector, with truck fleets set to lose local access to premium, South African-made tyres. As the truck tyre market becomes increasingly flooded with cheaper, lower-grade imports, fleet operators face rising concerns over durability, safety and long-term cost-efficiency.

## Goodyear releases a plant closure statement

The decision to close the plant (in operation since 1947) was announced in a Goodyear statement and forms part of a broader strategic shift to streamline its operations in the Europe, Middle East and Africa (EMEA) region.

"Goodyear is transforming its go-to-market strategy in the Europe, Middle East and Africa region to optimise its footprint and portfolio," the statement says.

As part of this transition, Goodyear South Africa launched a formal process under the Labour Relations Act to shut down its local manufacturing facility and realign certain sales, administration and management functions.

"Goodyear South Africa will continue to maintain a sales and distribution, and Hi-Q retail presence in South Africa," the statement reads.

The company emphasises that the proposed changes are not a reflection of local staff performance. "This decision is in no way a reflection of the commendable efforts or the years of dedication of our South Africa team, for which we are grateful," it says, adding, "as a company, we recognise our responsibilities towards our employees and their families and are firmly committed to acting fairly and providing them with appropriate support."

The Commission for Conciliation, Mediation and Arbitration (CCMA) will facilitate the process.

Reaction from labour and business stakeholders has been swift. Phakamile Hlubi-Majola, spokesperson for the National Union of Metalworkers of South Africa (Numsa), confirms that the union has received a formal Section 189 notice from Goodyear, which is required to initiate the retrenchment process.

## Incisive analysis from industry leaders

Denise van Huyssteen, CEO of the Nelson Mandela Bay Business Chamber, says the chamber is ready to support affected workers. "The chamber will assist workers through its job loss mitigation initiative," she says, referring to a programme that connects companies seeking skilled workers with those affected by retrenchments. The chamber played a similar role following the closure of the Continental ContiTech plant in the same region. Van Huyssteen voices concern

**The decision to shutdown the plant is in no way a reflection of local staff performance. We are committed to acting fairly and providing employees and their families with appropriate support.**

Goodyear, South Africa

about the broader trend. "This comes just months after Conti-tech announced that it was closing its plant; and the Bridgestone plant closure of over four years ago. This highlights the massive pressure which tyre manufacturers are under due to enabling environment issues such as the logistics challenges; lack of service delivery at a municipal level; inadequate maintenance of electricity, water and sanitation infrastructure; increased costs relating to safety and security; above-inflation input costs for essential services such as electricity; as well as cheap tyre imports which are flooding the market," she says.

Industry leaders echo her concerns. Nduduzo Chala, managing executive of the South African Tyre Manufacturers Conference, which represents Bridgestone, Dunlop, Goodyear and Continental, says: "The market has been plagued with an unfair trade environment. It is a question of producers vs. importers and

## The market has been plagued with an unfair trade environment. It is a question of producers vs importers and low-cost products that have been introduced into the market

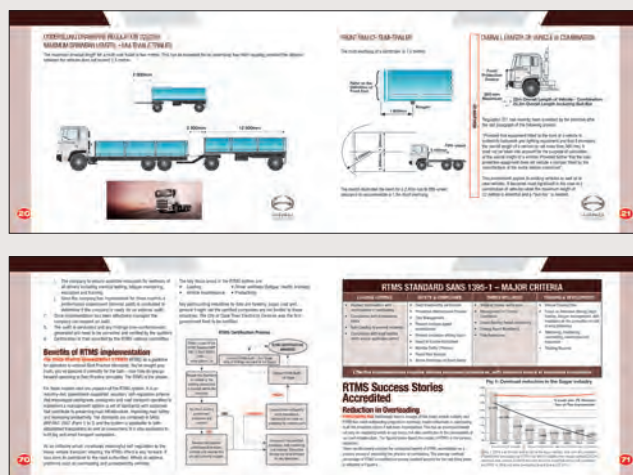
Nduduzo Chala, MD of SA Tyre Manufacturers Conference

low-cost products have been introduced into the market."

Chala notes that while the tyre industry has convinced government to impose anti-dumping duties on Chinese imports, new loopholes have emerged. "It is a very unfair trading environment," he adds.

"But there are always loopholes and the Chinese companies are now shifting operations to Thailand, Cambodia and Vietnam. We now have to do the same for these countries. However, the sustainability of manufacturing has become challenging," Chala concludes. □

**Editor's Comment:** The imminent closure of Goodyear's Kariaga plant is more than a corporate restructuring - it's a stark warning about the fragility of South Africa's industrial fabric. With over 900 workers facing retrenchment in a region already grappling with high unemployment, the social fallout will be immediate and far-reaching. At the same time, fleet operators will be left to navigate a shrinking pool of premium, locally produced tyres, raising red flags around road safety, service reliability and long-term rolling rubber costs. As cheap imports continue to flood the market, the risk isn't just economic - it's operational, environmental and potentially fatal.



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## Biomethane

# From waste to net-zero tonne-kilometres

**W**ith soaring fuel costs and mounting pressure to decarbonise, truck OEMs have spent many years exploring cleaner, more cost-effective alternatives to diesel, such as biodiesel and liquefied natural gas (LNG). Today, biomethane (bio-LNG), a renewable fuel derived from organic waste, is emerging as a practical and immediately available net-zero trucking solution. Fully compatible with existing natural gas infrastructure, biomethane trucks offer fleet operators a real opportunity to eliminate truck carbon emissions while optimising fleet tonne-kilometres.

Right now, Iveco is going all out to lead the way in bio-LNG truck development, delivering metrics that prove the efficacy of this circular energy source and how it could

transform long-haul logistics in Europe - and hopefully, eventually across Southern Africa.

### Iveco's bio-LNG Tour d'Europe

Iveco is currently taking part in the Tour d'Europe 2025 - an initiative that brings together more than 20 partners from across the European automotive value chain - to raise awareness of renewable fuels and their role in achieving climate neutrality by 2050, as outlined in the European Green Deal.

Joining the tour with its latest S-Way LNG truck powered by biomethane, Iveco is demonstrating that renewable gas is not just effective in reducing CO<sup>2</sup> emissions but also a scalable and proven solution for decarbonising commercial road transport. With

▲ The Iveco S-Way LNG truck was developed in conjunction with strategic partners, including Shell.

around 800 biomethane refueling stations now in operation across Europe, international haulage routes can be covered exclusively using bio-LNG.

The Tour, which runs from March through to June 2025, features commercial vehicles powered by biomethane, hydrotreated vegetable oil (HVO) and bioethanol. Along the route, public events are hosted to foster dialogue between logistics players and policymakers on the effectiveness of renewable fuels in cutting emissions across the transport sector.

As part of the tour, Bosch's Digital Fuel Twin methodology will also



# FUELWATCH

be tested. This innovative solution enables full digital traceability of renewable fuel and its associated carbon emissions via data exchange between vehicle and fueling infrastructure.

## Circular Economy in Action

According to Giandomenico Fioretti, head of Alternative Propulsion Business Development at Iveco: "Through our participation in the Tour d'Europe, we aim to show that biomethane is a practical, ready-to-use solution for long-haul operations – offering uncompromised performance, competitive total-cost-of-ownership and a significant reduction in CO<sup>2</sup> emissions.

"The Iveco S-Way makes this

opportunity real for our customers. The arrival of the Tour in Brussels for the closing stop is a call to action for European lawmakers to ensure biofuels are duly considered in CO<sup>2</sup> regulations for their potential to decarbonise freight logistics."

Produced from organic waste and residues, biomethane is a renewable and circular fuel that transforms waste into clean energy. It provides environmental, economic and social benefits – a tangible example of how the circular economy can be applied to freight transport.

Biomethane is fully compatible with Europe's existing LNG infrastructure and available for immediate use. Iveco is working with European gas providers to ensure all routes covered during the Tour

- spanning Italy, Austria, Germany, France and Belgium - are powered entirely by bio-LNG.

The Iveco S-Way truck powered by biomethane was on display at the Enilive station in Turin following a press conference held at Bosch's headquarters.

Iveco's involvement in the Tour aligns with Iveco's broader multi-energy strategy, offering mature, mission-specific technologies that support fleet decarbonisation. This includes renewable fuels such as HVO and biomethane, as well as electric and hydrogen-powered solutions - giving operators the flexibility to choose the best fit for their needs without compromising on performance or profitability.

## Iveco S-Way

Iveco joins the Tour with its next-generation S-Way LNG truck, fitted with the new 500 hp xCursor 13 Natural Gas engine developed by FPT Industrial. Offering a range of up to 1 700 km, the truck delivers high performance and lower emissions.

"Powertrain and aerodynamic enhancements also result in up to 11% greater fuel efficiency and CO<sup>2</sup> reduction compared to the previous model," states Fioretti.

"With gas prices stabilised following recent global spikes, and when paired with fuel efficiency improvements and government incentives, Iveco's natural gas vehicles present a strategic advantage for fleet operators looking to optimise total-cost-of-ownership," he concludes. □

▼ A tank of bio-LNG gives the Iveco S-Way a range of up to 1 700km.



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# FUELWATCH

**F**uel costs can account for over a third of a fleet's total operating expenses. Even a slight improvement in operations can yield significant savings. In this article, we examine fuel-saving strategies to enhance operational efficiency and increase overall business profitability.

## Limit top speed

Air resistance, or aerodynamic drag, increases with the square of velocity. This means that doubling your vehicle's speed results in four times the air resistance. At highway speeds, pushing air accounts for about 40% of a vehicle's energy expenditure. Consequently, driving faster requires disproportionately more energy, leading to decreased fuel efficiency.

Smooth acceleration, steady cruising, and minimal braking not only curb fuel consumption but also extend tyre and brake life.

## Keep RPM low

Shifting gears at the correct revolutions per minute (RPM) are crucial for achieving a balance between fuel efficiency and performance. A fuel-efficient driver attempts to minimise high engine speeds and shifts smoothly through the gears as the vehicle's speed increases, ensuring the truck always operates in the highest reasonable gear.

## Optimise route planning

Optimising your driving route can significantly enhance fuel efficiency, especially for long-haul journeys. Climbing steep inclines requires

# Top strategies for reducing fleet fuel spend

more engine power, resulting in higher fuel consumption. Choosing routes with gentler slopes or flatter terrain can reduce this strain and improve fuel efficiency. Maintaining a steady speed on long, straight roads allow the engine to operate more efficiently. Minimising stops and starts reduces the need for acceleration, which is when engines consume the most fuel.

## Minimise idling

Idling can cost fleet companies up to several thousand rands/dollars in fuel per vehicle annually. Freight vehicles idle for hours daily due to traffic congestion, delivery stops, rest periods, and other reasons.

Drivers play a key role in reducing idle time. By educating them on the fuel costs of idling and setting clear guidelines for when it's necessary, noticeable improvements can be achieved. Additionally, technology that shuts off the engine after a set period of idling can further enhance fuel savings.

## Select the right lubricants

At a time when driving efficiencies and reducing costs are critical

for many fleets, choosing a weak-performing, generic lubricant can create significant risks, costs, and problems in the long run. For fleet operators, the most obvious advantage of optimal lubrication is improved fuel efficiency.

The benefits of high-quality lubricants include improving component life, reducing vehicle downtime, increasing oil drain intervals, and preserving the engine's cleanliness. All of these are costs that fleet businesses must deal with, and all of these costs can be reduced with the right lubricant and proper lubrication practices.

## Keep tyres properly inflated

An often-overlooked factor which significantly affects fuel economy is tyre pressure. Under-inflated tyres create more rolling resistance, causing the engine to consume more fuel to maintain speed. Studies have shown that a 10% decrease in tyre pressure can result in a 2% increase in fuel consumption. Temperature changes can impact tyre pressure, causing it to drop in cold weather and rise in warm conditions. Adjusting tyre pressure with the seasons helps ensure optimal performance and better fuel efficiency.

## Conclusion

When these factors are consistently managed across a fleet, the result is both a significant environmental impact and financial return. A small percentage of fuel saving on a single truck can mean thousands of litres saved each year. Multiply that across an entire fleet, and the environmental and money savings are massive. □



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# CNG rolls out a ready-now fuel for local fleets

◀ CNG is ready to roll out at truck depot-based filling stations. CNG Holdings says it is already carving out a strong position in segments like last-mile delivery and municipal truck fleets.

**AS CITIES** across Southern Africa accelerate efforts to decarbonise transport, CNG Holdings says compressed natural gas (CNG) offers urban truck fleets a ready-now path to lower emissions and reduced operating costs. Positioned as a cleaner alternative to LPG and LNG, CNG delivers proven performance with immediate deploy ability. For fleet operators seeking 'greener trucking' today, not in the distant future, it's a practical solution backed by growing infrastructure and real-world results.

According to Josua le Roux, CEO of CNG Holdings: "Compressed natural gas is not only cleaner and more stable in price than conventional fuels - it's immediately deployable. While we

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welcome a growing mix of energy solutions, CNG has already proven itself as the smart, scalable alternative for local fleets and we're proud to be leading its rollout across South Africa."

As South Africa's transport sector shifts toward cleaner, more cost-effective energy, CNG is carving out a strong position in hard-to-abate (carbon emissions) segments like last-mile delivery and municipal truck fleets, says le Roux.

"Unlike fuels that depend on advanced logistics or early-stage technologies still scaling up, CNG delivers cost savings, operational efficiency and lower emissions - all supported by technology and infrastructure that's already on the ground," he adds.

"CNG's environmental profile is a clear advantage. It reduces greenhouse gas emissions and produces virtually no particulate matter or sulphur oxides. Its cleaner combustion also extends engine life and reduces maintenance costs - critical benefits

for fleets that operate daily with little room for downtime," le Roux points out.

With economic pressures front and center for most truck operators and with diesel prices remaining volatile, CNG provides a stable, affordable alternative for fleet owners, says le Roux, adding that CNG's depot-based refueling model makes it especially well-suited to vehicles that return to base on a daily basis, such as those in South Africa's growing urban logistics sector.

CNG Holdings, through its NGV Gas division, is investing in filling stations dedicated to natural gas vehicles. These sites are designed to support both private and commercial operators with a clean, cost-effective fuel supply tailored to daily operations.

"South Africa doesn't need to wait for solutions. CNG is ready, it's reliable and it's aligned with the operational needs of our road transport and industrial sectors," says le Roux. "Our mission is to



▲ CNG Holdings, via its NGV Gas division, is investing in filling stations dedicated to natural gas vehicles.

make natural gas more accessible to businesses that want to grow sustainably - without compromising performance or cost."

CNG Holdings isn't positioning CNG against other low-carbon fuels but sees it playing "a complementary role in the country's multi-energy future, offering fleet operators an accessible, efficient option that delivers results right now without the wait or the complexity," le Roux concludes. □

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# SA trucking can help lead eco-restoration

**A**s the global transport sector shifts toward carbon neutrality, local truck OEMs and corporate fleet operators are uniquely positioned to lead not only in emissions reduction but also in ecological restoration. With sprawling industrial sites and offices, as well as extensive logistics networks, these organisations can leverage their physical footprints to protect and regenerate indigenous biodiversity.

Volkswagen Group Africa (VWGA) showcased this potential during its International Biodiversity Day celebration at Plant Kariega, where employees planted over 1 500 indigenous trees, succulents and bulbs - marking the launch of the company's new biodiversity strategy.

In doing so, VWGA is demonstrating how environmental responsibility can be rooted, quite literally, into the heart of heavy industry, supporting net zero goals through the preservation of threatened ecosystems and arboreal carbon sinks.

Plant Kariega is not just home to new trees. It is also a natural refuge for three exceptionally rare plant

species, two of which are classified as critically endangered and possibly extinct in the wild. These include *Delosperma hollandii*, found near the Test Track and Component Plant, and *Trichodiadema stayneri*, identified within the Test Track zone. A third species, *Tritonia dubia*, located near the Product Development facility, is currently listed as threatened.

"When VWGA called me to do a species assessment, I was thrilled to find these rare species," says Luc Strydom, principal ecologist at Coastal and Environmental Services, who conducted a formal plant survey across all Kariega locations in 2024.

"These species are possibly extinct due to habitat loss to urban and industrial development and the ones that have been found on these premises need to be protected to safeguard biodiversity and maintain healthy ecosystems. I am equally pleased to witness the company's commitment to biodiversity."

## The value of ground-level awareness

The project drew cross-functional support from VWGA teams

◀ Leading the biodiversity drive, from left: Ntsapokazi Ningiza, Environmental Sustainability manager at VWGA; Luc Strydom, principal ecologist at Coastal and Environmental Services; Martina Biene, VWGA chairperson and managing director; and Ulrich Schwabe. Note the sign at the back on the wall: "We are planting the seeds for a zero-carbon future."

working across production and environmental units. Employees participated in planting events across multiple areas of the site, reinforcing the company's collective culture of responsibility and care.

Martina Biene, VWGA chairperson and managing director, concludes: "This is about more than just planting trees. It's about acknowledging the unique biodiversity we are privileged to host and taking meaningful action to protect it. Our employees' involvement across different locations at Plant Kariega speaks volumes about our shared values and our commitment to sustainability."

## A local model for industry-wide action?

With increasing urgency around biodiversity loss and net zero timelines, *FleetWatch* is of the opinion that VWGA's approach to eco-stewardship at its Kariega site offers a practical model for how local and regional leaders in truck transport and logistics can integrate ecological restoration into their core sustainability strategies.

The time is NOW - let's root sustainability not just in policy but in the very soil on which our industry operates. □

## What are your thoughts?

Can Southern Africa's trucking community make a positive impact on our endangered biodiversity? Write to us at: [fleetwatch@pixie.co.za](mailto:fleetwatch@pixie.co.za) - or simply get planting (or both)!





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# Volvo Trucks SA introduces Euro 6



In line with its commitment towards offering cleaner, more sustainable transport solutions, Volvo Trucks South Africa has introduced Euro 6 technology on its original long-haul icon, the Volvo FH.

“The introduction of the Volvo FH Euro 6 demonstrates a significant commitment by Volvo Trucks to reduce emissions on heavy-duty vehicles,” says Waldemar Christensen, Managing Director of Volvo Trucks South Africa. “While we continue to offer Euro 3 and 5 engines, we actively explore and introduce new technologies that have been thoroughly tested for local operating conditions, to ensure our customers have access to the latest innovations.”

The Euro 6 standard represents a substantial improvement over the current Euro 2 standards regulating both passenger and commercial vehicles in South Africa. Christensen says that with the introduction

of the Euro 6 technology locally, the company is responding to the growing local demand for cleaner transport solutions in South Africa.

“This innovation embodies our commitment to reducing environmental impact and providing cutting-edge solutions that meet the evolving requirements of our customers,” he says. “In addition, the advanced engine technology incorporated into the FH Euro 6 also offers enhanced power and torque characteristics, resulting in improved overall vehicle performance.”

Volvo Trucks South Africa’s FH Euro 6 is available in four horsepower variants in the D13K engine range - 420, 460, 500 and 540, and in all cab configurations, namely Sleeper, Globetrotter and Globetrotter XL.

## **Built for tomorrow**

With Euro 6 technology, Volvo Trucks is not only addressing the increasing demand for cleaner

▲ The introduction of Euro 6 technology on the Volvo FH is being welcomed by the market. It demonstrates a significant commitment by Volvo Trucks to reduce emissions on heavy-duty vehicles.

transport solutions but is also enabling forward-thinking transport operators to conduct their business more sustainably and responsibly - ultimately reducing their combined environmental impact, together.

“This cutting-edge technology is designed to meet the stringent requirements of Euro 6 Step E emission standards,” says Takalani Tshirame, Senior Manager of Product Support at Volvo Trucks South Africa. “About 90% of the environmental impact generated by a truck occurs during its operation - when it emits harmful exhaust gases, mainly nitrogen oxide and particulate matter.”



Transport is the lifeblood of society and it impacts human, social, economic and environmental matters. Forecasts indicate that the planet will be six degrees Celsius warmer by 2100. Most of the energy used today comes from non-renewable sources and air pollution, causing major public health and environmental problems worldwide.

To address these concerns, Volvo Trucks' sustainability strategy shapes the responsible decisions they make about the future, today. Everything the company does underpins its long-term environmental strategy and demonstrates their commitment towards sustainable development over the next decade and beyond.

Diesel will be with us for a long time as the industry transitions to alternatives such as electric vehicles so, as Tshirame says, "when it comes to fuel, it's not just about how much you can save but how much you can do with every litre. Achieving the perfect balance between fuel savings, drivability and performance, while considering the environment, is no easy task - until now. The Volvo FH Euro 6 is in direct response to this and represents our commitment to quality, safety and environmental care."

#### **Fulfilling the Euro 6 standard**

The components in the aftertreatment system serve two main purposes: To improve gas flow and make sure that the exhaust



#### **WATCH THE VIDEO**



**Introducing the Volvo FH Euro 6**

gases reach the after-treatment system at optimum temperature, thus ensuring the emission level. The cooled Exhaust Gas Recirculation (EGR) recirculates a small portion of the exhaust back to the air intake to reduce the amount of particulate matter (PM).

The Diesel Oxidation Catalyst (DOC) converts nitric oxide to nitrogen dioxide (NO<sub>2</sub>); this is necessary for the Diesel Particulate Filter (DPF) to efficiently combust the particulates. In cold conditions, it also provides the heat needed for regeneration. The DPF collects particulate matter (PM) until it is automatically burned off during regeneration. In the mixing zone in the Selective Catalytic Reduction unit (SCR), the exhaust gases are sprayed with AdBlue®. When they reach the catalyst, the nitrogen oxides (NO<sub>x</sub>) are efficiently transformed into harmless nitrogen gas and water.

Although these engines are designed in Europe, they are carefully adapted to withstand the demands of the South African climate and road conditions. The fuel quality has improved in South Africa with 10ppm being the optimal choice for Euro 6 now becoming increasingly available across the country.

#### **Shaping Tomorrow**

Given the fact that USA President Donald Trump considers climate change to be "a hoax" and is acting accordingly, *FleetWatch* applauds – loudly - companies like Volvo Trucks for ignoring such inane foolishness and continuing in their quest to give our kids and grand-kids hope for a brighter future.

"The choices we make today define the world we will live in tomorrow. Climate change, population growth and increasing urbanisation is shifting the expectations on transport and infrastructure, making sustainable transportation increasingly important," says Christensen.

"Together, we must transition to sustainable transport solutions and renewable energy sources to mitigate these dire predictions. By making conscious choices to support green initiatives and advocate policy changes, we can collectively make a significant impact to create a healthier, more sustainable future for generations to come. Our actions today, will shape the world of tomorrow."

Well said Sir! ☐



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**W**ith far too many nations in the Global North squandering insane amounts of money on deadly military equipment right now, it's comforting to see the South African National Defense Force (SANDF) investing in vehicles that dutifully sustain our armed forces, namely food trucks, drop-sides with cranes as well as buses - recently supplied by UD Trucks Southern Africa.

The handover of 16 vehicles to the SANDF was executed by well-established UD Trucks dealership, BB Trucks Polokwane, and comprised eight Croner H30 units with refrigerated van bodies for food supply, two Quester E24 drop side models fitted with cranes and six 65-seater Croner buses aimed at transporting personnel.

According to Mpemi Koto, chief warrant officer, South African National Defence Force: "We are pleased to be extending our

## UD Trucks upgrades SANDF fleet

partnership with UD Trucks, which is founded on the back of the brand's commitment to delivering vehicles that are purpose-fit and to provide a hassle-free aftersales experience. The sales journey of the new fleet was seamless and UD Trucks was able to meet our stringent requirements timeously. Looking to the future, we have robust plans to expand our fleet and we are proud

▲ Great morale and capacity boosters - the new SANDF fleet of UD trucks and buses.

to say that UD Trucks remains a preferred partner of choice."

For Esaia Taunyane, sales director, UD Trucks Southern Africa: "As UD Trucks, we remain committed to ensuring that our products contribute to the long-term success of our customer businesses. The SANDF plays a key role in defending and protecting the Republic of South Africa and we are honoured by the continued confidence and faith placed in the UD brand.

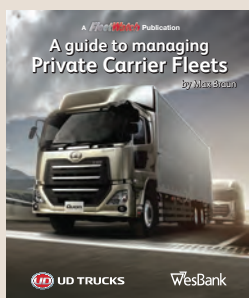
"We are excited about future collaboration and wish the SANDF all the best with their new fleet, which will play a vital role in contributing significantly to fulfilling their sole vision of 'effective defence in South Africa.'" □



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Once regarded with varying degrees of scepticism among South Africa's trucking community, Chinese truck OEMs have steadily gained ground in the commercial vehicle sector, the standout example being FAW Trucks Southern Africa, which has grown over three decades to become a market leader with its built-for-purpose trucks - the latest offerings being three versatile, value-driven freight carriers.

The new line-up includes the light-commercial FAW 4.110 FL-MT and two medium-heavy JK6 16.260 variants, one with a manual gearbox and the other with an Automated Manual Transmission (AMT) suited to both urban and regional work.

Assembled at the company's plant in the Coega Special Economic Zone and built with African operating conditions in mind, the new trucks aim to strengthen FAW's presence in the commercial transport sector.

"Each model reflects FAW's continued investment in local assembly, aftersales support and its growing footprint across Southern Africa," says Jian Yang, CEO of FAW Trucks Southern Africa.

### **New models for rugged freight duties**

FAW's 2025 trucks are described by Yang as "engineered to meet the operational demands of South African businesses large and small. From last-mile delivery to regional haulage, each model delivers a powerful combination of performance, practicality and driver-centric comfort."

At the entry level is the FAW 4.1 10 FL-MT, a 2.5-tonne 4x2 freight carrier with a 2.2-litre 4-cylinder turbo diesel engine that delivers 81 kW and 280 Nm of torque. It offers a gradeability of 35% and a top speed of 100 km/h. The truck features parabolic leaf

## **Built for purpose models from FAW**



▲ The light-commercial FAW 4.1 10 FL-MT with a dropside body can haul 2.5-tonnes with economy and comfort.



▲ The FAW JK6 16.260 chassis-cab ready for a body of choice. There are two variants, one with a manual gearbox and the other with an Automated Manual Transmission.

spring suspension and a two-seater day cab with basic ergonomic considerations for stop-start city driving and light-duty logistics.

For heavier loads, the FAW JK6 16.260 FL-AMT offers an 8-tonne payload on a 4x2 chassis. It is powered by a Euro III/V-compliant turbo diesel engine producing 194 kW and paired with an 8-speed AMT. This variant is aimed at reducing driver fatigue in varied conditions, including dense city traffic and regional routes.

The manual version, the FAW JK6 16.260 FL, shares the same engine but is fitted with an 8-speed synchromesh gearbox. It delivers 1 050 Nm of torque between 1 300 and 1 700 rpm. Features include a forward-tilt cab with air conditioning, electric windows and interior elements designed to support driver comfort and focus.

### **Built for local operating conditions**

With riveted ladder-frame chassis and robust leaf spring suspension, the new FAW units are made to shrug off potholes and gravel. "The fuel-efficient engines reduce operational costs while delivering dependable torque when it's needed most. From city logistics to rural bulk haulage, the 2025 range is engineered to handle it all," Yang adds.

Cab designs prioritise function, with suspension seats and simple infotainment systems that help keep drivers comfortable and focused over long shifts. "It's not just about getting the job done - it's about staying safe and productive while doing it," Yang stresses.

The Coega plant continues to contribute to job creation, skills development and enterprise growth in the Eastern Cape. "With the local truck market expected to grow by 1.7% in 2025, FAW Trucks plans to scale up production to 8 000 units by 2028. FAW SA also aims to further expand its dealer presence in Southern Africa," Yang concludes. □

**Y**ep, it's happened. A new giant in the commercial vehicle arena is being formed in Japan via the planned merger of Hino Motors Company, the commercial vehicle arm of Toyota Motor Corporation, and Mitsubishi Fuso Truck and Bus Corporation in Japan, a division of Daimler Truck AG.

The intention of these two companies to merge was originally mooted about two years ago but it was then put on hold for various reasons. Now, however, it's solid that Daimler Truck, Mitsubishi Fuso, Hino and Toyota Motor Corporation have concluded "definitive agreements" to integrate Mitsubishi Fuso and Hino Motors as a new Japanese truck powerhouse.

There's still a way to go as the deal must get the approval of the Anti-Trust and Merger authorities as well as relevant boards and shareholders but it's almost certain that this will be given. After all, you don't get the heads of four major companies making a major global announcement like this if they weren't pretty sure of it being given the thumbs up.

Once those thumbs are pointing skywards, the plan going forward is to establish a jointly owned holding company - the name still to be decided - with Daimler Truck and Toyota each owning 25% of that holding company. The company will be listed on the Prime Market of the Tokyo Stock Exchange and the aim is to have the new listed holding company start operations in April 2026. Karl Deppen, the current president and CEO of Mitsubishi Fuso, will head the company as CDO.

Taking all those moving parts out the way, the bottom line is that Mitsubishi Fuso and Hino will integrate on an equal footing. The new combined company will have 40 000 employees with the scale, resources and technology leadership to - check this out - "shape the future of the commercial vehicle landscape in the Asia-Pacific region and beyond."



## A new Japanese 'powerhouse' emerges

**If you happen to spot Maretha Gerber, President & Group CEO for Daimler Truck Southern Africa - which includes the Fuso brand in its stable - and Anton Falck, Vice President of Hino South Africa chatting amicably over their café lattes at the local Mugg & Bean, it's OK. It's all good. You see, they are now on the same side; Fuso and Hino are no longer competitors writes Patrick O'Leary.**

By integrating Mitsubishi Fuso and Hino Motors, the companies aim to improve economic efficiency in areas such as commercial vehicle development, procurement and production. They expect this to significantly increase the competitiveness of Japanese commercial vehicle manufacturers and strengthen the foundation of the automotive industry in Japan and Asia.

The new holding company is intended to contribute to customers, various stakeholders and the automotive industry by contributing to solution finding in

areas such as CO<sup>2</sup> neutrality and logistics efficiency in commercial vehicles and it aims to realize a sustainable and prosperous mobility society through the development of CASE technologies ("Connected, Autonomous, Shared, Electric"), including hydrogen and to strengthen the commercial vehicle business globally.

Commenting on this development Karin Rådström, CEO, Daimler Truck says: "The integration of Mitsubishi Fuso and Hino Motors that has now been decided is truly historic. We are bringing two strong partners together to form an even stronger company and successfully shape the decarbonization of transport. Together, Mitsubishi Fuso and Hino Motors have great potential to harness economies of scale – and economies of scale are key to success in the technological transformation of our industry."

Koji Sato, CEO, Toyota said: "We believe that we have to shape the future together. Today's final agreement is not the goal but the starting point. Our four companies, which are striving for a sustainable mobility society, will continue to shape the future of commercial vehicles together."

Karl Deppen, CEO, Mitsubishi Fuso and designated CEO of the new holding company: "Today is a great day for all our stakeholders. We shape the industry by pooling our strengths. With a strong new company, we are combining our two proven brands, resources, competencies and expertise to better support our customers with their transportation needs in the future. I am honored and excited to be the designated CEO of the new company and grateful for the trust and support of Toyota and Daimler Truck in making this possible."

Satoshi Ogiso, CEO, Hino: "The collaboration between the four companies is a truly "once-in-a-lifetime opportunity." In addition to operational synergies, we can expect immeasurable synergies ► 46



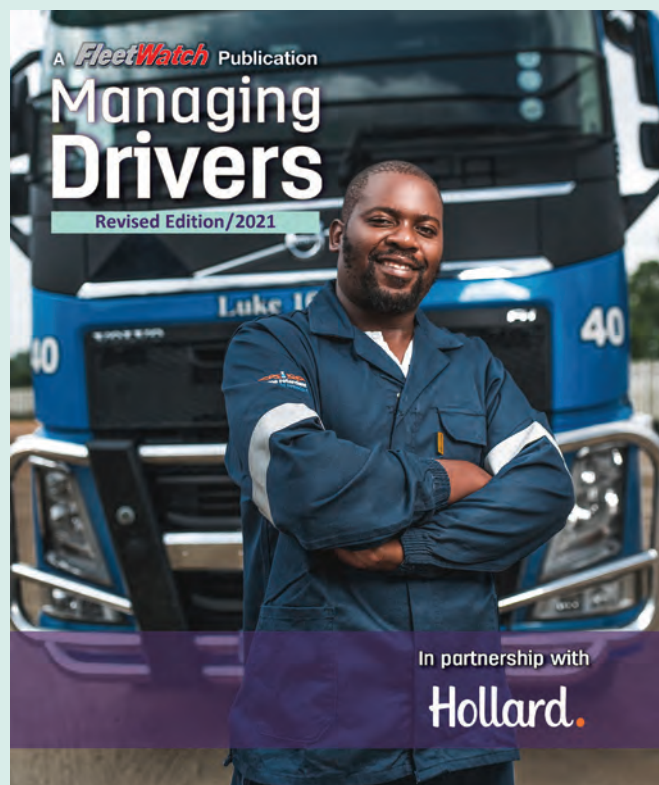
►45 resulting from the synthesis of our different cultures. With our common goal, we are confident in building a strong and resilient team that supports each other and contributes to society. As a new commercial vehicle company rooted in Japan, we are working together to build an ever-brighter future."

## The interaction of these two companies is historic – two strong partners to form a stronger company and shape decarbonisation of transport

Karin Rådström

It all makes a lot of sense. By taking a collaborative and strategic approach, the four companies can more effectively invest in decarbonisation technologies while managing the inherent risks of long-term capital investments. The development of CASE technologies requires huge investments in R&D and that is where the future needs to be going in the commercial vehicle industry if we are to secure a bright future for the world.

On our local front, don't expect to see any operational or product changes in the near future. Hino will remain Hino with its own dealerships as will Fuso. The only question to ask is: Who is going to pay for the café lattes when Maretha Gerber and Anton Falck meet? Based on the above, my guess is that it will be a shared bill. □



### training drivers

**The importance of training**

**S**killful drivers are essential for the success of any fleet. A driver's knowledge and experience can make the difference between a safe and efficient fleet and one that is costly and inefficient. The amount of training a driver receives can have a significant impact on the fleet's performance.

**Driver evaluation**

Before a driver can be effectively trained, it is essential to evaluate their current skills and knowledge. This can be done through a series of tests and assessments. The results of these tests can be used to identify areas where the driver needs more training and to develop a tailored training program.

**Criteria for evaluating drivers**

There are several criteria that can be used to evaluate a driver's performance. These include:

- Knowledge:** The driver's understanding of traffic laws, vehicle operation, and safety procedures.
- Skills:** The driver's ability to control the vehicle, maintain safe distances, and respond to emergencies.
- Attitude:** The driver's willingness to follow instructions, work safely, and take responsibility for their actions.
- Experience:** The driver's length of time as a professional driver and their experience with different types of vehicles and driving conditions.

By using these criteria to evaluate drivers, fleet managers can ensure that they are hiring the best possible candidates and that they are providing them with the training they need to succeed.

### the driver's job

**Unpacking and defining the driver's job**

**W**hat is the driver's job? It is a question that is often asked, but the answer is not always straightforward. The driver's job is a complex one that involves a wide range of tasks and responsibilities. It is important to understand the full scope of the driver's job in order to ensure that they are properly trained and equipped to handle it.

The driver's job can be broken down into several key areas:

- Vehicle operation:** The driver is responsible for the safe and efficient operation of the vehicle. This includes checking the vehicle's condition before driving, maintaining safe driving practices, and responding to emergencies.
- Customer service:** The driver is the face of the company to the customer. They are responsible for providing a professional and courteous service to all customers.
- Logistics:** The driver is responsible for ensuring that the vehicle is loaded and unloaded correctly and that all cargo is secured properly.
- Documentation:** The driver is responsible for keeping accurate records of their work, including mileage, fuel consumption, and maintenance.

By understanding the full scope of the driver's job, fleet managers can ensure that they are hiring the best possible candidates and that they are providing them with the training and resources they need to succeed.

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## New life for one-million km Hino 500

**W**hen a heavy-duty truck hits one million kilometres on the clock and is ready for more, there's reason to celebrate - and to tell its story. In this case, a 2007 Hino from the 500 Series range conducting daily duties in KZN has found a new owner, shifting payload from plants to groceries, with trusty Hino dealership support alongside for a new adventure in longevity and reliability.

"The Hino 15-258 500 Series heavy truck, which dates back to 2007, now has more than a million kilometres on its odometer and has begun a new chapter in its working life after being sold out of the KZN-based CPS Seedlings fleet to a Mr Singh to use for collecting and delivering stock for his grocery business in the Midlands area," says Itumeleng Segage, general manager, Hino South Africa.

"The truck has been trouble-free over the past 18 years having been regularly serviced and maintained by Hino Pietermaritzburg in its early days, but subsequently the CPS Seedlings account has moved to Hino Pinetown," Segage adds.

According to Julian Chaning-Pearce, founder and managing director of the Greytown branch of CPS Seedlings (his brother, Adrian, looks after the Pongola operation): "This Hino has pulled a pup trailer for at least half its million kilometres in CPS Seedlings' service. Average fuel consumption has been around 25 l/100 km without the trailer and 31 l/100 km when towing the pup."

### Hino's ticket to hassle-free trucking

CPS Seedlings is a leading wholesaler of vegetable and forestry seedlings to the commercial farming sector, as well as supplying growing

### Farewell

▲ Bidding farewell to the one million kilometre Hino 500-Series truck before it begins a new journey: (from left), Cecil Pillay, sales manager, Hino Pinetown; Itumeleng Segage, general manager, Hino South Africa; Julian Chaning-Pearce, CEO CPS Seedlings, Greytown; Piet van Romburgh, dealer principal, Hino Pinetown; and Kasz Naicker, after-sales manager at Hino Pinetown.

mediums such as vermiculite, Perlite, coir and peat moss to other commercial nurseries across the country. In recent years, the company has branched out into agriculture and now also farms sugar and citrus at its Pongola Farming operations.

Founded in 1985 and operating in Cato Ridge as a one-person business with one bakkie, the company has now reached its fourth generation within the Chaning-Pearce family. "Our fleet covers a combined one million kilometres annually, while the company has produced and delivered more than 1.8 billion plants in the past 40 years," says Chaning-Pearce.

The CPS Seedlings fleet consists currently of 13 commercial vehicles based in Greytown, with 12 of them Hino's from 2-12 ton, with a further four commercial vehicles of which two are Hino's at the Pongola branch. In addition, the fleet operates 14 Toyota light commercials.

When asked if he would buy another Hino truck, Chaning-Pearce replies: "They are on order all the time! I can honestly say that transport is the least of our worries when running our business." □



# Train & Educate

Pre-trip inspections and routine maintenance will ensure safer trucks on the road

**A Call to ACTION Essential CHECKLIST** A FleetWatch INITIATIVE

## Pre-Trip / Post Trip Inspection for Trailers

**Trailers**

Trailers are the most common cause of truck accidents. The failure of the brakes and brake system. Again, basic maintenance and regular checks are essential. Make this your company's priority - don't endanger the driver, the vehicle and the road users.

**Are your brakes ready for the road?**

**Checklist - External and Under Chassis**

Checklist	GOOD	OK	POOR	FAIL
1. Check for any damage to the trailer body or chassis.				
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23. Check for any damage to the trailer body or chassis.				
24. Check for any damage to the trailer body or chassis.				
25. Check for any damage to the trailer body or chassis.				

Driver's Name: \_\_\_\_\_ Signature: \_\_\_\_\_

**A Call to ACTION Essential CHECKLIST** A FleetWatch INITIATIVE

## Pre-Trip Inspection for Trucks

This is an essential procedure for both driver and fleet managers and drivers - it will ensure that the truck is safe to drive and that the driver is safe to drive. It will also ensure that the truck is safe to drive and that the driver is safe to drive.

**COVID-19 Precautions**

**Engine/Fluid Checks, Interior and Exterior**

**Checklist**

Checklist	GOOD	OK	POOR	FAIL
1. Check for any damage to the truck body or chassis.				
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25. Check for any damage to the truck body or chassis.				

Driver's Name: \_\_\_\_\_ Signature: \_\_\_\_\_

**A Call to ACTION Essential CHECKLIST** A FleetWatch INITIATIVE

## Truck & Trailer Tyres

One of the most common causes of truck accidents is the failure of the tyres. Again, basic maintenance and regular checks are essential. Make this your company's priority - don't endanger the driver, the vehicle and the road users.

**Are your tyres ready for the road?**

**Checklist - External and Under Chassis**

Checklist	GOOD	OK	POOR	FAIL
1. Check for any damage to the tyre.				
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25. Check for any damage to the tyre.				

Driver's Name: \_\_\_\_\_ Signature: \_\_\_\_\_

**A Call to ACTION Essential CHECKLIST** A FleetWatch INITIATIVE

## Brakes

One of the most common causes of truck accidents is the failure of the brakes and brake system. Again, basic maintenance and regular checks are essential. Make this your company's priority - don't endanger the driver, the vehicle and the road users.

**Are your brakes ready for the road?**

**Checklist - External and Under Chassis**

Checklist	GOOD	OK	POOR	FAIL
1. Check for any damage to the brake system.				
2. Check for any damage to the brake system.				
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24. Check for any damage to the brake system.				
25. Check for any damage to the brake system.				

Driver's Name: \_\_\_\_\_ Signature: \_\_\_\_\_

**A Call to ACTION Essential CHECKLIST** A FleetWatch INITIATIVE

## Accident Procedures for Drivers

If you are involved in an accident - especially if a person is injured or killed, or if property is damaged - it is a legal requirement, as the driver, to take certain actions. Vehicle/business owners should also familiarise themselves with these procedures.

**What to do at the Scene of an Accident**

- Bring the vehicle to an immediate stop, before taking action to prevent further damage.
- Contact Emergency Services as soon as possible.
- If possible, help any injured persons. Keep them calm and comfortable.
- Do not move the vehicle if any person has been injured or killed, unless it is a danger to traffic.
- Do not leave the scene of an accident until you have been spoken to by a police officer or a police constable.
- Give your name and address and that of the vehicle's owner, if applicable, to any person who has reason to request it.
- Do not consume any alcohol or drugs, or use any mobile phone, unless you are required to do so.

**Moving the Vehicle**

- Before moving any vehicle for any reason, make the most position for the vehicle. Contact police officers, if possible.
- Move just enough to allow other traffic to pass.
- If no person is injured or killed, vehicles may be moved without traffic or police officers being called.

**Statements**

You are required to give only the following:

- Your name and address, and to those of your insurer.
- The name, address and telephone number of your insurer.
- You are not required to give any further statements to the police. You should not talk to any other people.

**Before Leaving the Accident**

- Obtain the names and addresses of the injured, and how they were injured.
- Make note of the damage to the vehicle(s) involved.
- Get names and addresses of all of any witnesses present.
- Obtain the name and address of the vehicle(s) involved in the accident.
- Take careful note of the vehicle's position, surroundings, and traffic signs (if any) to write a narrative and accurate account.

Any accidents must be reported within 24 hours, if no traffic or police officers are present at the accident scene.

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## Advanced Fuel Management

With fluctuating diesel prices, fuel remains a critical factor impacting the profitability of running a fleet of vehicles. By working together with some education, operators and drivers can achieve significant savings.

**FOR THE DRIVER**

**Vehicle Maintenance**

Perform regular pre and post-trip inspections to ensure optimal fuel efficiency.

**Speed**

Driving at higher speeds consumes more fuel. Drive down and maintain moderate speeds to save fuel.

**Tyre Management**

Ensure tyres are correctly inflated. Under-inflated tyres increase rolling resistance, leading to higher fuel consumption.

**Driving style**

- Maintain engine revs at near peak torque.
- Drive in the correct gear and avoid frequent or abrupt gear changes.
- Avoid unnecessary idling - idling can consume up to 10% more fuel. Switch off the engine when stationary.
- Accelerate and brake gently, avoid aggressive driving.
- When starting a cold engine, use idle driving and avoid using full power immediately.

**Wind resistance**

Adjust air deflectors to match the cab and trailer shape, reducing drag and fuel consumption.

**Security and Monitoring**

Secure fuel tanks to prevent fuel theft.

**FOR THE OPERATOR**

**Driver Training**

Drivers are often the single biggest factor influencing fuel consumption. Conduct consistent and regular training sessions to refine driver skills, habits, and attitudes.

**Incentivise Fuel Savings**

Consider introducing an incentive programme to reward drivers for achieving fuel efficiency goals.

**Consider a Fleet Management System**

A comprehensive fleet management system offers numerous benefits, including:

- Vehicle and driver monitoring and performance insights.
- Route optimisation and planning.
- Maintenance scheduling and management.
- Automated data collection for fuel regulation and usage monitoring.

**Vehicle Replacement Policy**

Older vehicles typically consume more fuel and incur higher maintenance costs. Replace outdated vehicles as they become inefficient.

**Select the Right Vehicle**

- Ensure vehicles are fit for purpose.
- Verify that rear axle ratios align with operational needs to maximise fuel efficiency.

**Manage Loading**

- Move fuel tank to be used.
- Will cause damage to the vehicle and tyres.

**Optimise Routing and Scheduling**

Route planning is critical to reducing the time and fuel usage.

**Purpose-Built Solutions to Manage Your Fuel Effectively and Efficiently**

**POWERFLEET**

**A Call to ACTION Essential CHECKLIST** A FleetWatch INITIATIVE

## Don't drink and drive

Driving under the influence is a criminal offence. Alcohol and drug driving do not go together - don't do it!

**Negative effects of alcohol**

- Slows reaction time
- Distorts vision
- Reduces concentration
- Increases risk taking
- Reduces or poor judgement
- Increases fatigue - more hours after consumption
- Alcohol is a performance enhancer - driver can have his licence suspended for 6 months - first offence
- 5 years - second offence
- 10 years - third offence

**Legal limit for Professional Drivers**

Recommendation: Blood Alcohol Content (BAC) should be reduced to 0.02g per 100ml for professional drivers and 0.05g per 100ml for other drivers.

**Limit of 0.02g per 100ml**

**TEST BEFORE ENTRY**

to ensure safer working environments

100% 100% 100% 100% 100% 100% 100% 100% 100% 100%

FOR SITE ENTRANCE CONTROL

**A Call to ACTION Essential CHECKLIST** A FleetWatch INITIATIVE

## Correct Operation of landing leg to avoid failure

To avoid failure of the landing leg and to prevent loss of life and limb the following operational procedure must be followed when operating the landing leg

**With defective support equipment having been repaired or replaced with OEM parts**

- When the vehicle is being supported, care must be taken to ensure that the support equipment is correctly positioned and that the vehicle is correctly supported.
- The support equipment must be correctly positioned and that the vehicle is correctly supported.
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**When loading the supported trailer**

- Only load the trailer with a crane or fork lift.
- The vehicle must be correctly supported and that the vehicle is correctly supported.
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◀ More safety complexity - Unitrans runs side-tipper road trains at RMB, requiring extra operational vigilance and caution

**Centre:**

◀ RockStars – members of the safety team at Unitrans with their Rio Tinto accolade.

▼ Safety briefings are integral to the daily operations of Unitrans at RMB

# Unitrans scoops safety award



It's a rare and welcome headline: a local logistics player not only outperforming on safety but doing so on a global stage. As South Africa battles to uplift operational standards across mining and freight, Unitrans has delivered a standout performance - clinching Rio Tinto's prestigious Most Outstanding Contractor Partner Safety Award for the second year running.

Unitrans, having worked with Rio Tinto for over 40 years, beat out some 18 000 contractors across 35 countries to earn top honors in the mining multinational's RockStars of the Year Safety Awards. The accolade acknowledges not only performance in ensuring the safety of staff and clients while protecting products from theft, but also *maturity* – specifically, how deeply a *culture of safety* has taken root.

"I'm exceptionally proud that we have won this award for the second consecutive year and that Rio Tinto's safety maturity model has been implemented across the operation at Richards Bay Minerals," says John Kettlewell, Unitrans Mining executive.

## Real-world safety with global benchmarks

Unitrans' win rests on rigorous integration of Rio Tinto's global

safety culture across its Richard's Bay Minerals (RBM) operations. That includes proactive risk management, regular internal audits, detailed reporting and systems for real-time feedback and improvement.

"This remarkable achievement reflects the power of partnership and Unitrans's dedication to safety excellence. Their journey demonstrates the positive impact of focus, commitment and collaboration, proving that meaningful change is possible when a team unites to prioritise safety," says Werner Duvenhage, managing director of Rio Tinto Iron Titanium - Africa Operations.

To meet Rio Tinto's stringent safety standards, Unitrans was required to demonstrate to international auditors that it had fully integrated the miner's safety culture and practices across all its operations.

Sandile Shange, Unitrans Contract manager, explains: "We follow Rio Tinto's four-pillar approach - Care, Courage, Curiosity and Collaboration. We start each day with the Care principle through holding two meetings at which employee well-being and the previous day's experiences are discussed.

"Care shows itself in a culture of being our 'Brother's keeper,' while Courage empowers everyone to

speak up about potential hazards - like spotting a new pothole - so that risks can be mitigated.

"Curiosity flourishes in learning and improvement sessions where everyone learns from one another and Collaboration ensures our teams plan and execute together to meet performance targets."

As part of Unitrans' commitment to RBM, it has integrated the latest in trusted artificial intelligence solutions to analyse data related to various aspects of safety, such as driver fatigue.

A complete safety strategy also boosts RBM and all Unitrans' other clients' growth through more cost-effective and streamlined processes, enabling Unitrans' customers to improve their profitability through better productivity.

Unitrans CEO Edwin Hewitt concludes: "At the heart of our mission is empowering businesses with supply chain solutions rooted in uncompromising safety. This isn't just about risk mitigation; it's a strategic growth accelerator."

**Editor's comment:** Unitrans' win shows what's possible when safety becomes more than a compliance consideration - when it settles in and becomes company culture, and a healthy takeaway for every trucker and team member who goes home safe at the end of the shift. □



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# Trucking SME gets a multi-million boost

For trucking entrepreneurs in South Africa, securing funding can make or break their entry into corporate supply chains. Without access to capital for vehicles, compliance or scaling operations, many trucking SMEs struggle to meet corporate expectations. Nandu Training and Logistics, founded by a former long-haul driver, is showing how targeted funding can bridge this gap and turn a one-man operation into a growing player in the national supply chain.

In 2020, industry veteran Daniel Maswangane launched Nandu Training and Logistics (Nandu), delivering industrial gas for Afrox.



◀ From strength to strength - Daniel Maswangane and his new RTMS-accredited fleet.

Since then, the SME has expanded its services to include delivery of food, hazardous materials and general retail goods, all while broadening its client base across multiple sectors.

## The power of targeted funding

In 2022, Afrox introduced the start-up to Edge Growth, a specialist in SME development, securing Nandu an initial investment that enabled the hiring of two new employees and the purchase its first truck.

According to Maswangane: "The funding support from The Edge Action ESD Fund has been a game-changer for Nandu Training and Logistics. It has allowed us to expand our operations, reach more clients and enhance the services we provide. We're grateful for this continued support from Edge Growth and excited about the future ahead."

In 2024, Edge Growth stepped in again with follow-on funding to the tune of R5-million that enabled the purchase of two new trucks, replacing older models and

strengthening Nandu's capacity for reliable, safe delivery.

"Nandu's clients have responded positively, resulting in more work and longer-term agreements," says Reginah Mogole, investment analyst at Edge Growth. "The business has exceeded the projected growth outlined in 2022, and I expect it will continue to grow throughout the remaining term of the loan facility."

Beyond contracts and capital, Maswangane sees his company as a legacy project; one that supports his family, creates jobs and offers a blueprint for SME success: "Starting this business after two decades as a driver is a testament to the power of determination and faith. It shows that no matter where you begin, with hard work, vision and the right support, anything is possible," he concludes.

In an industry beset with barriers to entry, Edge Growth's work with Nandu Training and Logistics is just one example of how targeted enterprise development funding can effectively fuel transformation in the transport and logistics space, one truck at a time. □



A **FleetWatch** Publication

The comprehensive Guide to the RTMS programme - the why, how and a selection of case studies... all an operator needs to know to get started

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# Hino SA supports drought-hit farmers



▲ Destination Loeriesfontein - the Hino 700 2845 truck-tractor and its trailers being loaded with much-needed fodder in Evander.

**T**he South African trucking industry has long been defined by resilience, reliability and a readiness to roll when duty calls.

Nowhere is that more evident than in the recent cross-country drought relief effort where Hino South Africa stepped up once again to assist farming communities in distress.

In a coordinated act of solidarity, Hino SA provided a Hino 700 2845 truck-tractor from its demonstrator fleet to move 34 tons of urgently needed fodder from Secunda in Mpumalanga to Loeriesfontein in the Northern Cape - a 1 500 km haul through some of the country's most remote terrain. This act of logistical generosity highlights the vital role trucking plays in disaster response and rural resilience.

## **Across great distance to bring relief**

"Although there has been heavy rain and flooding in many parts of South Africa recently, there are still pockets of the country in the fierce grip of a drought, particularly areas in the Northern Cape," explains Gilbert Martin, founder of We are South Africans and The People of South Africa Foundation NPC, which coordinates many of the local drought relief initiatives.

"Loeriesfontein has been hard hit by drought since 2013 and on one occasion, the town and its surroundings had no rain for seven years, relying solely on ground water.

In certain cases, in these drought-stricken areas, we sometimes see one part of a farm that is green while other sections are bone dry.

"This is most distressing for the many small scale livestock farmers living in these areas. We not only deliver fodder for animals but also desperately needed food such as potatoes and butternuts into Namaqualand towns such as Springbok, Garries and Kamieskroon."

## **Sustaining deep roots in the farming community**

The OEM's latest effort builds on a track record of assistance. In 2021, Hino loaned a Hino 700 2848 truck-tractor for four months to help transport fodder to drought-affected regions around Vanwyksvlei, Boesmanland and Calvinia (also in the Northern Cape). The truck completed over 20 long-distance runs and nearly 40 000 km in relief mileage.

"Our relationship with Hino South Africa, their dealers and the Hino Knights goes back to the aftermath of the July 2021 riots. They have subsequently helped us immensely by providing transport and coordinating the delivery of

fodder and food to areas hit by floods, drought and fires. We are most grateful for these helping hands from members of the Hino family," adds Martin.

Itumeleng Segage, general manager of Hino South Africa concludes: "We are very pleased that we have again been able to assist community organisations in providing food for livestock and the inhabitants of these regions of our country.

"Our parent company, Toyota SA Motors, was given significant support from the farming community after it was established in the 1960s. Since Hino, a Toyota Group company, arrived here in 1972 they have also provided reliable and durable transport to the agricultural sector. We are particularly grateful to the organisations that arrange support for those affected by disasters and will continue to help when possible."

**Editor's note:** From the farms to the freeways and back - again and again - South Africa's trucking community continues to prove that its power lies not just in horsepower but also in heart! They're on your side through good and bad times. □



▲ Electric engine with a backup diesel/petrol/biofuel genny - the DHL Scania hybrid truck is currently proving its long-haul mettle in Germany.

## Scania and DHL pilot hybrid electric truck

As South African trucking companies face mounting pressure to decarbonise their fleets amid unreliable energy infrastructure and high diesel costs, the transition to fully electric freight vehicles may appear out of reach. Without a reliable national charging network, grid stability, or affordable high-capacity energy solutions, the industry is stuck between growing climate accountability and a harsh operational reality. But a recent collaboration between Scania and DHL Group in Europe offers a path forward that may resonate with local transporters seeking practical, scalable fleet transformation solutions.

### Overcoming obstacles to electrification

While fully electric trucks represent one long-term route to sustainable freight transport,

operators globally and in South Africa face significant barriers to widespread adoption. These include the limited availability of charging infrastructure, high upfront investment in depot charging capacity and inconsistent energy supply – challenges made worse during high-demand periods like peak seasons or adverse weather conditions.

The primary hurdle is infrastructural: national grids are under pressure, charging points are scarce and the cost of electricity is rising. This forces companies to delay electrification, even when environmental targets are urgent and emissions reductions are needed now.

To bridge this gap, Scania and DHL have developed a pragmatic solution: an Extended Range Electric Vehicle (EREV). This innovative e-truck features a fuel-powered generator that replaces one of

the battery packs, allowing DHL to run 80 to 90% of its routes on renewable electricity, with the generator stepping in only when needed. It enables electric trucking without waiting for a fully developed charging network, making it ideal for transitional markets like South Africa.

### Proof is in the eating

DHL is currently testing the EREV on the 300km route between Berlin and Hamburg — a use case similar in scale to intercity routes in South Africa such as Johannesburg to Bloemfontein or a return trip between Durban and Pietermaritzburg.

The truck offers a maximum range of 650 to 800 km, easily refueled at standard petrol stations when battery power is depleted. Its 416 kWh battery powers a 230 kW electric engine (295 kW peak), supplemented by a 120 kW petrol generator, which can later be adapted to diesel or HVO. With a maximum weight of 40 tons, a cargo capacity of ±1 000 parcels and the ability to haul a trailer, the vehicle maintains commercial viability while dramatically reducing emissions.

Scania and DHL are urging policymakers to recognise interim solutions like EREVs as valid contributors to decarbonisation efforts, advocating for toll reductions and fleet emission credits proportional to actual environmental performance.

Scania CEO Christian Levin emphasises the need to avoid waiting for a perfect solution before acting: “Perfect must not be the enemy of good,” he concludes. □

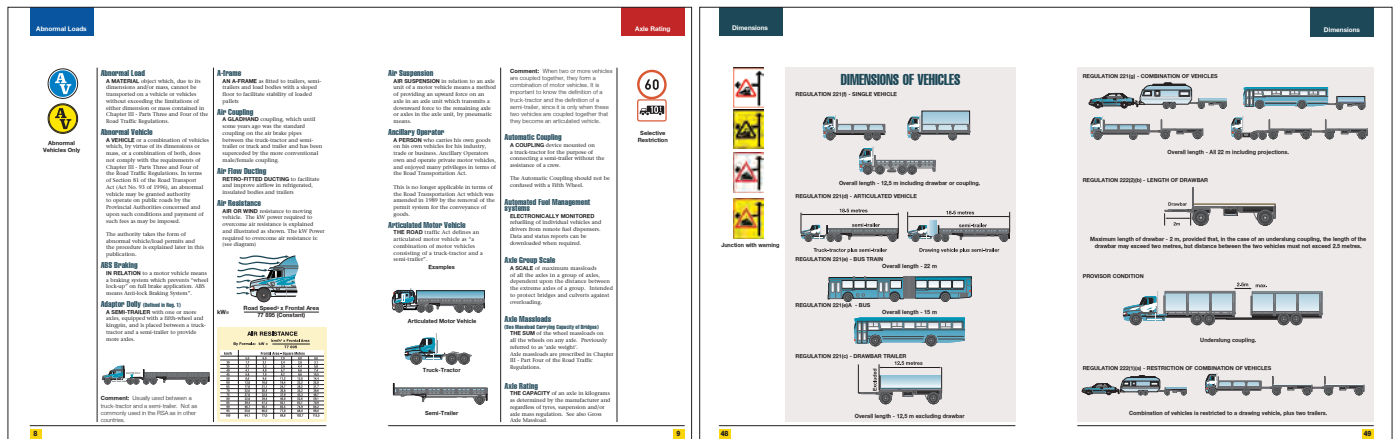
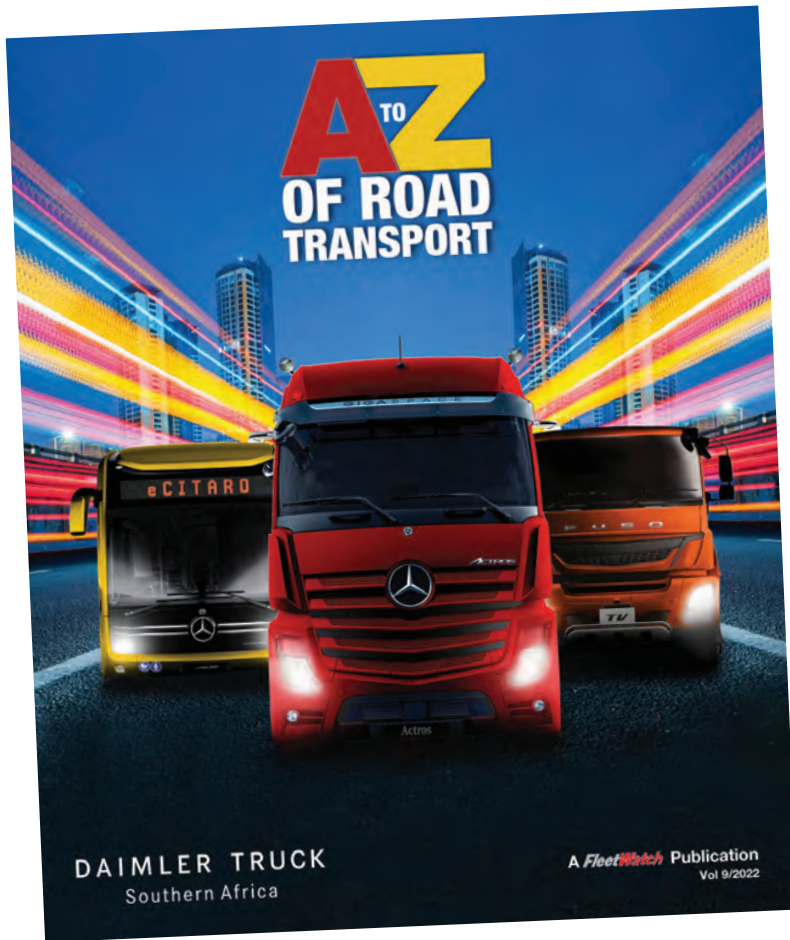
**Editor's note:** For South Africa's logistics sector, this EREV model offers a potential stepping-stone. It presents a possibility for fleet owners to begin the shift toward electric transport without over-reliance on Eskom or costly depot upgrades. With the right policy incentives and infrastructure planning, range-extended electric trucks could help South African operators future-proof their fleets, cut fuel costs and meet climate targets - all without compromising reliability on long-haul routes.



9<sup>th</sup> Edition

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◀ How good does this line up of the 11 new 6.5m refrigerated truck bodies look? Stunning!

Founded in 1984 by Ken Clark, Crickley Dairy began with just five cows and a single farm hand. From its humble beginnings, the company has grown into a respected regional brand, delivering locally produced dairy products to consumers throughout the Eastern Cape.

A key to the project's success was strong collaboration between Serco, UD Trucks, and Spheros Transport Refrigeration, ensuring seamless integration between chassis, refrigeration and body. The coordinated approach was underpinned by strategic planning, risk management and transparent communication, ensuring the project's goals were achieved without compromise.

Being the first collaboration between the two companies, Serco CEO, Clinton Holcroft, is obviously delighted with the outcome. "We're proud to support Crickley Dairy's growth by delivering vehicles tailored to their operational needs and with our Deal Party facility in Gqeberha, we're well-positioned to provide on-going support and repairs throughout the fleet's life. We look forward to building on this partnership."

A case of: "I love it when a plan comes together." □

# Crickley Dairy partners with Serco for fleet upgrade

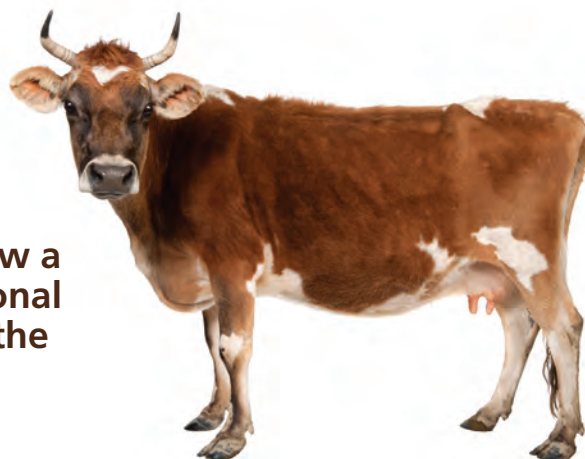
**E**astern Cape-based Crickley Dairy has successfully completed a significant fleet upgrade, selecting Serco to build 11 6.5m refrigerated truck bodies specifically designed to support the dairy's growing demand for reliable cold chain transportation of milk and dairy products across the region.

The agreement, called for swift action and Serco met the challenge head-on with all units completed and on the road comfortably meeting the tight delivery timeline of just four weeks.

The trucks are equipped with GRP-insulated bodies, durable aluminium flooring and scuff rails and a customised storage solution for a pallet jack, enhancing both hygiene and operator efficiency. These features align with Crickley Dairy's commitment to maintaining high-quality standards throughout its supply chain.

This project marks the first collaboration between Crickley Dairy and Serco, with indications pointing to a promising long-term relationship. Crickley's CEO, John Conway, was pleased with the build quality and service, confirming the potential for future fleet additions.

**Crickley Dairy started in 1984 with five cows and a single farmhand... now a respected regional brand serving the Eastern Cape**







*Going forwards, backwards:*

# eActros 600 sets Guinness World Record

**In a feat that underscores both technical ingenuity and the evolving role of electric mobility in freight transport, Mercedes-Benz Trucks has set a new Guinness World Records title with its battery-electric long-haul eActros 600 - reversing a distance of 124.7 kilometres with a semitrailer. The run beats the previous record, set in the US with a diesel truck in 2020, by nearly 36 kilometres and shines a light on the relevance of electrification, road safety and the value of professional drivers.**

**R**eversing a 40-tonne electric truck hitched to a semi-trailer for over 100 kilometres might sound like a publicity stunt but for Daimler Truck, it's a clever marketing coup. The record-breaking feat not only draws headlines but also proves just how refined the eActros 600's technology is. From precision handling to driver assistance systems like reverse cameras, the truck held its line and composure through 476 bends, turning a seemingly absurd challenge into a compelling showcase of electric truck capability.

## On track and public roads

Held at the Motorsport Arena Oschersleben in Saxony-Anhalt, Germany, the record-setting run took 6 hours and 22 minutes, averaging 20 kilometres per hour across a demanding racetrack with 14 tight bends. This controlled environment minimised the risk of interruption, ensuring a clean, continuous drive.

The driver of the eActros and now Guinness World Record titleholder

**Record- setting eActros feat!  
Reversing 124,7 kms in 6 hours, 22 minutes!**

◀ The interaction of the eActros 600's MirrorCam with Sideguard Assist from Mercedes-Benz Trucks, made Marco Hellgrewe's record-setting reverse run safe and precise.



▲ Driver Marco Hellgrewe (center) and Werner Kempfle (left), development engineer and co-project manager of the eActros 600, receive the award for a new Guinness World Record from Seyda Subasi-Gemici, adjudicator, Guinness World Records Limited.

was Marco Hellgrewe (50), an officer in the German Armed Forces and a truck enthusiast.

Later the same day, Hellgrewe piloted the eActros 600 for 30 kilometres in reverse on open roads from Oschersleben to Halberstadt, escorted by police and cheered on by city officials and logistics leaders.

The journey ended at Daimler Truck's new Global Parts Center in Halberstadt, reinforcing not just the vehicle's capabilities but also the brand's broader message around electrification, road safety and the vital role of truck drivers.

"I'm incredibly proud to have brought back the record to Germany together with Mercedes-



## WATCH THE VIDEO



Mercedes-Benz Trucks sets a new Guinness World record for reversing

Benz Trucks - especially as it is a world first with an all-electric drive," said Hellgrewe. "By doing so, we have sent out a powerful message for the future of alternative drives. I am convinced that we have also drawn broad attention to the topics of road safety and driver image that are particularly important to me as an examiner of learner truck drivers, who tend to be younger."

With hundreds of bends to negotiate, the on-track record required significant focus and precision. Hellgrewe added: "The very long trip with a total of 476 bends demanded an enormous effort - and for this reason alone, it was a great help that the eActros 600 and its assistance systems make driving so much easier."

Rainer Müller-Finkeldei, head of product engineering at Mercedes-Benz Trucks, acknowledged the impact of the achievement. "We warmly congratulate Marco Hellgrewe on his successful world-record trip and express our thanks for his great achievement as a driver. We are especially pleased that he set the new record with our all-electric powered Mercedes-Benz eActros 600. Marco Hellgrewe's unusual trip in the service of transformation towards alternative drives will surely

have a certain signalling effect for the industry and for society."

He continued: "Reversing is a central part of the day-to-day work of truck drivers and Marco Hellgrewe more than clearly showed the whole world that a great deal of concentration and ability are needed for this. Each and every day, truck drivers perform great tasks for society and this must be given corresponding recognition too - specifically in the light of the increasing shortage of drivers."

### All for trucking and the greater good

The record attempt was supported by two partners - PROFI - Pro Fahrer-Image e.V. and Blicki e.V. -

whose work advocates for greater recognition of truck driving as a profession and increased road safety awareness among children and families.

Prof Dr Dirk Engelhardt, chairman of PROFI, said: "We express our sincere congratulations to Marco Hellgrewe and Mercedes-Benz Trucks on the new record. We were very happy to give our support to this project because it raises awareness of the role played by professional drivers in our society. The record provides an excellent platform to increase appreciation for this profession. The activity also shows how innovative technologies can make a positive contribution to the future of transportation."

Dirk Hender, managing director of Blicki e.V., added: "Many congratulations to Marco Hellgrewe and Mercedes-Benz Trucks on the new record! This project is a great opportunity to raise awareness of road safety among children and families. We are excited to be part of this and spread our message in this way."

With over 80 000 primary school children already trained in its workshops, Blicki continues to build road safety awareness with support from the German Federal Ministry of Transport and industry leaders such as VDA president Hildegard Müller.

From precision engineering to public advocacy, the record-breaking run is more than just a milestone in reverse driving - it's a powerful showcase of innovation, truck electrification and respect for the people who keep goods moving. □



▲ With a total of 476 bends to negotiate, the on-track record required significant focus, precision and enormous effort. "It was a great help that the eActros 600 and its assistance systems made the driving so much easier," said driver Marco Hellgrewe.





## Global Trucking

# Traton unifies global R&D operations

**C**ollaboration seems to be the new modus operandi of international truck OEMs and it makes a huge amount of sense - economies of scale being just one of them. FleetWatch recently reported on the Mitsubishi Fuso/Hino merger, then on the Daimler/Volvo joint venture in the development of a new software-defined vehicle platform to establish a new industry standard. And now we hear of another one.

Traton Group, the commercial vehicle subsidiary of Volkswagen, is consolidating its global R&D operations to deliver faster, more focused innovation across its brands. From this month, July, engineers from Scania, MAN, International and Volkswagen Truck & Bus will operate within a single structure, effectively cutting duplication, reducing development costs and improving speed-to-market. The unified approach aims to strengthen customer focus while supporting each brand's identity, using modular

technologies tailored to a wide range of real-world fleet needs.

Approximately 9 000 employees from the R&D departments of Scania, MAN, International and Volkswagen Truck & Bus are now headed by Niklas Klingenberg, the Traton Executive Board member responsible for Research & Development in the group.

According to Klingenberg: "The R&D employees will be joining forces with around 3 000 colleagues in R&D teams at the Traton brands. As part of Brand Identity Development (BID), they ensure that work continues successfully on brand-specific innovations.

"The forthcoming closer cooperation in Research & Development will make us both quicker and more efficient, enabling us to develop more precisely targeted innovations and bring products to market earlier. This approach means we can avoid duplication of work and, at the same time, consistently tailor our product

▲ Research and Development engineers from Scania, MAN, International and Volkswagen Truck & Bus will, as from this month, operate within a single structure, effectively cutting duplication, reducing development costs and improving speed-to-market.

portfolio optimally to the needs of different customers across all our brands.

"Every single engineer and talent in our organisation is indispensable in ensuring the bright future of the Traton Group. Our success depends on their expertise."

By repositioning Research & Development, the entire Group will capitalise on the Traton Modular System to a far greater extent than before, he adds. "The overall focus is on developing modular components that can be used by different brands, while the goal is for the same technology to serve various performance steps and thereby meet different customer requirements.

"Now that the cooperation between Group R&D and Brand Identity Development is evolving, it will accelerate the development of the Traton Modular System to deliver sustainable, efficient and connected transportation solutions to the market," Klingenberg concludes. □



## Future-ready dealership for UD Trucks and CMH

As truck dealerships evolve to meet the changing needs of truck transport operators, their focus has shifted toward smarter facilities, advanced technology and a seamless customer experience. Reflecting this industry-wide transformation, UD Trucks Southern Africa - together with partner Combined Motor Holdings (CMH) - has opened a new state-of-the-art dealership in Pinetown, built to deliver future-ready support and service excellence.

The launch follows the flagship opening in Cape Town in 2023 and signals UD Trucks' on-going commitment to enhancing customer support across Southern Africa. As part of the company's broader investment in dealer partnerships and customer experience, the new CMH Commercial Pinetown dealership represents a next step in building a network capable of satisfying the needs of a broad

spectrum of truck transport operators in a rapidly evolving business environment.

"We value our longstanding relationship with UD Trucks which is not just a supplier - it's a partner in progress. This investment underscores our shared commitment to innovation, customer service and growth in the KwaZulu-Natal region," said Sean Singleton, franchise director at CMH.

Spanning 28 000 square metres, the upgraded facility features 13 service bays, a modern reception area and a driver lounge with inclusive amenities for both male and female drivers. Every detail is aligned with UD Trucks' brand promise of "Going the Extra Mile" - creating an environment that is welcoming, functional and tailored to the evolving needs of transport operators, Singleton added.

The launch event welcomed global and regional UD Trucks leadership, including Koichi Ito, president and CEO of UD Trucks Corporation, who travelled from Japan for the occasion. He was joined by Fabrice Gorlier, senior vice president of UD Trucks International Sales, and Filip Van den Heede, managing director of UD Trucks Southern Africa.

"This facility reflects our commitment to our customers in

◀ The new CMH Commercial Pinetown dealership - tailored to the evolving needs of transport operators.

Southern Africa," said Koichi Ito. "It showcases how UD Trucks continues to innovate, invest and grow in key markets, together with strong partners like CMH. This year we celebrate 90 years since UD Trucks was founded and throughout our history, we've continually challenged the status quo and pursued continuous improvement. Seeing this mindset embraced by our dealers in South Africa is both affirming and inspiring."

Filip Van den Heede said that UD Trucks Southern Africa is deeply committed to building strong, respectful partnerships rooted in local relevance and long-term value. "As we say here, 'umuntu ngumuntu ngabantu' - a person is a person through others. While UD Trucks celebrates 90 years globally, we've been present in South Africa for over 60 years. Every year has brought continuous improvement."

Ruan Joubert, dealer principal at CMH Commercial Pinetown, sees the upgrade as a tool for delivery and trust: "Our goal is simple - to be a trusted partner in every mile our customers drive."

Congratulations from all of us at FleetWatch to UD Trucks and CMH! □

▼ Celebrating a dealership that represents the UD brand in a smart and modern way - Filip Van den Heede, managing director of UD Trucks Southern Africa.







▲ All the MAN DOTY winners - committed to 'Simplifying Business'.

## MAN celebrates a customer-first culture

**D**ealer awards play a vital role in spotlighting the unsung heroes of the commercial vehicle industry - the teams who turn brand promises into measurable results. For truck OEMs, dealer accolades are more than mere trophies; they're a performance benchmark, reinforcing accountability, team culture and customer-centricity across the national network. MAN Truck & Bus South Africa recently celebrated its standout dealerships that keep service levels high, sales teams motivated and customer satisfaction front and centre.

The MAN Truck & Bus South Africa (MTBSA) 2025 Dealer of the Year Awards (DOTY) recognised top performers across its national dealer network. The annual awards event, celebrated those who delivered exceptional service, sales results and customer-focused solutions over the past year.

The most prestigious award of the night - Dealer of the Year - went to MAN Johannesburg,

acknowledged for excellence across all key performance areas including service delivery, team culture, sales, finance, and customer satisfaction.

### Key award winners

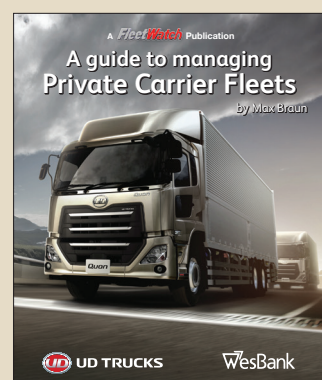
- Dealer of the Year: **MAN Johannesburg**
- Customer First Dealer of the Year: **MAN Middelburg**
- Truck Sales – Private Capital Dealer of the Year: **MAN Port Shepstone**
- MAN Financial Services (MFS) Dealer of the Year: **MAN Johannesburg**
- Employee of the Year: **Andrew Mark** - voted by peers for his dedication and embodiment of MAN's core values.

These awards underscore MTBSA's ongoing commitment to 'Simplifying Business' by empowering its dealers to deliver real-world results for customers in the freight and logistics sector. □

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by Max Braun



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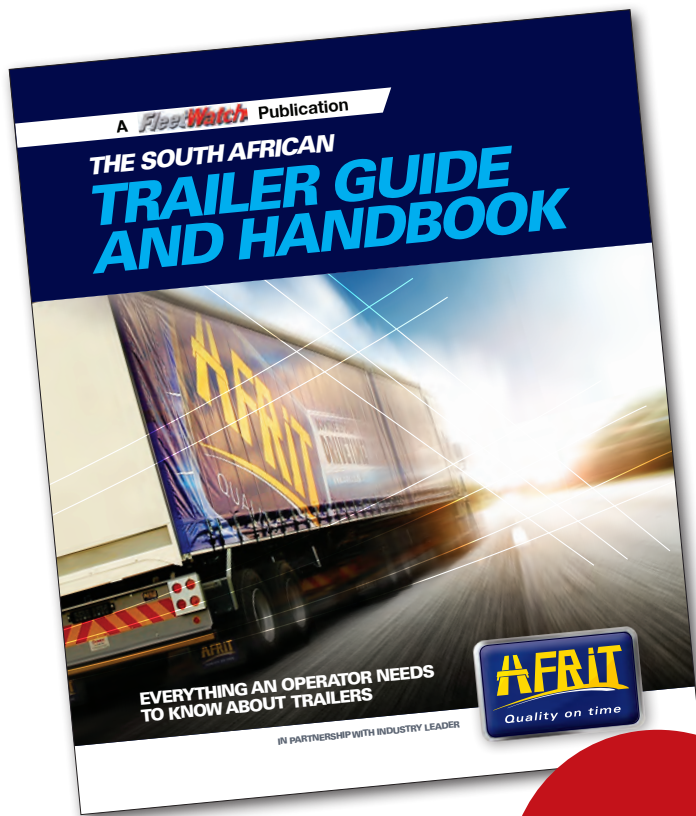


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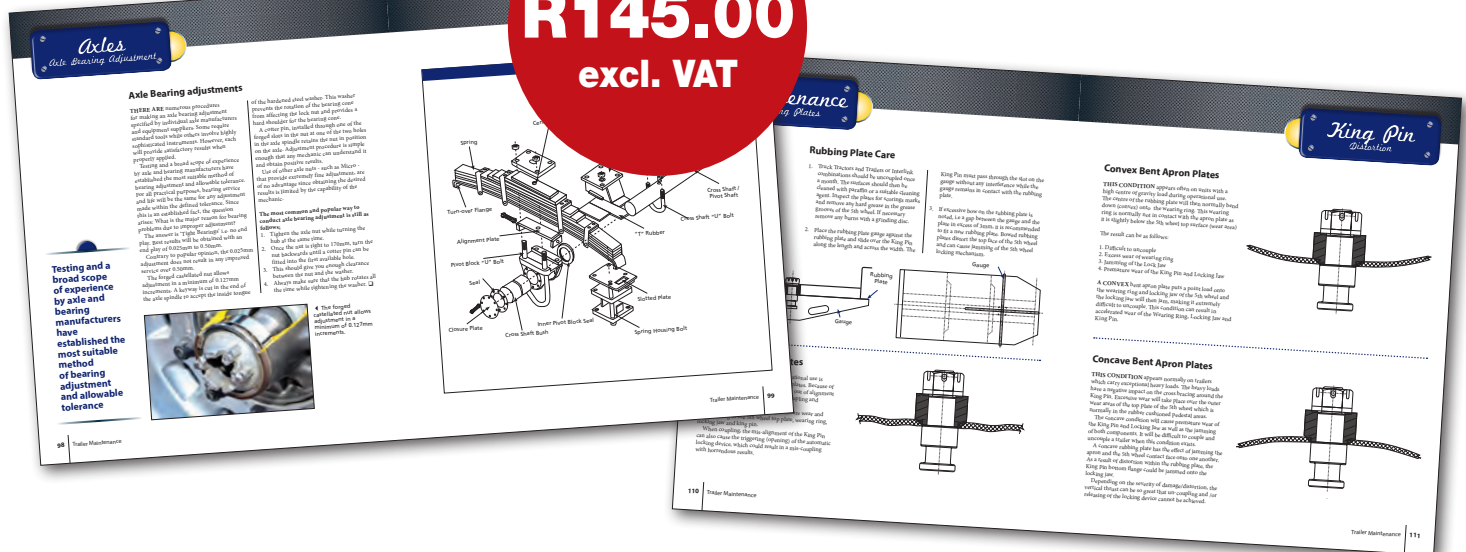
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**IN PARTNERSHIP WITH INDUSTRY LEADER**







◀ Proud Bakwena bursary recipient and Bachelor of Business Administration graduate, Catherine Morena.

Bakwena is translating its commitment to community upliftment into real opportunities, with its bursary and learnership programmes continuing to change lives across the NIN4 corridor. In 2024 alone, the company funded 10 external bursaries, 11 external learnerships and 7 internal bursaries - investments aimed squarely at empowering South Africans through education and skills development.

Two of the programme's recent success stories, Catherine Morena and Boitumelo Joy Ngobeni, both graduated in 2025 with the help of Bakwena's financial support. Their achievements speak not only to personal determination but also to the company's broader impact on education and employment in local communities.

Morena, a long-serving Bakwena employee, started as a communications clerk and has steadily moved through the ranks to become commercial support officer at the company's head office. Her journey - spanning toll operations, weighbridge services and head office functions - makes her one of Bakwena's most versatile professionals. With the help of a Bakwena bursary, she recently completed a Bachelor of Business Administration degree.

"This academic sponsorship marked a significant milestone in my personal and professional development. I remain deeply grateful for the confidence Bakwena placed in my potential and for playing an important role in shaping my academic and professional journey," she says.

Ngobeni, another proud bursary recipient, graduated with two qualifications in Integrated

Communication from Tshwane University of Technology. "I am proud to say that I am a product of Bakwena Platinum Bursaries and I will always be grateful for the opportunity provided to me. Bakwena's investment in my education has not only empowered me but has also inspired me to make a positive impact in my community," she says.

### **Holistic help for society and economy**

Beyond bursaries, Bakwena's construction learnership programme continues to create practical pathways for unemployed youth along the NIN4 route. Combining theoretical study with hands-on experience at Bakwena project sites, the programme equips participants with critical skills - and for many, it opens the door to permanent employment.

"The youth are the future of South Africa and we are dedicated to making a meaningful difference by empowering them with the knowledge to help them achieve their goals. We believe that we have a responsibility as a business to have a positive impact on many aspects of the lives of people in the communities surrounding the NIN4 route, bringing positive change, inspiration and hope, creating a brighter future for the next generation," Kganyago concludes.

**Editor's Comment:** In an era where the efficiency of our logistics networks underpin the entire economy, skills development in the sector is not a luxury - it's an imperative. Upskilling workers along vital corridors like the N1N4 does more than enhance operational performance and economic competitiveness; it transforms lives. By investing in education and practical training, companies like Bakwena are helping to build a workforce that thrives both on the highway and at home. This holistic approach to development fosters not only stronger supply chains but also stronger communities, proving that true progress is measured not just in profits, but in human opportunity and well-being. □

## **Bursaries for Bakwena workers**

**S**killed workers along South Africa's toll routes play a critical yet often overlooked role in keeping the country's logistics engine running smoothly. From control room operators and weighbridge staff to on-the-ground support teams, these professionals help ensure that freight moves efficiently while also creating a safer, more responsive environment for truck drivers. Through initiatives like Bakwena's bursary and learnership programmes - which develop talent from within local communities - these roles are increasingly filled by individuals who not only understand the demands of the route but are also deeply invested in its success. The result is a workforce that helps reduce delays, supports driver wellness and boosts job satisfaction across the freight and logistics sector.



- ◀ One of the ITC trainees was presented with the keys to the new vehicles and had the opportunity to move the rigs around the yard for the ceremony under the supervision of an instructor.
- ▼ Three heavy goods vehicles donated by corporate partners of the international development organisation, Transaid, have entered service at the Industrial Training Centre (ITC) in Lusaka.



# Transaid donates rigs to Zambia

**A**s demand for skilled truck drivers rises across the SADC region, training centres like Zambia's Industrial Training Centre (ITC) are under pressure to keep pace - not just for productivity but for road safety. Now, three ex-UK heavy goods vehicles donated by Transaid corporate partners are helping meet that challenge, going into immediate service as training assets for new and existing drivers.

The ITC in Lusaka officially took delivery of the vehicles in April, marking another milestone in its long-standing partnership with Transaid, the UK-based transport development charity working to improve road safety and access to healthcare across sub-Saharan Africa.

Three used-but-still-mighty commercial vehicles have begun their second life in Zambia - this time not as beasts of burden but as training platforms for hundreds of professional truck drivers in the making.

Since teaming up in 2008, Transaid and the ITC have helped train more than 25 000 drivers - a life-saving

contribution in a country where overloaded roads and undertrained drivers can prove fatal.

## Second life for hard-working vehicles

The donation includes two Scania R450 tractor units from long-time supporter The Malcolm Group and a DAF CF rigid supplied by Asset Alliance Group, who also covered the shipping bill. All three vehicles had previously seen service in the UK and were thoroughly prepped and serviced before shipment.

To modernise the trucks for training use, they were kitted out with HD camera systems from Brigade Electronics, and telematics and fleet safety software from Microlise - both valued Transaid corporate partners.

Brigade installed analogue HD side cameras and 7-inch colour monitors in each cab. The system activates with the indicators, eliminating blind spots and helping future drivers develop safe habits from day one. Microlise provided Fleet Performance and Driver Safety software, giving instructors the tools to monitor and improve

behind-the-wheel behaviour in real time.

## Partners who walk the talk

"Transaid is an organisation very close to our hearts," says Andrew Malcolm, Chief Executive of The Malcolm Group. "We take a huge sense of pride in knowing that these two vehicles, which have worked so hard for our business, can now enjoy a second life helping to make the roads safer in Zambia alongside our previously donated vehicles."

For Asset Alliance Group, who joined the Transaid partnership in 2024, it was a chance to make an early impact. "Hearing that new duties on imported vehicles would cause a potential problem for donations, we saw an opportunity to step up and help," says Willie Paterson, CEO. "The work Transaid does is incredible and shouldn't be limited by shipping costs."

## Results on the road

With Zambia facing a steady growth in commercial freight movement and limited local training resources, these kinds of partnerships deliver tangible value. ▶ 64



Caroline Barber, Transaid's Chief Executive, says: "We are so fortunate to have such wonderful corporate partners that truly believe in the work we are doing and genuinely want to get involved in any way they can. As we have seen with previous vehicle donations, these three trucks will be very useful additions to the ITC fleet."

## About Transaid

The UK-based Transaid transforms lives through safe, available and sustainable transport. Founded by Save the Children, The Chartered Institute of Logistics and Transport (CILT) and its Patron, HRH The Princess Royal, the international development organisation works with communities, partners, and governments to solve transport challenges throughout sub-Saharan Africa.

Transaid works in two core areas, road safety and access to health, to solve two of the biggest transport challenges in sub-Saharan Africa. Transaid's road safety work focuses on influencing safe driver behaviour with long term programmes in Ghana, Tanzania, Uganda and Zambia, responding to local needs for improved training for drivers and riders of trucks, buses, motorcycles and forklift trucks.

On the access to health side, Transaid is working with local partners and communities to strengthen access to health services, primarily in rural areas. They are also working to strengthen health supply chains in collaboration with local partners and governments. Transaid enjoys strong backing from the transport and logistics industry and the active involvement of its patron, HRH The Princess Royal. □

# Industry led self-regulated programme

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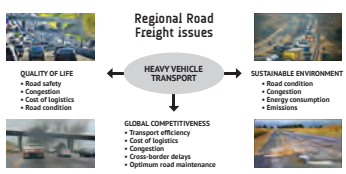


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## REGIONAL ISSUES



## Regional Road Freight Issues

**SOUTH AFRICA'S** estimated 750 000 kilometre road network is the bedrock of the economy with a direct bearing on:

**Accidents involving heavy vehicles often involve road closures, in some cases causing long delays.**

**thereby negatively impacting the total cost of logistics in South Africa**

the global stage. Businesses lose market share to global competitors and this stifles economic growth with the consequential loss of potential employment and

**c) Sustainable Environment**  
Poor road conditions not only impact negatively on vehicle operating costs but also increase waste output (e.g. scrap tyres due to damage caused by road conditions), which, in turn, places a burden on landfill capacity. Heavy vehicles that are not operated in a responsible manner (e.g. excessive speeds, harsh acceleration, excessive idling etc.) result in an increase in energy consumption (fuel) and an increase in exhaust emissions. Such practices do not allow for the building of a sustainable

Let's now take a look at the various risk components of heavy vehicle transport that impact on various intermediate outcomes resulting in the final impact discussed above.

Figure 1: Heavy vehicle overloading contributes to accelerated pavement deterioration, which not only increases the cost of road maintenance (exponentially) but also increases vehicle operating costs

Figure 4: The cost of logistics as a percentage of GDP in South Africa is almost double that of the United States and 50% more than Japan and

It is the intention of RTMS to implement, manage and monitor the household income and consumption survey.

heavy vehicle transport risk components. In doing this, operators will actively promote road safety, compliance and efficiency within the organisation and thereby have a positive impact on building

a sustainable environment, global competitiveness and especially enhancing the quality of life of all South Africans.

Road condition	Average maintenance and repair cost (R/km)
Good	R0.96
Fair	R1.24
Poor	R2.20

Bad	R2.11
-----	-------

15% \_\_\_\_\_ The cost of l

Response	Percentage
No	7.5%
Yes	9.5%

Country	Percentage of population aged 65 and over
United States	12%
Japan	22%

Average percentage increase in the truck maintenance and repair costs	Average percentage increase in company logistics cost
-	-
50%	2.6%

121%	10.4%
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Logistics

Country	Number of people (millions)
Brazil	150
South Africa	50

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RTMS

# Engen powers ICT skills growth

In today's digital economy, ICT skills are essential across every sector - from transport and logistics to finance, healthcare and beyond. The ability to navigate digital tools, analyse data and adapt to evolving technologies underpins both employability and enterprise. Engen has recognised this urgent need and is addressing South Africa's ICT skills gap with notable commitment, equipping young people with the technical and professional capabilities needed to participate meaningfully in a rapidly changing world.

During Youth Month, Engen reaffirmed its commitment to digital empowerment by spotlighting young learners whose lives have been transformed through the Engen Community Computer School and the Engen Global Citizen Development Programme (EGCDP).

## Building sustainable careers

The initiative, now in its second year, is already delivering real-world results. Among the 17 top-performing learners who completed the free four-month computer literacy course in December 2024, several have progressed into the accredited year-long ICT learnership offered by EGCDP - a structured programme providing NQF Level 4 and 5 qualifications in Technical Support and Systems Development.

Thobeka Ngobese from Umlazi is one such learner. She has graduated from the Engen Community Computer School and is now enrolled in the EGCDP, where she continues to build on her digital foundation.

"It wasn't just a certificate; it's a sign of accomplishment - a symbol that I started something and was able to finish it," she says. "Thank you, Engen, for giving me this opportunity. Technology is changing and improving every day and these are skills I'll carry with me forever."

Another graduate, Natasha Moonsamy from South Durban, says the programme has sparked her entrepreneurial spirit. "This was my stepping stone," she says. "It helped



▲ Engen Global Citizen Programme (EGCDP) candidates.



▲ Thobeka Ngobese from Umlazi is doing a one year accredited ICT learnership as part of the Engen Global Citizen Programme.

me develop discipline, study habits and a vision for the future. I even started my own PC repair business!"

Their journeys reflect the growing reach of Engen's education-based development efforts. Since launching the Wentworth-based computer school in 2009, Engen has trained over 3 300 unemployed individuals in essential digital skills - all at no cost to participants. Of those, 28% have gone on to find employment, 10% have pursued further studies and 6% have entered structured learnerships such as the EGCDP.

"The digital economy is evolving rapidly and equipping young people

with future-fit ICT skills is essential," says Dee Mdeka, Engen's skills development facilitator. "Through the EGCDP, our graduates gain technical expertise and real-world experience, positioning them for success in a competitive job market."

## Bridging a critical systemic gap

The programme goes beyond classroom learning. It combines technical training with life skills and workplace readiness modules - bridging the gap between education and employment. That holistic approach, says the company, is key to long-term impact.

Earlier this year, the EGCDP expanded to Steelpoort in Mpumalanga, where 10 learners have begun their training. The regional rollout signals Engen's intent to build scalable solutions for digital inclusion nationwide.

"At Engen, we believe that education is the key to economic freedom," concludes Olwethu Mdabula, Engen's CSI manager. "This Youth Month, we salute the resilience and ambition of South Africa's youth and reaffirm our commitment to creating tangible opportunities for them to succeed."

"To Thobeka, Natasha and all the EGCDP learners: your journey is just beginning. May your courage and commitment inspire many more to follow." □



# Pothole Fix GP – the App gains momentum

Potholes are the bane of all South African road users. They are tyre and people killers and it thus comes as good news that the Gauteng Department of Roads and Transport's pothole App - PotholeFixGP - is gaining momentum with reports indicating that motorists and truckers are increasingly using the tool to report poor road conditions and non-functioning traffic lights in the province.

According to a statement issued by the Department, since its launch in 2022, over 38 790 potholes have been repaired by the Department's regional maintenance teams. Close to 4 000 potholes have been reported along provincial roads via

the App with 2 814 of these already repaired, representing a 72% repair rate.

The rest of the potholes are identified and attended to by maintenance teams. This also excludes over 200 potholes located on provincial roads which are scheduled for full rehabilitation.

As of May 2025, the App has seen strong public engagement, with 15 701 downloads (Android) and 3 430 on iOS to date.

The App consists of two interfaces: a mobile App, available for iOS and Android devices that allows members of the public to report potholes and non-functioning traffic signals; as well as a web application dashboard for the Department. When reporting a road maintenance issue through the mobile App, real-time data is transmitted, enabling the Department to efficiently allocate resources, monitor reported cases and initiate repairs.

It was developed to streamline and digitise reporting of road infrastructure maintenance issues, including potholes and traffic signal failures, in the province.

Initially developed to report potholes on Gauteng roads, it has been expanded to include reporting of non-functioning traffic signals. It further enables the Department to track and monitor progress on addressing reported issues, while providing updates.

PotholeFixGP uses geographic information system technology, allowing it to pinpoint the exact location of reported maintenance issues and allocate the issue to the correct road authority for repair and maintenance.

Below is the breakdown of maintenance work by regional teams:

- Krugersdorp (Greater Johannesburg): had 2 181 potholes reported, with 1 710 repaired.
- Benoni (City of Ekurhuleni): 430 reported, 288 repaired.
- Derdepoort (Tshwane): 763 reported, 375 repaired. The region has the highest number of potholes on provincial roads on or scheduled for full rehabilitation (177).
- Vereeniging (Sedibeng): 495 reported with 423 repaired.
- Bronkhorstspuit (Tshwane): 57 potholes reported, 18 repaired.

In its efforts to improve road conditions, address community and motorists' concerns promptly and leverage technology for better service delivery, the Department has urged all road users to download the App (PotholeFixGP) and use it to report any potholes or non-functioning robots.

What is needed here is collaboration and while we often criticise - rightly so - Government departments for the lack of service delivery, the Gauteng Department of Roads and Transport is being innovative on this so let's collaborate. In this spirit, we encourage all truckers to get their drivers to download and use the App. Courier companies could really play a big role here as, with the surge in on-line shopping, their vehicles are all over the suburbs and highways. *FleetWatch* is certainly going to try it out. We'll let you know how it works out. □

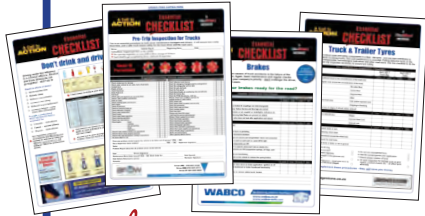


**THE STATS – PotholeFixGP**  
**38 790 potholes repaired since 2022**  
**THE APP – 4000 reported, 2 816 repaired**  
**72% repair rate**

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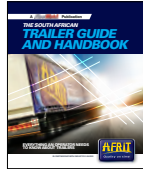
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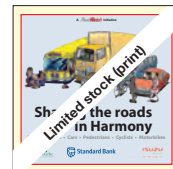
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