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TRANSPORT MANAGER'S HANDBOOK

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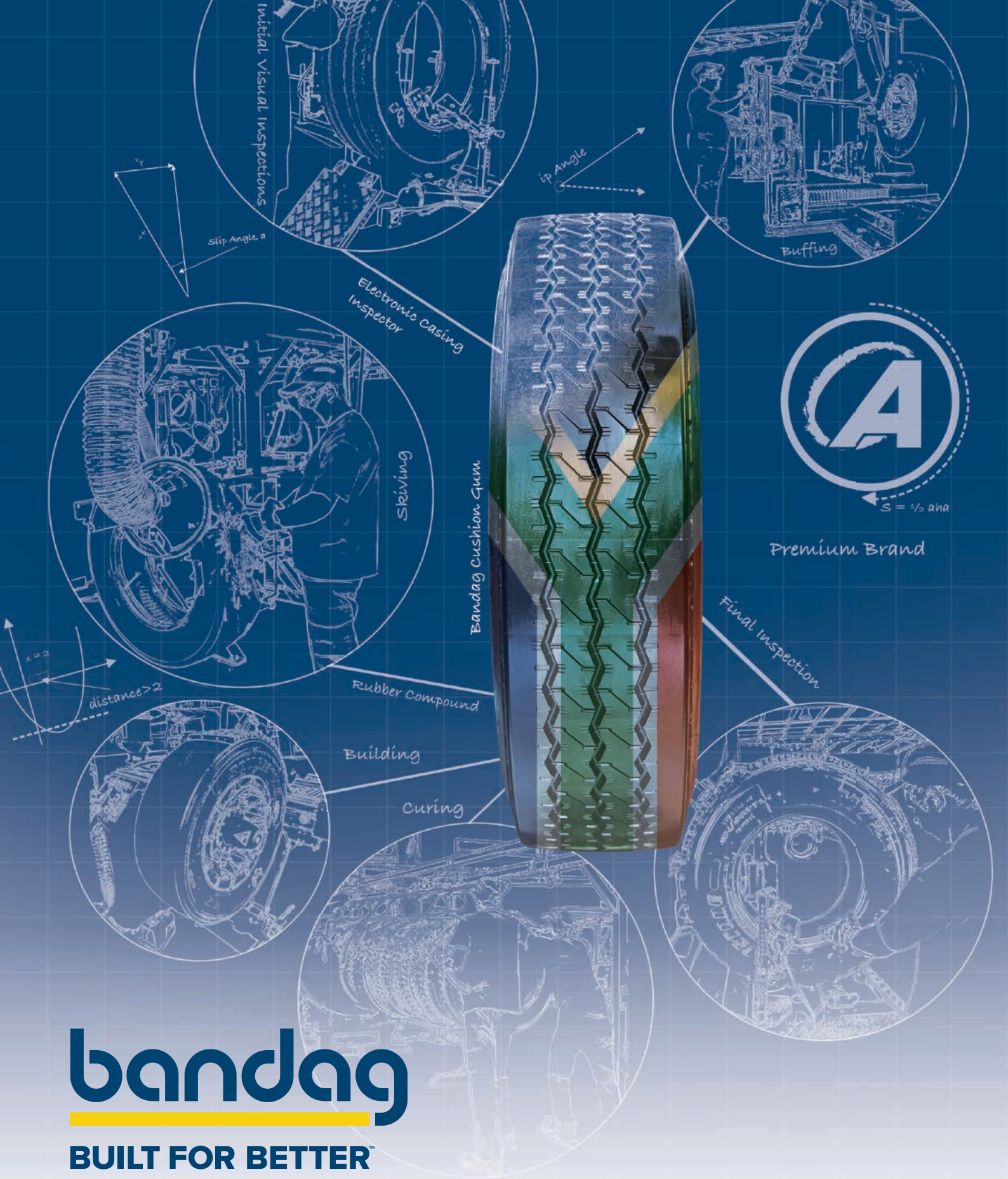
ALPINE AND SINOTRUK:

A RECIPE FOR SUCCESS



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WHEELS STARTING TO TURN FOR

SUSTAINABLE TRANSPORT

OVER THE COURSE OF 2024, IT WAS ENCOURAGING TO SEE DEVELOPMENTS IN THE LOCAL ELECTRIC VEHICLE (EV) AND SUSTAINABLE TRANSPORT MARKET. THE SIGNS ARE CERTAINLY THERE THAT GOVERNMENT REGULATIONS ON THE TRANSFORMATION OF THE TRANSPORT INDUSTRY ARE NOT JUST EMPTY WORDS ON A PAGE, AND THAT SOUTH AFRICA CAN PUSH ON AS A LEADER IN THE SHIFT TO GREENER TRANSPORT ON THE CONTINENT.

Last year, I agreed with SABOA's Sharmini Naidoo that "charging infrastructure is a major challenge for the full integration of EVs into the local commercial vehicle landscape". Bearing in mind the oft-lamented issues of loadshedding and unreliable power supply, I wondered whether there might be ways of creating a charging infrastructure with a distinctly South African feel, writing: "Perhaps strategically positioned truck stops could be converted into small renewable energy power plants supplying the charging needs not only of high volumes of EV road freight, but also recouping some of that energy locally to support the surrounding community."

CHARGING AHEAD

While there have to date been no significant advances in the development of two-way/bi-directional power flow to and from the national grid or between small renewable energy plants and local communities, there has been definitive progress for EV charging infrastructure. For starters, the development of a nationwide off-grid, solar-powered EV charging station network by Zero Carbon Charge (Charge) has been announced in partnership with the South African government, and agreements have already been signed with several provincial governments.

The network will consist of 120 public stations for passenger vehicles and a further 120 stations for commercial vehicles. It is a perfect example of South Africa taking the lead rather than treading an already furrowed path – this represents the development of what Charge claims is the world's first network of off-grid, ultra-fast electric truck charging and battery swapping stations.

The network – planned to be operational by the end of 2027 – will include a truck charging and battery swapping route on the N3 between Durban and Johannesburg, while environmental assessments and/or applications are already in progress in all nine provinces. The first station was opened to the public in Wolmaransstad in the North West Province on 28 November.

The promise of a national charging network based on micro-grid power supply is a very welcome boon for the commercial EV market, and should go some way to assuaging the reservations held by many long-haul road freight operations regarding the range of electric trucks.

In August, Eskom itself announced an EV charging infrastructure pilot project in support of the growing eMobility sector. It has secured 20 EVs, ranging from light delivery vehicles to light trucks for operational use, and is installing 10 charging stations at five Eskom sites across the country, in partnership with GridCars, a leading local supplier of EV charging solutions. The sites will serve as the foundation for

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Eskom Distribution's long-term strategy to electrify its entire fleet by 2040, catering to overnight charging of fleet vehicles and daytime workplace charging for employees and visitors.

Eskom is also partnering with Golden Arrow Bus Services (GABS) to introduce electric buses into SA's public transport system following four years of testing. This should see 120 electric buses becoming operational before December 2025, with the agreement also including the development of

ABOVE: Charge opened its first off-grid, ultra-fast electric truck charging station in Wolmaransstad, North West Province, in November.
RIGHT: Golden Arrow Bus Services should have 120 electric buses operational in the Western Cape before the end of the year.

electric vehicle infrastructure. GABS will also look to source renewable electricity from independent power producers.

"We continue to focus on our long-term strategy to deliver a competitive, sustainable, and future-proof Eskom to ensure energy security, growth, and long-term sustainability for the benefit of South Africa and sub-Saharan Africa," said Gabriel Kgabo, general manager in the office of the Eskom Group Executive for Distribution, when the announcement was made. "By investing in eMobility and the charging infrastructure needed for electric vehicles, we are not only reducing our carbon footprint but also stimulating the local economy and creating new opportunities for growth."

South Africa's first electric minibus taxi, the eKamva, will be operational from early this year, starting in Stellenbosch and Cape Town. This initiative from a consortium led by transport technology platform GoMetro will also see EV charging hubs deployed at taxi ranks across the country, and aims to use AI technology to improve safety in the taxi industry. The first charging hubs will be deployed in Century City and Stellenbosch this year. GoMetro CEO Justin Coetzee was quoted in October as saying: "This is a new approach to electrifying the smaller-vehicle public transport industry. We believe it will spark an entirely new economic sector and is socio-economically very important for the automotive sector."

There's also been some improvement and diversification of power supply: Eskom recorded a significant period of uninterrupted energy supply in the latter stages of 2024, attributed to both improved performance and an increase in power generation through the private sector.

"This may be beneficial for EV charging technology, as power generation is becoming more decentralised with the introduction of large, medium, and small private energy generation. This is particularly useful for remote areas where grid capacity may not be adequate or suitable for EV charging," elaborates Robert Kotze, transportation planning and traffic engineering lead at infrastructure consulting firm AECOM.

ENCOURAGING PROGRESS BEING MADE

There are various EV pilot projects ongoing at both a local government and regional scale. The City of Cape Town, for example, is encouraging the adoption of EV technology, and has opened two free-to-use solar-

powered charging stations: one at the Bellville Civic Centre and the other at Somerset West Civic Centre. While these will cater to passenger vehicles, the city is also piloting EVs in its fleets and is working with the Western Cape Government (WCG) and GreenCape to maximise opportunities linked to EV technology, including creating new jobs and industries.

There are various other initiatives by Cape Town city authorities focusing on EVs, as well as in other parts of the country – for example, in Tshwane and eThekwini, the Development Bank of South Africa will finance the deployment of 39 electric buses before the end of 2025.

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The WCG Motor Transport Trading Entity's (GMT's) Annual Performance Plan for the fiscal year 1 April 2024 to 31 March 2025, meanwhile, places an emphasis on collaborations to "contribute towards the entity's Massive Transformative Purpose (MTP) of 'Innovative mobility solutions to co-create a better life for all'". GMT initiatives to support the implementation of the EV Strategy and ecosystem include:

- An R&D collaboration with Western Cape universities.
- Collaboration with the Department of Infrastructure's Public Works Branch around the design and installation of charging infrastructure at WCG-owned facilities.
- Close collaboration with OEMs to facilitate new energy vehicle (NEV) availability and influencing their planned rollout of charging infrastructure.
- Participating in the development of the National Department of Transport/National Treasury RT57 contract to influence the inclusion of EVs.
- Developing EV training using virtual reality technology.

The GMT also plans to develop a broader NEV Strategy for the province – in collaboration with the Department of Economic Development and Tourism, the City of Cape Town, and academic institutions, in consultation with OEMs and other stakeholders – due to an increased focus on clean hydrogen and hybrid vehicles.

THE PUSH FOR RENEWABLE ENERGY

While South Africa primarily generates its electricity from coal-fired power stations, the government has set ambitious targets to increase the share of renewables in the energy mix. At present, coal accounts for approximately 84% of the country's total electricity production, but there has been a concerted effort in recent years to diversify the energy mix by incorporating renewable energy sources such as wind, solar, and hydroelectric power. As of 2022, renewable energy sources contributed around 8.4% to South Africa's power generation – a significant increase from just under 3% in 2010. Furthermore, the Integrated Resource Plan (IRP) aims to achieve 41% renewable energy capacity by 2030, primarily through the expansion of onshore wind and solar photovoltaic installations.

Despite these initiatives, the transition to renewable energy faces challenges, including the need for substantial investment in grid infrastructure and the socio-economic impacts on communities dependent on coal. Efforts are ongoing to address these issues and ensure a just and sustainable energy transition, but will take time to implement.

Lessons can be learnt from countries like Kenya, which has followed an aggressive electrification programme since the early 2000s. Today, wind, solar, geothermal, and hydro power account for approximately 90% of the country's installed capacity.

ALTERING PERCEPTIONS AND MITIGATING CHALLENGES

If stable supply from the national power grid can be maintained, it will be a significant positive for EV adoption and acceptance, in terms of both commercial and private users. "Unreliable electricity supply impacts on EV adoption both in practical terms and through perception. Practically, drivers might not always be able to charge their EVs on demand if certain domestic (at home) and commercial (public) charging stations aren't operational due to distributions in electrical supply on the national grid," explains Kotze. "In terms of perception, EVs can sometimes be perceived as an unviable option in South Africa. Their capital cost here is still relatively high compared to ICE vehicles or even traditional hybrids, which are gaining popularity due to their lower running costs.

"This creates barriers preventing most people from accessing EV technology, but through the electrification of public transport there are opportunities to enhance equity in EV adoption, despite private EVs remaining out of reach for the majority of South Africans."

Apart from vehicle cost, Kotze says these challenges can be somewhat mitigated in several ways:

Smart charging: Domestic smart charging solutions might throttle charging during peak periods on the national grid – typically when people get home in the evening and national energy supply spikes. By charging later in the night, there is usually surplus electricity supply on the national grid, which even allows for discounted tariffs (off-peak).

Micro-grids: This solution can be seen in the example of the Charge off-grid charging station network and is particularly useful for remote areas with lower grid capacity. "Some private vehicle users also have off-grid renewable generation solutions and energy storage at their homes, which provides energy security as well as the opportunity to charge EVs," notes Kotze.

Energy supply: If uninterrupted energy supply can be assured it will assuage many of the doubts surrounding the potential for EV charging stations. It is to be hoped that

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continued improvements from Eskom can be augmented by increasing decentralisation of the national power supply, and the private sector may have an important role to play in this regard moving forward.

Battery Swapping: Kotze highlights this as a potential solution where energy supply is highly interrupted, as it allows energy to be stored in vehicle batteries when there is supply, so that EVs can make use of this stored energy when there is no supply from the national grid. Companies like Valternative aim to introduce battery swap services in major centres in South Africa, while there are notable examples of investment into electric motorcycles using battery swapping technology elsewhere in Africa, most notably in Rwanda and Kenya.

PUBLIC-PRIVATE COLLABORATION IS CRUCIAL

According to Kotze, the public sector should set the policy and framework for the transition to EVs. "This provides policy certainty for the private sector to follow with investment into sectors or areas where there are opportunities – and these opportunities could be further enhanced through government incentives, capital expenditure programmes, and R&D investment and/or support," he says, noting that the EV White Paper published by the Department of Trade, Industry and Competition (DTIC) in November 2023 has set the platform for a two-pronged approach: investment in production and local market development, both of which are aimed at supporting the country's transition to EVs.

Francois Malan, from EV importer Enviro Automotive, agrees with Kotze on the importance of public-private collaboration. "Overall, while the transition to EVs in South Africa presents significant opportunities, it will require careful planning, investment and collaboration between the government, industry and consumers," he told Connecting Africa in September. GABS CEO Francois Meyer was also quoted in the media as saying that the successful introduction of electric buses by his company and Eskom will require a number of partnerships across the value chain.

"Regulatory requirements are typically set by the public sector, so collaboration with the private sector can be leveraged to ensure that an enabling environment is created for the private sector, while social-economic outcomes are maintained through public sector oversight," elaborates Kotze, who adds that public sector financing of large-scale system overhauls in South Africa is probably unlikely, due to limited financial resources.

If, however, there is a business case for EVs (and an enabling environment is created) the private sector is likely to fill that void. "We are seeing that with pockets of innovation, such as last-mile delivery companies – as well as bus and paratransit operators – experimenting and growing their EV footprint in the country," he expands. "This is mostly due to the operating cost advantages associated with EV over ICE technology. Furthermore, the EV charging grid is typically owned and implemented by private sector firms (such as GridCars and Charge) and OEMs."

Kotze believes that the biggest potential for EVs in South Africa and the rest of the continent lies in applications where operating cost benefits are a significant portion of the business case. "These include last-mile delivery and public transport, provided the grid and charging infrastructure is sufficiently developed," he says.

MAKING THE RIGHT MOVES FOR GREENER TRANSPORT

The South African government appears to be making many of the right moves to put beneficial legislation in place for sustainable transport, including targeting the right areas for EV investment, as well as developing other sustainable approaches. In May 2024, the government announced manufacturing tax incentives for electric and hydrogen-powered vehicles that should come into effect from early 2026 and, as noted on page 74, a R15.6-billion investment pipeline has been identified under the Green Hydrogen Programme.

EVs are not necessarily always the best option for reducing emissions, and other technologies such as biofuels, compressed natural gas (CNG), and hydrogen fuel cells should all have a role to play in the transformation of South Africa's transport and associated sectors.

"I think that certain use-cases will be better suited to various new energy vehicle technologies," affirms Kotze. "The government's EV white paper also indicates that the policy and its application is NEV technology agnostic," he adds, which leaves room for the development and introduction of best-fit approaches across application.

One aspect of EV infrastructure that would benefit from further impetus is the upgrading of the national grid to support two-way power flow. This would allow the development of Vehicle-to-Grid (V2G) and Vehicle-to-Everything (V2X) technologies and the integration of renewable energy sources like rooftop solar panels to support electricity supply in the country and reduce reliance on fossil fuel-powered power stations.

Following the Transnet Rail Infrastructure Manager (TRIM) Network Statement, could the rail sector also come to the party to relieve some of the pressure on road freight and logistics? In the future, possibly, but at this stage it appears that significant obstacles remain before we can expect a functional and competitive commercial railway system, as noted by Nick Porée on page 14.

It will be interesting to monitor the ongoing push towards more sustainable transport in South Africa in 2025. By the end of the year, will the transport and logistics industry be able to look ahead to 2026 with ongoing optimism for both environmental and economic benefits? Let's hope so. F

ROWAN WATT-PRINGLE is editor of the Transport Manager's Handbook. Based in France, he works as a freelance writer, editor, and sub-editor predominantly in the transport, non-profit, and environmental sectors.

THOUGHT LEADERSHIP

OPINIONS FROM THE CAPTAINS OF INDUSTRY

2025: EXPANSION, HOPE, AND THE NEW

WHETHER YOU BELIEVE IN ANY OF THIS YEAR'S PREDICTIONS DOES NOT MATTER; THEY MAY STILL INFLUENCE THE CHOICES AND DECISIONS WE MAKE AS WE SEEK TO CARVE OUR DESTINY, WRITES SHARMINI NAIDOO.

Mathematically, 2025 is a perfect square, as 45 x 45 = 2,025. Perfect square years are rare occurrences that carry deep spiritual and cosmic significance, and previous examples like 1936, 1849, 1600, and 1225 saw lots of social and political change, the rise of new leaders, and a general shift in power and ideals.

A YEAR HANGING IN THE BALANCE

In numerology, the year 2025 is a "nine year" (because 2+0+2+5 = 9). Nine is the number of completions and endings. "It will be a year when the structure of society will start to change. Leaders that are not self-serving, but have vision, compassion and integrity are ready to step forward," writes spiritual teacher and author Diana Cooper. "All the systems that are currently breaking down will start shifting into a new dynamic. 2025 will be a year of expansion, hope and the NEW!"

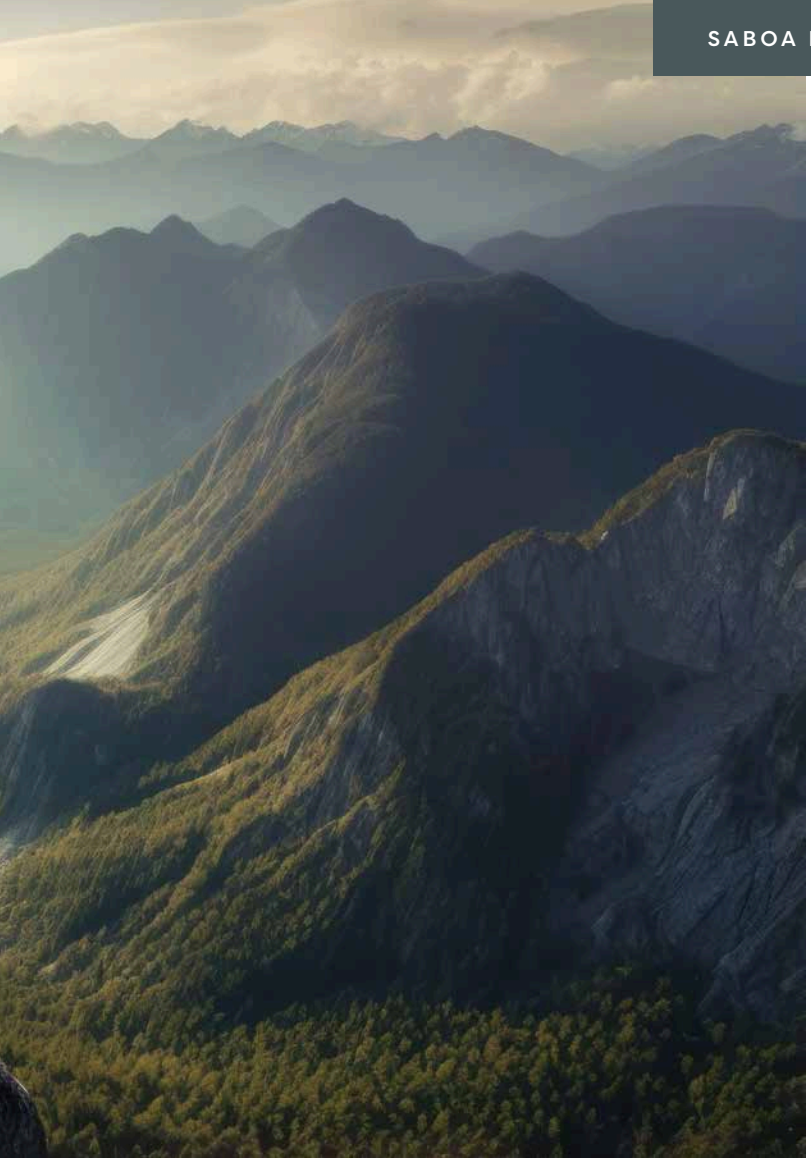
However, Ian Bremmer, global risk consultant, is not as positive. He has predicted a "uniquely dangerous" time for the planet, akin to the tense 1930s or the start of the Cold War. Bremmer is of the view that humanity should fasten its seatbelts for a very bumpy ride in 2025, mainly due to the rise of unchecked artificial intelligence, Russia's imperial ambitions, President Trump's return to the White House and the revived trade war with China, and geopolitical instability driven by a lack of global leadership in what he calls the "G-Zero world" – where no single power or group of nations has an agreed roadmap for peace and security.

On the financial front, the United Nations announced that global GDP will only grow by 2.8% in 2025, after it resisted battering by conflicts and inflation last year. Many CEOs also foresee 2025 as a year of growth; Ernst and Young's Global CEO Confidence Index finds widespread consensus that economic conditions and growth potential will be positive over the next 12 months.

Closer to home, many of our business leaders also believe that the domestic economy is on the road to recovery. According to the *Daily Maverick*, the economy is expected to grow by 1.5 to 3%, the cost of living is likely to ease for long-suffering consumers and businesses, and pro-growth and investment reforms are expected to continue under the government of national unity (GNU). Economists have also expressed great optimism, but have nevertheless warned that this could be scuppered by international and geopolitical events.

"2025 offers South Africa great opportunities and risks. To further build credibility and strengthen investor confidence in 2025, the stamp of authentic leadership must run like a thread through future GNU Cabinet decisions," says Professor Raymond Parsons, special policy advisor to Business Unity South Africa (BUSA). "External influences will still require to be skilfully navigated, but SA's future economic performance hinges on mainly domestic policy decisions that maintain a macro environment that is ultimately efficient, stable, and consistent for investment and job-rich growth."

As we emerge from a very difficult 2024, it is not easy for the bus industry to be so optimistic, as we are already seeing signs to the contrary, and the year concluded with last minute publications of a few pieces of legislation that will severely affect the industry.



THE EMPLOYMENT EQUITY ACT

President Ramaphosa proclaimed the effective date of the amendments to the Employment Equity Act (EEA) as 1 January. This may assist smaller employers with fewer than 50 employees, but poses a big problem to larger employers.

The most significant amendments relate to the Minister of Employment and Labour's power to set sector-specific employment equity targets against which designated employers will be held to account. A fresh set of regulations will have to be published setting out the sector-specific employment targets, as these powers were not included in the draft regulations.

The department is in the process of setting up consultative sessions with various sectors. These targets – which need to be tied to demographic based numeric goals for management and skilled levels of the workforce – will have a significant impact on the bus industry and we await our consultation date.

The definition of "people with disabilities" has also been amended to include people with long-term or recurring intellectual or sensory impairment which, in interaction with various barriers, may substantially limit their prospects of entry into, or advancement in, employment. The detail criteria have not been published. There will also be an overlap between EEA and B-BBEE. Although compliance is separate from B-BBEE, it will influence scoring.

COMPANIES ACT AMENDMENTS

Certain sections of the Companies Amendment Act and the entirety of the Companies Second Amendment Act are now in force, with effect from 27 December 2024. Also now in effect are significant changes to the rules for share buybacks, employee share ownership plans (ESOPs), business rescue processes, amending of a company's Memorandum of Incorporation (MOI), and changes to the limit for filing a court application to declare a director delinquent or under probation, and for holding directors accountable for damages or losses resulting from breaches of fiduciary duties.

NATIONAL ROAD TRAFFIC ACT BILL

On 2 December, the president signed the National Road Traffic Amendment Bill, 2020 into law. The legislation is intended to improve road safety and to ensure the integrity of South Africa's traffic management systems. This includes the fitness of drivers and vehicles, the transportation of certain dangerous goods, the general speed limit, and the integrity of the issuing of vehicle and driver's licences.

The legislation amends the National Road Traffic Act (NRTA) of 1996 with the following provisions:

- **Suspension and cancellation of registration** allows for the suspension or cancellation of the registration of examiners for driving licences or vehicles.
- **Regulation of centres and stakeholders** mandates the registration and grading of driving licence testing centres and training centres. It requires the registration and inspection of various stakeholders involved in manufacturing, supplying, and fitting number plates, weighbridge facilities, and microdots.
- The law introduces various **new offences** related to learner's licences and provides for registration and grading of driving schools and their instructors. It includes fraud as a listed offence for assisting a driving licence applicant in committing violations.
- **Financial disqualification for officials:** The law disqualifies vehicle examiners with direct or indirect financial interests in businesses such as manufacturing, selling, repairing, or modifying motor vehicles.
- **Disciplinary measures:** Examiners, traffic officers, and licence inspectors may face suspension or deregistration for convictions under the Criminal Procedure Act.
- **Registration requirements:** The law further calls for the registration of persons who build or modify vehicle bodies on chassis and chassis-cabs, or import new buses or midibuses.
- **Emergency services:** The Bill obliges emergency services to immediately respond to a road incident and render all necessary services as prescribed.

The Amendments are not yet in force and the president must publish a proclamation to implement the amendments. Several of the provisions also require regulations that have not yet been finalised.

DRAFT SECOND NATIONAL LAND TRANSPORT REGULATIONS (DSNLTR)

On 29 November 2004, the Department of Transport (DoT) published the DSNLTR. Significant proposed changes that will impact the industry include:

- Regulations on contracting for public transport services and the definition of an affected operator, which could prejudice existing operators currently contracted on negotiated contracts.
- Regulations regarding Comprehensive Integrated Transport Plans (CITPs), allowing contracting authorities to act without the relevant plans being in place.
- Determination of affected operators and offers (not necessarily reasonable) to operators, or discussions of alternative services, shares, or loan accounts in the operating company.
- A negotiated contract may be concluded once only (a contracting authority may not conclude more than one negotiated contract. This is contrary to the Act, which permits multiple negotiated contracts).
- Under the requirement of tenders, the unintended consequence of having prior State contracts is deemed an unfair advantage.
- Regulations on the conversion of permits and indefinite period operating licences required by the Act. SABOA is of the view that this section is unlawful and unconstitutional. It poses a serious concern, given the different practices across the provinces, and has the potential for a much bigger problem, especially for operators who have given up their indefinite permits.

INCORPORATION OF SANS STANDARDS AND UNECE REGULATIONS IN THE NRTA REGULATIONS, 2000

The DoT also intends to incorporate a list of SANS standards in the NRTA regulations to ensure that local standards are in line with international standards and that locally manufactured motor vehicles are of the same standard with those destined for international markets. Operators are advised to take note of these changes.

DRAFT PUBLIC TRANSPORT SUBSIDY POLICY

The draft Public Transport Subsidy Policy is being reviewed at the National Economic Development and Labour Council (NEDLAC), a forum for consultation and collaboration between government, organised labour, business, and community organisations on socio-economic issues and policy formation. NEDLAC provides an opportunity for stakeholders to comment on draft Bills and propose amendments.

Representatives of SABOA are part of the task team representing business through BUSA. We have had a few engagements to date, which have unfortunately not yielded the hoped-for outcomes. Bilateral talks between the DoT and BUSA, facilitated by NEDLAC, take place in January (after going to print).

PENDING LEGAL ACTION ON GAUTENG NEGOTIATED CONTRACTS

On 13 December 2024, the Gauteng Department of Roads and Transport (GDRT) filed a motion in the High Court to set aside the contracts that were negotiated in June 2023 with the subsidised bus operators in Gauteng and to allow the GDRT to pay no more than the subsidy budget allocation in terms of the Public Transport Operating Grant (PTOG) subsidies.

The GDRT has urged the Court to declare the contracts constitutionally invalid, irregular, and unlawful; it has further requested an order to be able to issue a fresh invitation for competitive bids for the rendering of subsidised bus transport services in Gauteng. Operators wishing to oppose this application had to file their applications by 20 December.

This application was in response to the GDRT's decision to implement a temporary reduction of services of up to 50% for some of the operators (due to a lack of funding), which was successfully interdicted. The interdicts were granted pending arbitration proceedings that prevented the GDRT from reducing the number of negotiated scheduled kilometres and temporarily reducing the services and monthly subsidies payable. The GDRT also published a tender last year for the potential replacement operators to step in to take over contracted services from existing negotiated contract operators on short notice.

A court ruling from 27 December 2024, in the matter of *Zeal Health Innovations (Pty) Ltd v Minister of Defence and Military Veterans and Another* (967/2023) [2024] ZASCA 183, is reflective of the current reality with government contracts and may have a bearing on the negotiated contracts case. An appeal was made by Zeal Health, as the department failed to pay them for providing services due to insufficient funds.

The Courts were obliged to rule that the contract was unlawful and unconstitutional due to the Public Finance Management Act (PFMA), which prevents any accounting officer from committing a department, trading entity, or constitutional institution to any liability for which money has not been appropriated. The Courts did not, however, set aside the contract – and ruled that Zeal was entitled to payment of services rendered.

We await the outcome of the GDRT application, which will be heard in January after going to print.

ORDER FROM CHAOS?

German philosopher Friedrich Nietzsche postulated that even in times of great disorder there is a potential for structure and stability to emerge, suggesting that periods of chaos can eventually lead to positive change and a new sense of order. With all that is currently afoot in the bus industry, we can only hope that "out of the chaos comes order", and that the current challenges and disruptions do indeed pave the way for growth and improvement of the industry. F

SHARMINI NAIDOO is interim executive manager of SABOA.

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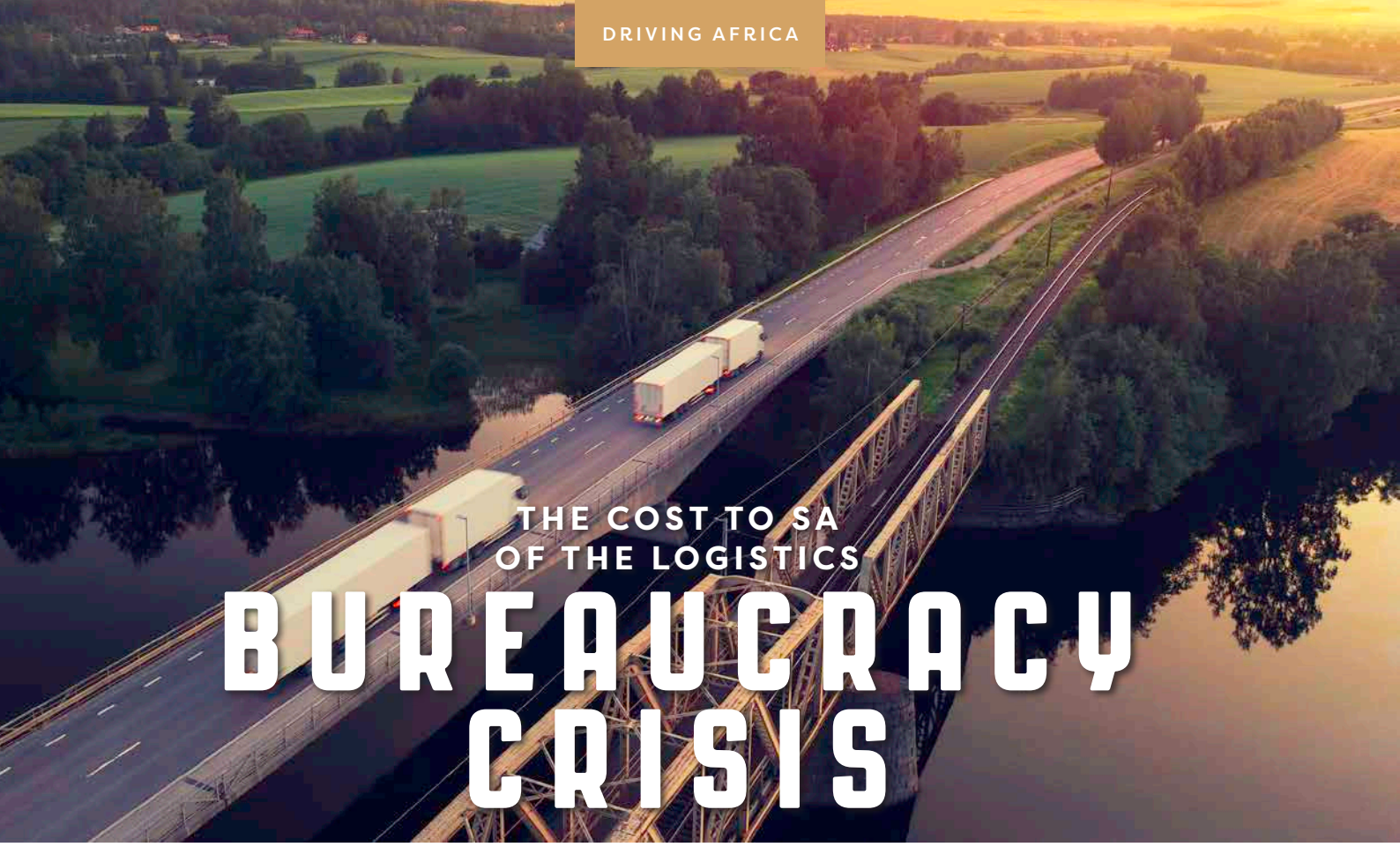


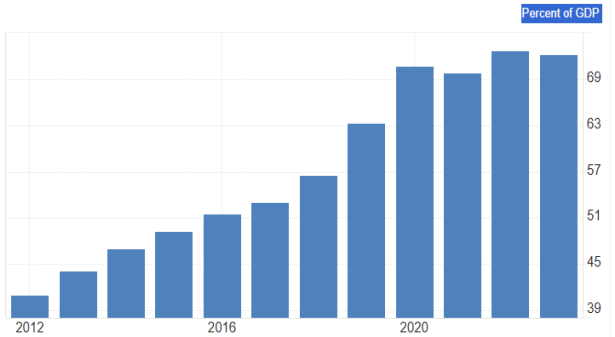
THE COST TO SA OF THE LOGISTICS

BUREAUCRACY CRISIS

AS WE LOOK FORWARD TO 2025, IT IS RELEVANT TO IDENTIFY THE FACTORS WHICH IMPEDE THE URGENT ACTION REQUIRED TO RECTIFY OUR NATIONAL LOGISTICS CRISIS. NICK PORÉE WRITES THAT THIS IS ESSENTIAL, AS THE CAPACITY FOR ACTION OF THE CURRENT ORGANISATIONAL STRUCTURES IS CONSTRAINED BY GOVERNMENT DEBT.

In common with many other countries, the impact of current government debt and failures by state-owned companies (SOCs) is having a limiting effect on opportunities for economic growth. It is, however, universally recognised that increased production is essential to reducing borrowing and debt. In South Africa, the ratio of government debt to gross domestic product (GDP) rose to 72.2% in 2023, requiring debt repayment of over R30 billion per month and raising possibilities of defaults.

The high level of debt (R553 billion) is the result of managerial incompetence, misspending, and corruption in SOCs and government. There is minimal evidence of any positive development from the expenditures incurred, but overwhelming evidence of the deterioration of SOCs and the failure to invest in maintaining and upgrading infrastructure in towns, water, roads, hospitals, and schools. The logistics crisis is just one element of the overall national governance failure, with impacts on railways, ports, borders, roads, industrial production, and export earnings.



ABOVE: South Africa's ratio of government debt to GDP (2012-2023).
Source: South African Reserve Bank

RAILWAY

According to an African Rail Industry Association (ARIA) response to the Transnet Rail Infrastructure Manager (TRIM) Network Statement, the impact of the deterioration of railway services and ports on the mining industry alone amounted to approximately R110 billion in 2023, with further losses to agriculture and other industries.

The structure of the Network Statement – produced by TRIM along with the Access Charges for 2025 (Gov, Gazette 51819) – is necessarily designed to protect Transnet interests and cannot be regarded as "open access" or "independent competitive conditions", as sought by the private sector.

The tariffs are complicated by the multiple potential variations, which will require detailed analysis of each train configuration in order to assess charges. The tariffs do not include specific electricity charges, which must necessarily be included where relevant. The fact that aspirant Train Operating Companies (TOCs) will have to build and supply all facilities and equipment for handling breakbulk and intermodal cargoes is likely to be a sufficient deterrent to investment. Therefore, it will be necessary to spend another R100 billion on recovering Transnet Freight Rail (TFR) to 2020 standards, with no progress in creating a sustainable competitive commercial railway system.

BORDERS

The South African border posts are in desperate need of total overhaul and modernisation. The private sector design and modernisation of Beitbridge on the Zimbabwe side and the efficiency of the one-stop border posts (OSBPs) on the northern corridor in the East African Community (EAC) underscore the need for investment and professional

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Risk mitigation is key to business success

Keeping a haulage company successful is no easy feat. When one considers fuel price increases and e-tolls, the fraying road network infrastructure and ever-increasing risk of hijacking and looting, there is no denying the heavy haulage industry in South Africa is faced with many challenges.

Being exposed to so many pressures, it is crucial that fleet owners effectively manage their risks, including making sure they are adequately insured.

Santam Heavy Haulage, South Africa's leading heavy commercial vehicle short-term insurer, is committed to providing insurance that is good and proper. The business assists fleet owners with their risk management in order to proactively reduce incidents, thereby lowering their insurance costs in line with their risk profile.

Importance of driver wellness and training

Anton Cornelissen, head of Santam Heavy Haulage, points out that the majority of claims are related to accidents that could have been prevented, which is why Santam advocates driver health and wellness.

"Driver fatigue contributes to a large percentage of heavy haulage-related accidents," says Cornelissen. "It's imperative that fleet operators comply with legislation and closely monitor the time truck drivers spend behind the steering wheel to ensure they rest sufficiently during travel."

The rising number of inadequately skilled drivers is also a concern for insurers.

"There are specialist driver training programmes to help alleviate this risk.

"Addressing these risks can help fleet owners save money in the long run by reducing the number of claims as a result of driver fatigue and poor driving," Cornelissen concludes.

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Year	Delay costs/week (ZAR)	Delay costs/year (ZAR)
2021	11,500,000	598,000,000
2022	16,000,000	832,000,000
2023	13,500,000	702,000,000
2024	10,900,000	566,800,000
Total (4 years)	**51,900,000**	**2,698,800,000**

ABOVE: Approximate annual cost of transport delays at South African Borders (2021-2024)
Source: FESARTA/BUSA Weekly Reports

commercial design to improve border processing capacity and reduce operating costs.

Weekly transport delay costs at South African borders (see the table above) show the impact on logistics, but may be greatly exceeded by the cost to industry and regional trade.

PORTS

Transnet has debts of R135 billion and has not been investing in port operational improvements for many years, but has been diverting ports profits to other areas of inefficiency. The Transnet National Ports Authority (TNPA) has asked the Ports Regulator of South Africa to increase its average tariffs by 7.9% during the 2025/26 financial year, by 18.61% in 2026/27, and by 2.52% in 2027/28. The tariff increase will make it more likely that trade will be rerouted to more efficient ports, including Walvis Bay, Maputo, Beira, Lobito, and Dar es Salaam, which are all taking market share from SA.

Container volumes and revenue are reducing, whilst the backlog of deferred maintenance, expansion, and modernisation of the ports will require billions of rands. With customers having to deal with port inefficiencies, persistent equipment failures, labour issues, and ship delays, one would expect TNPA to offer incentives to attract customers by keeping tariffs low. In practice, however, the massive expenditure backlog will dictate increased charges – by whoever manages the ports.

To further complicate future recovery, instead of the necessary wholesale revitalisation of the Port of Durban, a 25-year contract was awarded to the Philippines-based logistics firm International Container Terminal Services Inc. (ICTSI), to run, upgrade, and operate Container Terminal Pier 2. This has been successfully challenged by APM Terminals (Maersk) for procurement irregularities, meaning recovery will be further delayed.

According to Maersk, ship delays in Durban are 13 to 24 days as of December 2024. The estimated costs of delays are shown in the table below. The 3.2-day average per container vessel is not excessive, but the cumulative additional shipping costs contribute an additional R2.332 billion to annual maritime costs via the port.

THE SITUATION

The impacts of the logistics crisis amount to billions of rands in direct transport costs and even greater costs to industry from supply chain disruptions, loss of production, and markets. The overall scenario currently proposed to resolve the logistics crisis is a very expensive recovery at glacial speed, within the same organisational framework – back to where we were in 2019. There is zero vision of implementing a future dynamic, modern, integrated, commercially-competitive, multimodal logistics framework, and no analysis of the costs of the recovery to industry or the country.

THE SOLUTION IN 2025

SA's manufacturing sector faces an urgent need for reform, and the shortcomings of the masterplan approach underscore the importance of adapting industrial policy to meet economic realities rather than socio-political illusions. The logistics crisis has occurred at zero GDP growth and the lack of transport capacity will inhibit economic and industrial growth. By transitioning to productivity councils and fostering an export-led growth model, SA can strengthen its industrial base, create more jobs, and improve its economic resilience.

The SOC service providers in the transport and logistics sectors are incapable of a rapid response to the very extensive requirement for both investment and professional commercial management to rehabilitate and modernise systems, facilities, and equipment. There is therefore an urgent need for alternative action and mobilisation of the expertise and capital in the private sector.

There is growing consensus that the solution to the current crisis of government is for action to be taken by those who actually run the productive economy which pays for the excessive costs of an ineffective government with an annual wage bill currently sitting at R721 billion (10% of GDP).

This cannot be reversed through talk alone – no matter how hard our leaders might try – using cooperative committee participation in government plans. The situation requires action: a fundamental shift towards greater individual freedom and self-reliance, along with the removal of key obstructive dirigiste impediments to growth and investment.

As noted by former statistician-general Dr. Pali Lehohla, "The solutions are in leadership. It must be a two-month discussion, ensuring what leadership it is. It must be led by people who are not government. It must be led by people who don't have any interest in political occupancy."

Truly, the words of 18th century Irish philosopher and politician Edmund Burke are also relevant here: "When bad men combine, the good must associate; else they will fall one by one, an unpitied sacrifice in a contemptible struggle." F

Vessel Type	Number	Hours at Anchor	Days	Rate/day (US$)	Total delay cost (ZAR)
Container	93	77.99	302	24,000	130,555,260
Tanker	69	38.64	111	27,000	53,989,740
Breakbulk (general cargo)	15	39.93	25	22,000	9,882,675
Monthly total for 12/24			**438**		**194,427,675**

Estimated costs of ship delays in Durban for December 2024. *Source: Linernet and NP&A*

NICK PORÉE is a transport economist and freight transport consultant; he has more than 40 years of experience as a consultant in freight operations management, systems development, training, and transport research. His company, NP&A, has for the past 10 years been a consultant to the South African Department of Transport (National Transport Masterplan), National Freight Logistics Strategy and Road Freight Strategy. It has performed cross-border and corridor studies in sub-Saharan Africa for the World Bank, United Nations Economic Commission for Africa Trademark East Africa, and other agencies. He was the freight transport consultant for the Southern African Development Community Tripartite project on liberalisation and harmonisation of road transport regulatory systems in the Tripartite region (now designated Tripartite Transport and Transit Facilitation Programme). He is contactable at nick@npagroup.co.za or www.transportresearchafrica.com.

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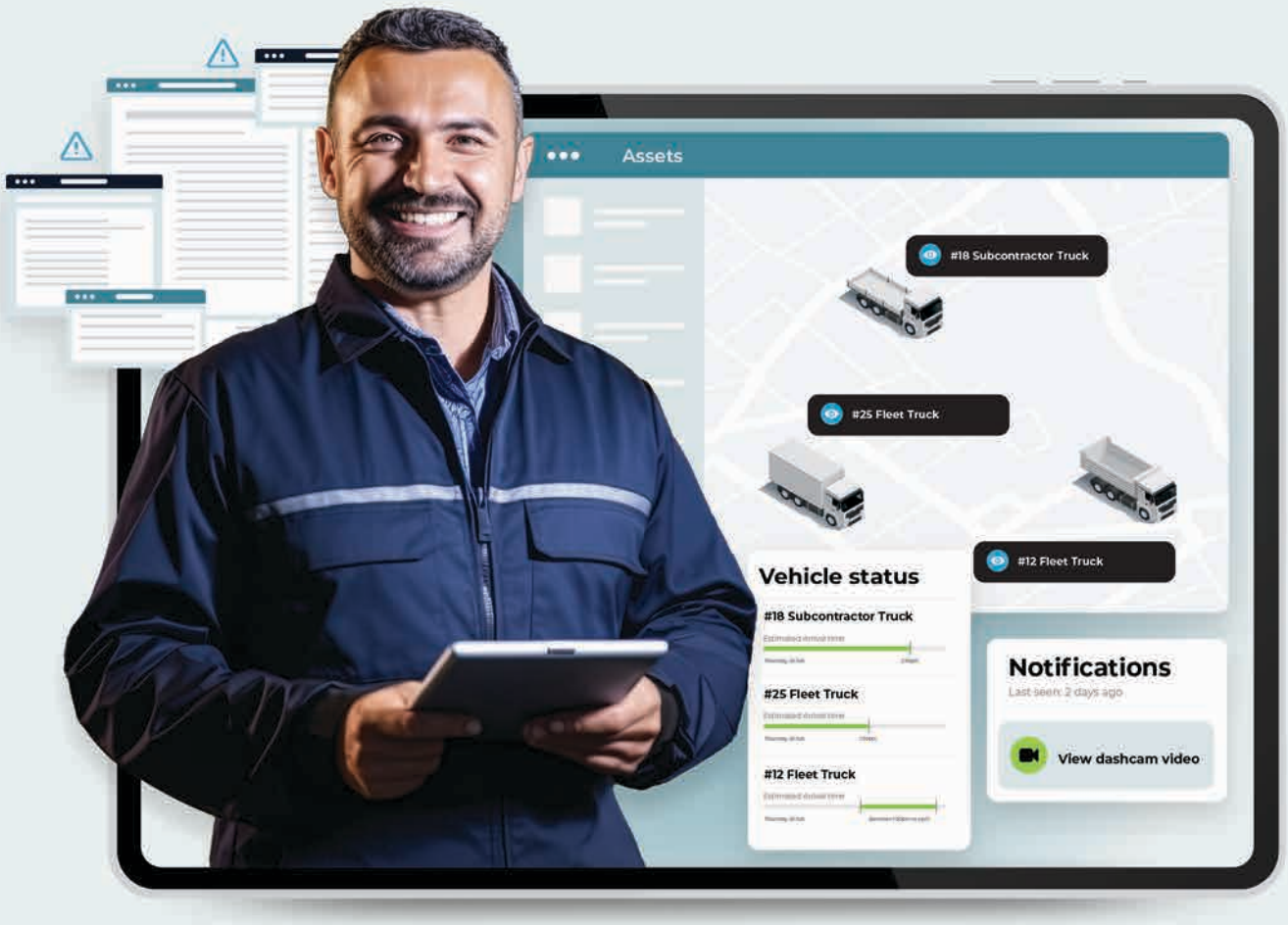

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SA LOGISTICS OUTLOOK:

2025 AND BEYOND

COVID-19 MAY SEEM FAR AWAY NOW, WITH MOST ASPECTS OF LIFE HAVING RETURNED TO NORMAL, BUT ELVIN HARRIS SAYS THAT THE PANDEMIC HAS HAD A SIGNIFICANT AND LASTING IMPACT ON SOUTH AFRICA'S SUPPLY CHAINS.

South Africa's response to the pandemic was particularly severe in terms of its "lockdown strategy", effectively shutting down the economy and its attendant supply chains for many months. Just when it seemed we could return to some kind of "normal", Russia invaded Ukraine... a conflict continuing to this day. This war has also had a devastating impact on global supply chains and inflation; hopefully a ceasefire or peace deal can be reached in 2025. For the past year, the Middle East has also been wracked by conflict, although this has not had as much impact on the global economy and supply chains.

TAKING STOCK AS 2024 CLOSES

South Africa has been reeling from these global events and, compared to peer countries, has struggled to recover. This is concerning and is compounded by the damage caused by local floods, severe loadshedding, a collapse of rail freight, constraints and delays in our major ports, water infrastructure challenges, ratings downgrades, and the infamous July 2021 social unrest.

Had the right action been taken at the right time, many of these challenges could have been avoided, or at least minimised. These various "own goals" had a massive opportunity cost; hundreds of billions in unplanned expenditure – as well as lost income to the economy – could have been more productively spent to put us in a much better position at the end of 2024.

The National Energy Crisis Committee (NECOM) – established in July 2022 to implement the Presidential Energy Action Plan – together with Eskom's Turnaround Plan, has yielded fruit. At the time of writing, we had just hit 240 consecutive days of uninterrupted power supply from Eskom for the first time in five years.

The National Logistics Crisis Committee (NLCC), created in June 2023, has already produced the Logistics Roadmap for South Africa advocating for reform in the rail and

ports environments. Aspects of this reform are in progress, such as the establishment of Transnet Rail Infrastructure Management (TRIM) and Transnet Freight Rail Operating Company (TFROC) in Transnet Freight Rail, while a Draft Network Statement has been published for comment and awaiting publication as an official Network Statement after sign-off from the Minister of Transport.

Whilst some progress has been made, quite literally, on paper, it is worrying that the performance of the freight logistics system has worsened over the past two years in operational practice. As of 1 December 2024, freight rail performance is once again well behind targets, the roads leading to ports are congested with too many trucks carrying cargo meant for rail, the ports remain constrained and well behind targets, and border posts are choking points backed up for days. We will slip from crisis to tragedy if this situation persists for much longer.

2025: A LOOK AT THE YEAR AHEAD…

A recent report from the National Transmission Company of South Africa (NTCSA) indicates that South Africa's electricity system is "adequate" and will remain so if Eskom's current strong plant performance is maintained. The report suggests that, if several key aspects of the Eskom Turnaround Plan materialise, we should be free from loadshedding until 2028/29, by which time other public private partnership (PPP) alternative power generation projects should have come online to stabilise the grid.

This is very good news indeed, but the news is not as promising for transport infrastructure, although there is some cause for hope.

RAIL

Whilst critical steps are being taken towards the implementation of rail reform, several key issues must still be resolved to actualise Third Party Access on the rail network. These include, but are not limited to:

- The final published rate for access to the network.
- The amount of time for which Third Party Train Operating Companies (TOCs) are given access to the network (and whether this would enable them to make a sufficient return on investment).
- The need for alignment between Transnet, government, and the private sector regarding the quantum of investment required to bring rail up to sufficient levels of operating efficiency and capacity.
- Ensuring that the dispute resolution mechanism between TRIM and TOCs is clear and fair in practice, that the rail component of the Transport Regulator is in place timeously, and that there is a comprehensive and aligned plan to deal with labour and community concerns and issues.

PORTS

There are plans in place to clear the ports backlogs, but the current slow progress needs to be accelerated. Meanwhile, the longwinded legal process regarding the challenge of the award for the strategic partner at DCT Pier 2 is not a good situation for our transport system and supply chains. The law must, however, take its course. Hopefully sufficient progress can be made at other container ports to offset the potential setback of DCT Pier 2 effectively being on halt for the foreseeable future – most likely beyond 2025 and possibly even 2026.

Congestion at the ports of Durban, Richards Bay, and Cape Town is ongoing and is exacerbated by the poor performance of freight rail resulting in many more trucks than usual carrying cargo meant for rail through the ports. Long truck queues outside port limits, damage to urban road infrastructure, and the lack of adequate truck stops are all contributing to a crisis that needs urgent intervention, hopefully within the first quarter of 2025.

South Africa has also received a very worrying ranking at the bottom of the World Bank's Container Port Performance Index. We are very far from all our major trading partners, so highly efficient and cost-competitive supply chains are an absolute must. If we are to improve our global competitiveness and regain our place as one of the gateways to Africa, our container ports should be firmly in the top third of global port performance. This will require attention once flowthrough at the ports has been stabilised.

ROADS

Much like with rail, there is a huge backlog of maintenance required to bring the various road networks up to the correct technical standards. In 2014, government suggested this would cost R197 billion. However, a UCT School of Economics study using more sophisticated modelling puts this number at R416bn. Restoring the road networks to "Functional Needs" only brings this down to R305bn. The study further warns that the R416bn forecast doesn't include a contingent liability posed by unproclaimed roads of between R105.5bn

and R461.7bn (depending on the required remedial action). This also makes no provision for the addition of necessary new roads, including truck stops and other related roadside infrastructure, moving forward.

Heading into 2025, these numbers have no doubt increased even further, as there hasn't been a significant increase in spending on road maintenance since 2017. Government, road agencies, transport authorities, and research institutions need to find common ground on the actual maintenance backlog and figure out ways to fund it, because the government purse simply can't absorb such huge outlays.

The takeaway is that in order for South Africa to have efficient logistics and competitive supply chains, upgrading the road networks is just as critical as upgrading the rail network. On a related note, online shopping is growing exponentially, meaning that mostly on-road delivery services will explode too, as we have already witnessed. This needs to be accounted and planned for going forward.

If we can arrest the decline, we can hopefully start the journey toward genuine road rehabilitation on a consistent and sustainably-funded basis next year.

AIRPORTS AND BORDER POSTS

Air traffic has returned to near-pre-Covid levels after a difficult restart process. We can expect this trend of recovery and organic growth to continue, as airlines have been adding new capacity in line with demand.

Progress at our land border posts has been mixed – notwithstanding challenges at the border with Mozambique, due to that country's current political situation. Hopefully a stable and long-lasting solution to border disruptions will be found soon.

Could 2025 usher in the era of fully functional and operational One-Stop Border Posts across the region? We desperately need this initiative to get off the ground; it doesn't even require new hard infrastructure. A good start would be to integrate IT and other soft systems and processes to eliminate activity duplication at both sides of the border. The time for talking is over – authorities must now drive action and implementation.

SOME POSITIVITY AND A PARTING SHOT

Despite challenges, the Government of National Unity seems to be holding together and the world is responding positively. President Cyril Ramaphosa has just been handed Presidency of the G20 for 2025 – a powerful vote of confidence in South Africa – while BRICS is growing and advancing its agenda on multiple fronts.

Trust between the public and private sectors is perhaps at its highest levels in 15 years, and the latter stands ready to invest in the port and rail system – under the right conditions. The private sector is also moving full steam ahead with embracing ESG and adopting AI, IoT, Blockchain, and EVs and hybrid vehicles, as well as leveraging technology in general to bring innovative solutions to market. Nevertheless, major infrastructural challenges remain a constraint.

The cost of broadband and fibre, meanwhile, must come down significantly to contribute to economic competitiveness. Hopefully the threat of offerings such as Starlink will encourage the entrenched players to adjust their strategies, offerings, and pricing.

We certainly face a lot of challenges in our freight logistics system and there is a lot to do. But with the indomitable "gees" (spirit) of South Africans, I am hopeful that 2025 can be a real springboard for positive change, catapulting us into economic growth for the next decade or two! F

Logistics Log is a regular column penned by members of the Chartered Institute of Logistics and Transport in South Africa (CILTSA). This column was penned by **ELVIN HARRIS** (CMILT), CILTSA president. He is also a member of the management team and the New Generation Forum of CILTSA. Click here to learn more about CILTSA and the many benefits of membership.

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THE TRANSNET IMPERATIVE

OF ALL THE VERTICALLY- AND HORIZONTALLY-INTEGRATED FREIGHT AND PORTS COMPANIES THAT HAVE EXISTED IN THE WORLD, TRANSNET IS THE LAST REMAINING OF ITS KIND. WHILE THERE HAVE BEEN TALKS AND NOMINAL MOVES TOWARDS BREAKING UP AT LEAST PARTS OF TRANSNET'S VARIOUS OPERATIONS AND INTRODUCING PRIVATE SECTOR INVESTMENT AND COMPETITION, THESE HAVE NOT YET BEEN MADE A REALITY. CHRIS HATTINGH UNPACKS THE SITUATION.

The plan to bring in a private player at Durban Port Terminal Pier 2 remains on hold; meanwhile the terms of investment into Transnet railway corridors – especially the proposed rates – are so onerous as to effectively mean very few, if any, private players will be willing to take on those costs. This is in addition to the fact that Transnet would remain the custodian of infrastructure and new investments into said infrastructure.

South Africa talks a big game on the potential of the Africa Continental Free Trade Area (AfCFTA). Such rhetoric remains mere fluff, while the country's own trade infrastructure and trade policy hobble and prohibit increased flows of materials, goods, components, and investment. Should US president Donald Trump's new administration push for and succeed in implementing higher tariffs on imports, with significant ripple effects and possible retaliation by other global powers such as China and the European Union, South Africa's underperforming trade infrastructures – held back by Transnet – will mean the country will inevitably fail to take advantage of changing global trade- and investment-flows.

Through 2023 and 2024 Transnet's rail performance has improved – of this there can be no doubt. However, Transnet's current target for moving volumes on rail is 170 million tonnes; it is unlikely that this target will be achieved.

The fundamental problem for Transnet remains this: spending more on consumption (salaries) and debt, and not nearly enough on maintenance of current – and building of new – infrastructure. Stellenbosch University's Professor Jan Havenga estimates that Transnet requires around R20 billion per year, over 10 years, to fix "the network, the infrastructure".

RADICAL MOVES

One hopes that 2025 will be the year in which radical moves on the operations and policy fronts shake up South Africa's

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logistics landscape. There will continually be vested interests from political and business origins that push against any reforms that would see them losing monopoly control (or close to it).

Privatising for the sake of it, and not in the right manner, will simply entrench those parties with the necessary political connections. Ideally, what should be happening at the country's ports is that different terminals should be concessioned to different players, to create competition within the ports themselves.

Assuming the Durban Pier 2 concession process to International Container Terminal Services is completed, the smaller Pier 1 should also be opened to private investment, with the concessionaire being required to invest in making it competitive with Pier 2, on a 30-50 year contract. The guiding thinking and attitude regarding moves to bring in private sector skills and investment across the ports and railway networks should be creating competition so that port users have a choice.

EXPORTS

Writing in *Business Day*, Lawrence Edwards, Matthew Stern, and Jing Chien find: "Since 2000 export growth has slowed and by 2022 export volumes were only 5.7% higher than in 2008." Additionally, "SA's export performance has been meaningfully weaker than that of other middle-income countries. In strong contrast to SA, most of these countries' exports increased as a percentage of GDP in 2000-22."

SA exports can't improve or increase without reliable basic trade infrastructure. While Transnet exists in its current form, our prospects for growth and a higher average quality of life will be terminally hobbled.

The current iteration of the Government of National Unity has a possibly very limited timeframe within which to implement and boost the kinds of reforms the country needs to break from the 0.8% GDP growth rate it has averaged since 2012. The low-hanging fruit of trade infrastructure and policy reform is ripe for picking. F

CHRIS HATTINGH is executive director at the Centre For Risk Analysis (CRA). Chris has a special interest in trade, economic, healthcare and investment policy. He is a member of the Global Trade and Innovation Policy Alliance, sits on the advisory council of the Initiative for African Trade and Prosperity, and is a senior fellow at African Liberty. Chris holds an MPhil degree in Business Ethics from Stellenbosch University. The original version of this article was published in November 2024 on *dailyfriend.co.za*.

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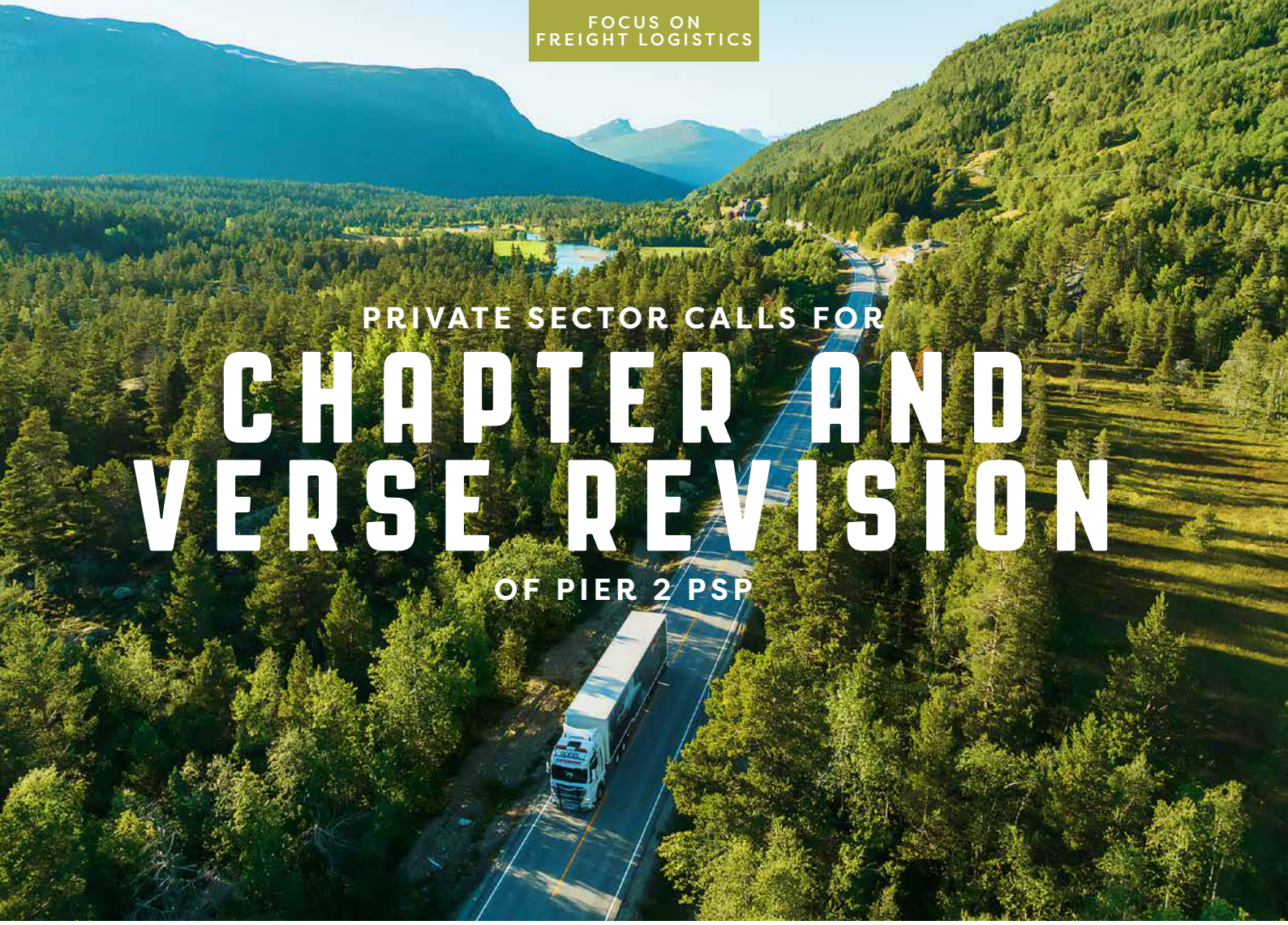

PRIVATE SECTOR CALLS FOR

CHAPTER AND VERSE REVISION

OF PIER 2 PSP

ROBUST, DYNAMIC DISCUSSIONS SHAPED DECEMBER'S LOGISTICS INDUSTRY SYMPOSIUM, HIGHLIGHTING POSITIVE SIGNS FOR THE YEAR AHEAD. DR JUANITA MAREE, CEO OF THE SOUTHERN AFRICA ASSOCIATION OF FREIGHT FORWARDERS (SAAFF), WRITES THAT FREEING LOGISTICS FROM MONOPOLISTIC PRACTICES AND CONTROL REMAINS A KEY CHALLENGE.

The meeting called for government to maintain its focus on consultation and collaboration with the private sector at this crucial juncture. While progress is being made, logistics monopolies continue to hinder economic growth. Government must urgently engage with the industry regarding ongoing efforts – and very specifically on work-in-progress projects of critical importance.

This year marks the first year of the implementation of the Freight Logistics Roadmap, following its approval by Cabinet in December 2023. The roadmap was developed in consultation between the Presidency and private sector representatives, and aims to transform South Africa's monopolistic logistics network structures through the implementation of a vertical separation strategy. This approach seeks to foster a more efficient, competitive supply chain logistics system for the country. It typically involves separating the ownership and management of the infrastructure from the operation of the services, which helps improve competition and efficiency in the system.

South Africa must seize the opportunity to restore and strengthen its competitive edge in supply chain logistics. Achieving competitiveness hinges on reducing logistics costs, which in South Africa currently account for 57% of the total cost of an end product. To drive this reduction in cost, alignment across the logistics system is essential to eliminate waste, friction, and other inefficiencies – paving the way for streamlined, cost-effective international, regional, and domestic supply chains.

Across the world, in this transformative, evolving landscape, public-private partnerships (PPP) are increasingly shaping a range of project finance platforms across technical, operational, and developmental fields. This, in turn, is enabling private sector participation (PSP) and the involvement by special dispensation of other third parties through concessionary projects.

In 2023, Filipino ports company International Container Terminal Services (ICTSI) won the bid for the 25-year contract to operate and develop Pier 2 at South Africa's Durban Container Terminal – Africa's largest container hub. However, a legal dispute between competing bidders has emerged, further disrupting the positioning of solutions to the national logistics network crisis and consequently stalling the momentum of this vital initiative, undermining the project at its base and foundation.

The legal wrangle has prompted reaction from private sector operations. According to media reports, companies are holding APM Terminals – the losing bidder and a subsidiary of a major Danish shipping company – responsible for halting

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the PSP structure. The company obtained an interdict, accusing Transnet of unfair practice during the evaluation process that led to the awarding of the contract to ICTSI.

At time of writing, the court was still deliberating on whether the appeal would be granted. The final ruling is set for 12 March 2025. This delay, resulting in a pause to the rescue project for Pier 2, adds yet another layer of disruption to South Africa's already strained logistics network – amid a national logistics crisis. This situation is deeply concerning, and it is imperative that neither the nation nor the industry overlook these developments.

"In the midst of every crisis, lies great opportunity," said Albert Einstein. This pause in the Pier 2 process does at least give us the chance to revisit and reassess the building blocks and feasibility of the concession, to determine whether this agreement is tailored to our own specific local conditions. Is it the most appropriate, efficient PSP model for Pier 2 – South Africa's biggest container terminal?

ABOVE: December's Logistics Industry Symposium ignited thought-provoking conversations and set the stage for a strong 2025.

THE IRERC REPORT

The Interim Rail Economic Regulator Capacity (IRERC) Report (and corresponding network statement) published in December marks a significant milestone in South Africa's logistics rail sector. The progress reflected in this report underscores the growing maturity of the country's vertical separation programme as it is unfolding in the rail network.

It is particularly encouraging to note the remarkable transparency in the report. Transparency is key to ensuring that all stakeholders – whether public or private, domestic or international – have access to credible and relevant data, methodologies, and decisions shaping the future of South Africa's rail and other logistics modalities. This openness signals a mature regulatory environment which is essential to fostering long-term investment and innovation, further suggesting a commitment to stakeholder engagement.

The IRERC process is testament to the country's ability to build a world-class logistics network across all transport modalities – air, road, ocean, rail, and pipelines – and reflects the broader vision of an integrated, efficient, and competitive ecosystem. When all modalities work in synergy, it can significantly boost South Africa's position in global trade, as well as regional and domestic economic growth.

BUILDING THE ARCHITECTURE OF THE FUTURE NATION

Our fragile economy calls for strong leadership. It is no longer feasible to undertake any PSP transaction in isolation. What may look at first like a soft loan could incur an opportunity cost or cause attrition in the flight of local talent. It could also cause loss of control of critical infrastructure, among many other possible consequential risks. The time has come to examine the building blocks of this deal and to establish a robust mechanism to oversee future agreements as we shape our collective future.

Every strategic project now plays a critical role in shaping the architecture of our nation's future. It is essential for the public and private sectors to join forces, combining expertise to engage South Africa's leading experts in their respective fields in this transformative journey. Together, we must foster a culture of excellence, rooted in integrity and transparency, always prioritising the best interests of SA Inc. as we forge a path to a stronger and more resilient future.

The building blocks are varied. What, for instance, is the ultimate master plan for SA Inc. to achieve an intact logistics network across all modalities? Performance tracking of the PSP for Pier 2 will be imperative to yield the contracted results over a 25-year period – how will government ensure and enforce best practices? Furthermore, clarity is required on the implementation of protocols for a 49% shareholding transaction in the country's biggest container terminal, as well as on the oversight role the PSP will play in structuring a multimodal structure with an inland terminal, back-to-port operations, and freight villages.

CALL TO ACTION

The correct things to do is to take this deal back to the drawing board... Under an umbrella of good governance and policy reform, let us take another look and diligently craft the necessary building blocks. Building trust through transparency, we have the data, configuration, and international best practices available to us. Government and the nation can count on the private sector; we've got your back, SA Inc! F

DR JUANITA MAREE is chief executive of the Southern Africa Association of Freight Forwarders (SAAFF) and represents the association at the World Customs Organization (WCO) Private Sector Consultative Group (PSCG). She is regarded as a passionate Captain of Industry in the logistics field and is active at all levels of national and international customs-related organisational entities. The subject of her PhD, "An impact analysis of the customs risk management processes in South Africa", is evidence of this passion.

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SAPICS BUILDS EXCELLENCE

IN SUPPLY CHAIN MANAGEMENT, TRANSPORTATION, AND LOGISTICS

TRANSPORTATION IS A VITAL LINK IN VIRTUALLY ALL SUPPLY CHAINS: THE MOVEMENT OF GOODS AND EFFECTIVE TRANSPORT MANAGEMENT PLAY A CRITICAL ROLE IN THE EFFICIENCY OF GLOBAL SUPPLY CHAINS. SINCE ITS FOUNDATION IN 1966, LEADING SUPPLY CHAIN INDUSTRY BODY SAPICS HAS BEEN COMMITTED TO BUILDING EXCELLENCE IN INDIVIDUALS AND ENTERPRISES INVOLVED IN EVERY COMPONENT OF SUPPLY CHAIN MANAGEMENT, INCLUDING TRANSPORTATION AND LOGISTICS.

Through its network of authorised education partners, SAPICS has become the leading provider of superior education and training, internationally-recognised certifications, and comprehensive resources for individuals working at all levels in the broad and diverse supply chain management arena, as well as for organisations operating in this sphere. The SAPICS supply chain community includes transport and logistics specialists who leverage its offerings to stay abreast of the latest industry developments, trends, and technologies, as well as build skills, share knowledge, and network.

EDUCATION AND SKILLS DEVELOPMENT

The APICS Certified in Logistics, Transportation, and Distribution (CLTD) designation, which is offered in Southern Africa by SAPICS, provides a comprehensive body of knowledge, best practices, and standards for the logistics, transportation, and distribution industries. Graduates gain an in-depth understanding of how to streamline these processes, including order management, inventory management, and warehouse management. The CLTD designation serves the needs of both professionals and employers by reducing the impact of industry skills gaps, as well as assisting employers in developing the personnel needed to meet customer demand and impact bottom-line results.

EMPOWERING SMMEs

Connecting and empowering small, medium, and micro enterprises (SMMEs), including those in the transportation

and logistics industry, is a focus area for SAPICS. "When it comes to reaping the benefits of supply chain optimisation – including efficiency enhancements and cost savings – SMMEs are being left behind because they lack the necessary skills and resources," says SAPICS president MJ Schoemaker. She stresses that SMMEs have a crucial role to play in the economy, as major sources of employment and drivers of inclusive economic growth. "However, they are not adequately supported and their growth is hampered by a lack of capital and limited access to skills development," Schoemaker notes. "Small businesses have so many responsibilities and so many things to consider, that the critical supply chain function is often overlooked. But it can make or break the business and is increasingly important in today's complex and volatile business environment."

SAPICS has a dedicated team working with both SMMEs and the large corporates that it supplies – as well as its network of authorised education partners – to offer accredited skills development opportunities that will deliver mutual benefits and enable job creation.

In addition to contributing to the growth, success, and sustainability of small businesses through the provision of education and training, SAPICS aims to be the conduit for big corporates to support SMMEs and participate in the development of their suppliers. SAPICS is urging corporates to sponsor Small Business Hub membership for their suppliers. "Businesses can earn Enterprise and Supplier Development (ESD) points while empowering and uplifting SMMEs and upskilling their own supplier base," Schoemaker expands.

The SAPICS SMME Programme includes accredited training for entrepreneurs, covering all aspects of business management – with a strong focus on operations management. Warehouse control, inventory replenishment principles, operational planning and scheduling, lean manufacturing principles, and supply chain and materials management are among the certifications offered. The programme also includes webinars covering supply chain management, demand planning, and sales and operations planning. The programme offers insights from business leaders and supply chain experts, with various case studies and success stories being shared. In addition to this, a SAPICS SMME Support Line provides advice and assistance to small business owners.

NETWORKING, KNOWLEDGE SHARING, SUPPORT, AND COMMUNITY

In addition to the training and skills development opportunities afforded, belonging to a professional organisation like SAPICS offers members a platform to connect, discuss challenges, and share knowledge and learnings, where they can find crucial support, stability, and a sense of community. "The networking and skills development opportunities provided by membership of a professional body are important for businesses and for individuals at every stage of their career," emphasises Schoemaker. "This is especially true in a dynamic, ever-changing field like supply chain management, where cutting edge technologies including artificial intelligence (AI), blockchain, robots, and drones are increasingly being used to optimise supply chains and logistics. The training and education provided by SAPICS is geared towards addressing the specific needs of members and advancing the profession."

She adds that attending events enables SAPICS members to grow their networks beyond their own organisations and colleagues. "They have opportunities to build relationships across a diverse range of industries and discuss trends and innovations. Connecting with like-minded members of a professional organisation can open doors to new career opportunities," she expands.

The annual SAPICS Conference is one such event. Established in 1978, it is the leading education, knowledge-sharing, and networking event in Africa for supply chain professionals. It features powerful presentations from local and global specialists and industry leaders. The 47th SAPICS Conference takes place in Cape Town from 8 to 11 June 2025.

SAPICS' collaborative partnerships with associates across Africa and around the globe deliver enormous value for members; SAPICS connects its members with the global supply chain community.

To find out more about SAPICS including membership options, education, and events, visit: www.sapics.org or email info@sapics.org.za for more information. F

CONSIDERING THE C-BRT ACT

SINCE MID-2023, THE ROAD FREIGHT ASSOCIATION (RFA) HAS SEEN AN INCREASE IN ENQUIRIES RELATING TO THE ACTIVITIES OF CROSS-BORDER ROAD TRANSPORT INSPECTORS AT PORTS OF ENTRY. KEVIN VAN DER MERWE WRITES THAT THESE INSPECTORS ARE BECOMING MORE ACTIVE, AND TAKES A CLOSER LOOK AT CROSS-BORDER PERMITS, THE APPOINTMENT AND POWERS OF CROSS-BORDER INSPECTORS, AND THE OFFENCES THEY POLICE IN TERMS OF THE CROSS-BORDER ROAD TRANSPORT ACT, ACT 4 OF 1998.

The increased activity of cross-border road transport inspectors is mainly because the function was previously performed under agreement with traffic officers in the employ of the Road Traffic Management Corporation (RTMC). 2023 marked the return of the Cross-Border Road Transport Inspectorate to the Cross-Border Road Transport Agency (C-BRTA) as their own dedicated law enforcement capacity. These inspectors are appointed under the C-BRT Act and, although some may have been trained as traffic officers, their role is to enforce the C-BRT Act, *not to act as traffic officers*.

This article highlights a couple of extracts from sections and regulations to aid operators who transport freight across borders, to give a clearer understanding of the appointment and powers of the inspectorate, as well as the offences created under the Act. Relevant definitions have been included to clarify what is meant when certain terms are used in the Act.

The C-BRT Act imposes certain duties on permit holders under section 47 and these have also been included, as the duties tend to necessitate that inspectors will look at certain aspects that fall within the appointment and powers of a traffic officer, but are only dealt with cursorily under the Act.

PERMIT APPLICATION – SECTION 25(1)

No person may undertake cross-border road transport or, subject to section 31, cabotage, unless he or she is the holder of a permit (cabotage is where a foreign registered vehicle picks up freight or passengers in another country for delivery still inside that other country or a third country, without traversing the vehicle's country of registration).

POWERS OF NATIONAL ROAD TRANSPORT INSPECTORS – SECTION 38

(1) A road transport inspector may –

(a) cause a vehicle to stop in the manner prescribed;

(b) question the driver or a passenger of the vehicle which was stopped under sub-section (1) in the prescribed manner;

(c) direct the driver or a passenger of the vehicle which was stopped under sub-section (1) to produce any prescribed document in the prescribed manner;

(d) confiscate a permit which has been specified in a written order issued by the Regulatory Committee;

(e) confiscate a permit which authorises cross-border road transport or cabotage if the vehicle is so defective as to

be a possible danger to persons or property and must hand over the permit to the Chief Executive Officer;
(f) request the driver or a person in charge of a vehicle to open the vehicle to enable him or her to examine the contents of the vehicle;
(g) if the driver or person in charge of the vehicle fails or refuses to comply with a request made in terms of paragraph (f), open the vehicle and examine the contents of the vehicle and may for that purpose break any seal or locking device;
(h) impound a vehicle which is reasonably suspected of being or having been used for unauthorised transport;
(i) impound goods which are reasonably suspected to have been conveyed contrary to the Act or an agreement;
(j) direct the driver of a vehicle referred to in paragraph (h) and (i) to deliver the vehicle and the goods to the nearest police station;
(k) enter any premises to investigate and reasonably suspected contravention of the Act or an agreement, as contemplated in section 2(1), and whilst on the premises, he or she may-
(i) question any person who is reasonably believed to possess information which might lead to the conclusion of investigations;
(ii) request delivery of and examine any document which is reasonably believed to relate to the commission of an offence;
(iii) seize or make copies of any document referred to in paragraph (ii); or
(iv) question any person in relation to a document referred to in paragraph (ii).

(2) A road transport inspector must-
(a) issue a notice, as prescribed, if any documentation has been confiscated under subsection (1);
(b) after opening a vehicle and examining the contents as provided for in subsection (1)(g) indicate in a prescribed certificate that the vehicle has been opened and that the contents have been examined in terms of subsection (1)(g); and
(c) deliver the goods or the vehicle which has been impounded to a police officer.

(3) The powers conferred under subsection (1)(k) do not authorise a road transport inspector to enter private dwelling premises unless the owner of the premises consents to the entry or unless a court order authorising such entry has been obtained.

(4) A person questioned or required to furnish information under subsection (1)(k) is entitled to the privileges to which a person testifying in a court of law would be entitled to.

(5) A vehicle which is impounded in terms of subsection (1)(h) and goods which have been impounded in terms of subsection (1)(i) must be dealt with in accordance with the provisions of the Criminal Procedure Act, 1977, and the provisions of the Constitution.

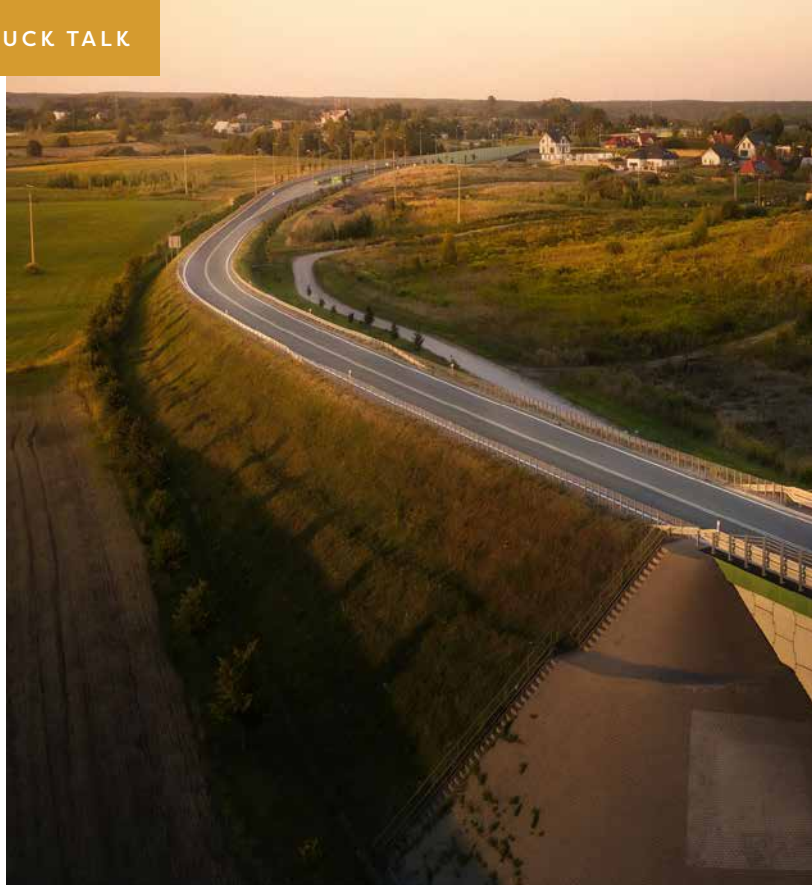
FUNCTIONS OF ROAD TRANSPORT INSPECTORS – SECTION 39

(1) The road transport inspectors must-
(a) enforce the provisions of this Act;
(b) enforce the provisions of any other legislation that confers certain rights and duties upon them; and
(c) support the Board and the Regulatory Committee in the performance of their functions.

(2) The Road Transport Inspectorate must from time to time, as determined by the Regulatory Committee and in the prescribed format, submit to the Regulatory Committee a report which contains-
(a) law enforcement information on a route basis;
(b) general information on traffic flows and tendencies; or
(c) any other such matters as may be prescribed.

OFFENCES AND PENALTIES – SECTION 40

(1) A person who-
(a) undertakes cross-border road transport without the required permit;
(b) undertakes or allows cross-border road transport to be undertaken contrary to the conditions or requirements of a permit;
(c) undertakes cabotage without the required permit;
(d) undertakes cabotage contrary to the provisions of a permit;
(e) being a permit holder or the agent or employee of a permit holder, enables a person who does not hold a permit, to use the permit holder's permit;
(f) applies for or obtains a permit knowing that another permit has already been issued to another person or another legal person in relation to the same vehicle;
(g) with the intent to deceive, forges, alters, defaces, mutilates or adds to a permit;
(h) gives false information when required to supply information in terms of this Act;
(i) knowing that any writing is not a permit or document issued under this Act, utters or uses such writing or other document for the purposes of this Act;
(j) knowing that any permit or other document issued under this Act has been altered, defaced, mutilated or



added to, uses it for the purposes of this Act;
(k) pretends that he or she is a road transport inspector;
(l) willfully obstructs or hinders a road transport inspector in the execution of his or her duties;
(m) fails to comply with a direction or demand made by a road transport inspector;
(n) being a permit-holder or a driver of a vehicle, does not adhere to any prescribed obligation;
(o) being a permit-holder fails to comply with any permit condition;
(p) being a permit-holder fails to comply with any of the duties of a permit-holder as set out in this Act;
(q) being the driver or the permit-holder fails to ensure that a permit which relates to a particular vehicle is kept in such vehicle;
(r) being the driver fails to carry a consignment note or passenger list, as the case may be, at all times in a readily accessible place on the vehicle concerned;
(s) being a permit-holder fails, within 30 days after the expiry of a permit or after the number of journeys on the permit has been completed, to submit the permit and consignment note or passenger list, as the case may be, to the Regulatory Committee;
(t) with the intent to deceive, prepares any document for use in connection with cross-border road transport containing an incorrect description, knowing that description to be incorrect;
(u) fails to apply for a duplicate permit in the case of a damaged or illegible permit;
(v) fails to affix or keep affixed a distinguishing mark on any vehicle as prescribed;
(w) fails within 30 days of any material change in regard to the information contained in the application form to notify the Regulatory Committee;
(x) fails, within seven days of receipt of the notice by the Regulatory Committee, to submit the permit by registered post or by hand to the Regulatory committee;
(y) is the registered owner of a vehicle and allows cross-border road transport or cabotage without a permit;
(z) fails to comply with the provisions of section 25(9) and 30(6);
(za) cedes, alienates, hires out or hires the authority conferred by a permit in contravention of section 47(7);
(zb) contravenes or fails to comply with any provision of this Act if such contravention or failure is not elsewhere declared an offence,

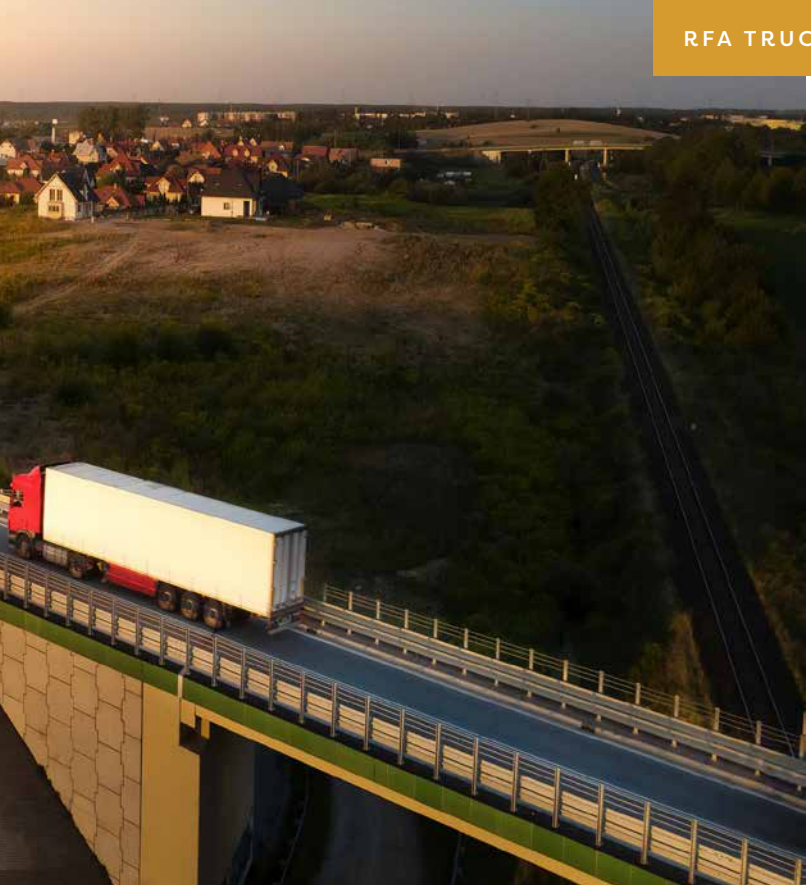
is guilty of an offence and liable upon conviction to a fine or to imprisonment for a period not exceeding two years or to both such fine and such imprisonment.

DUTIES OF A PERMIT-HOLDER: GENERAL DUTIES – SECTION 47

(1) The permit-holder must within 30 days of any change in relevant information notify the Chief Executive Officer thereof.
(2) The permit-holder must within 30 days of the lapsing of a registration certificate of a mechanically propelled vehicle, furnish the Regulatory Committee with a new registration certificate or a certified copy thereof.
(3) A permit-holder must at all times ensure that any vehicle being used for the transport of goods or passengers-
(a) is a fit, proper and suitable vehicle in regard to the route, the goods or passengers concerned, and the circumstances in which the transport is undertaken;
(b) is in a fit, proper and roadworthy condition in terms of the requirement of the road traffic legislation of the Republic and the state or states, as the case may be, that the vehicle will enter in terms of the provisions of the permit;
(c) is used with appropriate safety limits, precautions and requirements regarding the route, circumstances, commodity or persons being conveyed, the vehicle or the immediate public interest;
(d) does not exceed the permissible overall length as determined by the road traffic legislation of the Republic and the state or states, as the case may be, that the vehicle will enter in terms of the provisions of the permit;
(e) does not exceed the permissible authorised gross vehicle mass or other vehicle dimensions as determined by the road traffic legislation of the Republic and the state or states, as the case may be, that the vehicle will enter in terms of the provisions of the permit; and
(f) is not dangerous or unsafe or is not operated in a manner that is dangerous or unsafe.

(4) In order to comply with the requirements of this section, the permit-holder must maintain adequate and appropriate resources, drivers, personnel and facilities for the control, administration, maintenance, operation and storage of all vehicles recorded on the permit.

(5) The permit-holder must ensure that a driver of any vehicle being used for the transport of goods or passengers at all times-
(a) keeps a permit and, in the case of the transport of goods the consignment note, and in the case of the transport of passenger a passenger list, in a readily accessible place on the vehicle, to be produced upon request by a road transport inspector;
(b) holds a valid driver's licence in terms of the road traffic legislation of the Republic and the state or states, as the case may be, that the vehicle will enter in terms of the provisions of the permit in respect of the vehicle he or she is driving;
(c) holds a valid public or professional driving permit in accordance with the provisions of the road traffic



legislation of the Republic and the state or states, as the case may be, that the vehicle will enter in terms of the provision of the permit; and

(d) complies with the conditions of any road traffic legislation of the Republic and with the provisions of the Criminal Procedure Act, 1977, in respect of a summons or notice to appear in court for an offence committed within the course and scope of the employment of the driver with the permit-holder.

(6) All holders of permits which are valid for more than one year, must submit to the Regulatory Committee annually, together with the registration certificate mentioned in subsection 2-

(a) a valid roadworthy certificate for the vehicle;

(b) where it is a condition of the permit that the holder must purchase insurance, proof that such insurance is still in force in respect of the vehicle and that all premiums have been paid;

(c) proof that other conditions of the permit are being met, if required by the Regulatory Committee; and

(d) any other prescribed requirement,

failing which the permit shall lapse on the date of lapsing of such registration certificate and the holder must return it to the Chief Executive Officer within 10 days of such lapsing by delivering it by hand or by registered post.

(7) The authority conferred by a permit may not-

(a) be ceded or otherwise alienated by the holder of the permit, and no person may be a party to such a cession or alienation; or

(b) be hired out by the holder of the permit or be hired by any other person, and any such cession, alienation or hiring of a permit shall be of no legal force or effect.

CONFISCATED DOCUMENTATION – REGULATION 18

A national road transport inspector who has confiscated documentation in accordance with section 38(1) of the Act, must issue a notice, as provided by the Agency, to the person from whom the documentation was confiscated.

DEFINITIONS

"cross-border road transport" means the transport of passengers and their personal effects – or freight for reward or in the course of an industry, trade or business – to or from the Republic, crossing or intending to cross its borders into the territory of another state, or in transit across the Republic or the territory of another state with a vehicle on a public road.

"national road transport inspector" means a road transport inspector appointed under section 37.

"permit" means-

(a) a cabotage permit issued in respect of a vehicle for a maximum period of five years, or for a fixed number of journeys;

(b) a cross-border road transport permit issued in respect of a vehicle for a maximum period of five years or for a fixed number of journeys authorising the transport of freight or passengers on specified routes; or

(c) a temporary cross-border road transport permit or cabotage permit issued in respect of a vehicle for a maximum period of 14 days authorising the transport of freight or passengers on specified routes or cabotage, as the case may be.

"public road" means any road declared or recognised as a public road under any law, and includes any road, street, thoroughfare, or other place (whether a thoroughfare or not) to which the public or any section of the public has a right of access.

"unauthorised transport" means transport with a vehicle on a public road in contravention of this Act.

"vehicle" means-

(a) in relation to cross-border freight road transport, any mechanically-propelled road vehicle or combination of vehicles which is constructed, adapted or used for the carriage of freight and exceeds a maximum gross mass of 3,500kg;

(b) in relation to cross-border passenger road transport, any mechanically-propelled road vehicle which is constructed or adapted for the conveyance of passenger or any other vehicle which is used to convey passengers; and

(c) in relation to cabotage, any mechanically-propelled road vehicle and, in the case of a combination of vehicles, also trailers and semi-trailers, which are regarded as separate vehicles.

** The information in this article references the NRTA, Act 4 of 1998, published by Lexis Nexis in Volume III – dividers 3 and 4, updated to issue 68, as of 5 September 2024.* F

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ALPINE AND SINOTRUK:

A RECIPE FOR SUCCESS

SINOTRUK, THOUGH A RELATIVE NEWCOMER TO SOUTH AFRICA, IS RAPIDLY EXPANDING ITS MARKET SHARE. DURBAN-BASED ALPINE TRUCK AND BUS, THE BRAND'S LARGEST-SELLING DEALER IN THE COUNTRY, HAS PLAYED A CRUCIAL ROLE IN THIS SUCCESS. CEO BRUCE DICKSON, WITH OVER 40 YEARS IN THE COMMERCIAL VEHICLE (CV) INDUSTRY, TELLS NICOLA JENVEY THAT HE'S NOT SURPRISED BY SINOTRUK'S SUCCESS.

Two years ago, Dickson saw an opportunity to get involved with Sinotruk's Howo and Sitrak brands in South Africa. Driven by a relentless approach to business, and with Alpine Truck and Bus in partnership with a JSE-listed company and a former colleague, he approached Dubai-based global logistics giant DP World to test the Sitrak G7 air suspension. The unit was tested extensively for over nine months in various DP World operations, marking the beginning of a highly successful collaboration.

Since November 2023, Alpine has delivered about 200 trucks to DP World Sub-Saharan Africa. Dickson attributes this success to a balance of "price, quality, and world-class safety features", offering trucks for R1.7 million, well below the R2.5 million price tag of similar European models.

DP World, which acquired Imperial Logistics in South Africa in 2022, has been an instrumental client for Alpine's growth. Alpine has also been appointed a preferred supplier to DP World, and it will be responsible for providing heavy CVs to the company over the next three years.

Alpine also currently serves as the agent for Sinotruk's more affordable Howo – used primarily for tipper applications – and the premium Sitrak, a competitor for major European brands. While Howo rivals Powerstar and FAW, Sitrak aims to stand alongside European heavyweights. These Chinese trucks, as Dickson notes, are "sophisticated, top-quality products, offering the most competitive fuel consumption and TCO; they are definitely not 'cheap and nasty'".

During a visit to Sinotruk's facilities in China, Dickson was impressed with the quality, safety, and fuel efficiency of the trucks, highlighting features like the ZF TraXon gearbox and excellent driver performance.

"The African market wants the cheapest products; the South African one demands sophistication, residual resale value, and repair and maintenance agreements. We have worked with Sinotruk to successfully expand its local footprint," says Dickson. Presently, trucks are imported completely built-up (CBU), but local assembly could soon follow. According to Alpine's head of sales, Brandon Barth, the current CBU prices are already competitive, positioning Sinotruk favourably against European alternatives.

Alpine has also addressed industry-wide concerns like diesel theft. DP World requested that its trucks be equipped with Powerfleet TankSafe's anti-siphon technology, which is now available to all Alpine customers. TankSafe's solutions include cost-effective options for medium and heavy trucks, effectively tackling diesel siphoning issues.

Looking ahead, Alpine anticipates that Sinotruk will sell around 2,000 units in SA this year. Alpine will account for 25% of these, and is presently delivering 101 low rider C9 Sitrak trucks to a major corporate operator. Regionally, Barth aims to sell 40 to 50 units annually in Lesotho and foresees growth in Eswatini, Zambia, and Mozambique.

Sinotruk's "cherry on the cake" remains South Africa, where Chinese brands have gained significant acceptance. "SA's geopolitical landscape also means it will become increasingly difficult for European brands to grow exponentially," notes Dickson. This also positions Alpine well to capture market share from competitors like FAW.

Unsurprisingly, Dickson is upbeat about prospects for the future. "In SA, Alpine and Sinotruk's partnership is driving growth through competitive pricing, quality, and strategic adaptability," he says. "By aligning with local market demands and providing European-grade features at accessible price points, we are well-positioned to capture a significant share of the CV market." F

Photography by Terry Haywood

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THE BEGINNING OF BETTER THINGS?

MINISTER OF TRANSPORT BARBARA CREECY HAS APPROVED THE PUBLISHING OF THE TRANSNET NETWORK STATEMENT FOR THE RAIL NETWORK IN SOUTH AFRICA. GAVIN KELLY, CEO OF THE ROAD FREIGHT ASSOCIATION (RFA), SAYS THE NETWORK STATEMENT FACILITATES OPEN ACCESS TO SOUTH AFRICA'S RAIL NETWORK BY THIRD-PARTY OPERATORS.

Are we about to see great things, or will we instead enter into a vicious cycle of argument and squabbles by various potential third-party operators – as recently seen at the Port of Durban?

For years, the RFA has been very vocal about the need for "revolutionary" change in our rail operations. Despite its current challenges, South Africa's rail network – with its extensive reach and some (to this day) state-of-the-art infrastructure in certain areas – has the potential to become a cornerstone of the national economy, driving growth and creating numerous jobs.

However, there are some nagging questions. Can Transnet *really* create the required environment for third party operators to operate efficiently on the rail network? Is the rail network – including the signalling, rail mass carrying capacity, points, sidings, warehousing, security, and other infrastructure – ready to accommodate a flood of trains and a drive from the national logistics chain requirements? Are the train sets adequate, or will these all need to come from the third-party operators? Who will adjudicate and resolve disagreements between these third-party operators, or between them and Transnet itself?

Whilst a huge amount of cargo is delivered via road every day, the reality is that the cargo needs to move between the origination and destination; the challenge will be creating an environment where system failures (or third-party failures) do not result in a collapse of the various routes identified for the open access.

The RFA has continually noted that rail needs to "carry its load", and this has been clearly underwritten by the impact that we have all witnessed on roads across the country. These roads were never built to take the current volumes of vehicles, nor the axle mass loads (even before a consideration of any overloading comes into play). Both roads and towns along the way have had a Jeckell and Hyde relationship: damage and wear to the infrastructure, but an increase in local business trading to support the increase in road freight traffic through these regions.

Truly, the publishing of the network statement is an important step. The RFA encourages all companies that could become third-party operators to study the statement and to engage with the Department of Transport in getting rail operations back to a viable and efficient service. There will be many opportunities for road transport and there will be changes in how transport is undertaken (in the long run), but we need to get the foundation pieces running. Reliably. Efficiently. Securely. Affordably.

The RFA will watch developments with keen interest; 2025 will be a crucial year in ensuring that South Africa – and thereby its economy and wealth creation for all its citizens in the form of employment – will turn around and become an invigorated and vibrant logistics hub, chain, and developmental node for all modes of transport. Surely, by now, there should be no argument that road and rail can (and must) symbiotically work together. F

GAVIN KELLY was appointed CEO of the Road Freight Association (RFA) in May 2019, having previously been the association's technical & operations manager since 2007. The RFA is the largest and most comprehensive national trade association for the trucking industry.

RAILWAY RESTRUCTURING IS CRITICAL

WHILE INCREASED COMPETITION AND PRIVATE SECTOR INVOLVEMENT COULD THEORETICALLY IMPROVE EFFICIENCY, NICK PORÉE WRITES THAT THE RESTRUCTURING OF THE RAILWAYS MUST PRECEDE ANY SIGNIFICANT CHANGE, WHILE CURRENT STRATEGIC MANOEUVRING INDICATES AN UNWILLINGNESS TO RELAX TRANSNET SOC MONOPOLY CONTROL.

Gavin Kelly, CEO of the Road Freight Association (RFA), raises some important points regarding the potential impact of opening up South Africa's rail network to third-party operators. However, in order to create real "Open Access", the fundamental and first essential requirement is the creation of an independent Track Network Agency (TNA) – possibly located in the Department of Transport (DoT) and separated in all respects from Transnet SOC and the Passenger Rail Agency of South Africa (PRASA). This agency should have ownership and operating responsibility for the entire network.

Secondly, the fee levels and conditions for train operations for all commercially competitive railway operators must be defined by the Railway Economic Regulator (RER) and the Railway Safety Regulator (RSR), in collaboration with the Network Agency – *not* with Transnet.

The RER must publish the totally equitable rates, terms, and conditions for use of the network by all Train Operating Companies (TOCs), including Transnet Freight Rail (TFR) and PRASA. Access fee invoicing, slot allocation, and operational coordination of all TOCs on the entire network must be functions of the TNA, not of train operators. The process of setting up the operational requirements must include representative consultations with industry and prospective TOCs. This is essential to achieving commercial viability, without which there will be little private sector engagement.

Even after the complete restructuring, the economic viability of large-scale rail freight in South Africa remains a significant challenge, as there is need for more than R80 billion to rehabilitate the core track network, as well as a further R60 billion to restore the operational capacity of the state-owned companies (SOCs). These expenses are the responsibility of government, despite current national debts, and are definitely not recoverable from new TOCs if rail is to be competitive with road haulage.

Our calculations indicate that an efficient railway can be considerably cheaper for the direct linehaul segment, but comparative costs per load often turn negative once facilities, transhipment, cross-haulage, handling and administration costs, and backhaul potential are factored in.

One critical issue is the absence of breakbulk rail infrastructure in the country – aside from a few container terminals, all of which are operated by TFR. Establishing a functional network for diverse breakbulk freight movements will require massive private sector capital investment in railway installations, terminals, and handling facilities, in addition to traction and rolling stock. Without this investment, the anticipated shift to rail may be very slow, with new TOC activity based primarily on competition for existing bulk commodities, rather than on competition with road haulage. F

NICK PORÉE is a transport economist and freight transport consultant; he has more than 40 years of experience as a consultant in freight operations management, systems development, training, and transport research. His company, NP&A, has for the past 10 years been a consultant to the South African Department of Transport (National Transport Masterplan), National Freight Logistics Strategy and Road Freight Strategy. It has performed cross-border and corridor studies in sub-Saharan Africa for the World Bank, United Nations Economic Commission for Africa Trademark East Africa, and other agencies. He was the freight transport consultant for the Southern African Development Community Tripartite project on liberalisation and harmonisation of road transport regulatory systems in the Tripartite region (now designated Tripartite Transport and Transit Facilitation Programme). He is contactable at nick@npagroup.co.za or www.transportresearchafrica.com.

IT'S TIME TO ENABLE

INDEPENDENT POWER PRODUCERS

AT FIRST, IT SEEMED TOO GOOD TO BE TRUE, BUT ESKOM SEEMS TO HAVE FINALLY TURNED A CORNER; FOR THE BETTER PART OF 2024 THE UTILITY MANAGED TO KEEP THE LIGHTS ON. THIS, WRITES NICHOLAS WOODE-SMITH, FOLLOWS A TORRID FEW YEARS OF REPEATED ROLLING BLACKOUTS THAT DESTROYED INDUSTRY AND STIFLED ECONOMIC GROWTH.

While it was cynically theorised that the improved performance of Eskom was due to the run-up to the election (a view I admittedly shared), it seems that for now, at least, it has managed to fix many of its issues.

It has been reported by electricity and energy minister Kgosientsho Ramokgopa that former Eskom CEO Andre De Ruyter's tenure at the state-owned enterprise was unproductive due to constant accusations of internal sabotage and the demoralisation of staff at the parastatal. This is not exactly true, however, especially considering that Eskom has been faltering since 2007, long before De Ruyter was in charge.

Rather, Eskom's newfound competence has been due to its relative de-politicisation. Ideological and political meddling has been weakened, allowing Eskom staff and management to seek out pragmatic and rational solutions to its problems.

Notably, Eskom has removed BEE requirements in its procurement process and has been allowed to bypass the costly and corruption-laden tendering process to source materials straight from the manufacturer.

We aren't out of the woods yet, though. Eskom is still a government entity, vulnerable to corruption and future meddling. All it takes is for the minister or another powerful politician to decide that Eskom is not "transformed" enough and the parastatal will once again face problems. Couple this with the fact that Eskom still faces incredible debt and the need for politically intolerable price hikes, and things are still not rosy.

This is why it is critical that independent power producers be given increased leeway and support to enter the market. Already, the private sector has helped alleviate much of the stress for Eskom by providing a sizable chunk of electricity to the grid. This is not to mention the uptake of solar panels by households and businesses, which has further lessened demand from the grid. Independent power producers also have a positive influence in lowering electricity prices through increased supply, further allowing rates to drop and positively influencing economic growth as a result.

The private sector as a whole has a distinct advantage over Eskom: it is shielded from many of the inherent problems of being a parastatal. It is not directly controlled by political

interests and can thus focus on the task of producing electricity. Its members are also more trusted by many investors and can raise sustainable capital that Eskom itself may struggle to gain.

The International Finance Corporation (IFC) has expressed its eagerness to fund private sector participation in the electricity industry – something that will be drastically needed, as Eskom has expressed its need for the private sector to help foot the bill for a R200-billion overhaul of electricity infrastructure.

R200 billion is a big ask for a single entity to raise, but spread over hundreds – if not thousands – of power producers, it may not be that difficult. This is especially true if large corporations with existing positive cash flow decide to enter the market.

The private sector also has another distinct advantage over Eskom, which needs to be leveraged by the National Transmission Company of South Africa (NTCSA). While Eskom struggles to get municipalities to pay its overdue bills, unable to force the issue due to the government's fear of losing votes, the private sector is not compelled by votes and can therefore force the issue of payment. But this is only if the NTCSA can guarantee its independence from Eskom.

While technically a part of Eskom holdings (and still a government entity), the NTCSA has paid lip service to being an independent entity, existing to create electricity transmission infrastructure that will form an open playing field for Eskom and private producers. If this can be achieved and all producers are treated equally, then this fair free market will only benefit South Africans.

Unfortunately, even if the NTCSA is independent, Eskom is still at an advantage, as it can leverage political capital, tax money, and unsustainable government-backed debt to undercut private producers. Hopefully, this does not occur again, after Eskom utilised its unfair advantages in the 1990s to undercut potential private sector investment – a factor which contributed to all of our current problems.

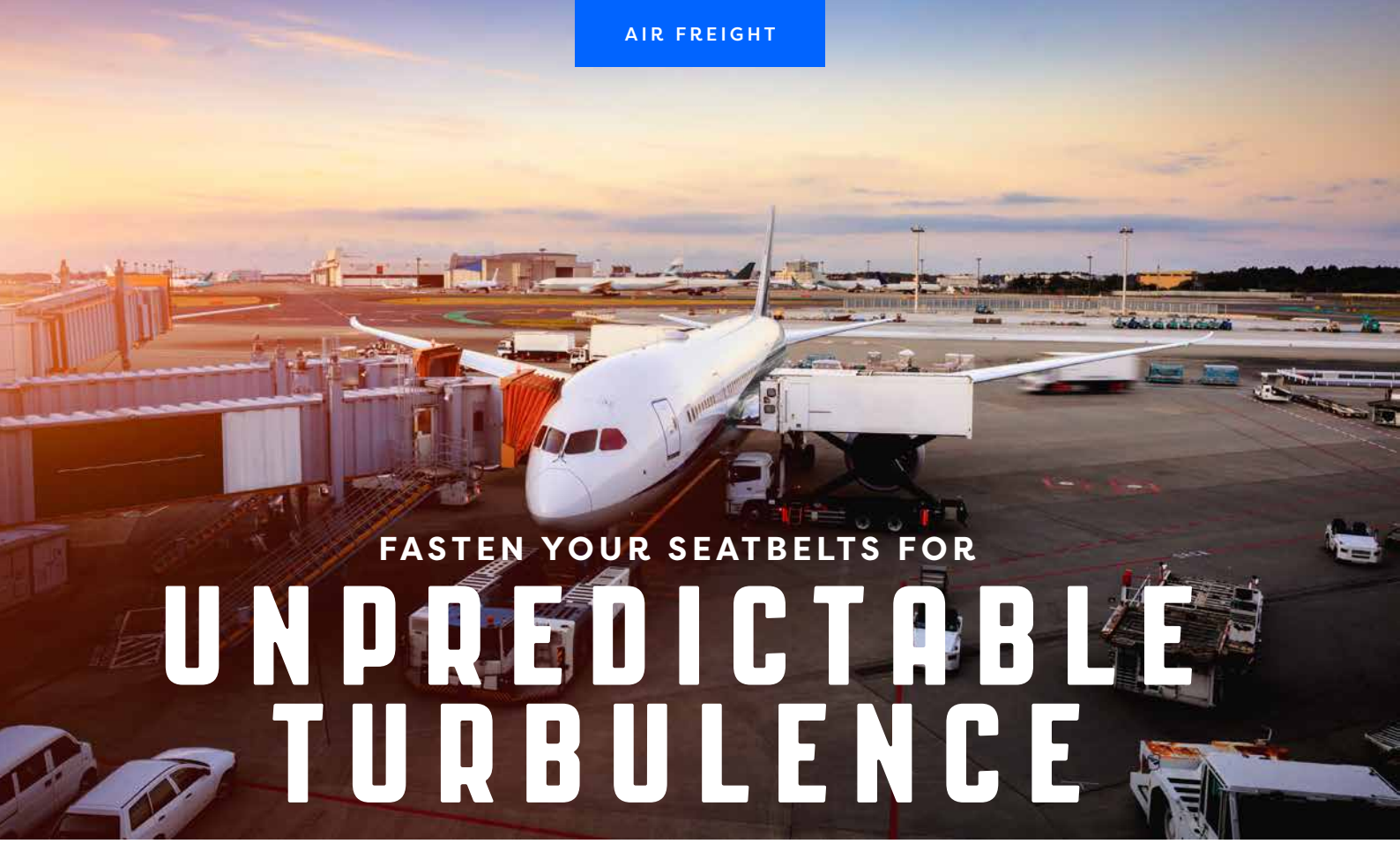
Ideally, Eskom should be unbundled and its assets sold to responsible private sector companies that can use their incentive as profit-making ventures to drive forward sustainable and positive change, free of political interruption. But even without full privatisation, more must be done to deregulate the sector to allow even more private producers to enter the market.

There should be increased tax incentives for companies building generation capacity to not only go off grid, but to feed into the grid. Attempts to tax and disincentivise solar power for households and businesses should be halted. We should be encouraging electricity to become as cheap as possible. Additionally, the private sector shouldn't only be encouraged to invest in green energy; coal and other forms of traditional power generation are more reliable, and suitable for South Africa's resources.

Coal mining companies should be incentivised themselves to build their own coal plants and enter into the market. This will help their profit margins and South Africa as a whole. Cheap, plentiful electricity is a necessity for a growing economy. A growing economy leads to job creation, and the end of unemployment and poverty. It is of tantamount importance that legislators and regulators make it as easy as possible for the private sector to contribute towards electricity generation and transmission. By embracing a free market in electricity, we will see this country prosper.

** The original version of this article was first published by* BizNews *on 31 October 2024.* F

NICHOLAS WOODE-SMITH is an author, economic historian, and political analyst. He is a contributing author for the Free Market Foundation.



FASTEN YOUR SEATBELTS FOR

UNPREDICTABLE TURBULENCE

THE 2024 AIR FREIGHT OUTLOOK REPORT FROM MARKET ANALYTICS PLATFORM XENETA PREDICTED A RETURN OF "CLASSIC SEASONALITY". HOWEVER, ANOTHER TURBULENT YEAR HAS FOLLOWED, MAINLY DUE TO THE DRAMATIC RISE OF E-COMMERCE OUT OF ASIA AND THE IMPACT OF CONFLICT IN THE RED SEA. ACCORDING TO THE LATEST REPORT, THESE MARKET FORCES ARE SET TO SPILL OVER INTO 2025.

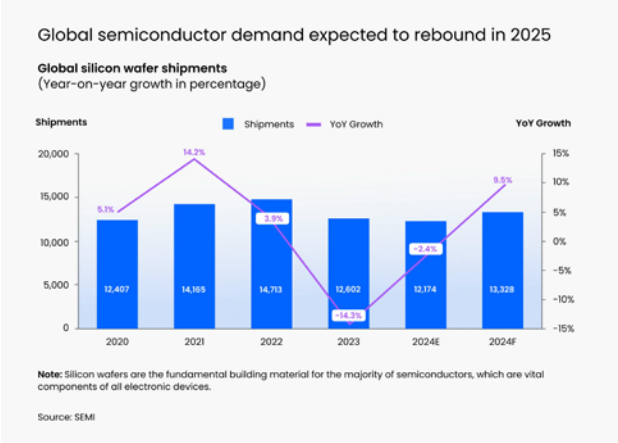
The *2025 Air Freight Outlook* report, authored by Niall van de Wouw, Xeneta chief airfreight officer, and Wenwen Zhang, Xeneta airfreight analyst, presents five key themes for 2025.

UPTICK IN TRADITIONAL AIR CARGO MARKET

Xeneta reports that global gross domestic product (GDP) growth should remain stable at 3.2% in 2025 according to the International Monetary Fund (IMF), while global inflation is expected to fall to 4.3%. "Sustained GDP growth will support growth in air freight demand in 2025, but disinflation (the slowdown of inflation) will also be key," it notes. However, disinflation could be disrupted by rising commodity prices resulting from geopolitical trade tensions and labour shortages due to US immigration control.

"(The) 'traditional' air cargo market – predominantly B2B goods that have been shipped by air for many years on established corridors – remained muted in 2024, but that is likely to change in the year ahead," write the authors, adding: "A rebound of the traditional air freight market will be supported by demand for semiconductors related to generative AI and advanced computer processing."

"The AI wave will lift the recently-stagnant B2B airfreight market. But this will not have as dramatic an impact on global demand when compared to factors in 2024 such as Red Sea Crisis and the rise of e-commerce," says co-author Zhang. "Shippers on corridors with lower demand growth are still at risk if airlines remove capacity from secondary trades to meet the increasing demand out of Asia."



CONTINUED DISRUPTION IN OCEAN CONTAINER SHIPPING

Conflict in the Red Sea has seen a mode shift from ocean to air during 2024 and the report says that this will remain a key theme in air cargo demand in 2025, although with the shift already largely established, this is unlikely to contribute much to air cargo demand growth.

"If there is a major change in the geo-political situation and a large-scale reopening of the Red Sea, there could be a renewed acceleration of mode shift and air cargo demand growth for a few months," emphasises the report.

"The Red Sea effect on the air freight market has

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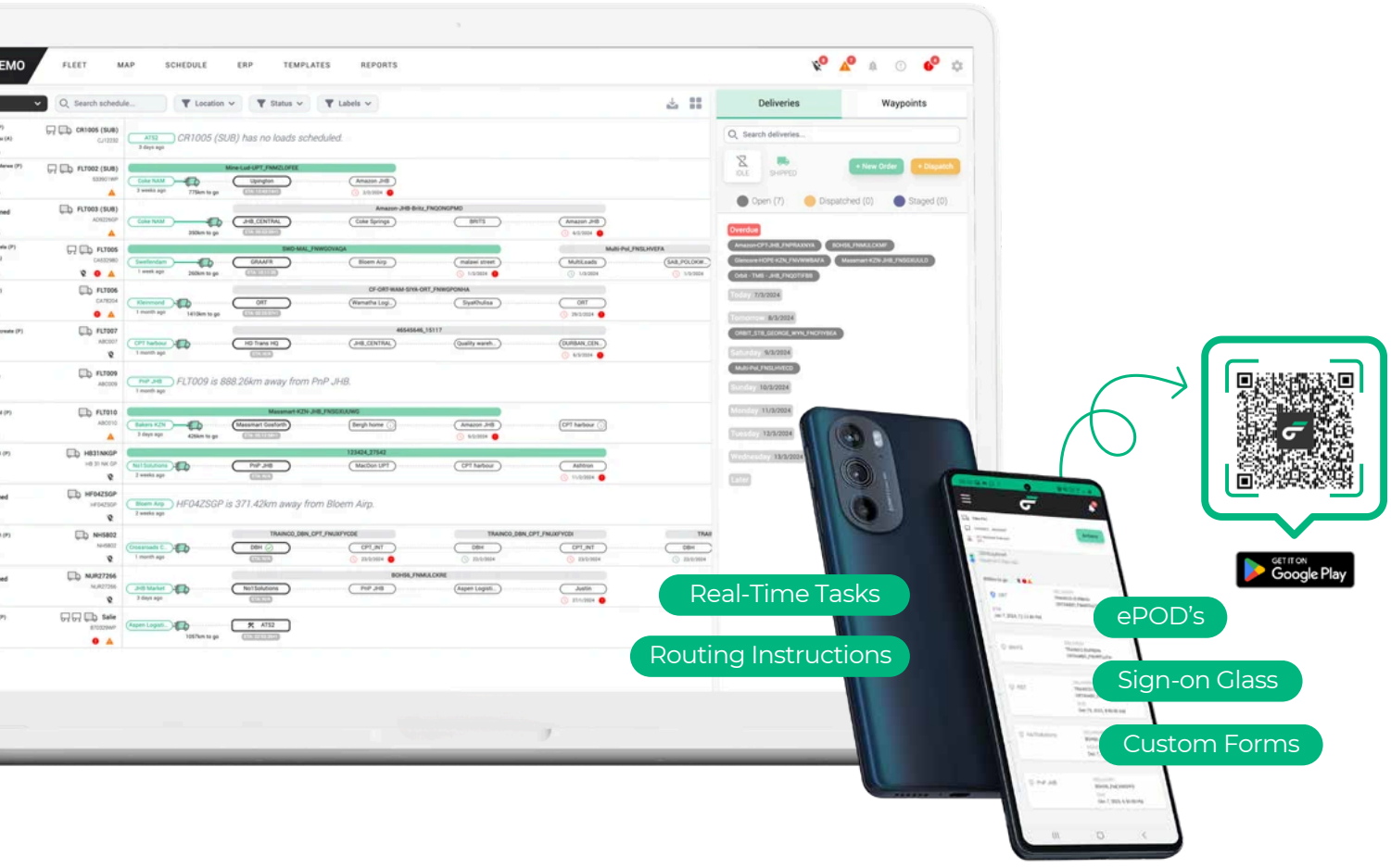

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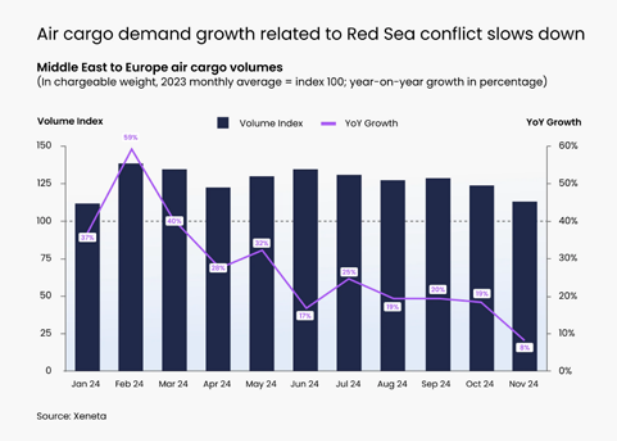
plateaued and might even recede in 2025. This could provide a bit of breathing space for shippers, but the threat of further disruption remains given the geo-political climate," explains Van de Wouw.

The report further notes that US East Coast port strikes in October contributed to a 12% month-on-month jump in Europe-to-US air cargo volumes; the threat of further strikes at these and Gulf Coast ports in January could cause congestion and deteriorating schedule reliability, contributing to an increased shift to air cargo.

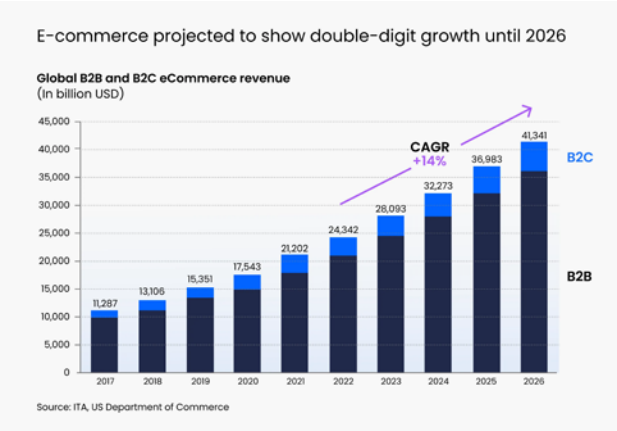


ROBUST E-COMMERCE GROWTH AND INCREASING REGULATION

The dramatic rise of cross border e-commerce in 2024 indicates that this will remain a key driver for demand growth. The report notes that global B2C and B2B e-commerce is estimated to grow 14% per annum until 2026, with South Asia and Southeast Asia to experience the fastest growth.

Increasing regulatory scrutiny could, however, impact e-commerce growth, with the report highlighting the EU investigation of Chinese e-commerce platform Temu for a potential breach of the Digital Service Act, and Indonesia's ban of Temu over fears of its impact on local enterprises.

"The US is increasing scrutiny by tightening customs and border checks... (and) proposing new *de minimis* legislation, which is seen as a loophole allowing large volumes of e-commerce goods from China to enter the US without incurring import duties," it continues. The report also cites potential geopolitical factors relating to the incoming US administration's stated intention to raise tariffs on imports,



stressing: "If political intervention dampens growth in e-commerce volumes from China to the US, airlines would need to recalibrate the capacity and demand balance on this fronthaul corridor."

"E-commerce is a local (phenomenon), but impacting shippers around the globe. You better stay up to date on how airlines are developing their network as changes could tighten capacity in markets that have no direct link with the e-commerce volumes," advises Zhang.

GLOBAL AIR CARGO SUPPLY AND DEMAND

Xeneta reports that the traditional air cargo market's resurgence, disruptions in ocean supply chains, and the rise of e-commerce will all contribute to an expected global air cargo demand growth of 4 to 6% in 2025. "While the demand growth is expected to slow in 2025, importantly it will still outpace air cargo capacity supply, which is set to grow by 3 to 4%," it notes. "If demand growth does outpace supply growth in 2025, it is likely air freight rates will remain elevated - but it is important to remember that experiences will vary dramatically depending on the region and trade lane."

Slower capacity growth in 2025 also stems from supply chain issues and aircraft manufacturing delays. "It is unlikely that the tight air freight market of 2024 will ease in 2025. It would be wise to manage the expectations of your internal stakeholders," expands Zhang.

WILD CARDS AND EMERGING TRENDS

"We only need to look at the sudden escalation in the Red Sea in December 2023 to understand the impact geopolitical tensions can have on air freight. 2025 is likely to see more of the same," Xeneta emphasises. The proposed US import tariffs, increased criminal activities in the air cargo supply chain linked to rising geopolitical tensions, severe weather and climate change, and increasingly stringent environmental regulations will have important consequences for the sector.

"For example, the EU's ReFuelEU initiative will require aviation fuel suppliers to blend a minimum of 2% sustainable aviation fuel (SAF) in EU airports starting in 2025, increasing to 70% from 2050. As SAF is three to five times more expensive than fossil fuel, this regulation is expected to increase air freight costs by 1-3%," states the report.

"Please return to your seat and fasten your seatbelt – we are entering an area with unpredictable turbulence. The best approach to a period of high uncertainty is to be alert to quantitative signals from the marketplace as it could avoid shippers over-reacting and creating a vicious circle of escalating rate," says Van de Wouw.

GROWING MARKET MATURITY

The report rounds off by noting that the growing maturity in the market in 2024 has helped to maintain a level of stability during what could have been a rocky festive period.

"If 2024 has taught us anything, it is to expect the unexpected and be ready to act decisively to meet emerging challenges... Air cargo is operating at full steam, but shippers and air freight vendors have established more proactive, data-driven relationships," it notes. "If 2025 brings further disruption, then it must be seen as a huge positive that these stronger relationships are in place... the industry has the best chance of overcoming these challenges by working together". F

TRANSPORT MANAGER'S GUIDE

INVALUABLE ADVICE FOR EVERY TRANSPORT MANAGER, COVERING EVERYTHING FROM OPERATING COSTS TO AXLE MASS LOADS

INSPECT THE UNEXPECTED

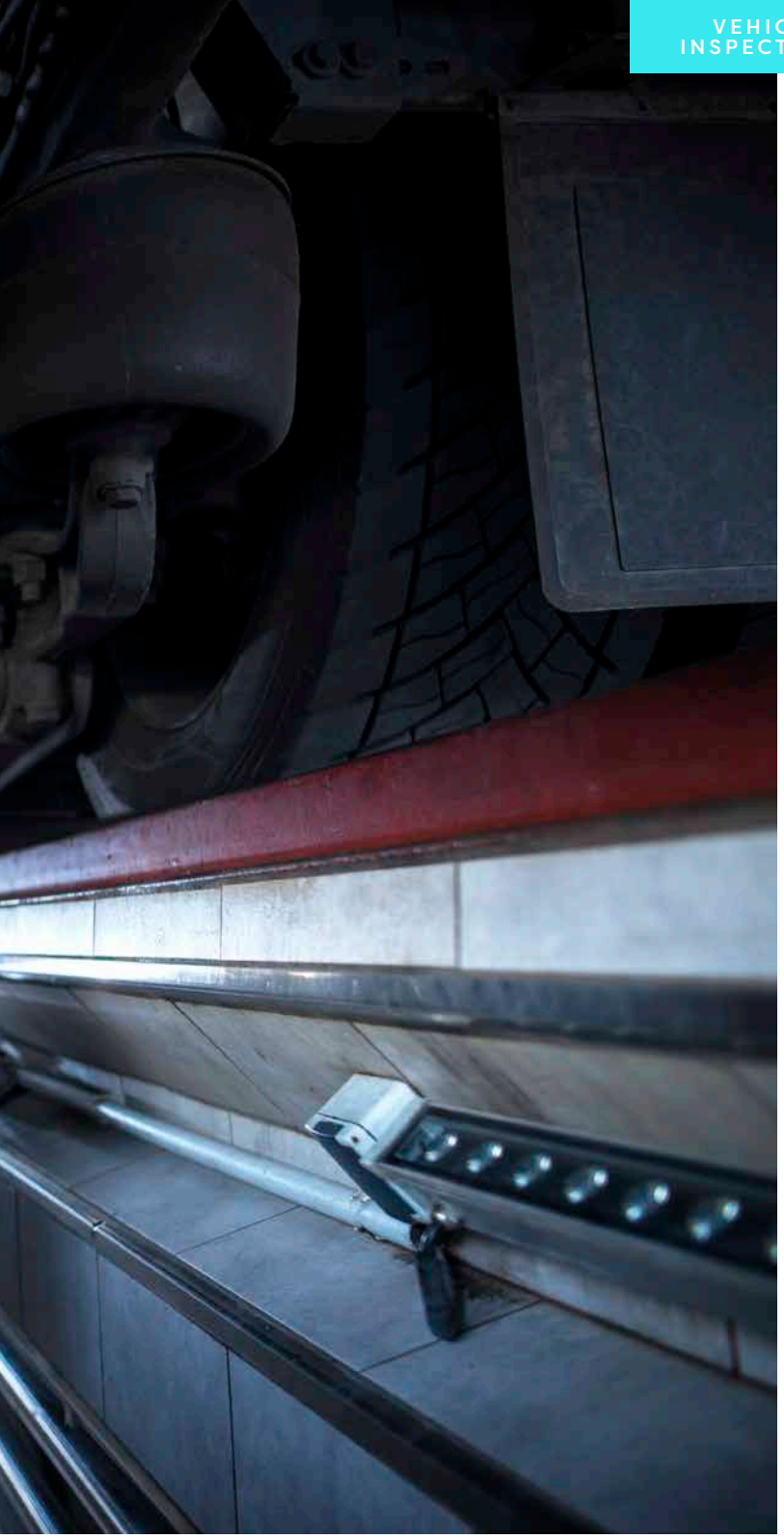
REGULAR 30-MINUTE INSPECTIONS OF FLEET VEHICLES WILL LOWER MAINTENANCE COSTS AND REDUCE UNNECESSARY AND COSTLY ROADSIDE BREAKDOWNS, WRITES VIC OLIVER.

Most truck manufacturers marketing heavy commercial vehicles (HCVs) in South Africa have extended the service intervals of the vehicles they sell. In long-distance operations, service intervals have been stretched to over 50,000km. With some more recent models, and in certain markets, this has been extended to over 100,000km!

This is great for operators, allowing them to maximise vehicle uptime and reduce servicing costs. Nevertheless, bear in mind that a vehicle should still be inspected regularly between service dates to ensure that all the components are working well mechanically and that the vehicle is in a safe operating condition.

During a regular inspection, the technician will be able to detect any tell-tale signs of a pending failure that could result in a roadside breakdown and/or a costly repair. The technician will also have the opportunity to grease vehicle components – especially the propshaft and suspension – and attend to any small problems requiring attention.

Inspections should be undertaken systematically, using a well-designed inspection sheet that covers all the major items to be checked. The inspection should cover the following components of the vehicle:



VEHICLE IDENTIFICATION

Check the current vehicle licence disc and operator's disc, as well as the front and rear number plates and the data plate.

CAB

Do a thorough inspection to check for any damage to the cab and windscreen. Check the condition of the entrance step, wiper blades, mirrors, sun visors and pedal rubbers, as well as the operation of all lights and indicators, the windscreen washer, and the hooter.

CHASSIS

Inspect the chassis for any cracks or damage and check that the fuel tank is properly secured and not leaking. Check body mountings, springs and suspension, the load sensing valve and ABS connections, and conduct a fifth wheel and trailer coupling inspection. Finally, make sure that the fifth wheel is well greased.

BRAKES AND CLUTCH

Do a thorough inspection of the entire brake system. Check the brake lining / brake pad wear and all brake retarders, as well as clutch operation, including free play.

STEERING

Check the entire steering mechanism. The power steering must be checked for oil leaks and the steering for excessive play.

WHEELS AND RIMS

Checks include tyre pressures, tyre condition, wheel alignment, and wheel rims and fastening systems. Ensure that inner tyre valve extensions are in place and properly secured.

ENGINE AND EXHAUST SYSTEM

Check for excessive smoke, oil leaks, and fluid levels and look for tell-tale signs of potential engine problems that could lead to a breakdown. Check the condition of fan belts and pulleys, as well as the engine air intake system. Inspect the exhaust system for leaks and make sure the exhaust is securely attached.

COOLING SYSTEM

Check for leaks, make sure the antifreeze ratio is correct, and ensure radiator core cleanliness.

BATTERIES

Inspect the general condition of the batteries, including the terminals. Check the water level, as well as the battery box and securing clamps.

DRIVELINE

Inspect all propshaft couplings and centre bearings, and check the propshaft for excessive play.

Professional HCV fleet owners across the country have found from experience that the disciplined practice of regularly inspecting their vehicles prior to the manufacturer's recommended service intervals is highly beneficial and saves on costs in the long run. F

VIC OLIVER is one of this country's most respected commercial vehicle industry authorities, and has been in this industry for over half a century. Before joining the **FOCUS** team, he spent 15 years with Nissan Diesel (now UD Trucks), 11 years with Busaf and seven years with International. Do you have a comment or thought you would like to share based on this column? Visit www.focusontransport.co.za and have your say!

FREIGHT OPERATIONS MANAGEMENT

DEMYSTIFIED

IT IS EXTREMELY CHALLENGING TO MANAGE FREIGHT TRANSPORT. NICK PORÉE DEMYSTIFIES THE PROCESS WITH SOME EASY-TO-FOLLOW POINTERS

The transport of goods is the part of the production process that takes place in the public space instead of inside business premises. The management of freight transport is challenging due to regulations pertaining to the vehicles, drivers, and operations designed to protect the infrastructure and ensure road safety.

The management process is complicated by the fact that one cannot see "transport". One can only observe activities, but this does not help to accurately measure performance. The only way to measure efficiency and profitability is by collecting and analysing data. Management expert Peter Drucker's belief, "If you can't measure it, you can't manage it," is very applicable to the transport industry.

MONITORING PERFORMANCE

To manage transport operations, it is essential to record daily performance in terms of load size, weight, origin and destination, customer and commodity, route distance run, time usage by activity, fuel consumption, driver hours, and any obstructions or incidents. This information must be grouped by operation or contract to allow comparison with budgeted standards.

The need to record the information is equally important for a one-man trucker or a large fleet operation, but larger operations need more systematic analysis and presentation of data. Busy managers have no time to analyse reams of data, so the system must isolate the issues needing attention from those that are working to standard. There are many ways to accumulate and present data, from pen and paper to very complex electronic monitoring programs. The system must relate performance to standards if it is to be used to manage operations. The types of performance include:

Time. This covers both productive and unproductive time. Productive time includes time spent loading, travelling, and offloading. Unproductive time covers waiting for the load, waiting to unload, breakdowns, maintenance, idling, and times when there is no work for the truck to do.

Loads (for each trip). This covers the number of loads and load mass or estimate of cubic usage (full, half, or empty).

Distance (measured in kilometres) for each trip or load – loaded and unloaded. Other kilometres travelled are not chargeable.

FLEET CAPACITY

A key to the profitability of transport operations is the level of utilisation of the equipment and staff. It is therefore important that monitoring, budgeting, and quoting are all based on realistic assumptions of business activity.

Setting standards for utilisation will depend on the type of operation: some will be daily deliveries and others continuous over long distances, while some will be 24/7 intensive short-haul trips to match mine or factory production. In all cases, it is essential to know the fleet capability and to measure time, load, and distance utilisation against planned budget standards. Reduced utilisation and/or failure to meet customer demands are both drains on profitability.

FLEET CONDITION

An essential part of operations management is monitoring vehicle condition. This is a regulatory responsibility as well as a business necessity. In addition to vehicle maintenance records, there should be documentation pertaining to all maintenance, breakdowns, and repair times for each vehicle. These should be reported monthly against standards to identify reasons for reduced availability of specific vehicles, as well as fleet performance by vehicle categories.

COMPONENT COSTING

Whether the vehicle fleet is maintained in the operator's own workshop or at a dealer, it is important to ensure that all costs are recorded by vehicle and by component area. If this is done effectively it can isolate continual component failures (which may be driver or vehicle problems) and repeated attempts at solving problems (which may indicate workshop failures). If well-designed, the system will facilitate comparisons of makes, models, and vehicle ages.

FUEL CONSUMPTION

Fuel costs contribute 30 to 40% of total road freight operating costs; consumption must therefore be effectively monitored and controlled. This requires daily records of usage and a system that identifies variances from the standard for each vehicle for each day's operation. The variances must be identified and queried with drivers. They must also be used to analyse drivers and vehicles over an extended period of time. The simple daily system clearly identifies driver or vehicle consumption problems, but averaging destroys the usefulness of fuel records. If an automatic system is used, effective control still requires driver review (daily or by trip).

IMPACT OF AGEING

Vehicles incur increasing costs and reduced availability with age. The records of vehicle costs and availability should include monthly analysis (by vehicle category) so that it is possible to identify any significant reduction in availability and the impacts of rising costs due to the ageing of vehicles over half-yearly and annual periods.

A classic reason for transport business failure is the gradual reduction of fleet capacity coupled to rising costs, which erode profitability to the point of collapse. If the operational availability is made up by buying more vehicles whilst continuing to operate the oldest ones, the increased fleet size at lower efficiency continues to drain profitability.

MULTIPLE OPERATIONS

A further classic dilemma for operations managers is the case where multiple operations are managed from one depot and performed with the same equipment. It is essential that the monitoring, budgeting, and reporting system provides detailed performance data for each operation, to permit monitoring of costs and profitability for each separate activity. If this is not done effectively, it is frequently found that some activities are subsidising others and that some unprofitable activities should potentially be discontinued.

This problem is often aggravated by sales personnel seeking to expand business volumes without critical analysis of the transportation costs for small quantities or longer distances. The operations manager should have the necessary data to guide these decisions.

If we consider all of these different aspects, it is clear that the management accounting function in a road freight operation is crucial, in addition to the formal annual accounting system required for corporate and legal purposes.

For further information consult *Management of Road Freight Transport,* published by Bayway Books. Email: bayway@npagroup.co.za

COSTS VERSUS EXPENSES

IN ANY DISCUSSION OF VEHICLE OPERATING COSTS WE MUST MAKE THE DISTINCTION BETWEEN "COSTS" (WHICH ARE INCURRED AS A CONTINUAL PROCESS) AND "EXPENDITURE" (PAYMENTS AND ORDERS). FAILURE TO RECOGNISE THE DIFFERENCE IS A MAJOR REASON FOR THE DEMISE OF NEW TRANSPORT BUSINESSES, EXPLAINS NICK PORÉE.

A new or quality used vehicle may run for some time requiring only payments for fuel and some servicing. It may seem to make a handsome profit. There are, however, costs of wear and usage that will only turn into payments later when tyres need to be replaced, the clutch needs to be overhauled, and other work is required. A set of tyres for a five-axle combination, for example, costs R160,000; a clutch overhaul in 2024 could set you back as much as R100,000 for spare, repairs, tools, and downtime.

To prepare for these "hidden" costs, we must use a standard costing system when quoting or budgeting for transport operations. The standard cost must be a combination of variable costs (rands per kilometre) and fixed cost per hour (rands per hour).

The standard costs can be calculated or derived from industry figures, but must cover the full long-term operating costs of the vehicle type used. The apparent initial "excess profit" must be banked or invested in a separate contingency account and not used until the operating expenses inevitably increase to equal the standard cost.

To control this process:

- Keep detailed records of expenses (including goods ordered not paid) in a set of management accounts. These accounts record variable expenses by vehicle and fixed costs by category.
- In order to relate these costs to work done and payments received, keep records and produce monthly statements which relate the costs and expenses to the work performed.
- Detail each vehicle's kilometres and hours worked – for each operation, every day – including load, trip, and customer.
- An analysis of vehicle operations gives us load weights, capacity utilisation, and time utilisation for loading, travel, and unloading, as well as standing times.
- An analysis of the management accounts gives us vehicle costs per kilometre and the fixed costs per hour worked.
- We can then produce a performance analysis that shows the costs per vehicle and costs of each operation, as well as the variance as profit or loss.
- This monthly process is essential for the management of a road freight operation, as it is not possible to control operations using annual financial statements.

Depending on the size of the business, these processes can be done manually, in a simple computer program, or by one of the many electronic fleet management programs available. The important issue is to ensure that the monthly information is condensed and presented in a format that allows a busy operations manager to make decisions to manage the activities.

There is a danger of "information overload" if too much data is produced by the system. This must be countered by an analysis of core performance relationships against budgeted performance parameters – for instance, load percentage, kilometres per load, percentage standing time, and loads per day. The daily report should not just be reams of figures. It should be concise and focused by operation, shift, and vehicle category, as well as highlighting areas of sub-standard performance.

These processes are described in more detail in *Management of Road Freight Transport* from Bayway Books – bayway@npagroup.co.za. F

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ALL THE WAY

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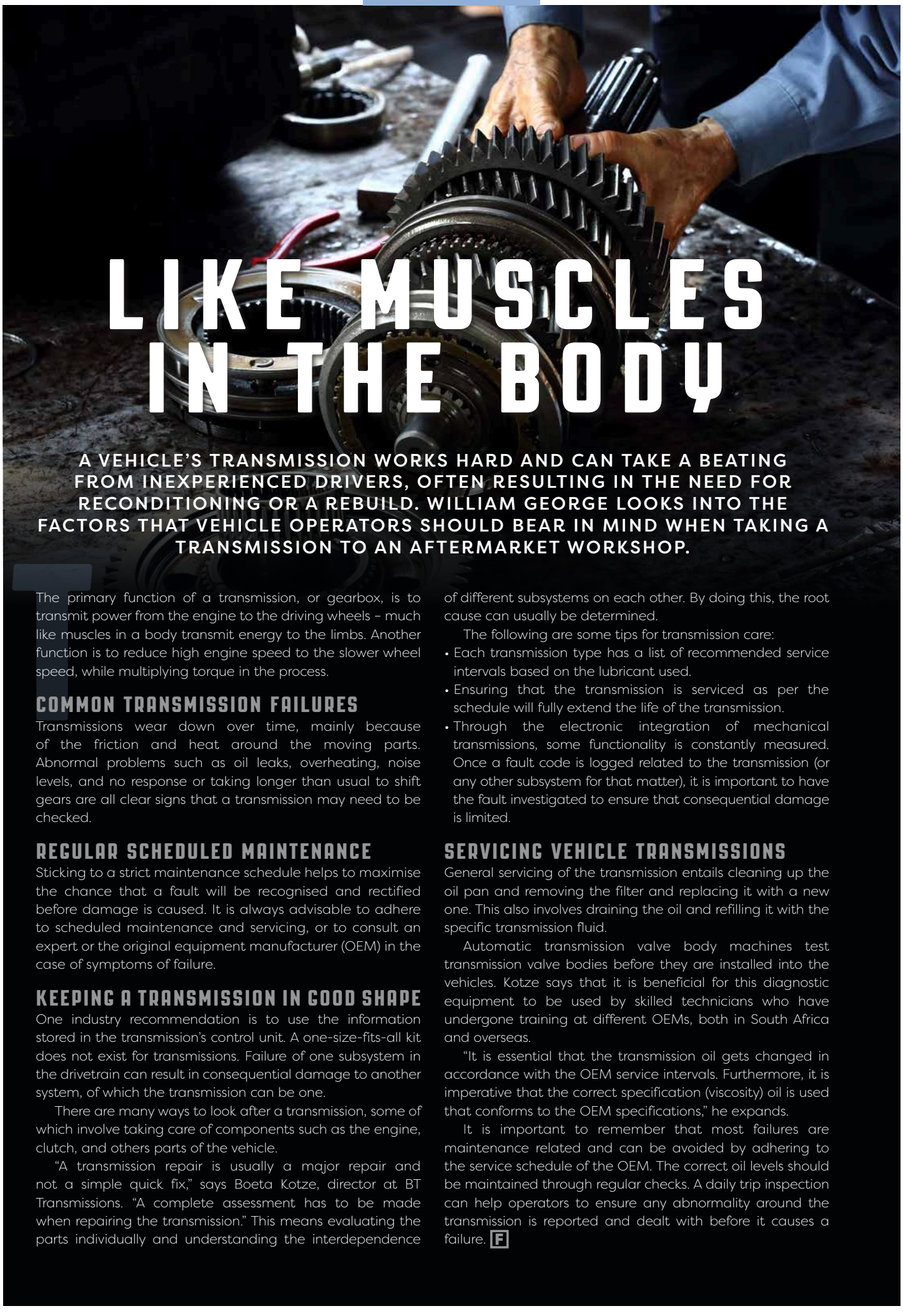


LIKE MUSCLES IN THE BODY

A VEHICLE'S TRANSMISSION WORKS HARD AND CAN TAKE A BEATING FROM INEXPERIENCED DRIVERS, OFTEN RESULTING IN THE NEED FOR RECONDITIONING OR A REBUILD. WILLIAM GEORGE LOOKS INTO THE FACTORS THAT VEHICLE OPERATORS SHOULD BEAR IN MIND WHEN TAKING A TRANSMISSION TO AN AFTERMARKET WORKSHOP.

The primary function of a transmission, or gearbox, is to transmit power from the engine to the driving wheels – much like muscles in a body transmit energy to the limbs. Another function is to reduce high engine speed to the slower wheel speed, while multiplying torque in the process.

COMMON TRANSMISSION FAILURES

Transmissions wear down over time, mainly because of the friction and heat around the moving parts. Abnormal problems such as oil leaks, overheating, noise levels, and no response or taking longer than usual to shift gears are all clear signs that a transmission may need to be checked.

REGULAR SCHEDULED MAINTENANCE

Sticking to a strict maintenance schedule helps to maximise the chance that a fault will be recognised and rectified before damage is caused. It is always advisable to adhere to scheduled maintenance and servicing, or to consult an expert or the original equipment manufacturer (OEM) in the case of symptoms of failure.

KEEPING A TRANSMISSION IN GOOD SHAPE

One industry recommendation is to use the information stored in the transmission's control unit. A one-size-fits-all kit does not exist for transmissions. Failure of one subsystem in the drivetrain can result in consequential damage to another system, of which the transmission can be one.

There are many ways to look after a transmission, some of which involve taking care of components such as the engine, clutch, and others parts of the vehicle.

"A transmission repair is usually a major repair and not a simple quick fix," says Boeta Kotze, director at BT Transmissions. "A complete assessment has to be made when repairing the transmission." This means evaluating the parts individually and understanding the interdependence of different subsystems on each other. By doing this, the root cause can usually be determined.

The following are some tips for transmission care:

- Each transmission type has a list of recommended service intervals based on the lubricant used.
- Ensuring that the transmission is serviced as per the schedule will fully extend the life of the transmission.
- Through the electronic integration of mechanical transmissions, some functionality is constantly measured. Once a fault code is logged related to the transmission (or any other subsystem for that matter), it is important to have the fault investigated to ensure that consequential damage is limited.

SERVICING VEHICLE TRANSMISSIONS

General servicing of the transmission entails cleaning up the oil pan and removing the filter and replacing it with a new one. This also involves draining the oil and refilling it with the specific transmission fluid.

Automatic transmission valve body machines test transmission valve bodies before they are installed into the vehicles. Kotze says that it is beneficial for this diagnostic equipment to be used by skilled technicians who have undergone training at different OEMs, both in South Africa and overseas.

"It is essential that the transmission oil gets changed in accordance with the OEM service intervals. Furthermore, it is imperative that the correct specification (viscosity) oil is used that conforms to the OEM specifications," he expands.

It is important to remember that most failures are maintenance related and can be avoided by adhering to the service schedule of the OEM. The correct oil levels should be maintained through regular checks. A daily trip inspection can help operators to ensure any abnormality around the transmission is reported and dealt with before it causes a failure. F

KNOW YOUR AXLES!

WHEN IT COMES TO BUYING AN EXTRA-HEAVY COMMERCIAL VEHICLE, IT'S OF GREAT BENEFIT TO KNOW THE DIFFERENCE BETWEEN MODELS THAT FEATURE SINGLE-AXLE REDUCTION AND THOSE THAT RELY ON HUB REDUCTION.

Potential buyers of extra-heavy commercial vehicles (XHCVs) have a choice between a wide variety of different manufacturers, models, and specifications. Included in the process is the choice between single-axle reduction and hub-reduction rear drive axles.

In order to ensure that the vehicle is suitable for the job that it will be undertaking, it is important to understand both of these rear axle drive types.

To fully understand the pros and cons of both types of rear-drive axles, we first need to examine the basic functions of a drive axle:

- The distribution of torque to the driving wheels
- Reduction
- Compensation of different rates of wheel rotation
- Deflection of the power flow by 90° from the drive shaft to the axle.

Single-reduction axles – also known as hypoid-type axles – are fitted to many modern trucks. One of the major advantages they provide is the mechanical efficiency of the single-reduction gears, which in turn results in good fuel consumption.

Due to the design of single-reduction axles, heavy-duty vehicles fitted with this type of component usually have a limited gross combination mass (GCM) rating of between 56,000 and 70,000kg. This means that they are not capable of hauling abnormal loads that exceed these ratings.

Hub-reduction axles – also known as planetary axles – split the torque between the differential and the planetary gears in the wheel hubs. As the torque is spread over several gear cogs, this design is extremely strong and well-suited for extra-heavy-duty work. Due to the strength of the hub-reduction design, vehicle manufacturers that fit these axles have the choice of increasing the GCM rating of the vehicle, making it suitable for abnormal loads.

Some vehicle operators are of the opinion that vehicles equipped with hub-reduction axles use more fuel than those fitted with single-reduction axles. However, according to manufacturers that supply vehicles using the hub-reduction type, modern trucks fitted with these components are just as fuel efficient as those with single-reduction axles – provided the drivetrain and gearbox ratios are correctly matched.

While both single-reduction and hub-reduction axles are generally well-suited for most normal vehicle operating conditions in South Africa, for applications where vehicles are required to operate beyond the legal GCM rating of 56,000kg, a vehicle fitted with hub-reduction axles will clearly be the better choice.

In addition, vehicles fitted with hub-reduction drive axles offer better ground clearance, making them well-suited to any applications that involve rough or uneven terrain.

The decision-making process for which type of rear axle reduction is best for an operation is often clouded by truck sales personnel, who obviously promote and endeavour to sell the type of axle drive that is fitted to a truck that is readily available. Operators would be well advised to do their homework before heading to the dealership – to ensure they know exactly what they are looking for and how well it will match the job at hand. F

INTELLIGENT SOLUTIONS FOR

PAYLOAD PLANNING

PAYLOAD CAPACITY OPTIMISATION – OR AN ORGANISATION'S ABILITY TO MAXIMISE THE EFFICIENCY OF ITS FLEET CAPACITY USAGE – IS AN INTEGRAL PART OF AN EFFECTIVE TRANSPORT MANAGEMENT PLAN.

OPTIMISING PAYLOAD CAPACITY

Local Eyes B.V., a leading provider of location intelligence and data solutions, highlights the importance of focusing on your fleet's payload capacity, and the benefits of using an intelligent, data-driven approach to maximise productivity.

Based in the Netherlands, Local Eyes offers a variety of solutions for fleet management, geomarketing, and last-mile logistics. The company notes that payload capacity optimisation is intertwined with other approaches such as route optimisation and logistics mapping, which can also present a host of challenges. If done correctly, however, these tools can help businesses to get the most out of every shipment and maximise resource use.

WASTED SPACE MEANS WASTED MONEY

"You could have the best drivers in the world, but if you're sending out a fleet of half-empty trucks on every deployment, the waste of resources involved can damage your customer service, the environment, and your revenue. Sub-optimal payload capacity therefore means one thing for enterprises: cost," notes Marcel Lagerwerf, Local Eyes sales support, on the company's website.

"Intelligent enterprise logistics solutions can be used to improve productivity and resource management across your entire fleet. This means lower emissions, less kilometres driven, and increased revenue for your enterprise," he continues.

Route optimisation solutions combine knowledge of individual vehicle types and capacity with fleet-wide route planning to ensure that vehicles are working at optimal payload capacity. By distributing orders efficiently across the fleet, explains Lagerwerf, fleet operators can better fill their vehicles to capacity and eradicate unnecessary journeys.

DATA-DRIVEN PAYLOAD EFFICIENCY

To arrive at optimal payload capacity and resource utilisation, it is necessary to first establish an understanding of the fleet, its vehicles, and their individual capabilities. Gathering data on the optimal payload capacity of each vehicle is critical. According to Lagerwerf, this consists of the total cargo weight that can be loaded onto a vehicle and transported in a fuel-efficient manner, as overloading can increase wear and tear and be dangerous on the road.

"Packaging and packing play a key role here too. You'll need to take into account the kinds of containers and packaging materials in use, as well as the optimal configuration of orders as they are packed in the vehicle," he elaborates. "Logistics technology solutions can give you a bird's-eye view of your fleet's overall capacity once this information is taken into account, enabling you to automatically batch and distribute orders across vehicles with ease."

"Tools that work in sync with live driver input can give you further operational insight into exactly how efficient your fleet is on a given day. Furthermore, fully customisable dashboards ensure you have access to all the data you need – whenever you need it.

"Combined with intelligent route planning, truck navigation, and mapping solutions, optimising your payload capacity can help you cut running costs, deliver better customer service, and ultimately, get the most out of your fleet," Lagerwerf concludes. F

KEY PERFORMANCE FACTORS

IN ROAD TRANSPORT

MAINTAINING A COMPETITIVE AND PROFITABLE TRANSPORT BUSINESS MEANS KEEPING CAREFUL WATCH ON A HOST OF KEY PERFORMANCE INDICATORS, SAYS VIC OLIVER.

The start of the New Year is as good a time as any for road transport operators to re-examine the management of key performance factors in their business. Competent management saves money and increases profits, but practices and processes need to be continually monitored, refreshed, and upgraded – especially given the type of tough, competitive market environment that has been experienced globally for the last few years.

Before anything else, the basics need to be right in all sectors of the business. Daily operations must be watched carefully and immediate steps taken to address any procedures that start to run out of line or fall by the wayside.

In addition to the daily monitoring and controlling of basic vehicle operating costs (both fixed and variable), it is essential to control and monitor other related key performance factors such as vehicle productivity. Operators should constantly focus on ensuring that all vehicles in the fleet are fully and effectively operating at optimum capacity. Fleet size must also be carefully controlled to ensure that there are sufficient vehicles in the line-up to do the job effectively without having some standing idle.

Workshop productivity also has to be maximised. Ensuring that all the available labour hours are effectively used is one way to safeguard efficiency. These hours are being paid for and if they are not used timeously, they are lost – they cannot be stored for use at a later date! Workshop efficiency must also be carefully monitored every day. Productivity can be measured by comparing the number of hours worked in relation to the standard flat rate time set by the vehicle's manufacturer.

Retaining satisfied customers is another important key performance area, as competitors will be monitoring the organisation's customer base and trying to pinch its best clients. Looking after customers and giving them world-class service is therefore another critical performance area to be carefully monitored. Ensure that the entire team is aware of the importance of looking after customers and is well-versed in treating the client base with the utmost respect.

It is also important that proficient technicians and administrators are well looked after in order to ensure that they are not enticed away by competitors. Offering attractive reward incentives to employees for efficiency and work well done is an excellent tool to get people to perform at their best.

Past surveys that have analysed the roles employees play in making a business successful have found that if the following points are understood and implemented by staff members, the company tends to succeed:

- Do I know what is expected of me at work?
- Do I have the material and equipment I need to do my job right?
- Do I have the opportunity to do my best every day?
- Have I received recognition or praise for good work in the last seven days?
- Does my supervisor, or someone at work, seem to care about me?
- Is there anyone at work who encourages my development?

Positive responses to the above questions correlate to higher productivity, profitability, employee satisfaction, customer satisfaction, and staff retention. So, to reiterate, a focus on the retention of its best people is critical for a transport business to survive and continue to produce positive results. F

CROSS-BORDER PLATFORM

OPENS FUTURE POSSIBILITIES

IN 2024, THE CROSS-BORDER ROAD TRANSPORT AGENCY (C-BRTA) LAUNCHED A CROSS-BORDER TRADE AND TRANSPORT INFORMATION PLATFORM THAT HOUSES VALUABLE INFORMATION ON CROSS-BORDER ROAD TRANSPORT, CROSS-BORDER TRADE, THE CONDITION OF CORRIDORS AND BORDER POSTS, AND MARKET OPPORTUNITIES THAT EXIST IN THE SOUTHERN AFRICAN DEVELOPMENT COMMUNITY (SADC).

According to C-BRTA, a phased development approach was adopted, which will allow the iterative expansion of the online platform over time to integrate with other national systems and database sets.

Upon its completion, the platform will store and disseminate information in real time on cross-border trade and traffic movements along regional transport corridors, as well as on new and ongoing developments which impact on cross-border operations. The availability of real-time information will assist transport operators to better plan their journeys, while also enabling public sector decision-makers to make informed decisions.

Information on the platform is categorised under the following headings:

- **Instruments** – regional road transport agreements and regional trade instruments
- **Information and Resources** – publications and research, as well as country handbooks
- **Trade and Logistics** – logistics performance and traffic flow data
- **Corridor Performance** – live corridor and border traffic feed
- **News** – events and notices

HOW TO ACCESS THE PLATFORM

1) Visit https://infoportal.cbrta.co.za/Trade-Logistics.
2) Click on **Register** to sign up as a standard user and select your username and password.
3) Enter your username and password, and click **Log In**.
4) The platform will load and you will be able to navigate the sections described above. F

C-BRTA HIGHLIGHTS WAYS TO IMPROVE INTRA-AFRICA TRADE

Sibulele Dyodo, C-BRTA executive manager: facilitation and advisory, led a delegation to the Transport Evolution West Africa Conference in Ghana in June 2024. In his presentation, "Initiatives to enhance the seamless movement of freight in the broader region", Dyodo discussed infrastructure challenges obstructing the seamless movement of trade across borders and contributing to low levels of intra-Africa trade.

He highlighted border posts as one of the biggest impediments in this regard, and emphasised the benefits of establishing one-stop border posts (OSBPs) and formal truck stops along transport corridors. He also encouraged the development of risk-based systems for improving the regulatory environment. This can be done not only by enhancing regulatory efficiency, operator compliance, and road safety, but also by rewarding compliant traders and transporters via fewer inspections along transport corridors and faster clearance processes at border posts.

The Authorised Economic Operator – Operator Compliance Accreditation System (AEO-OCAS) being implemented in the SADC region is a good example of a risk-based system. OCAS is driven by C-BRTA, while AEO is driven by the South African Revenue Service (SARS).

LEGAL PITFALLS

IN HAZARDOUS GOODS TRANSPORTATION

THE TRANSPORTATION OF DANGEROUS GOODS BY ROAD IS HEAVILY REGULATED UNDER SOUTH AFRICAN LAW. NORTON ROSE FULBRIGHT ADMIRALTY AND SHIPPING TEAM DIRECTOR PETER LAMB SAYS THESE LAWS NEED TO BE UNDERSTOOD BY ALL INVOLVED IN THE SECTOR.

The National Road Traffic Act 93 of 1996 (NRTA) regulates the transportation of dangerous goods by road. The National Road Traffic Regulations (NRTR), 2000 published thereunder incorporate the South African National Standards (SANS). All transport operators are encouraged to purchase the applicable copy of the standards from the South African Bureau of Standards (SABS).

"Dangerous Goods" is defined in section 1 of the NRTA to mean "commodities, substances and goods listed in the standard specification of the SANS 10228". Section 54 of the NRTA states that no person shall, except as prescribed, offer for transportation in a vehicle, or transport in a vehicle, or accept after transportation in, on, or by a vehicle, any prescribed dangerous goods.

In Chapter VIII of the NRTR, Regulation 273A incorporates a number of SANS concerning the transportation of dangerous goods. SANS 10229, for example, identifies various methods of packaging suitable for prescribed maximum quantities of dangerous goods transported by road. It describes minimum packaging performance requirements, as well as procedures to be followed to obtain approval from testing or certification authorities, details on labels and markings. SANS 10231, meanwhile, establishes rules for the safe operation and handling of all road vehicles transporting dangerous goods.

CONSIGNOR RESPONSIBILITIES

The consignor is responsible for ensuring goods are correctly classified in accordance with SANS 10228, packaged in accordance with SANS 10229-1 and SANS 10233, and loaded by a qualified person(s) trained in the relevant procedures. The driver must be provided with a copy of the signed Dangerous Goods Declaration; and the operator must be supplied with either the correct placards and transport emergency card(s), or the information necessary to be able to provide these.

OPERATOR RESPONSIBILITIES

The operator can be either the vehicle owner or the person/company entering into an agreement with the owner to operate the vehicle. In either case, the operator must ensure that the dangerous goods operator card is displayed on the vehicle and agree the basic route with the driver, incorporating any specific requirements from all local authorities en route.

The operator is responsible for ensuring the driver has a valid driving permit for dangerous goods and is appropriately trained in terms of SANS 10231, as well as providing safety equipment (and training in its use) required by the driver in accordance with the transport emergency card.

They must also ensure that the vehicle and any equipment fitted to it comply with all applicable statutory requirements with regard to the applicable vehicle design standard. Furthermore, the vehicle must be roadworthy and suitable for the consignment to be carried, while the vehicle and all equipment must be maintained and inspected by a competent person, in accordance with SANS 10231.

CONSIGNEE RESPONSIBILITIES

SANS 10231 requires dangerous goods loading and offloading operations to be carried out by a qualified person trained in the relevant procedures. The standard sets out the requirements and safety precautions that the qualified person must ensure and adhere to. The consignee is responsible for offloading the dangerous goods and, unless otherwise agreed, must provide the qualified person to carry out all offloading procedures.

OTHER LEGAL CONSIDERATIONS

SANS 10231 prescribes various operational requirements concerning dangerous goods declarations, insurance, en route procedures, and equipment carried on the vehicle. It also sets requirements for vehicles that can legally carry dangerous goods, including vehicle registration and inspection by authorised persons, to ensure vehicle design and construction comply with SANS 1518 requirements for the design, construction, testing, approval, and maintenance of road vehicles and portable tanks. F

POTENTIAL PARKING PROSECUTIONS UNPACKED

CERTAIN LAW ENFORCEMENT OFFICERS TAKE SATISFACTION FROM ISSUING FINES FOR VARIOUS "PARKING" TRANSGRESSIONS THAT OCCUR WHILE COLLECTING AND DELIVERING GOODS. KEVIN VAN DER MERWE, EXECUTIVE MANAGER: CERTIFICATION AND OPERATIONS AT THE RFA, EXAMINES KEY ELEMENTS OF THE PARTICULAR OFFENCES MENTIONED.

"PARKING" PROSECUTIONS

"park" ... does not include any such keeping of a vehicle by reason of a cause beyond the control of the person in charge of such vehicle.

During their training, officers engage superficially with this particular term. As a typical example: *beyond the control of the* ***driver*** means that the vehicle must suffer some form of mechanical failure. If this restricted understanding were indeed the intention of the legislator, then the phrase would simply have read *"park" ... does not include any such keeping of a vehicle* ***by reason of a mechanical failure of the vehicle***.

Instead, the phrase leaves the matter simply as a reason "beyond the control" of the driver. This very wide definition means that while the vehicle is through necessity queued on the roadway of a public road (such as may be required to enter a port facility), the act of queueing is *specifically excluded* from the understanding of "parking" as defined in this circumstance, so the alleged offence should be withdrawn by the prosecutor upon representation.

Also noteworthy is that for articulated freight vehicles or combinations such as interlinks, there have been times where the truck tractor was prosecuted for the alleged offence of parking illegally, and *each trailer* was also prosecuted for the same offence. Section 83 of the Criminal Procedure Act (CPA), Act 51 of 1977, provides for instances where the same set of culpable facts could lead to multiple charges, or alternative charges being put to an accused person using a single set of evidence. It stands to reason that if the truck tractor, or vehicle drawing a trailer(s), allegedly commits the offence of parking on the roadway of a public road, that the trailers it draws would be committing the same offence. They are, after all, attached to the drawing vehicle.

This approach by law enforcement officers is not incorrect. It is the responsibility of the courts to decide whether the "splitting of offences" has taken place as contemplated in CPA Section 83 and withdraw the superfluous prosecutions when instituted. The South African courts recognise that the splitting of charges is not an acceptable practice, as this could lead to an accused being convicted for multiple offences (charges) against the same set of evidence. One could in similar circumstances – where an articulated motor vehicle exceeds the speed limit and the driver is prosecuted – apply the same standard and prosecute the driver for speeding against the drawing vehicle and similarly against the semi-trailer.

OFFENCE ELEMENTS THAT MUST BE PROVEN

For the state to successfully prosecute a parking offence it

will need to prove the following elements of the offence – parking:
(a) The vehicle was stationary for a period of time.
(b) The period of time was longer than reasonably necessary for the actual loading or unloading of goods or persons.
(c) The offence took place on a public road.
(d) The offence was as described in NRTA regulation 305.

What is not important to secure a conviction is whether anyone was in the vehicle. Another irrelevant factor is a specific period of time – such as the vehicle being stationary for more than five minutes – unless a road traffic sign specifically allows a vehicle to be parked at a place for a maximum period of time. Where the vehicle is kept stationary for a reason beyond the control of the person in charge of the vehicle, this would not be parking.

RELEVANT DEFINITIONS

"park" means to keep a vehicle, whether occupied or not, stationary for a period of time longer than is reasonably necessary for the actual loading or unloading of persons or goods, but does not include any such keeping of a vehicle by reason of a cause beyond the control of the person in charge of such vehicle.
"public road" means any road, street or thoroughfare or any other place (whether a thoroughfare or not) which is commonly use by the public or section thereof or to which the public or any section thereof has a right of access, and includes-
(a) the verge of any such road, street or thoroughfare;
(b) any bridge, ferry or drift traversed by any such road, street or thoroughfare; and
(c) any other work or object forming part of or connected with or belonging to such road, street or thoroughfare.
"roadway" means the portion of a road, street or thoroughfare improved, constructed or intended for vehicular traffic which is between the edges of the roadway.
"stop" means the bringing to a standstill of a vehicle by the driver thereof.
"truck tractor" means a motor vehicle designed or adapted-
(a) For drawing other vehicles; and
(b) Not to carry any load other than that imposed by a semi-trailer or by ballast,
but does not include a tractor or a haulage tractor.

"trailer" means a vehicle which is not self-propelled and which is designed or adapted to be drawn by a motor vehicle, but does not include a side-car attached to a motorcycle.
"semi-trailer" means a trailer having no front axle and so designed that at least 15% of its tare is super-imposed on and borne by a vehicle drawing such trailer.
"articulated motor vehicle" means a combination of motor vehicles consisting of a truck-tractor and a semi-trailer.
"combination of motor vehicles" means two or more motor vehicles coupled together.
"goods" means any movable property.

THE OFFENCE OF PARKING

Regulation 305 of the *NRTA Parking of Vehicles:*
(1) No person shall park a vehicle on a public road-
(a) in contravention of any road traffic sign;
(b) in any place referred to in regulation 304*;
(c) on the same side as a fire hydrant within an area bounded by the centre-line of the roadway and lines at right angles to such centre-line one-and-a-half metres on either side of the hydrant, if such hydrant is clearly visible to and recognisable as such by drivers of moving vehicles, or if it is indicated by an appropriate road traffic sign;
(d) in any place where the vehicle would obscure any road traffic sign;
(e) in such manner as to encroach upon the sidewalk, if any; or
(f) in such manner as to obstruct any private or public vehicular entrance to such road.
** (regulation 304 deals with the places where a vehicle may not be stopped by the driver on the roadway of a public road)*

(2) The provisions of sub-regulation (1)(e) shall not apply to any vehicle, other than a motor vehicle, while it is being used in carrying on the business of street vendor, pedlar or hawker, unless it exceeds such maximum weight, height, length or mass as may be prescribed in these regulations.
(3) No person shall park a vehicle on any portion of the roadway (excluding the shoulders) of a public road outside an urban area or with any part of such vehicle within one metre of the edge of such roadway except in a parking place demarcated by an appropriate road traffic sign.
(4) No person shall park a vehicle on the roadway of a public road within an urban area-
(a) within nine metres of the side from which he or she approached a pedestrian crossing demarcated by appropriate road traffic signs, unless such parking is permitted by appropriate road traffic signs;
(b) within five metres of any intersection unless such parking is permitted by a road traffic sign;
(c) upon or over the actuating mechanism of a traffic signal;
(d) (i) with the outside of any left-hand wheel thereof more than 450 millimetres within the roadway; or
(ii) where the public road concerned is restricted to vehicles moving in one direction and the vehicle is parked on the side of the roadway, with the outside of any right hand wheel thereof more than 450 millimetres within the roadway,
unless such parking is permitted by an appropriate road traffic sign; or
(e) which is less than five-and-a-half metres wide unless the public road concerned is restricted to vehicles moving in one direction and such parking is permitted by appropriate road traffic signs.

(5) No person shall park a motor vehicle on a traffic island or in a pedestrian mall or pedestrian lane.
(6) Whenever a vehicle has been parked in contravention of any provision of the Act (NRTA), or any by-law made under the Act, or in contravention of or in disregard of the directions of any road traffic sign or notice board as prescribed in these regulation, such vehicle may be removed or caused to be removed and impounded by a traffic officer, and unless the vehicle has been so parked in the course of a theft thereof, the owner shall bear the costs of such removal and impoundment.
(7) No person other than the disabled person or a driver of a motor vehicle conveying disabled persons shall park on a parking bay reserved for disabled persons.

*** The information and definitions in this article reference the NRTA, Act 93 of 1996, published by Lexis Nexis in the Main Volume, updated to issue 68, as of 5 September 2024.* F

ESG: A FRAMEWORK FOR BUILDING

BUSINESS CREDIBILITY

ENVIRONMENTAL, SOCIAL, AND GOVERNANCE (ESG) CONSIDERATIONS HAVE GAINED SIGNIFICANCE IN THE BUSINESS WORLD IN RECENT YEARS. FOR GREATER TRANSPARENCY AND ACCOUNTABILITY, COMPANIES NEED EFFECTIVE FRAMEWORKS TO MEASURE AND REPORT ON THEIR ESG PERFORMANCE.

There is no one-size-fits-all for ESG reporting. Performance indicators vary significantly due to factors like business or industry type, size, and complexity, as well as applicable legal requirements.

DEFINE ESG METRICS

To start quantifying the ESG framework, establish a set of relevant metrics that align with your ESG goals. Cover environmental factors like carbon emissions, water usage, and waste management; social factors like employee diversity, labour practices, and community engagement; and governance factors like board composition, executive compensation, and risk management.

SET TARGETS AND BENCHMARKS

Once ESG metrics are identified, set ambitious but achievable targets and benchmarks. Targets should be specific, measurable, and time-bound, enabling effective progress monitoring and evaluation. Targets and benchmarks serve as reference points to track performance, identify gaps, and drive continuous improvement. This approach is incorporated in all the International Organization for Standardization (ISO) management systems, including ISO 9001, 14001, 45001, 22000, 13485, and many other lesser-known standards.

"Quantifying objectives and targets and their contribution to business performance is a fundamental determinant of a company's compliance to these internationally accepted benchmarks," says Oliver Naidoo, MD of JC Auditors (JCA) and a member of the ISO technical committee (TC 241). "Having conducted more than 5,000 audits across various sectors over the last 15 years, there is clear evidence that successful businesses are those that place a premium on defined goals that lever the business operations," he adds.

COLLECT AND ANALYSE DATA

To quantify the ESG framework, establish robust data collection mechanisms. Automate data collection processes wherever possible to minimise errors and ensure consistency. Analyse the data using appropriate tools and techniques to derive meaningful insights, identify trends, and measure performance against established metrics, targets, and benchmarks. This approach is consistent with a fundamental principle of ISO 9001, which promotes the use of data in making factual decisions. This data-centric approach is key to demonstrating your ESG performance.

INDEPENDENT VERIFICATION

Independent verification or assurance enhances the credibility of ESG reporting. Engage reputable external auditors to review and validate ESG data, methodologies, and processes. Independent verification provides confidence to stakeholders and investors, ensuring the accuracy and reliability of reported information.

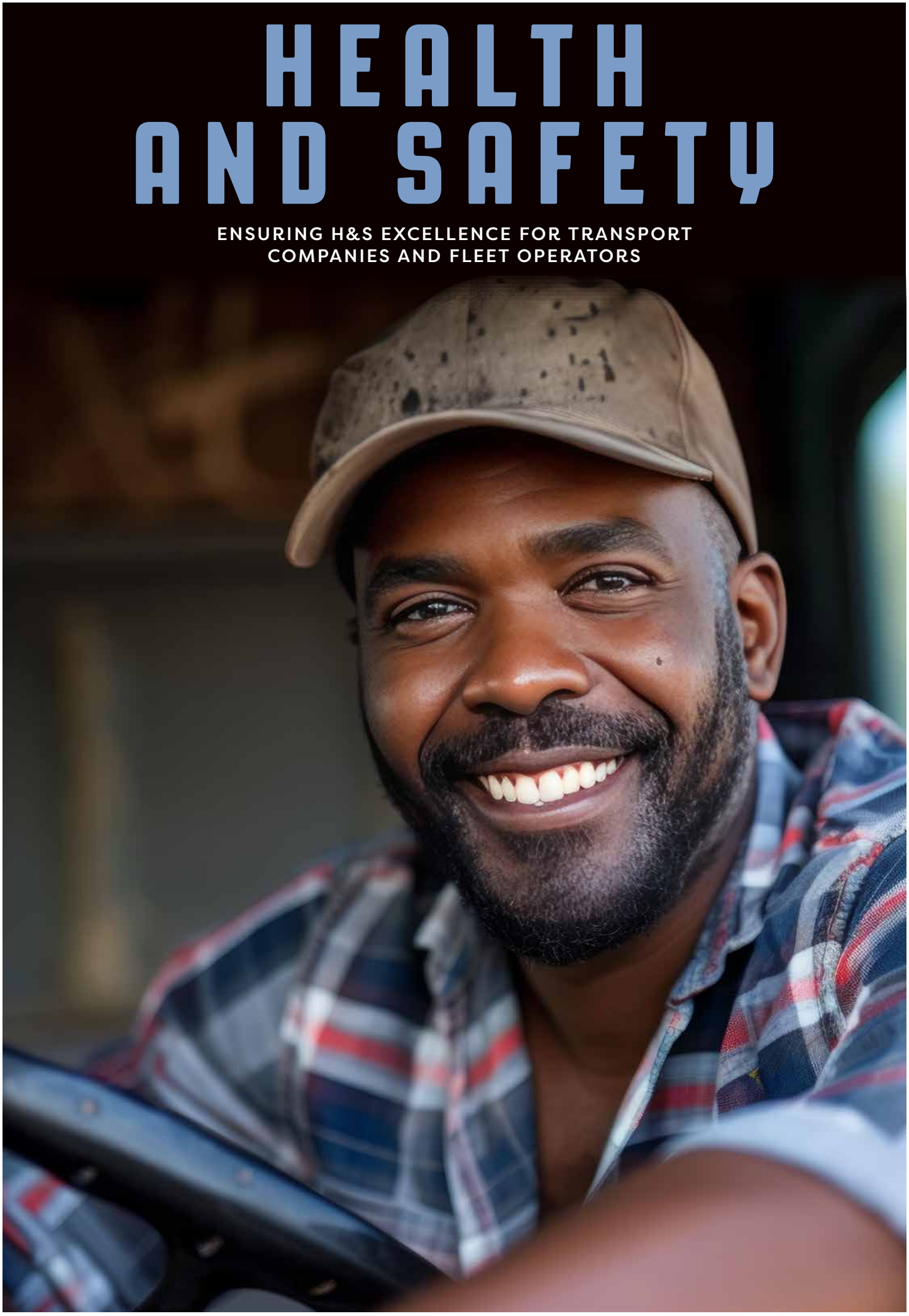
Last year, JCA launched an ESG verification service, enabling businesses to demonstrate their ESG credentials using an independent certification body. This helps to mitigate the risks of ESG greenwashing (a company portraying itself as environmentally and socially responsible or committed to strong governance practices, while in reality it implements no substantive actions or meaningful changes to address ESG issues).

Quantifying the ESG framework is a vital step in measuring and reporting an organisation's sustainability performance. It enhances transparency, accountability, and stakeholder trust by defining relevant metrics, setting targets and benchmarks, and collecting and analysing data, as well as developing a scoring methodology and effectively communicating findings. Implementing an ESG framework based on these principles enables organisations to drive positive change, align with global sustainability goals, and contribute to a more sustainable future. F

ABOVE: In 2024, JC Auditors (JCA) awarded four international certifications to Crossroads Distribution, which demonstrates the company's ESG commitment and credentials. Pictured at the official handover are Pieter Vermeulen, Crossroads CEO; Mary Mashiane, national SHEQ manager; and the SHEQ team, with JCA's Oliver Naidoo.

HEALTH AND SAFETY

ENSURING H&S EXCELLENCE FOR TRANSPORT COMPANIES AND FLEET OPERATORS



SELF-TESTS
TO DRIVE CHANGE?

ALCO-SAFE MD RHYS EVANS COMMENDS NELSON MANDELA BAY MUNICIPALITY'S TRAFFIC SERVICES FOR ITS TARGETED ROAD SAFETY PROGRAMME, LAUNCHED IN 2024. INTEGRATING EDUCATION AND SELF-TESTING BREATHALYSERS AT GQEBERHA TAXI RANKS, THIS SIGNIFIES A SHIFT TOWARDS PROMOTING RESPONSIBLE DRIVING HABITS.

Drunk driving statistics paint a grim picture, and the risk of accidents and fatalities escalates dramatically when drivers are under the influence. A comprehensive approach is therefore vital to curb this problem. The introduction of self-administered breathalysers in the Nelson Mandela Bay metropolitan area is intended to empower taxi drivers to make informed choices about their sobriety before getting behind the wheel.

This self-testing mechanism is a positive step, but more is needed, including greater accessibility and enhanced education. In terms of accessibility, a wider availability of self-test breathalysers at strategic locations beyond taxi ranks would significantly enhance the programme's reach. Placement in the parking areas of bars, restaurants, and entertainment venues frequented by motorists would greatly amplify its impact.

As for education, this is where the true power of self-testing lies. Powerful campaigns are needed to educate the public about the dangers of drunk driving and the legal Blood Alcohol Concentration (BAC) limit; this knowledge empowers individuals to utilise self-test breathalysers effectively.

While access to self-breathaliser equipment is a crucial first step, the reality is that if a motorist does not understand the device reading (and the consequent risks attached to this), the exercise may prove fruitless. Motorists must be equipped with the knowledge on why they should not be drinking and driving. This is why it is essential that equipment rollout be accompanied by an education drive.

ADDRESSING THE ROOT CAUSE

These educational campaigns must extend beyond simply encouraging testing. They should:

- **Highlight the dangers** and devastating consequences of drunk driving, not just for the driver but also for innocent passengers and pedestrians. Vivid portrayals of accidents and victim stories can be powerful deterrents.
- **Debunk and dispel myths and misconceptions** surrounding alcohol consumption and its impact on driving ability. Stress that even a small amount of alcohol can impair judgement and reaction time.
- **Raise awareness** about the alcohol metabolisation process and how factors like weight, food intake, and individual tolerance affect BAC.
- **Promote responsible alternatives** after consuming alcohol (designated drivers, ride-hailing services, or public transport).

EXPANDING PREVENTION

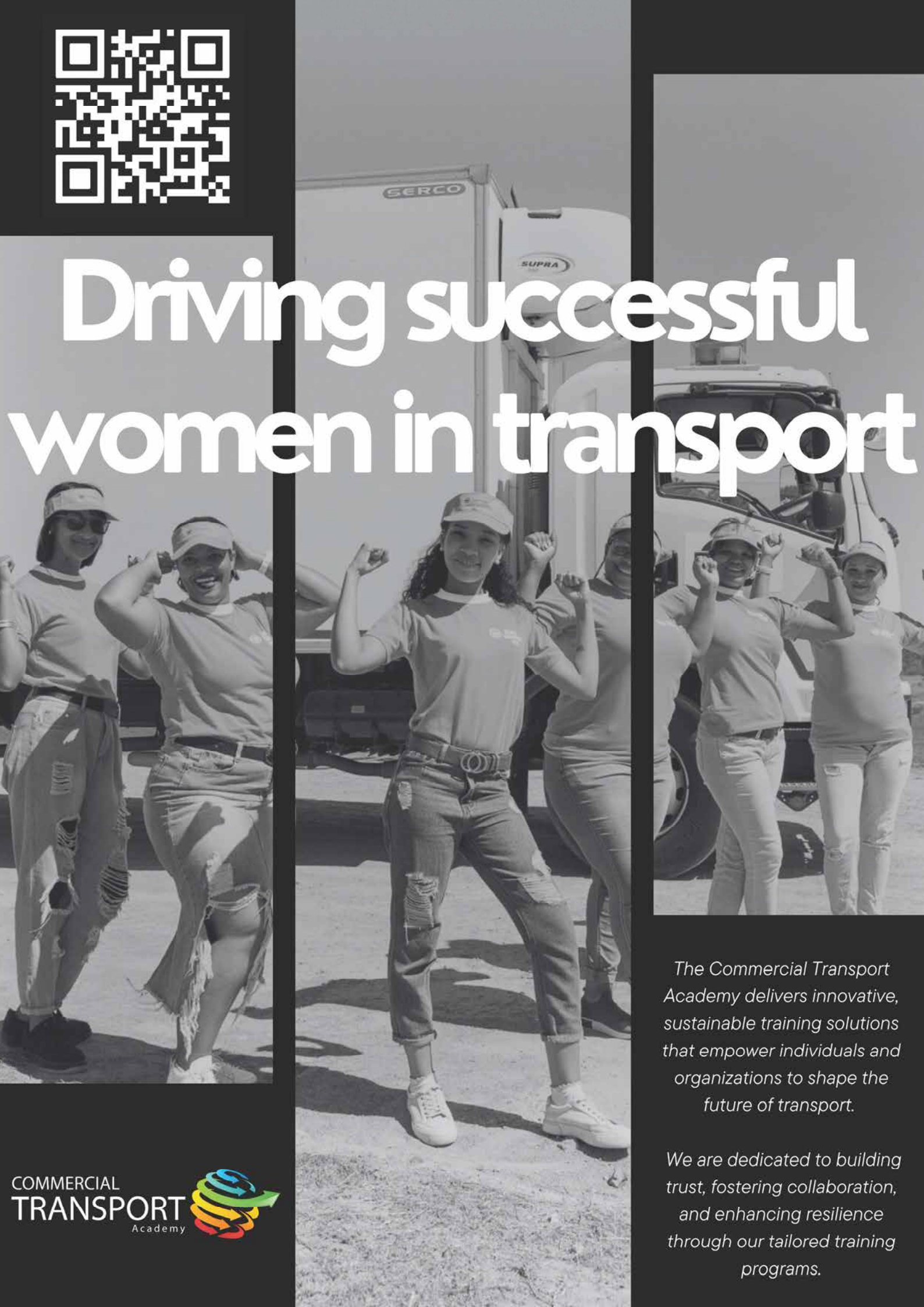
To truly make a difference, the accessibility of self-testing needs to be expanded. As mentioned, potential solutions include the installation of self-test breathalysers at strategic locations, such as bars, restaurants, and event venues where alcohol consumption is common. To raise awareness, this would need to run in conjunction with mobile breathaliser programmes, where trained officials conduct breathaliser checks at public events or social gatherings.

Law enforcement must also play a critical role in deterring drunk driving, with police officers acting as a visible deterrent on the roads to remind motorists of the potential consequences. However, their effectiveness rests on proper training, as officers need a deep understanding of the dangers posed by drunk drivers, rather than only the legal aspects. This empowers them to identify intoxicated drivers through standardised field sobriety tests and an accurate assessment of behaviour. Police officers must also be adequately trained on breathaliser testing procedures to become a powerful force in keeping drunk drivers off the roads.

A MULTIFACETED APPROACH

The Nelson Mandela Bay municipality's programme represents a proactive approach to tackling drunk driving. By combining self-testing with education and potentially expanding accessibility, this initiative has the potential to significantly reduce drunk driving incidents. However, achieving lasting change requires a multi-faceted approach. Sustained public awareness campaigns and increased enforcement measures around self-testing breathaliser stations are essential in fostering a culture of responsible driving and creating safer roads for everyone. F

Driving successful women in transport



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COMMERCIAL TRANSPORT Academy

BECOME A BETTER TRUCK DRIVER!

IMPROVING THE SKILLS OF TRUCK DRIVERS IS A SUREFIRE WAY TO REDUCE THE NUMBER OF ACCIDENTS ON OUR ROADS, AS WELL AS MINIMISE THE RISK OF DRIVERS AND OTHER ROAD USERS BEING KILLED OR SERIOUSLY INJURED. WE ENCOURAGE ALL TRUCK DRIVERS TO TAKE THE QUICK AND EASY SELF-TEST ON THE NEXT PAGE. THE TEST WILL ENABLE YOU TO BETTER PINPOINT THE AREAS ON WHICH TO FOCUS TO ENHANCE YOUR PROFESSIONAL SKILLS AND IMPROVE OR REFRESH YOUR APPROACH TO DRIVING.

Although many of the accidents involving trucks on South Africa's roads are not caused by professional truck drivers, following a defensive mode of driving and adopting a positive attitude goes a long way towards helping drivers to avoid accidents – even when they are not at fault – and stay alive.

The first step for drivers to take to ensure they become more professional is to ensure that their vehicle is in a roadworthy condition, that it is correctly loaded, and that it is safe to operate on the road.

There is a host of information in this year's handbook that can help to boost your knowledge. Check out page 123 to find out more about understanding permissible maximum combination mass and page 124 for information about correctly determining commercial vehicle payloads. On page 72, meanwhile, we look at tyre safety and how the actions of those loading your vehicle may affect your safety when driving.

When ensuring the safety aspects of your vehicle, a professional pre-trip inspection of the vehicle is an absolute necessity. This inspection will immediately highlight any fault that must then be rectified before the trip is started. On page 46, Vic Oliver explains what to look for, and how regular 30-minute vehicle inspections will not only increase your safety on the road, but also lower maintenance costs and reduce unnecessary and costly roadside breakdowns, allowing you to be more productive and efficient in your professional role.

Always remember that as a driver, you have the legal right to refuse to take a vehicle on the road if any safety-critical item is faulty. Drivers should, therefore, not be bullied by a manager who tells them to "drive the unsafe vehicle today and we will fix it tomorrow".

To assist truck drivers to improve their skills, **FOCUS** has designed a self-test that can be done within a few minutes.

The test is strictly private and there is no need for it to be shared with anyone else, so drivers can be honest with themselves, and a negative answer to any of the questions can indicate where driving skills need to be improved.

> **"AS A DRIVER, YOU HAVE THE LEGAL RIGHT TO REFUSE TO TAKE A VEHICLE ON THE ROAD IF ANY SAFETY-CRITICAL ITEM IS FAULTY."**

IT'S TIME TO TAKE THE TEST!

The self-test on the next page offers an overview of some of the most important aspects of the truck driving profession. So, don't hesitate to check how well your skills stack up! F

TRUCK DRIVER SELF-TEST

Test your driving skills and attitude in just a few minutes by answering the following 25 questions. Do you:

	Yes	No
Carry out a pre-trip inspection before every trip?		
Use an official pre-trip inspection document?		
Refuse to start the trip if the vehicle or trailer is not in a safe and roadworthy condition?		
Show tolerance and consideration to other road users?		
Care for the safety of your passengers and other road users?		
Obey the speed limits?		
Know and follow the rules of the road?		
Not drive in the yellow lines on the side of the road unless it is entirely safe to do so?		
Drive smoothly?		
Avoid harsh braking?		
Avoid excessive speed?		
Avoid harsh steering?		
Continually search ahead for any road hazard?		
Identify road hazards well in advance?		
Predict what you think may happen with the road hazard that you have identified?		
Immediately decide and take action by deciding what to do to avoid the identified road hazard and avoid an accident?		
Reduce speed in adverse weather conditions?		
Drive at night at a speed that will enable you to stop your vehicle within the range of your headlamp sight?		
Keep a proper following distance from the vehicle in front of you?		
Stop every two to three hours for a short rest?		
Agree that good and continual driving concentration is necessary to reduce the risk of an accident?		
Agree that driving and talking on a cellphone increases the risk of an accident?		
Agree with the maxim: when in doubt, don't do it?		
Agree that wearing a safety belt reduces the risk of injury in a vehicle accident?		
Agree that having a clean vehicle (inside and outside) reduces the risk of accidents?		

PRIORITISING DELIVERY

DRIVER SAFETY

IN THE GIG ECONOMY

AS AFRICA'S LAST-MILE DELIVERY MARKET GROWS BY OVER 8% ANNUALLY, THE DEMAND FOR SAFER DELIVERY PRACTICES HAS NEVER BEEN HIGHER. TWO-WHEELER DRIVERS FACE GREATER SAFETY RISKS AS THEY NAVIGATE TIGHT TIMELINES FOR FOOD DELIVERY AND HOT FOOD TAKEOUT SERVICES WITHIN BUSTLING URBAN CENTRES – OFTEN WITHIN 60 MINUTES OF ORDERS BEING PLACED.

The pressure to perform can contribute to riskier driving behaviour. This is where AI-powered insights can be a game-changer. By leveraging these insights to monitor and coach safe driving practices, solutions such as Sentiance Rider Safety are designed to save lives by providing a safer rider solution to the gig economy.

A partnership between South African technology service company Digital Solutions Group (DSG) and global mobility solutions provider Sentiance, this solution can significantly reduce distracted driving, resulting in fewer accidents and injuries for both drivers and pedestrians.

"Ensuring driver safety isn't just a benefit for gig economy workers; it's a corporate responsibility that enhances brand reputation and aligns with our commitment to ethical business practices," says Yaron Assabi, founder of DSG. "Through our partnership with Sentiance, we're helping companies leverage innovative technology to protect drivers and foster safer communities."

According to the World Health Organization's Road Safety Report, Africa has the highest road fatality rate globally, with two-wheeler fatalities accounting for 20% of all road user deaths on the continent. This highlights the urgent need to enhance two-wheeler safety for all road users, particularly with the boom in two-wheeler last-mile delivery, alongside the massive scooter-taxi industry and push for electric two-wheelers in countries like Rwanda.

Driver safety solutions can help retailers meet local safety standards, reducing potential legal and operational challenges. Prioritising driver safety demonstrates a commitment to social impact, reflecting well on both corporate values and business operations. Furthermore, smoother driving positively impacts fuel consumption, creating a more fuel-efficient delivery experience. This benefit aligns with companies' environmental, social, and governance (ESG) goals by reducing the carbon emissions associated with delivery bikes.

Sentiance Rider Safety features a "Safe Driving Score", which according to its developers has already contributed to reducing distracted driving by 60% and accidents by 56%, consequently leading to up to 50% fewer insurance claims. It provides real-time performance feedback, tracking metrics such as good driving streaks, focused driving sessions, crash alerts, and validated crash forensics reports. These insights encourage safer driving habits, benefiting both drivers and companies.

This level of impact demonstrates the effectiveness of AI-driven safety initiatives to enhance both driver behaviour and safety metrics. Retailers can therefore benefit from lower insurance premiums, thanks to fewer claims and proactive risk management. Investing in driver safety also builds consumer trust and strengthens the brand's ethical reputation.

"Our Rider Safety Solution empowers companies to address safety challenges in real-time, reducing distracted driving and accident rates. This collaboration with DSG enables us to bring our technology to Africa's growing market, setting a new standard for how data-driven insights can make roads safer and support sustainable business practices," says Toon Vanparys, CEO of Sentiance.

As Africa's gig economy continues to expand, leveraging AI insights may play an increasingly important role in driver safety, establishing essential standards for safer communities and contributing to business sustainability.

TALKING TYRES

ADVICE ON HOW TO MAXIMISE THE PERFORMANCE AND MINIMISE THE COST OF YOUR TYRES

REINVENTING THE WHEEL:

TECH DRIVES TYRE INNOVATION

THE RACE TO CREATE HIGH-PERFORMANCE, ECO-FRIENDLY TYRES HAS NEVER BEEN MORE INTENSE. AS THE AUTOMOTIVE INDUSTRY MOVES TOWARDS SUSTAINABILITY, PREMIUM TYRE MANUFACTURERS ARE LEVERAGING CUTTING-EDGE TECHNOLOGY TO IMPROVE DURABILITY AND EFFICIENCY, AND REDUCE ENVIRONMENTAL IMPACT.

By integrating artificial intelligence (AI), advanced materials science, and 3D metal printing, manufacturers are redefining how tyres are designed, produced, and ultimately disposed of. These innovations are not only improving road performance but also ensuring consistency from the first to the last millimetre of tread wear.

THE FUTURE OF TYRE DESIGN

The digital transformation of the automotive industry has had a profound impact on tyre manufacturing. AI-driven models are now at the core of product development, streamlining the traditional trial-and-error approach. Instead of relying solely on physical prototypes, manufacturers like Hankook have adopted virtual tyre modelling, where computer simulations predict a tyre's performance based on past data, physical parameters, and AI algorithms. This significantly reduces development time and costs, while enhancing precision.

One of the most crucial aspects of tyre production is the compound formulation, which determines performance characteristics such as grip, wear resistance, and rolling efficiency. Hankook's Virtual Compound Design (VCD) technology utilises AI to predict compound properties and optimise material combinations. By conducting virtual simulations on cloud platforms, the system refines formulas without requiring extensive physical testing. This approach not only accelerates development but also improves the sustainability of the process.

Bridgestone, another industry leader, has also integrated AI into its manufacturing processes. The company employs Smart Strain Sensor Technology, which analyses tyre deformation in real time to optimise tread design. By collecting and processing vast amounts of data, Bridgestone enhances performance consistency, ensuring tyres maintain their integrity under different driving conditions.

SUSTAINABLE TYRES FOR A GREENER FUTURE

As the world shifts towards environmentally conscious solutions, tyre manufacturers are rethinking their material strategies. Hankook's E.Circle initiative is a prime example, committing to a fully sustainable product line by 2050. Currently, around 30% of the materials in Hankook's latest truck and bus tyres are derived from sustainable sources such as natural rubber, reclaimed rubber, and recovered carbon black.

Expanding on this vision, the company is experimenting with bio-fillers made from recycled agricultural waste and International Sustainability and Carbon Certification (ISCC)-certified synthetic rubber derived from post-consumer plastics. These developments align with upcoming Euro 7 legislation, which will regulate tyre and road wear particles (TRWP) based on wear rate. With the rise of electric trucks and buses, which place greater stress on tyres due to their weight, compound development is being tailored to improve wear resistance and reduce rolling resistance.

Michelin has also been at the forefront of sustainable tyre innovation. The company's VISION concept tyre is an airless, biodegradable prototype made entirely from renewable materials. Michelin is exploring the use of orange peels, wood chips, and even algae in rubber production, aiming to reduce reliance on fossil fuel-based materials while maintaining high-performance standards.

REVOLUTIONISING TREAD DESIGN

One of the most remarkable advances in tyre technology is the use of 3D metal printing to create complex tread moulds. This innovation allows manufacturers to incorporate intricate, performance-enhancing features that were previously impossible to produce.

Hankook has leveraged 3D printing to develop hidden grooves and tread patterns that only reveal themselves as the tyre wears down. These hidden features help strengthen the tread block by locking together different sections when in contact with the road, reducing heat generation and improving wear resistance. This results in lower rolling resistance, which enhances fuel efficiency and extends mileage. Additionally, as the tread wears, new gripping surfaces and water evacuation channels emerge, ensuring consistent traction even when the tyre is significantly worn.

"THE TYRE INDUSTRY IS UNDERGOING A TRANSFORMATION DRIVEN BY CUTTING-EDGE TECHNOLOGY"

Recognising the potential of this technology early on, Hankook began researching 3D printing for tread mould production in 2013. Today, the company uses the approach extensively in premium tyre development, ensuring improved durability and adaptability.

Other manufacturers, such as Continental, have also integrated 3D printing into their production lines. Continental's Taraxagum project explores the use of dandelion rubber in combination with 3D-printed tread patterns. This approach not only enhances grip and longevity, but also reduces dependency on traditional rubber plantations, which are often linked to deforestation.

TECHNOLOGY-DRIVEN PERFORMANCE GAINS

The combination of AI, sustainable materials, and 3D printing has led to significant improvements in tyre performance. Hankook has reported that its latest generation of tyres achieves up to 20% better performance compared to previous models. More than 80% of the company's European sales now come from tyres introduced in the past three years, demonstrating the rapid pace of innovation in the sector.

These advancements are particularly crucial in the era of electric vehicles (EVs). EVs require tyres with superior wear resistance and lower rolling resistance, due to their heavier weight and higher torque. By incorporating advanced tread designs, AI-driven compound optimisation, and sustainable materials, tyre manufacturers are now addressing these challenges while enhancing overall road safety.

THE ROLE OF ISCC-CERTIFIED SYNTHETIC RUBBER

A key component of the sustainability movement in tyre manufacturing is the adoption of ISCC-certified synthetic rubber. The ISCC ensures that raw materials are sourced responsibly and that carbon emissions are minimised throughout the production process. ISCC-certified synthetic rubber offers multiple benefits, including:

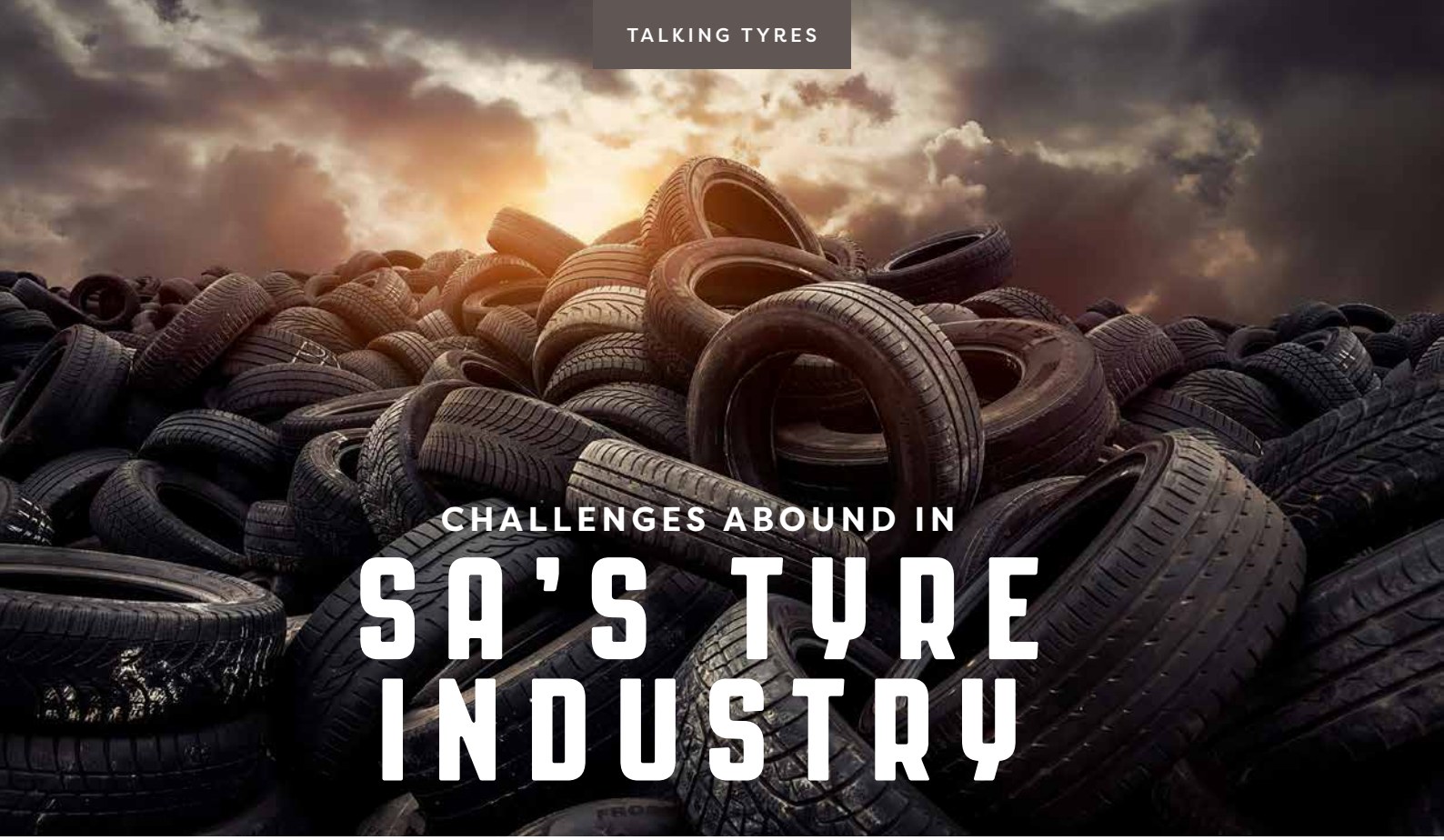
- **Sustainability**: It is produced using feedstocks derived from post-consumer plastics, reducing reliance on fossil fuels.
- **Traceability**: A verified chain of custody ensures transparency, from raw material sourcing to final product.
- **Carbon Reduction**: Lower emissions during production contribute to a reduced environmental impact.
- **Market Advantage**: With consumers and industries prioritising sustainability, ISCC certification enhances the appeal of eco-friendly tyre products.

Manufacturers such as Pirelli have embraced ISCC-certified synthetic rubber to align with their carbon-neutral goals. Pirelli's latest tyres incorporate bio-based materials and renewable rubber blends, setting new industry benchmarks for sustainable performance.

TYRE INNOVATION: THE ROAD AHEAD

The tyre industry is undergoing a transformation driven by cutting-edge technology. AI-powered design, sustainable material integration, and 3D printing are revolutionising the way tyres are developed, enhancing both performance and environmental responsibility. As regulations become stricter and EV adoption accelerates, manufacturers must continue pushing the boundaries of innovation.

With sustainability at the forefront, the future of tyres is no longer just about grip and durability – it is about creating products that tread lightly on the planet while delivering unparalleled performance. The next generation of tyres will not only help vehicles move more efficiently, but will also play a crucial role in building a cleaner, more sustainable world. F



CHALLENGES ABOUND IN

SA'S TYRE INDUSTRY

THE SOUTH AFRICAN TYRE INDUSTRY FACES A RANGE OF CHALLENGES, FROM WASTE MANAGEMENT AND ROAD SAFETY CONCERNS TO COMPETITION FROM CHEAPER IMPORTS. RECENT POLICY CHANGES AND INDUSTRY INITIATIVES SEEK TO ADDRESS THESE ISSUES, BUT QUESTIONS REMAIN ABOUT THEIR EFFECTIVENESS AND LONG-TERM IMPACT.

The South African Tyre Manufacturers Conference (SATMC) represents the interests of the country's four major tyre manufacturers: Bridgestone, Continental, Goodyear, and Sumitomo Rubber South Africa. Collectively, these companies directly employ over 6,000 and indirectly support more than 19,000 people. The SATMC advocates for policies that protect and promote local manufacturing, and engages in discussions about industry sustainability and regulation.

One of the most notable recent policy interventions is the introduction of anti-dumping duties on Chinese tyre imports. In July 2023, the International Trade Administration Commission (ITAC), with support from the Minister of Trade, Industry, and Competition, imposed duties ranging from 7.18 to 43.6% on certain imported tyres. These measures – set to remain in place until 2028 – were designed to counteract unfair pricing practices that threaten local manufacturers.

While the SATMC argues that these tariffs are necessary to protect domestic production, critics – including some importers and consumer groups – warn that higher prices could be passed on to consumers. The true impact of these duties on both local businesses and road users will become clearer over time.

Environmental concerns are an ongoing challenge, with South Africa generating thousands of tonnes of waste tyres annually. Many of these end up in illegal dumps or being burnt, causing severe pollution. The SATMC is working alongside the Tyre Importers Association of South Africa (TIASA), the Tyre Equipment Parts Association (TEPA), and government agencies to develop a more efficient Waste Tyre Management Plan. The aim is to ensure responsible disposal, encourage recycling, and reduce the environmental footprint of discarded tyres. The effectiveness of these plans depends largely on government support and enforcement, which has been inconsistent in the past.

Another pressing industry issue is the widespread sale of second-hand or partly-worn tyres, which currently face little regulation. Many of these tyres are resold despite being unsafe for road use, increasing the risk of accidents due to poor tread depth, weaker structures, and higher chances of failure.

The SATMC has been advocating for stricter regulations to ensure that second-hand tyres meet minimum safety standards before being resold. However, some industry observers argue that enforcement remains weak, and there is little deterrence for those who continue to sell unsafe tyres.

Illegal tyre imports, smuggling, and counterfeit products continue to undermine the formal industry and road safety. The illicit tyre trade is often linked to tax evasion and substandard products, which fail to meet safety regulations. The SATMC has been working with law enforcement agencies to identify and tackle these activities, arguing for stronger regulatory oversight and harsher penalties. Some experts believe a lack of coordination between agencies and limited resources make this a difficult problem to solve in the short term.

As the local tyre industry evolves, manufacturers and policymakers must strike a balance between protecting local production, ensuring affordability for consumers, and promoting sustainability. The SATMC continues to advocate for policies that support local manufacturing, but there is still significant debate over whether current measures, such as anti-dumping duties and regulatory changes, will deliver long-term benefits.

Ultimately, the success of these efforts will depend on a combination of effective policy implementation, industry cooperation, and stronger enforcement mechanisms. While recent initiatives represent progress, much remains to be done to address broader industry challenges. F

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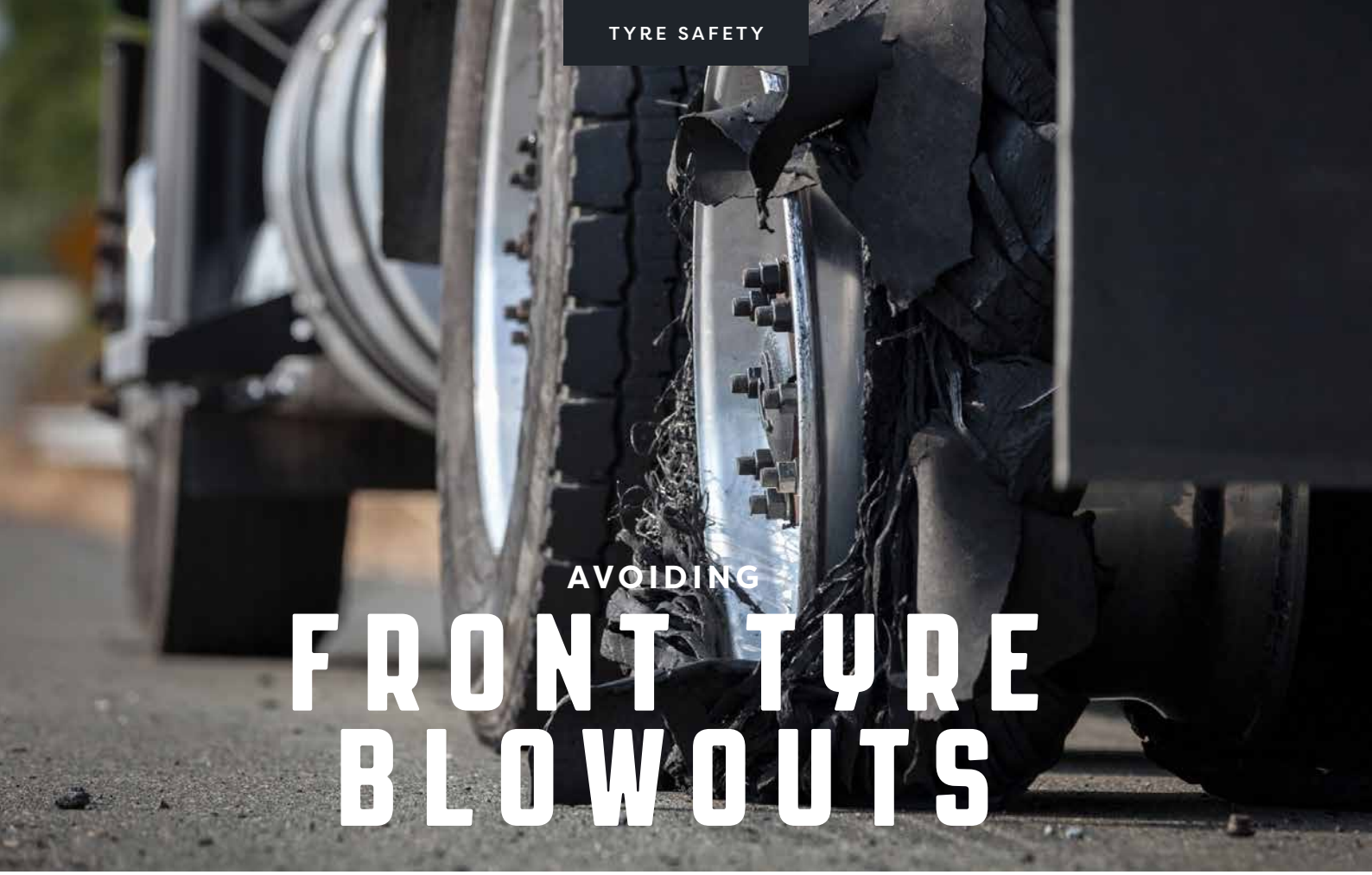


AVOIDING FRONT TYRE BLOWOUTS

A BLOWOUT OF A FRONT TYRE ON A HEAVY-DUTY TRUCK OR BUS CAN BE EXTREMELY DANGEROUS, AS THE DRIVER LOSES ALL STEERING AND DIRECTIONAL CONTROL – ESPECIALLY IF THE VEHICLE IS LOADED. THIS, WRITES VIC OLIVER, OFTEN RESULTS IN A VERY SERIOUS AND SOMETIMES FATAL ROAD ACCIDENT INVOLVING OTHER VEHICLES.

Although I have never had the misfortune of experiencing a front tyre blowout on a vehicle whilst I have been driving, I have interviewed truck drivers who have been involved in accidents resulting from this.

One interview remains strongly imprinted on my mind. I conducted it with a very experienced truck driver who lost control of his heavy-duty soft-drink delivery truck following a blowout. As a driver who loved his job and his truck, he was very upset about the damage to his vehicle.

This driver told me that he had been unable to steer the truck, in spite of the power-steering assistance. With no steering control, he was powerless to stop the vehicle from veering off the road; it eventually came to a stop when it hit a rock in a small riverbed. Luckily, no other vehicle was involved and nobody was injured in the accident.

As the tyre that had burst was reasonably new, in good condition, and correctly inflated before the start of the trip, the driver and his manager were puzzled as to what had caused this failure. On further investigation, it was found that the front axle was overloaded due to incorrect loading of the payload.

On the day of the accident, the forklift driver – whose job it was to load the palletised cargo onto the vehicle at the depot yard – was absent. An inexperienced forklift driver was therefore called in to load the vehicle. His lack of understanding regarding the importance of mass distribution on the vehicle was compounded by his failure to consider the relative weights of the pallets loaded with product contained in small cans versus the pallets bearing liquid in two-litre bottles.

The stand-in forklift driver therefore loaded the vehicle incorrectly, placing all the heavier pallets containing the bottles in the front of the truck body and the lighter pallets containing the cans at the rear, resulting in the front axle and tyre overload that caused the blowout.

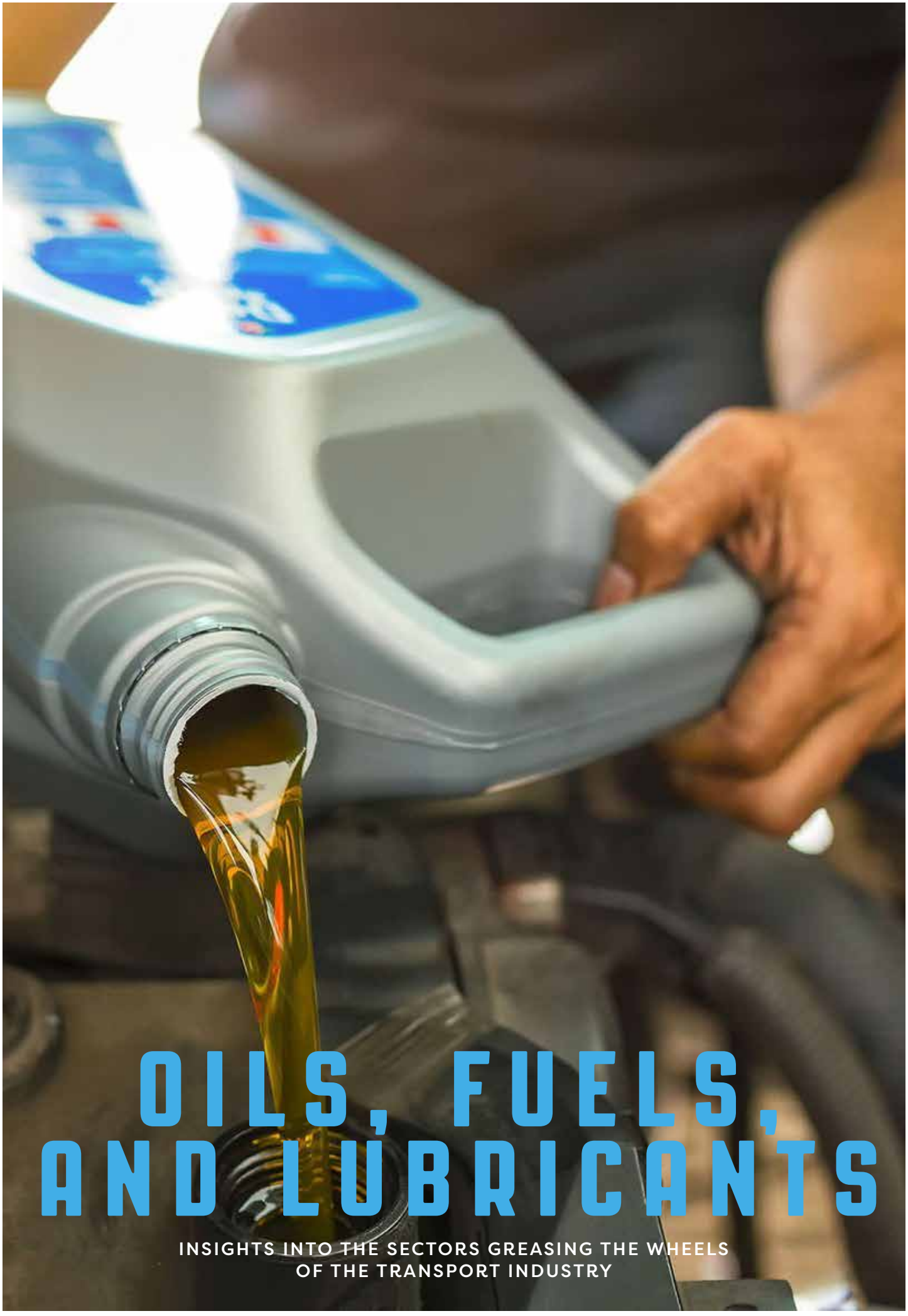
Incorrect mass distribution resulting in front-axle overload is just one of many potential factors that may cause tyres to burst. Incorrect tyre pressure is another common cause of front-axle tyre failure. The walls of an underinflated tyre, for example, are subject to more pressure and stress, which means it will quickly overheat and fail – especially when the vehicle is heavily loaded and/or travelling at speed on a hot day.

Furthermore, it is important to avoid the poor practice of bleeding tyres after they have been running and warmed up, resulting in a higher tyre pressure than when the trip began.

Many truck and bus operators, meanwhile, disregard the importance of missing tyre valve caps. Without the tyre valve cap fitted, dirt can enter the tyre valve causing the tyre to gradually lose pressure and fail.

Tyre condition is obviously also an important factor. Tyres should be inspected regularly to ensure that the tread depth is sufficient and that no visible tyre damage has occurred.

As with most potential problems that can lead to accidents, a proactive approach to tyre management, maintenance, and load distribution can go a long way towards minimising the risks of a tyre blowout.



OILS, FUELS, AND LUBRICANTS

INSIGHTS INTO THE SECTORS GREASING THE WHEELS OF THE TRANSPORT INDUSTRY

GREEN HYDROGEN

ON THE HORIZON?

THERE HAVE BEEN RECENT MOVES TO PROMOTE THE MOVE TOWARDS GREEN HYDROGEN AS A FUEL REPLACEMENT IN THIS COUNTRY. SIGNIFICANT INVESTMENT FROM OVERSEAS HAS BEEN ANNOUNCED, ALTHOUGH THE SOUTH AFRICAN GOVERNMENT IS EMPHASISING THAT THE SHIFT TO GREEN TECHNOLOGIES SHOULD NOT DISADVANTAGE POOR SOUTH AFRICANS.

Following a meeting in November 2024 between South Africa's Portfolio Committee on Trade, Industry and Competition (PCTIC) and the Portfolio Committee on Science, Technology, and Innovation (PCSTI), PCTIC chairperson Mzwandile Masina acknowledged the market disruption that will result from a move towards a cleaner fuel regime.

"It is just impossible for us to just move to greener energies. Our country is endowed with massive deposits of coal and the reality is that a country like China is building over 100 coal power plants," he stressed, adding that while it will take a long time to totally remove internal combustion engines in urban centres, the Just Energy Transition needs to be phased in so as not to disrupt the lives of poor South Africans.

"Transitioning from combustion engines must benefit the country and we must not just move for the sake of doing it," he reiterated. Noting that government departments had not outlined how South Africans will benefit, Masina posed the question: "Can we say with certainty that this is a strategic move that must be done?"

Volvo Trucks is one company committing to the "Green Hydrogen" (GH_2) route, by developing trucks with combustion engines that run on hydrogen. On-road tests with trucks using hydrogen in combustion engines will begin in 2026, and the commercial launch is planned towards the end of this decade.

Masina warned against a situation where the debate around climate change and greener energies is weaponised against South Africa, whose economy largely depends on coal, and whose carbon emissions do not constitute a large percentage compared to other industrialised nations.

"South Africa cannot just be an assembly point of these technologies, or even a spectator in the bigger debate around the future of energy generation," he added. "We need to reskill the labour force in the coal sector."

He further highlighted the need to ensure financial sustainability in moving to greener technologies: "Product developers (need) to look at higher ambitions for South Africans. Future loans should be affordable; we can't just be going to get money from these institutions as our future generations will not afford these. There has to be thinking about the adaptation of the existing infrastructure so that we do not disrupt the existing industries with new industries."

PLANNED INVESTMENTS

The ongoing collaboration between the European Union (EU) and South Africa regarding the Just Energy Transition and the sustainable development of strategic value chains,

including GH_2, is one aspect of ensuring the financial viability of greener fuel.

In September, the EU, along with South Africa's Ministry of Electricity and Energy (MEE) and Department of Trade, Industry and Competition (DTIC), announced that the EU will support South Africa's GH_2 ambitions and make R628 million available to promote the sustainable development of the GH_2 value chains in South Africa. This will create new economic opportunities and boost domestic growth.

The money will be provided in two grants, with an initial grant of R490 million expected to leverage R10 billion in private and public sector finance across the hydrogen value chain – covering production, transportation, storage, and downstream industries.

A second EU grant of R138 million will assist Transnet in its turn-around strategy. This is expected to leverage additional funding for the green transformation of the parastatal's core operational areas, including ports, rail, pipeline, engineering, and related facilities.

As an integrated transportation and logistics company, Transnet is expected to play a critical role across the hydrogen value chain for its operations, as well as domestic and export markets. The grant will help contribute towards ensuring that Transnet meets its own internal commitments as well as the government's initiatives relating to the *Hydrogen Society Roadmap*.

EU Energy Commissioner Kadri Simson said the announcement marks a significant milestone in the EU's partnership with South Africa, boosting smart, clean, and secure connections in the energy and transport sections. "Our cooperation in support of South

Africa's green hydrogen agenda aims to accelerate the green transition, drive sustainable development, create new economic opportunities, and build a more sustainable future for the region," she explained.

LOCAL GREEN HYDROGEN PRODUCTION

At the end of October, the Export Initiative Environmental Protection (EXI) 'HyTrA' project celebrated its closing event in Cape Town. Funded by the German Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection (BMUV) through the EXI programme, the project's aim was to establish the use of hydrogen technology for decentralised power supply in South Africa.

At the heart of the project is a robust and cost-efficient microgrid for generating GH_2 at a commercial site belonging to local company AluCab. Specially developed for the African market, the microgrid combines an electrolyser for hydrogen production with fuel cells for reconversion. The electricity required for hydrogen production is generated directly on site using a photovoltaic system that converts solar energy into electricity. This creates a self-sufficient on-site energy supply system, which has now been successfully tested under the prevailing operating and climatic conditions in South Africa.

In cooperation with the local partner AluCab and the University of Stellenbosch, the project consortium, consisting of Fraunhofer IWU and Texulting GmbH, already put the microgrid into operation in July 2023 and has been testing it ever since. It has remained in operation since the project has ended, as project partners have agreed to use the system sustainably beyond the project period.

"The EXI project 'HyTrA' is a prime example of how innovative technologies from Germany for the production and use of GH_2 can also contribute directly to a sustainable energy supply locally," says Nilgün Parker, head of the Sustainable Financial Policy, Environment and Foreign Trade Promotion Division at the BMUV. "The experience gained from operating the microgrid provides valuable insights that... illustrate the environmental potential of these energy systems."

OPPORTUNITIES FOR SOUTH AFRICA TO TAKE THE LEAD IN GREEN HYDROGEN

Further opportunities to use hydrogen for renewable energy are highlighted in the *World Economic Forum White Paper* on decarbonising South Africa's shipping and transport sectors. These opportunities include transforming ports into green bunkering hubs for international shipping, developing infrastructure to use GH_2 for domestic commercial road transport, and exporting derivative products of GH_2 (such as e-ammonia and e-methanol) to service increasing global demand.

As the South African government seeks to push ahead with the Just Energy Transition, it appears that Green Hydrogen may have a critical role to play. F

FLEET OWNERS SAVE ON

MAINTENANCE COSTS

WITH WEARCHECK

SPECIALIST CONDITION MONITORING COMPANY, WEARCHECK, HAS A FUNDAMENTAL GOAL: TO ENSURE THAT ENGINES, MACHINERY, AND OTHER MECHANICAL COMPONENTS OPERATE AT PEAK PERFORMANCE WITH REDUCED MAINTENANCE COSTS.

The company achieves this goal and more through comprehensive condition monitoring programmes for its clients. It offers an extensive range of analysis techniques and services, many of which are tailored specifically towards fleet management, assisting transport companies to keep tabs on vehicle health.

WearCheck's managing director, Neil Robinson, understands that the commercial transport sector is always under pressure to reduce operational expenditure. "In light of this," he says, "we recommend that the condition of vital fluids – such as oil, fuel, and coolants – is regularly monitored, to ensure that all components are operating as expected."

Robinson says that a failure to conduct regular fluid assessments can potentially result in engines and components falling victim to mechanical setbacks or breaking down completely. "WearCheck's core speciality is the scientific analysis of used oil, fuel, and other fluids. This entails analysing fluid samples for trace particles, which indicate which component is suffering unusual wear patterns," he explains. "The test result data is assessed by a team of specialised diagnosticians, who advise on a course of remedial action, where required."

Effective fluid analysis thus means that any problems can be remedied early on. "We identify a potential failure before it occurs. This way, catastrophic failure is avoided, thereby enhancing machine availability and performance, and ultimately boosting the bottom line," Robinson elaborates.

"Our transport sector clients include bus and truck fleets and logistics companies, as well as agricultural, mining, and quarrying vehicles, just to name a few. We also offer condition monitoring services for many other sectors, such as power generation and renewable energy, mining, earth moving, aviation, maritime, and more."

Additional predictive maintenance techniques offered by WearCheck include asset reliability care (ARC) services, water analysis, transformer chemistry services, and advanced field services (AFS) such as non-destructive testing, technical compliance, and rope condition assessment. The company also offers lubrication-enabled reliability (LER), providing clients with bespoke solutions to ensure that their lubrication systems are well managed, efficient, and cost effective.

ABOVE: A WearCheck laboratory technician processes used oil samples in one of the company's world-class laboratories.

With many success stories and thousands of happy customers, many of whom have been customers for multiple decades, WearCheck enjoys its recognition as a leader in the preventive maintenance field, servicing a wide range of industries with an array of different monitoring techniques.

The company's extensive, Africa-wide network of world-class laboratories serves as a condition monitoring hub, providing clients with a one-stop destination for all proactive maintenance services. For more information, please visit www.wearcheck.co.za, email marketing@wearcheck.co.za, or call WearCheck on +27 (31) 700-5460.

A NEW LOCAL LUBRICANT

FOR THE AGRICULTURAL INDUSTRY

THE LATTER STAGES OF 2024 BROUGHT THE ANNOUNCEMENT OF A NEW, LOCALLY-DEVELOPED MULTIPURPOSE LUBRICANT FOR THE AGRICULTURAL INDUSTRY FROM FUCHS LUBRICANTS SOUTH AFRICA (FUCHS).

The new lubricant, Agrifarm Utto Flex, is ideal for transmissions, final drives, hydraulics, and oil-immersed brakes of agricultural and even certain off-highway equipment, according to Fuchs application engineers manager Greg Tarr.

"It is a premium lubricant for the agricultural industry, offering quality and value at an attractive price point to position Fuchs as a leader in this competitive sector," adds Hayley Arnesen, national sales manager – automotive aftermarket. The product is likely to be added to Fuchs' global product portfolio in the near future, which Arnesen says is "a real feather in the cap for the local lubricants industry".

The agricultural industry is demanding and maintenance-intensive when it comes to equipment. Moreover, it is cyclical, which places significant stress on lubricants and related products. Most lubricants are developed for environments where vehicles are cruising at around 60km/h, but agricultural equipment is in constant use, operating steadily between 2 and 20km/h. "This not only requires a very robust lubricant, but the cooling of the product is crucial, since it typically runs hotter than it would in standard truck applications," explains Tarr.

This means the lubricant must perform exceptionally well under diverse and arduous conditions, especially being an all-purpose product. "It is a real benefit for customers to have one product that can be used across their entire fleet of agricultural equipment," says Arnesen.

The new Fuchs lubricant meets 99% of all hydraulic requirements, 100% of wet brake requirements, and covers all transmission needs. It has been developed in accordance with benchmark OEM standards. Tarr emphasises that this is a recommendation, rather than an approval. "This means we have tested it against products that do have approvals and have seen positive results, plus it performs well compared to competitor products," he explains, adding that the list of compatible brands will grow as the new lubricant gains traction in the agricultural industry.

Agrifarm Utto Flex is miscible and compatible with conventional branded gear oils. However, warns Tarr, mixing with other gear oils should be avoided for best results. He adds that a complete oil change is recommended when converting to the new product. Major benefits include superior load carrying and anti-wear protection, as well as high oxidation, corrosion, and foam resistance. "The fact that it is ideal for transmission and hydraulic applications also significantly reduces inventory costs for farmers," Tarr says.

He adds that many South Arican farms combine different types of agriculture – from grains to livestock – using diverse equipment, along with standard equipment required to perform multiple tasks. This places extra demands on a typical agricultural fleet.

Given persistent drought conditions in parts of the country, fluctuating agricultural product prices, and ever-tighter margins, Tarr says any potential savings on maintenance requirements can have a significant impact on any farming operation's bottom line and viability.

Agrifarm Utto Flex is planned to be widely available by September 2025, in time for the intensive planting season from September to November. "We are genuinely excited about the potential for this product in the agricultural industry, especially in terms of increased productivity and reduced maintenance," Arnesen says. F

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FIASA STANDARDISES LPG CYLINDER DEPOSIT FEES

In October 2024, the Fuels Industry Association of South Africa (FIASA) announced a significant step forward in the standardisation of cylinder deposit fees across the liquefied petroleum gas (LPG) sector. FIASA secured approval from the Competition Commission to implement uniform deposit fees for LPG cylinders, marking a milestone that the association says will benefit both the industry and consumers.

South Africa's LPG sector currently uses a hybrid cylinder model, whereby in some instances consumers purchase cylinders themselves and refill them as needed through authorised refillers. In other cases, consumers pay a once-off deposit on a cylinder and then exchange the empty cylinder for a refilled one, paying only for the LPG. This exchange model can continue indefinitely, with the LPG wholesaler responsible for maintaining the cylinder's integrity.

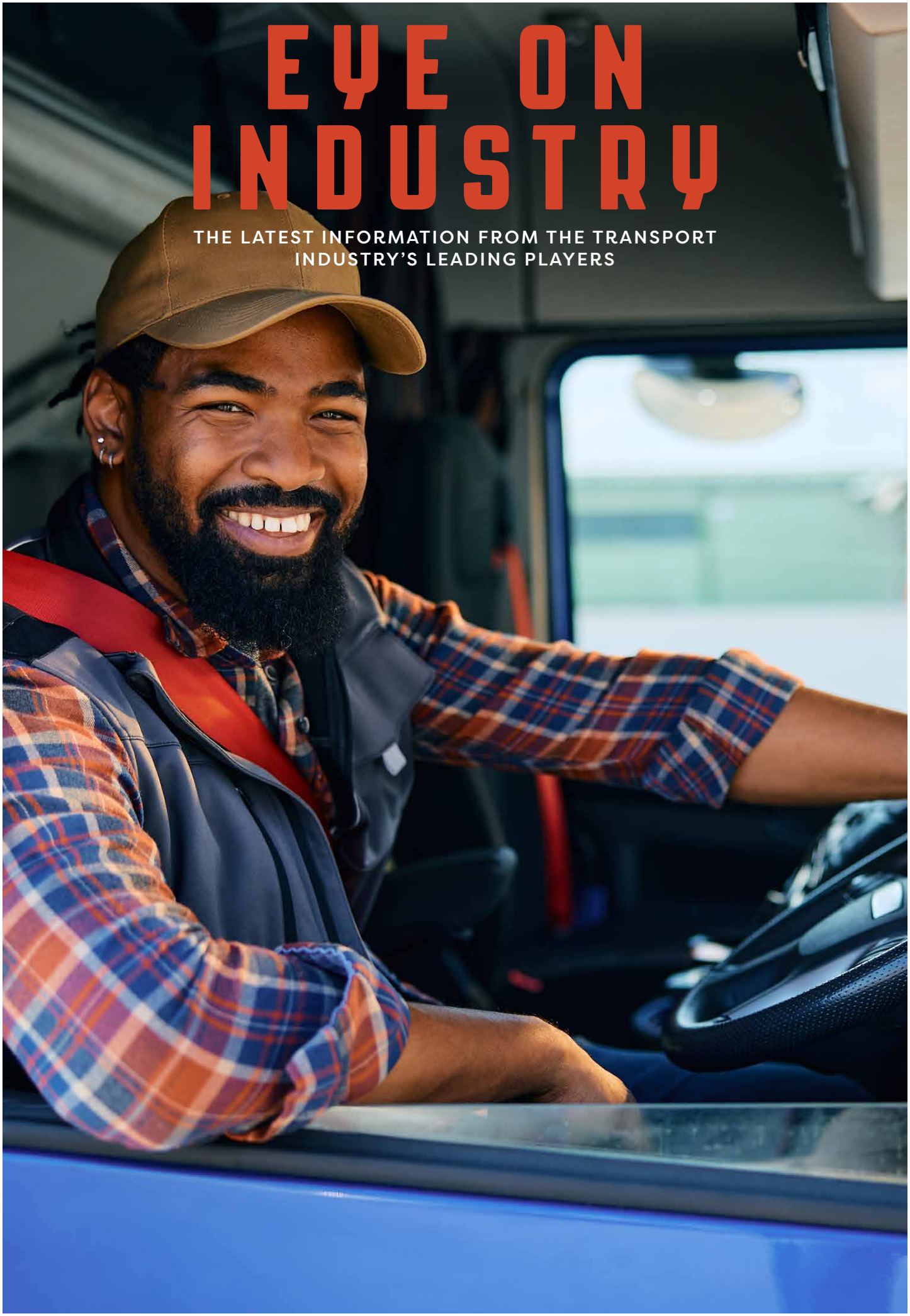
"The LPG industry has long advocated for uniform and cost-reflective cylinder deposit fees to facilitate the exchange model, and this decision by the Competition Commission allows the industry to take a vital step forward," says FIASA. "By using an independent third party to collate data on cylinder procurement costs, a fair deposit fee for each class of cylinder was determined and approved by the Competition Commission. This approach is expected to streamline the exchange process and establish a fair, more cost-reflective deposit. It encourages investments in new cylinders by all marketers, supporting a more efficient cylinder exchange programme that promotes investment and much needed industry growth."

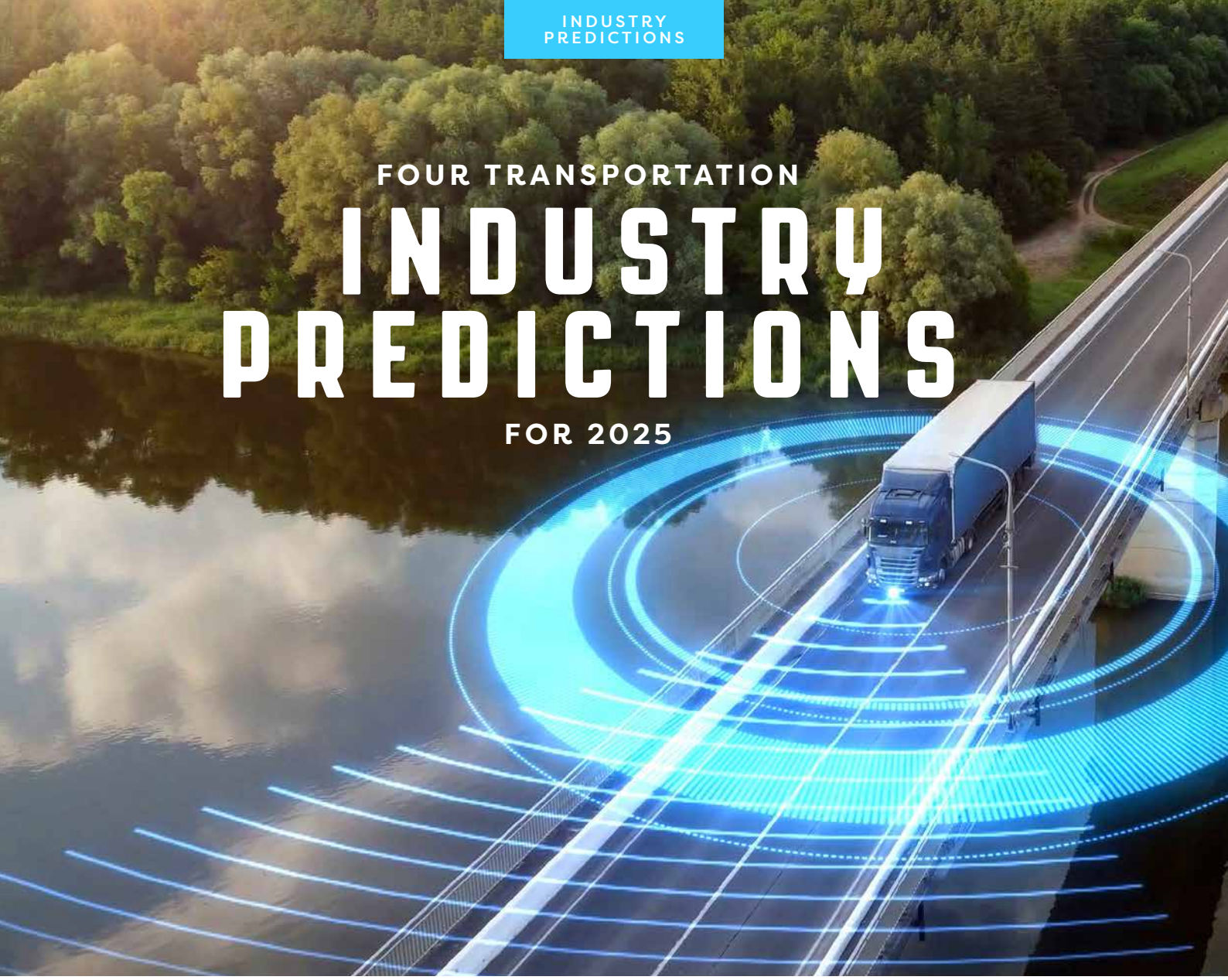
The accompanying table provides the deposit fees per class of cylinder, as approved by the Competition Commission:

Cylinder Size	Deposit Fee (ZAR/cylinder, excl. VAT)
5kg	R350.00
9kg	R450.00
14kg	R550.00
19kg (normal)	R600.00
19kg (forklift)	R700.00
48kg (single valve)	R1,050.00
48kg (double valve)	R1,050.00

EYE ON INDUSTRY

THE LATEST INFORMATION FROM THE TRANSPORT INDUSTRY'S LEADING PLAYERS





FOUR TRANSPORTATION INDUSTRY PREDICTIONS FOR 2025

THE TRANSPORTATION INDUSTRY HAS TRAVELLED A WINDING ROAD IN 2024. CHRISTOPHER KEATING, SENIOR VICE PRESIDENT TRIMBLE TRANSPORTATION EUROPE, WRITES THAT HOPES FOR A SWIFT RECOVERY FROM THE TURBULENCE OF PREVIOUS YEARS WERE COUNTERED BY LINGERING ECONOMIC HEADWINDS, GEOPOLITICAL UNCERTAINTIES, AND PERSISTENT CHALLENGES THAT KEPT THE SECTOR IN A STATE OF CAUTIOUS ANTICIPATION.

As we embark on the journey into 2025, the path ahead promises exciting opportunities and demanding obstacles for those navigating the global supply chains. While optimism persists for a gradual return to equilibrium, staying ahead of the curve demands a keen understanding of the forces shaping the industry. With this in mind, here are our predictions for the transportation sector in 2025.

SUSTAINABILITY PRESSURE WILL REMAIN

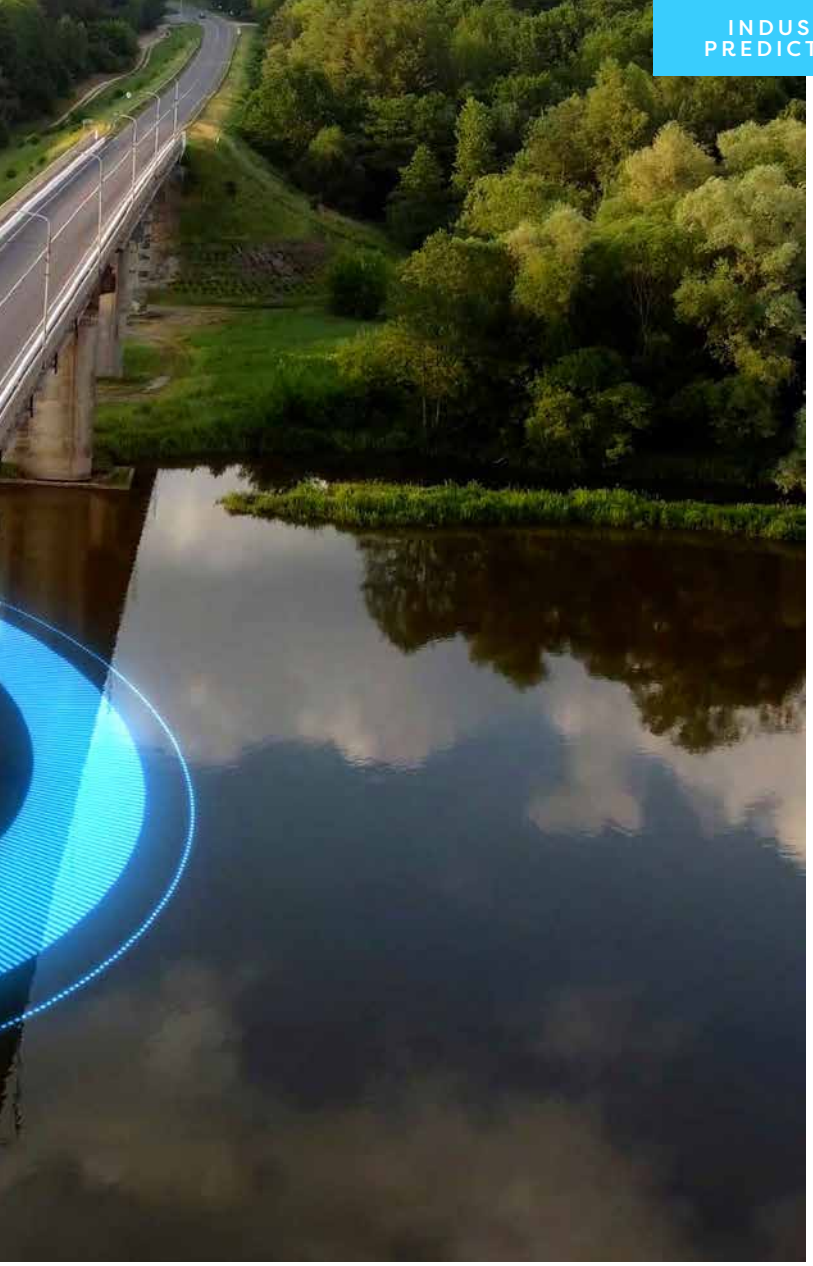
Driven by a confluence of factors – stricter environmental regulations, rising fuel costs, and growing consumer awareness – sustainability is no longer a trend; it's a considerable pressure on the transportation industry's shoulders.

In 2024, electric and alternative fuel vehicles were not the success stories they set out to be and, while investments will continue to grow, the challenges and scepticism will remain in 2025. Instead, companies will focus on sustainability by improving operational efficiency. This means using technology, data, and artificial intelligence (AI) to reduce empty miles and wasted time, making the whole operation – and thus the supply chain – more sustainable.

Collaboration with suppliers and carriers that are committed to sustainability will also become increasingly important from a branding standpoint. Building green supply chain partnerships will be crucial in reducing environmental impact, enhancing brand reputation, and attracting environmentally-conscious customers.

THE AI REVOLUTION: FROM AUTOMATION TO AUTONOMOUS DECISION-MAKING

AI is no longer a futuristic fantasy; it's rapidly becoming the engine driving efficiency and innovation in transportation technology. While 2024 saw companies experiment with



basic AI-powered automation, 2025 will leap towards more sophisticated applications.

Expect to see AI move beyond simple tasks such as route optimisation and into the realm of autonomous decision-making. By analysing vast amounts of data, advanced algorithms will be able to adjust their routes as real-time conditions change, such as changes in road layout or new buildings, or changes in driver availability and cost fluctuations. This will also impact price negotiations: instead of negotiating prices for each shipment individually with all the counterparts, companies with AI-powered tools can simultaneously process all negotiations.

Predictive maintenance will become more prevalent, with AI and machine-learning algorithms analysing data from Internet of Things (IoT) sensors to anticipate equipment failures, thereby minimising downtime and optimising maintenance schedules.

Finally, as in other industries, AI will assist people by automating time-consuming and error-prone manual tasks. These repetitive jobs can be streamlined to save substantial time and effort, freeing people for more important and rewarding responsibilities.

DRIVER SHORTAGES: AI TO THE RESCUE?

The driver shortage of 2024 will continue to cast shadows in 2025. AI will help, but addressing this complex issue will require a multi-faceted approach that combines recruitment, technology, and operational efficiency.

Attracting new talent to the industry will require a concerted effort to improve working conditions, offer competitive salaries, and invest in driver training programmes. At the same time, companies will increasingly turn to automation technologies, such as autonomous trucks and robotic warehouse assistants, to alleviate the pressure on their people.

Optimising driver time will also be a primary point on the agenda. Companies will be looking to use AI-powered technology to minimise delays, reduce waiting times at loading docks, and maximise driver productivity to make the most of their existing workforce, while improving driver satisfaction and retention.

VISIBILITY: FROM DATA TO ACTIONABLE INSIGHTS

Real-time visibility has become a standard feature in transportation management. In 2025, however, the focus will shift from simply seeing where shipments are to extracting valuable insights from the data. This means using the power of predictive analytics to anticipate disruptions, optimise routes, and proactively address delays.

Integrated platforms will play a crucial role in this evolution, connecting transport and warehouse management systems, driver navigation, and other data sources to create a seamless flow of information and optimise decision-making across the entire supply chain.

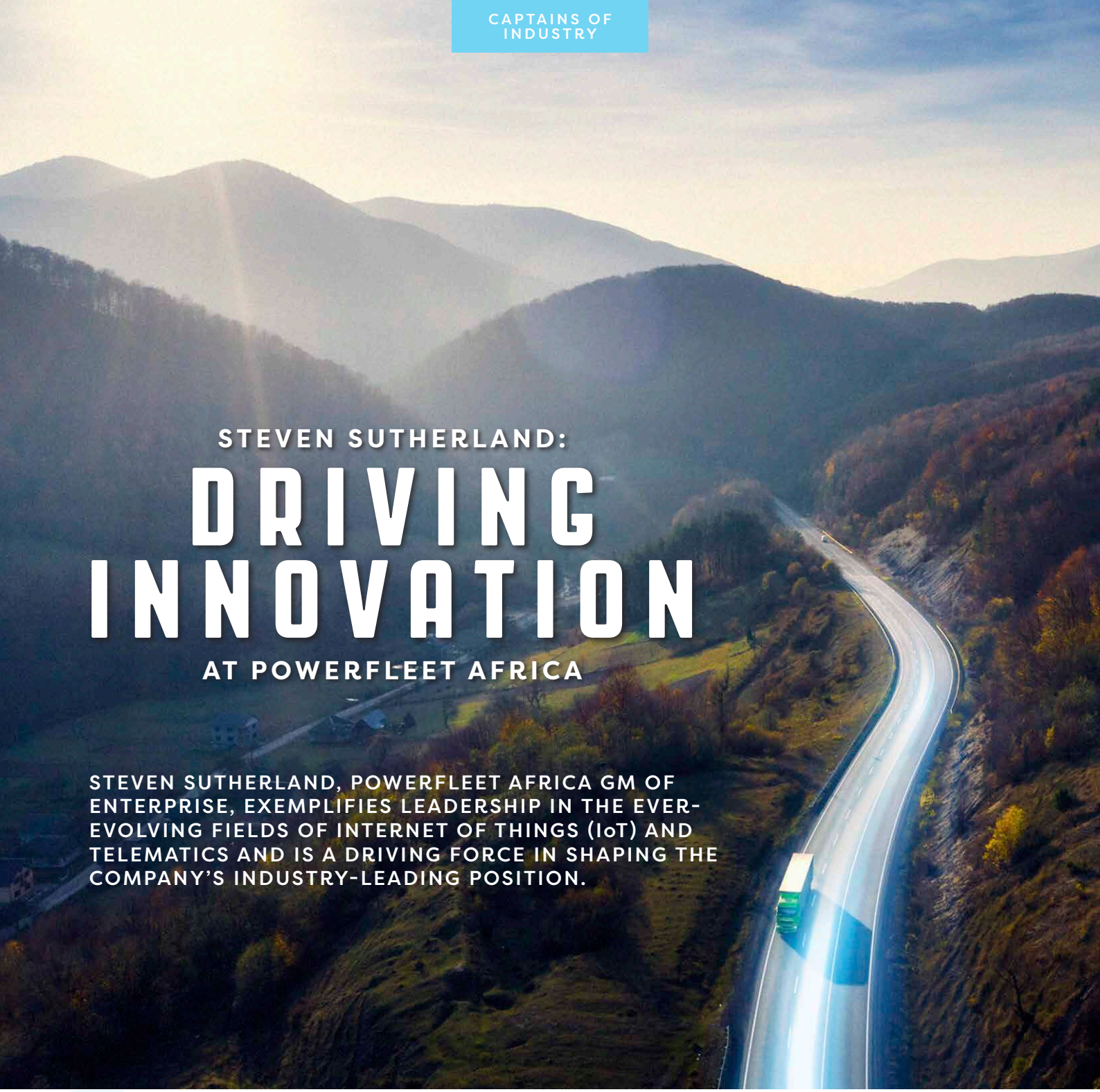
Data-driven collaboration will also become increasingly important, with companies sharing information with partners and customers to improve efficiency, reduce waste, and build stronger, more transparent relationships.

EMBRACING 2025 AND BEYOND

While 2025 promises a modernised transportation industry with AI-powered abilities, there is a big asterisk attached to all the abovementioned benefits of technology: it's clear that transportation has under-indexed in technology adoption compared to other industries. With the coming technology, data, and AI evolution being rapidly adopted, companies that embrace the digitisation of their operations early will no doubt be the first to reap the benefits.

The journey promises to be both demanding and rewarding. Those who are willing to work together and embrace this technological evolution will be the ones to lead the line in the evolving world of transportation. F

CHRISTOPHER KEATING is senior vice president Trimble Transportation Europe, with a successful track record of driving growth, profitability, and organisational success in the technology industry. Keating holds a bachelor's degree in mechanical engineering from Clarkson University and an MBA from Carnegie Mellon University. His expertise includes product development, platform service delivery, and the development of coherent strategies and digital transformation initiatives for connected, scalable solutions.



STEVEN SUTHERLAND:

DRIVING INNOVATION

AT POWERFLEET AFRICA

STEVEN SUTHERLAND, POWERFLEET AFRICA GM OF ENTERPRISE, EXEMPLIFIES LEADERSHIP IN THE EVER-EVOLVING FIELDS OF INTERNET OF THINGS (IoT) AND TELEMATICS AND IS A DRIVING FORCE IN SHAPING THE COMPANY'S INDUSTRY-LEADING POSITION.

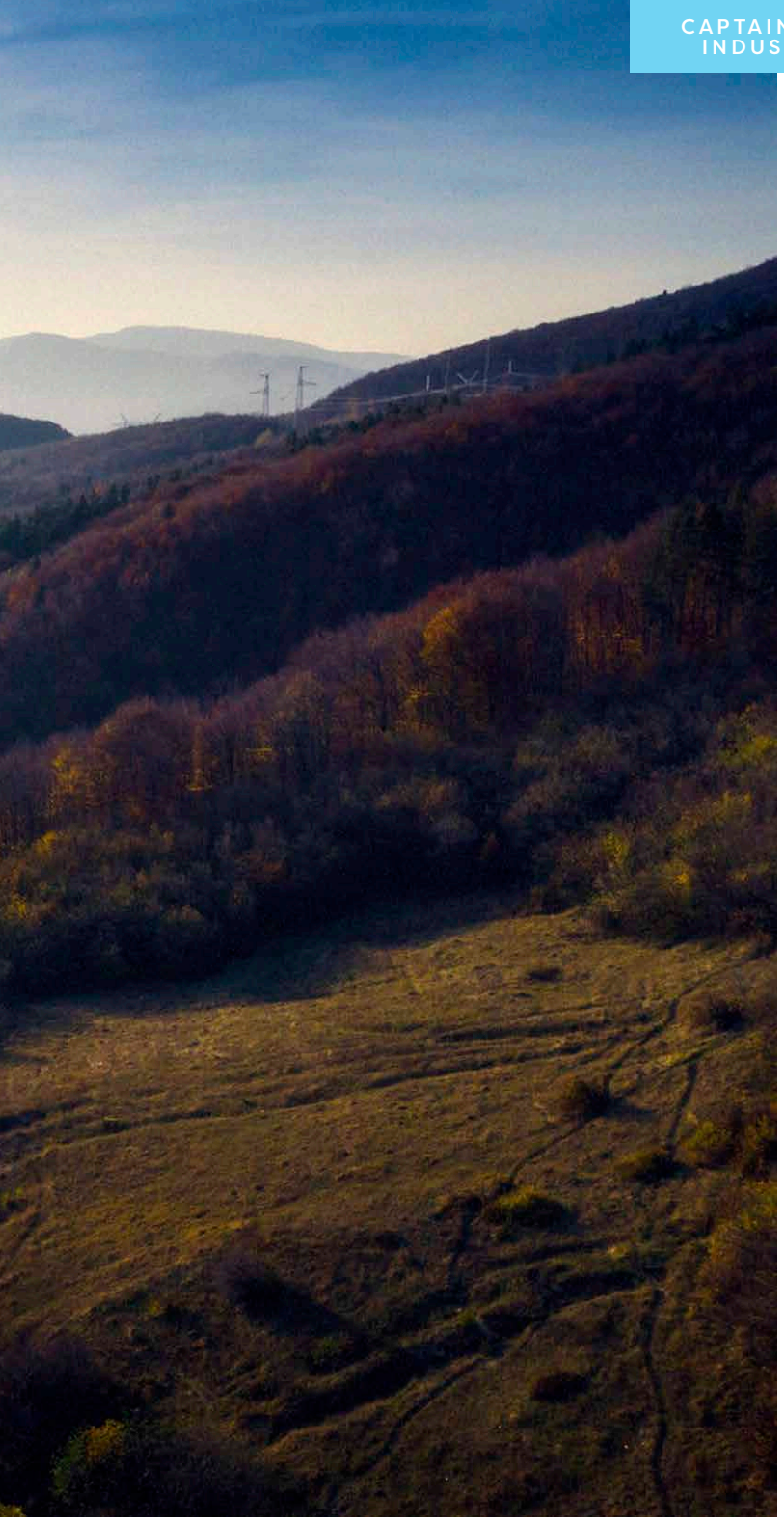
Sutherland's professional journey began in telecommunications, where he honed his technical expertise and developed an understanding of operational efficiency in tech and software-powered businesses. Experience in digital telecom networks and call centre technologies at Dimension Data instilled in him the importance of multi-solution integration and customer-centric delivery in fast-paced industries.

His transition to telematics, joining MiX Telematics, was a pivotal shift. Expanding the company's operations across Africa developed his ability for establishing, growing, and leveraging strategic partner networks and deepened his understanding of regional dynamics and the challenges of scaling technology solutions to meet diverse customer needs.

To enhance his leadership abilities, Sutherland pursued an MBA, equipping him with data-driven decision-making skills and a broader strategic vision. His subsequent role at Adapt IT (now part of the Volaris Group) saw him manage software solutions for mobile network operators in a highly metric-driven environment, further refining his expertise in operational scalability and customer-centric innovation.

These cumulative experiences prepared him well for his current role at Powerfleet Africa, where he leads the enterprise division with a focus on leveraging IoT and telematics to deliver measurable value to businesses. Sutherland seeks to foster an environment where team members feel empowered to innovate and take ownership of their contributions. "Leadership is about inspiring individuals to reach their full potential while aligning their efforts with the organisation's mission," he explains.

Powerfleet Africa is committed to transforming how businesses manage mobile assets, aiming to deliver cutting-edge IoT and software-as-a-service (SaaS) solutions that enhance operational efficiency, safety, and sustainability.



With its comprehensive Artificial Intelligence of Things (AIoT) ecosystem, Powerfleet provides an end-to-end platform for real-time tracking, monitoring, and management of assets, catering to businesses of all sizes across industries such as logistics, transportation, and other complementary and supplementary sectors.

Sutherland highlights the company's unique strengths, including its hardware-agnostic platform, tailored solutions, and customer-centric approach. Its AI-powered predictive analytics enable informed decision making, anomaly detection, and actionable insights, giving businesses a competitive edge, while Vision AI solutions enhance safety and compliance through intelligent video analytics.

Sustainability goals are supported by tools that optimise fuel efficiency and reduce emissions. "Powerfleet stands apart by combining innovation, reliability, and exceptional customer service," Sutherland explains. "Our solutions are designed to integrate seamlessly with existing systems, minimising disruption while maximising impact."

Sutherland's vision for Powerfleet Africa is ambitious yet grounded in pragmatism. He emphasises the importance of tailoring solutions to customer requirements, expanding the company's reach into emerging markets, and continuing to innovate through AIoT and telematics technologies. A strong focus on modular, scalable solutions ensures businesses can grow seamlessly with Powerfleet's offerings.

He aims to increase recurring revenue through subscription-based models, develop predictive maintenance tools, and enhance AI-powered analytics. Another priority is investment in R&D to maintain Powerfleet's technological leadership and foster partnerships with OEMs and industry leaders.

ABOVE: Steven Sutherland says leaders should inspire individuals to reach their full potential, while aligning their efforts with the organisation's mission.

Powerfleet's solutions address the dual challenges of operational efficiency and sustainability. Through real-time tracking, predictive maintenance, and driver behaviour analysis, businesses can optimise routes, reduce fuel consumption, and enhance fleet utilisation. "Sustainability is at the core of our offerings," Sutherland notes. "They help businesses reduce their carbon footprint while improving cost efficiency. This alignment with environmental, social, and governance (ESG) goals is critical in today's market."

Powerfleet's commitment to sustainability is also reflected in its support for electric vehicle integration and energy-efficient IoT devices, positioning the company as a partner for businesses aiming to achieve both operational and environmental goals.

Sutherland's leadership is defined by his passion for using technology to solve real-world challenges, including cybersecurity, scalability, and regulatory compliance. Under his guidance, Powerfleet Africa continues to innovate, delivering solutions that empower businesses to thrive in an increasingly connected and sustainable future. "By embracing emerging technologies like edge computing and AI, we're able to deliver smarter, more adaptable solutions," he says. "Powerfleet is not just shaping the future of telematics; we're building a legacy of innovation and purpose." F

ACHIM PUCHERT

APPOINTED CEO OF MERCEDES-BENZ TRUCKS

ACHIM PUCHERT – FORMER CEO AND PRESIDENT OF MERCEDES-BENZ DO BRASIL AND LATIN AMERICA – HAS BEEN APPOINTED CEO OF MERCEDES-BENZ TRUCKS. HE SUCCEEDS KARIN RÅDSTRÖM, THE NEW CEO OF DAIMLER TRUCK.

At the end of last year, Daimler Truck announced the appointment of Achim Puchert to its Board of Management. On 1 December 2024, Puchert assumed the role of Mercedes-Benz Trucks CEO, with responsibilities for the European and Latin American regions. His term on the board will run until 30 November 2027.

PROVEN LEADER

Joe Kaeser, chairperson of Daimler Truck's supervisory board, has praised Puchert's ability to empower teams and his proven expertise in restructuring and driving business growth. "With Achim Puchert's appointment, the supervisory board has ensured a seamless succession for Mercedes-Benz Trucks. Achim's combination of leadership, teamwork, and transformation experience makes him an excellent choice. His success in Brazil demonstrates his ability to revitalise underperforming operations," says Kaeser.

Michael Brecht, deputy chairperson of the supervisory board and chairperson of the General Works Council, echoes these sentiments: "We've known Achim through his work in various roles, including at the Wörth plant and in Brazil. He's a strong candidate for this challenging role, and we fully support his appointment. As Mercedes-Benz Trucks enters a new phase, we anticipate close collaboration and a balanced consideration of both employee and shareholder interests."

COMMENDATION FROM KARIN RÅDSTRÖM

Outgoing CEO Karin Rådström has expressed confidence in Puchert's abilities: "Achim is not only a skilled strategist but also a leader who motivates his teams to excel. In just three years, he transformed a struggling business in Brazil into a success story. I'm excited to see what he will achieve in his new position."

IMPRESSIVE CAREER

Puchert began his career with the former Daimler Group in 2002, taking on various international roles in sales and market management. His leadership and expertise in transformation are expected to drive innovation and strengthen the company's position in key markets.

His career highlights include serving as senior manager for Daimler's Russian alliance and directing international operations, where he oversaw joint ventures and global industrialisation projects. He was also previously responsible for leading sales, marketing, and customer service for Daimler Truck Asia and Overseas. More recently, he has revitalised the South American truck and bus business as CEO of Mercedes-Benz do Brasil.

Puchert holds a Master of Science in Economics and Business Administration as well as a Master's in International Management. F

THEY ARE BOTH
MADE TO LEAD

When a transport operator, with just four trucks, learns how to use data to save more fuel than his competitors, he is made. When a farmer learns he can use seasonal cash flow to pay for new trucks, he knows it is a deal made especially for him. He is made. When a bus operator's customers compliment him on his vehicle's quality and comfort, he understands that they were made for each other. When a sustainability pioneer uses data to watch his carbon footprint drop, he can already see the difference he's made. When a fleet manager can rely on technologically leading safety features to keep his drivers safe, he knows he's made the right call. When a procurement manager calculates how Preventative Maintenance can minimise downtime, his decision is made. When a driver can access 24/7 roadside support, with just one phone call, his day is made.

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MADE TO LEAD

SCANIA

MARKET DISRUPTIONS,

ELECTION JITTERS, AND PLUMMETING EXPORTS

SOUTH AFRICA'S NEW VEHICLE MARKET REMAINS CLOSELY TIED TO BROADER ECONOMIC CONDITIONS IN THE COUNTRY. WITH THE FIRST HALF OF 2024 BEING PARTICULARLY CHALLENGING, ANNUAL NEW VEHICLE SALES FELL COMPARED TO 2023, EVEN THOUGH Q4 OF 2024 WAS PROMISING. CONSEQUENTLY, THE NEW VEHICLE MARKET IS YET TO RECOVER TO PRE-PANDEMIC LEVELS, AND THIS WILL LIKELY BE DELAYED FOR ANOTHER YEAR.

The decline in annual new vehicle sales was driven predominantly by a significant decrease of 12% in light commercial vehicle (LCV) sales compared to 2023, reports naamsa | The Automotive Business Council. New medium commercial vehicle (MCV) sales also dropped by 6.5%, while 4.9% fewer heavy commercial vehicles (HCVs) and buses were sold. December also saw a loss of 10.3% in year-on-year monthly sales for LCVs and 11.8% for HCVs and buses, but MCV sales increased year-on-year by 7.6%.

"The industry anticipated a year of two halves with a taxing first half of the year and with brighter economic prospects and an upswing in new vehicle sales during the second half of the year, which unfortunately did not materialise," notes naamsa.

"New vehicle sales remained under pressure in 2024, continuing to reflect a shift in the matrix with various new entrants in the domestic market, in particular Chinese brands, offering options at the more affordable end of the pricing spectrum as consumers battled a tough economic climate."

The table below summarises annual aggregate automotive industry sales and export sales by sector from 2020 to 2024.

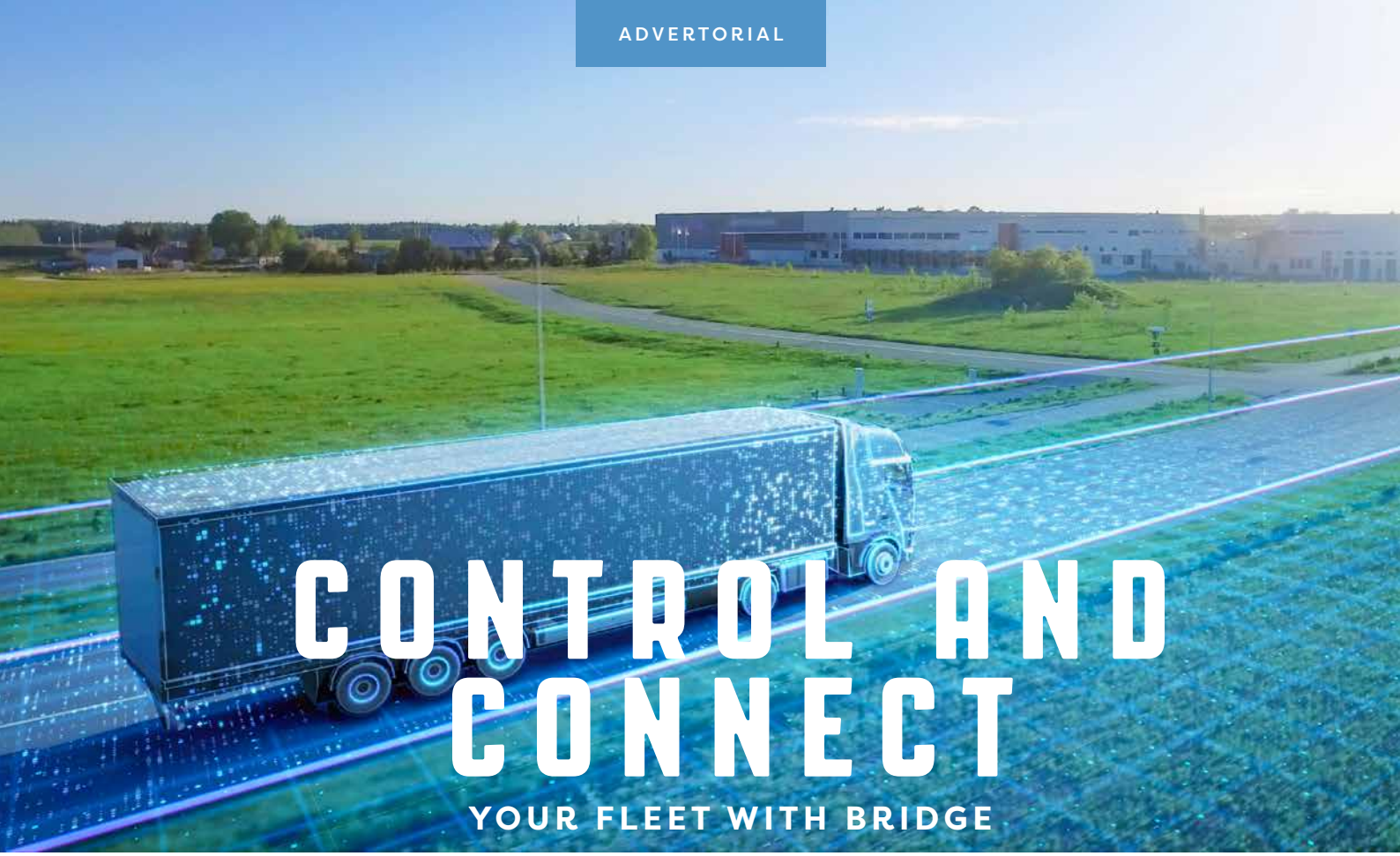
VEHICLE EXPORTS PLUMMET

LCV and truck and bus exports both fell by almost 20% in 2024, from 140,529 to 115,192 units and 799 to 646 units respectively.

For the first time since the pandemic-affected 2020 figures, vehicle exports declined in 2024, to 308,830 units, down by a substantial 22.8% compared to the record performance of 2023, when the industry exported 399,594 units. Various factors impacted the drop in vehicle exports, including a slowdown in demand in the EU – the domestic automotive industry's key export region – due to low economic growth, stricter emission rules, and competition from cheaper electric vehicle imports from China in the region, as well as the timing effect of new model introductions in the domestic market by major exporting OEMs. F

New vehicles	2020	2021	2022	2023	2024	2024/23 Change
Car sales	246,541	304,338	363,682	347,379	351,302	+1.1%
LCV sales	110,912	133,078	135,711	151,490	133,254	-12.0%
MCV sales	6,735	7,520	8,308	8,252	7,714	-6.5%
HCV / bus sales	16,018	19,555	21,841	24,654	23,442	-4.9%
Total vehicle sales	**380,206**	**464,491**	**529,542**	**531,775**	**515,712**	**-3.0%**
Car exports	178,788	173,773	238,631	258,266	192,542	-25.4%
LCV exports	91,942	123,667	112,312	140,529	115,192	-18.0%
Truck / bus exports	557	579	841	799	646	-19.1%
Total vehicle exports	**271,287**	**298,019**	**351,784**	**399,594**	**308,380**	**-22.8%**

Source: naamsa, Lightstone Auto



CONTROL AND CONNECT

YOUR FLEET WITH BRIDGE

BRIDGE IS GOMETRO'S INTEGRATED TELEMATICS AND FLEET MANAGEMENT PLATFORM, DEVELOPED TO ENHANCE REAL-TIME OVERSIGHT AND CONTROL OF VEHICLES, ASSETS, AND TRANSPORT SUBCONTRACTORS.

With features and tools developed to power data insights, enable complete asset overwatch, and create real-time alerts, Bridge brings the digital transformation advantage to a fleet business. This is all consolidated into a user-friendly dashboard on a single screen, delivering excellent real-time live asset tracking and interactive mapping.

Bridge allows seamless shareability while retaining excellent security. This is the power of GoMetro's Bridge platform: allowing multiple connections in your transport and fleet ecosystem to view the same asset and live tracking journey in real-time.

Bridge offers customisable access control and shareable asset tracking, while retaining system integrity and driver safety. You choose and set the time duration for sharing a specific asset tracking journey. GoMetro's operational support team can assist in managing asset track sharing for smooth inter-organisational networking with the Auto Asset sharing service.

Another powerful Bridge feature is Geofence, which allows the easy building of virtual boundaries where required and the tracking of fleet asset entries or exits. These customisable Bridge Geofences send an alert when vehicles and assets enter a collection or delivery area, or venture into risk zones where they are not supposed to be.

Geofences are ideal for controlling vehicle risk on off-highway sites like mines, quarries, construction projects, or sensitive agricultural areas. Bridge Geofence also has a Polygon function to align alert zones with real-world boundaries like fences, walls, unidirectional entrances/exits, temporary barriers, and road works.

Creeping dwell times degrade fleet efficiency and increase scheduling pressure on drivers, leading to speeding and/or reckless driving. Dwell time risks can be reduced by deploying Geofence's Dwell Alerts to create loitering limits for vehicles in zones that matter. An alert will notify you if an asset exceeds its maximum allowable dwell time. The benefits of Geofence Dwell Alerts include less wasteful fuel burn from idling engines during excessive dwell times, and less chance of a journey falling behind schedule because of tardy loading and unloading.

A fleet's journey history can reveal valuable insights that help plan better routes and schedules, while reducing risk. Bridge Replay's interactive mapping and customisable timeframe data can resolve driver or subcontractor disputes with detailed vehicle movement data. This in turn lowers the risk of route deviations, unauthorised passengers, and driver compliance issues related to route deviations and reckless driving.

Data can redefine fleet management and freight contracting, powering better efficiencies, enhancing trust and reducing operational risk. The Bridge platform enables real-time data streaming via WebSocket integration, creating a valuable data source for diverse solutions and business needs. With Bridge's excellent data streaming architecture, you can create bespoke dashboards and data visualisation – all featuring live analytics to develop advanced reporting.

Gain oversight and access to the insights and fleet performance metrics that matter to your business, instead of trying to understand and analyse unstructured and messy data. Transform your fleet operations with integrated data management, real-time asset awareness, and advanced reporting – all on a single screen, with GoMetro's Bridge platform. F

VOLVO 9600:

A REAL WINNER

FOR OVER A DECADE, UNITRANS PASSENGER HAS RELIED ON VOLVO BUSES AND COACHES TO KEEP ITS OPERATIONS RUNNING SMOOTHLY, AND THE VOLVO 9400 HAS PROVEN TO BE A REAL ASSET. NOW, WITH THE LAUNCH OF THE VOLVO 9600, UNITRANS PASSENGER'S DIVISIONAL HEAD OF THE TECHNICAL DEPARTMENT, SEAN VAN DEN HEEVER, SHARES HIS INSIGHTS INTO THE 9400 AND HIS THOUGHTS ON VOLVO'S LATEST OFFERING WITH CHARLEEN CLARKE.

Unitrans Passenger purchased its first Volvo 9400 in 2010 and, since then, the vehicles have demonstrated remarkable durability and efficiency. In fact, Unitrans Passenger's first Volvo 9400 is still in operation today – a testament to its robustness and longevity. "It's still running," confirms Van den Heever. "It has already done over 2.5 million kilometres and it continues to perform reliably."

Currently, the company operates 39 Volvo 9400s, with 10 of them running a daily commuter service between Bethel and Secunda. "One of these 70-seaters has clocked a million kilometres, and we have yet to replace its engine," reveals Van den Heever.

The rest of the vehicles are used in the Northern Cape for personnel transport at a customer's mine. "What's remarkable is that many of these vehicles have crossed the two-million-kilometre mark," he explains.

Van den Heever emphasises that many of the company's buses are still running with their original engines, even at mileages of between 1.2 and 1.8 million kilometres. "The 9400 has given us service like you cannot believe," he says. "It's an incredibly robust vehicle, even when operating in challenging conditions such as on unmaintained roads or gravel surfaces, or within tight urban spaces."

INITIAL RESERVATIONS AND PROVEN PERFORMANCE

Reflecting on the company's initial purchase, Van den Heever admits there were some initial reservations. "Initially, we had some concerns concerning the vehicle's suitability for South African conditions. But the proof is in the pudding – you run the vehicle and assess its performance over time, and the 9400 has exceeded our expectations."

Beyond reliability, the 9400's distinctive design has made it stand out on the road. "It had a unique shape and model that set it apart from anything else at the time," Van den Heever says. "Passengers and operators alike appreciated its appearance and comfort."

FACTORY INSIGHTS, QUALITY ASSURANCE, AND COST-EFFECTIVE MAINTENANCE AND REFURBISHMENT

Over the years, Van den Heever has had the opportunity to visit Volvo's factory in India twice. "I was very impressed with the quality and standards at the plant," he says. "If you were to compare it to Volvo's facility in Sweden, it would be a mirror image. The processes, cleanliness, and professionalism are exceptional."

This experience reassured Unitrans Passenger that Volvo's commitment to excellence extends across its global manufacturing locations. "There's a clear focus on maintaining high standards across all the Volvo plants, which translates into the durability of the vehicles," notes Van den Heever.

When it comes to upkeep, the Volvo 9400 has proven to be cost-effective. "We haven't faced any major corrosion issues, even with our oldest buses," says Van den Heever. "After a decade or more, you start seeing some wear and tear, but that's expected. The key is that rust and deterioration haven't been premature or excessive."

THE FUTURE: VOLVO 9600 AND ITS POTENTIAL

Looking ahead, Van den Heever is optimistic about Volvo's latest model, the 9600. "The combination of the trusted B11R chassis from Sweden and the refined bodywork from India is a winning recipe," he says. "The B11 chassis is incredibly durable. It can take a punch! If well-maintained, it offers low operational costs; the 9600 builds on the strengths of the 9400 while introducing improvements in aerodynamics, comfort, and aesthetics."

He believes the 9600 will be a compelling choice for fleet operators. "It's based on the foundation of the 9400 but has undergone significant refinements," he notes. "For anyone in the coach business, I think it will be a winner."

STRONG PARTNERSHIPS AND EXCEPTIONAL SUPPORT

Beyond the buses themselves, Unitrans Passenger values its relationship with Volvo. "There are three key factors in this industry: price, quality, and service," Van den Heever asserts. "If any one of those fails, you can't do business. Fortunately, our relationship with Volvo has always been strong. If there's ever an issue, we sit down, discuss it, and find a solution together."

He highlights Volvo's responsiveness and commitment to customer support. "You can pick up the phone at any time, and Volvo is there to assist," he says. "That's crucial for us. When you're managing a fleet of buses, you need a partner that supports you every step of the way."

As Unitrans Passenger continues to expand its fleet and explore new vehicle options, Volvo remains a trusted name in the company's operations. "Ultimately, any bus or coach is only as good as the service you provide," Van den Heever concludes. "But, when you have a reliable product like the 9400 and an exciting new option like the 9600, combined with strong manufacturer support, you have a winning formula." F

ISUZU TRUCKS:

THE SMART CHOICE FOR YOUR FLEET

FOR BOTH EXPERIENCED FLEET OWNERS LOOKING TO MAXIMISE PROFITABILITY AND OPTIMISE COSTS, AND FIRST-TIME OWNERS ENTERING THE TRUCKING INDUSTRY, SELECTING THE RIGHT VEHICLE BRAND IS A CRITICAL DECISION THAT CAN SIGNIFICANTLY IMPACT YOUR BOTTOM LINE AND SUSTAINABILITY. ISUZU STANDS OUT AS A TRUSTED PARTNER FOR FLEET OWNERS WORLDWIDE, THANKS TO ITS TRUCKS' COST EFFICIENCY, RELIABILITY, AND INDUSTRY-LEADING INNOVATIONS. HERE'S WHY CHOOSING ISUZU FOR YOUR FLEET IS A DECISION YOU WON'T REGRET.

COST PER KILOMETER AND TOTAL COST OF OWNERSHIP

One of the most compelling reasons to choose Isuzu is its low cost per kilometre (CPK). With exceptional fuel efficiency and minimal maintenance costs, Isuzu trucks are designed to reduce your operational expenses over the long haul. Additionally, Isuzu offers a competitive total cost of ownership (TCO), ensuring that your investment remains financially viable throughout the truck's lifecycle. Lower repair costs, durable components, and extended service intervals further contribute to keeping your fleet costs under control.

RELIABILITY, DURABILITY, MINIMISED DOWNTIME

Isuzu has built a legacy of producing trucks synonymous with reliability and durability. Engineered to withstand the most challenging conditions, Isuzu trucks deliver consistent performance in diverse environments. This robustness minimises the risk of unexpected breakdowns, keeping your fleet running smoothly and your deliveries on schedule.

Downtime is a fleet owner's worst enemy. Isuzu's reputation for reliability, coupled with its robust after-sales support network, ensures that your trucks spend more time on the road and less time in the shop. Comprehensive service plans, a strong supply of spare parts, and efficient dealer support minimise delays caused by repairs or maintenance.

FUEL EFFICIENCY AND INNOVATION

Isuzu is renowned for designing trucks that prioritise fuel efficiency, an essential factor in managing fleet costs. Advanced engine technology and aerodynamic designs allow Isuzu trucks to deliver optimal mileage, reducing fuel expenses and lowering carbon emissions. Furthermore, Isuzu continues to lead the way with innovative solutions, such as alternative fuel options and advanced telematics systems, which empower fleet owners to monitor and optimise vehicle performance.

RESALE VALUE

When the time comes to upgrade your fleet, Isuzu trucks retain their value better than many competitors. Their reputation for reliability, along with strong demand in the used market, ensures you get a significant return on your investment.

COMPREHENSIVE AFTER-SALES SUPPORT

Isuzu's commitment to customer satisfaction doesn't end at the point of sale. The brand offers unparalleled after-sales support, including extensive dealer training programmes, round-the-clock assistance, five-year extended warranties, and tailored maintenance plans. This ensures that your fleet remains in peak condition, backed by a network of professionals dedicated to your success.

A TRUSTED PARTNER FOR YOUR BUSINESS

Isuzu's blend of performance, dependability, and affordability makes it a clear choice for new fleet owners. From fuel efficiency and minimal downtime to exceptional resale value and innovative solutions, Isuzu trucks provide the tools you need to build a successful fleet.

Investing in Isuzu means investing in reliability, reduced operating costs, and the long-term growth of your business. When it comes to trucking, Isuzu is not just a brand; it's a partner you can trust, with a truck you can rely on. F

SHAPING THE FUTURE OF LOGISTICS

AS SA'S LOGISTICS INDUSTRY HEADS INTO 2025, RENKO BERGH WRITES THAT DIGITAL TRANSFORMATION AND AUTOMATION ARE NOW ESSENTIAL STRATEGIES FOR LONG-TERM SUSTAINABILITY.

Across the logistics sector, businesses are recognising technology's power to improve efficiency, visibility, and resilience in an increasingly complex operational environment. Historically, logistics operations have relied on manual processes and fragmented systems, which often led to inefficiencies, operational delays, and rising costs. Digital transformation addresses these challenges by leveraging technologies such as cloud computing, Internet of Things (IoT), and data analytics to create more connected, transparent supply chains.

Through digitalisation, transport operators can access real-time data, improve decision-making, and manage fleets with greater accuracy. This evolution is not just about software; it represents a fundamental shift in how logistics businesses approach productivity and customer service.

In South Africa, the need for digital adoption is driven by both global market pressures and local challenges. Rising operational costs, infrastructure constraints, and the demand for faster, more reliable delivery services have highlighted the importance of modernising logistics operations. Intelligent transport systems are becoming central to this transformation, offering tools for real-time interactive driver applications, vehicle tracking, and improved delivery planning.

Automation has emerged as a critical component in the evolution of transport management. By automating repetitive tasks such as load planning, route optimisation, and scheduling, businesses can reduce human error and improve overall efficiency. The use of automation extends beyond operational tasks. Machine learning algorithms are now being used to analyse vast datasets, enabling predictive analytics for demand forecasting and proactive maintenance scheduling. For logistics operators, this means being able to anticipate challenges and address them before they impact service delivery.

At automation's core is the idea of simplifying complex processes without compromising on operational control. Digital platforms equipped with automated workflows empower logistics teams to focus on strategic decision-making while routine tasks run seamlessly in the background.

While the benefits of digital transformation and automation are clear, their success ultimately depends on the people behind the technology. The logistics sector is built on relationships – between businesses, suppliers, drivers, and customers. Implementing new technologies should therefore complement human expertise, not replace it.

Training and upskilling teams to work effectively with new systems is essential for long-term success. When staff feel confident using digital tools, they can contribute valuable insights, streamline communication, and help optimise operations from the ground level. Transparency also plays a vital role. Keeping customers informed through improved data visibility, such as real-time order tracking and proactive communication, strengthens trust and enhances service delivery standards across the industry.

Across Africa, digitalisation in logistics holds immense potential to address historical infrastructure challenges. Cross-border trade plays a significant role in the region's economic growth, so technologies that facilitate smoother customs processes, reduce paperwork, and improve supply chain visibility can unlock greater efficiency. As a key logistics hub, SA has seen increased investment in digital infrastructure, especially regarding fleet management and freight visibility. However, the full impact of digital transformation requires collaboration across sectors. Industry bodies, technology providers, and policymakers all have a role to play in creating an environment where digital tools can thrive.

As logistics continues to evolve, the convergence of digital transformation and automation is creating new standards for operational excellence. While technology can simplify processes, the human element, empowered by data-driven insights, remains central to success. The road ahead for SA's logistics sector will be shaped by those who embrace this balance: leveraging innovation while staying committed to service quality, collaboration, and continuous improvement. F

RENKO BERGH is a supply chain digital transformation specialist and the co-founder of CtrlFleet. He holds a Master's degree in logistics, shipping industry, and supply chain management from Stellenbosch University and has over a decade of experience in bridging the software gap to improve and empower supply chain businesses with software solutions.

MAN'S TESTING PROGRAMME

TACKLES TCO

MAN AUTOMOTIVE SOUTH AFRICA HAS LAUNCHED ITS MOST AMBITIOUS TRUCK TESTING PROGRAMME TO DATE. PHILIP KALIL-ZACKEY, VICE PRESIDENT OF TRUCK SALES AND PRODUCT AT MAN AUTOMOTIVE SOUTH AFRICA, TELLS CHARLEEN CLARKE THAT THE PROGRAMME IS SOLIDIFYING THE COMPANY'S COMMITMENT TO DELIVERING PREMIUM PRODUCTS TAILORED TO THE UNIQUE DEMANDS OF THE SOUTH AFRICAN MARKET.

Photographs by Tarryn Elaine Photography.

The extensive testing initiative, conducted on the notoriously challenging N3 route between Johannesburg and Durban, underscores the company's focus on providing the best total cost of ownership (TCO) for its customers.

"We understand that, when a customer purchases one of our vehicles, they are making a considerable investment in a premium product," says Kalil-Zackey. "Accordingly, we have invested in this extensive testing programme because we always want to deliver the very best TCO to our customers. This intensive testing exercise will enable us to enhance our products in future."

PIONEERING TESTING FOR UNIQUE SOUTH AFRICAN CONDITIONS

Traditionally, MAN's truck testing was based on European conditions. However, the demands of the South African market, including heavier loads, extreme inclines, and varying driver expertise, necessitated a new approach.

"In the past, developing markets would get what was developed for European markets. But in South Africa, we have unique conditions. So, we decided to implement a new testing programme specifically for our markets, which is what we have done. This is a first for us in looking at testing

"THEY CONFIRMED WHAT WE ALREADY KNEW – THAT THE CONDITIONS HERE ARE FAR TOUGHER THAN IN EUROPE"

from the customer's point of view and focusing on TCO," Kalil-Zackey explains.

The programme involved six trucks, six trailers, and six drivers, including two highly experienced ProfiDrive instructors from Italy. MAN ProfiDrive is an advanced driver training initiative offered by MAN Truck & Bus, designed to enhance the skills, safety, and efficiency of commercial vehicle operators. The programme plays a pivotal role in reducing TCO for fleet operators, while promoting environmental sustainability and road safety.

"It was an eye-opener for them," Kalil-Zackey notes. "They confirmed what we already knew – that the conditions here are far tougher than in Europe. This feedback is invaluable because it allows us to develop trucks that are better suited for South African conditions and, by extension, other developing markets."

COMPREHENSIVE DATA COLLECTION FOR FUTURE INNOVATION

The physical testing has been concluded, but the work is far

ABOVE: The MAN team gathers before the start of the rigorous testing programme. The programme involved six trucks, six trailers, and six drivers, including two highly experienced ProfiDrive instructors from Italy. The trucks were tested on the challenging N3 from Johannesburg to Durban.

The vehicles completed six round trips on the N3, which is renowned as one of the world's most demanding truck test routes.

GLOBAL PERSPECTIVE WITH LOCAL CHALLENGES

The Italian drivers were tasked with navigating conditions they had never encountered before, including driving interlinks, transporting 56 tonnes, managing steep climbs such as Van Reenen's Pass and the incline from Pietermaritzburg to Mooi River, and operating on the left-hand side of the road.

from over. Each truck had a co-driver, ensuring continuous monitoring and data collection during the testing phase. Now, engineers in South Africa and Germany are analysing the vast amounts of data generated.

"Every day, we would swap drivers and gather data," says Kalil-Zackey. "The product engineers will compile all this information into a detailed analysis. This will help us make improvements not just for South Africa, but also for regions like the Middle East, North Africa, Asia, and South America."

ELIMINATING DRIVER ERROR

One of the key takeaways from the testing was the significant

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impact of driver skill on vehicle performance. “Running the trucks on these routes with different drivers, we see a trend,” Kalil-Zackey observes. “A good driver can achieve excellent results, while a less skilled driver may deliver subpar outcomes. Our goal is to eliminate this variability by enhancing our vehicles with systems that compensate for driver error. This will help customers achieve better TCO regardless of who is behind the wheel.”

The testing programme also highlighted the importance of integrating advanced technology – such as MAN’s Rio in-house telematics system – into its trucks. These systems will be offered in MAN trucks this year to further support drivers and optimise vehicle performance.

SA TO THE FORE AND THE FUTURE OF PREMIUM TRUCKING

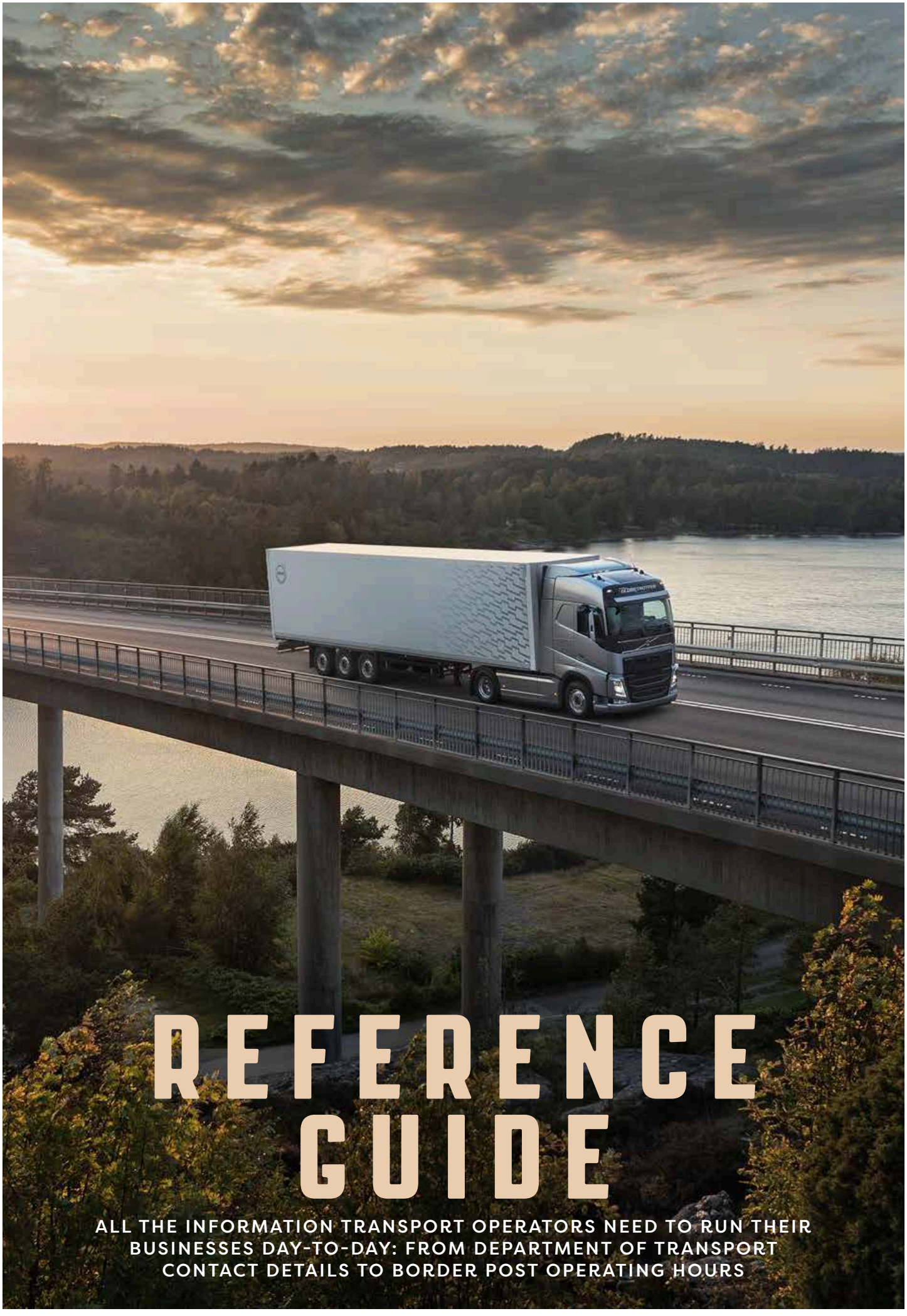
This testing programme not only places South Africa on the map for MAN’s global operations, but also positions the country as a leader in pioneering solutions for developing markets. “In the long term, we will see lots of improvements to our products as a result of this testing,” Kalil-Zackey affirms. “It’s an exciting time to see this happening here in South Africa. Very little is being done globally for markets like ours, and we’re proud to be leading the way.”

While MAN is keen to move towards Euro 6 standards, the company remains pragmatic about the challenges of cost and market readiness. “We would love to move to Euro 6 as MAN, but this remains a Euro 2 market. Were we to only offer Euro 6 trucks, it would be extremely hard to remain price competitive,” Kalil-Zackey says.

“We also face the reality of competing in a market where premium products come at a significant price difference compared to budget options,” he continues. “We need to ensure that our customers receive the same TCO benefits as they would with Euro 6 trucks, even if we’re working with trucks that don’t have the same emissions standards.”

A MILESTONE FOR MAN AUTOMOTIVE

This testing programme marks a milestone in MAN Automotive South Africa’s history. “It sends truck operators a clear message: we are committed to ensuring that MAN remains a leader in providing exceptional value and reliability. As a responsible OEM, we’re constantly enhancing our products and striving to provide the best TCO to our customers,” Kalil-Zackey emphasises. “This programme is a testament to that commitment. Our customers can expect innovation and excellence from a premium supplier, and we’re proud to deliver on those expectations.” F



REFERENCE GUIDE

ALL THE INFORMATION TRANSPORT OPERATORS NEED TO RUN THEIR BUSINESSES DAY-TO-DAY: FROM DEPARTMENT OF TRANSPORT CONTACT DETAILS TO BORDER POST OPERATING HOURS

BUSINESS UNITY SOUTH AFRICA (BUSA)

BUSA aims to enable organised business to play a constructive role in South Africa's economic growth, development, and transformation. The goal is to achieve a business environment in which enterprises of all sizes across all sectors can thrive, expand, and be competitive both nationally and internationally, to the benefit of the country's economy as a whole.

Objectives include:
- Promoting South Africa as a preferred business destination domestically and internationally;
- Promoting the development of an economic and social system based on the principles of justice, a market-oriented economy, individual entrepreneurship, and equal opportunities; and
- Advancing and promoting initiatives aimed at job creation and the alleviation of poverty.

BUSA acts as the principal representative of business in South Africa, speaking on behalf of its members at national, sub-continental, continental, and international levels. The organisation lobbies for and advocates agreed-upon positions, policies, and legislation in the interests of members.

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CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT (CILTSA)

Founded in 1919 with a mission to improve industry practices and nurture talent, CILTSA is the leading professional body for the supply chain, logistics, and transport industries. Comprising a global family of 35,000 members in 35 countries, CILTSA is dedicated to giving individuals and organisations access to the tools, knowledge, and connections vital to success in the logistics, transport, and supply chain sectors.

Through its educational suite of programmes and a commitment to high standards, CILTSA helps professionals at all levels to grow and develop their careers and to access better jobs.

For more information contact executive director Catherine Larkin.

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FEDERATION OF EAST AND SOUTHERN AFRICAN ROAD TRANSPORT ASSOCIATIONS (FESARTA)

Fesarta's vision is to:

- Promote the common interests of National Road Transport Association (NRTA) members;
- Improve the stature, efficiency, and competitiveness of the road transport industry and the stature and sustainability of NRTAs in the eastern and southern African region;
- Act as the association that represents and provides services to the majority of road transporters in the region through NRTAs, with a view to strengthening them; and
- Participate fully in regional transport activities – led by the Regional Economic Communities (RECs), the TradeMarks, and International Cooperating Partners (ICPs) – with a view to increasing road transport efficiency, promoting intra-regional trade, and enhancing the region's competitiveness in the global arena.

The organisation's objectives include:

- Actively supporting member NRTAs, strengthening less-developed NRTAs, and encouraging the formation of NRTAs in countries where none exist;
- Seeking and enrolling large companies as corporate members and servicing them in accordance with their requirements;
- Producing an annual road transport corridor handbook;
- Sourcing and managing information relevant to the road transport industry and disseminating it to NRTAs and other interested stakeholders;
- Identifying leading issues faced by road transporters along trade corridors in the region and developing solutions through the RECs and other regional and national structures;
- Staging an annual road transport forum to workshop and agree on solutions to problems faced by road transporters;
- In cooperation with NRTAs, participating in road safety projects including driver training, hijack prevention, driver health, and the establishment of truck stop and wellness centre facilities;
- In cooperation with NRTAs, participating in self-regulation projects designed to encourage consignees, road transporters, and consignors to professionally manage their operations in the best interests of themselves and their countries.
- Actively proposing, promoting, and supporting legislative or other measures aimed at improving the efficiency of regional road-transport services.

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FUELS INDUSTRY ASSOCIATION OF SOUTH AFRICA (FIASA)

The Fuels Industry Association of South Africa (Fiasa), formerly the South African Petroleum Industry Association, champions the interests of the South African fuels industry, representing a diverse range of energy sources that power transportation.

The Association's name change reflects its commitment to a sustainable future for the fuels industry. It plays a strategic role in addressing common issues related to the production, distribution, and marketing of fuel products and is committed to promoting environmental progress and inclusive socio-economic growth within the industry.

Fiasa actively engages with key stakeholders, providing research and expert advice, as well as communicating the industry's views to the government, the public, and the media.

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Website: www.sapia.org.za

NAAMSA | THE AUTOMOTIVE BUSINESS COUNCIL

naamsa plays an indispensable transformative role that contributes directly to the sustainable development of the economy. The automotive industry is a major industrial and economic force that adds real value to people's lives every day. Members move people, goods, and services; create sustainable jobs and products to facilitate trade; serve communities' transport needs; and facilitate prosperity and mobility in SA.

As the largest manufacturing sector in the country's economy, vehicle and automotive component manufacturing contributed a substantial 21.9% of value addition within the domestic manufacturing output in 2023. The broader automotive industry's contribution to the GDP, meanwhile, comprised 5.3% (3.2% manufacturing and 2.1% retail). It is one of the country's largest exporting sectors, with 14.7% of total exports. Vehicles and automotive components are exported to 148 markets across the globe.

In 2023, South African vehicle production increased by 13.9% to 633,332 units, exceeding the 10.3% year-on-year increase in global vehicle production. The country's global vehicle production market share thus increased from 0.65% in 2022 to 0.67% in 2023.

naamsa aims to be the most credible thought leader and respected partner of a globally competitive and transformed automotive industry that actively contributes to SA's sustainable development. Together with its public sector partners, the industry has developed the South African Automotive Masterplan to optimally develop the automotive industry through to 2035.

naamsa's long-term strategic objectives are to:

- Grow the South African vehicle production to 1% of global output;
- Deepen localisation in South African assembled vehicles to up to 60%;
- Double total employment in the automotive value chain;
- Improve the automotive industry's competitiveness with leading international competitors;
- Meaningfully transform the industry through the employment of black South Africans; upskilling of black employees; empowerment of black-owned dealerships and authorised repair facilities; and substantially increasing the contribution of black-owned automotive component manufacturers within the automotive supply chain; and
- Strengthen value addition within our entire value chain.

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Email: info@naamsa.co.za
Website: www.naamsa.net

PUBLIC PRIVATE TRANSPORT ASSOCIATION (PPTA)

The PPTA is a driver-born initiative to unite as members to have a cohesive voice in the new e-hailing industry. The association aims to ensure that ordinary drivers across South Africa can build respectable careers and secure a dignified life, as well as a sustained income, through consistent work in this industry.

The purpose of the PPTA is to represent its member drivers in industry-related matters, build and strengthen its varied communities, collectively address financial challenges and needs, and strive to grow all members in their varied fields of expertise outside of their core functions. Its mission is to ensure that the association's unified voice is heard and drivers' holistic perspectives are considered, to be key stakeholders in the evolving transport industry.

The PPTA stands for drivers' rights, protection, and development, as well as business participation and driver/owner partnerships.

Tel: 062 946 9891
Email: info@ppta.co.za

TRUCKERS ASSOCIATION OF SOUTH AFRICA (TASA)

The Truckers Association of South Africa (Tasa) provides a voice for emerging freight transport players, including advocacy, transformation, and sourcing business opportunities. The association aims to assist in meaningfully transforming the local truck and freight industry, with a long-term view of ensuring work for women and black truck owners and operators.

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Website: www.tasaonline.co.za

RETAIL MOTOR INDUSTRY ORGANISATION (RMI)

The Retail Motor Industry Organisation (RMI) is the largest employers' and business representative organisation in South Africa's retail motor industry, with 8,200 member establishments representing all retail motor industry sectors as well as the vehicle bodybuilding and component manufacturing sectors.

The RMI is a registered employers' organisation in terms of the Labour Relations Act and is the largest employer party to the Motor Industry Bargaining Council (MIBCO), where the Collective Labour Agreement for the industry is negotiated with the trade union parties to the Council, as well as promoting and implementing training initiatives through the MerSETA/W&R Seta.

Objectives of the organisation include:

- To promote, protect, and encourage the interests of members and the motoring public by setting and maintaining proper standards of accreditation service and ethical trading conditions in the industry;
- To facilitate the settlement of disputes between members and their employees, by conciliation/mediation/arbitration;
- To facilitate the settlement of disputes between members and the motoring public, by mediation;
- To regulate relations between members, their employees, and/or trade unions and protect and further the interests of members in that regard;
- To promote, support, or oppose when necessary any proposal, legislature, or other measure affecting the interests of members;
- To affiliate with and participate in the affairs of affiliated bodies sharing common interests with RMI members, such as AA, AIDC, AMID, naamsa, NAACAM, SABS, DTI, BUSA, Nedlac, DoT, MIDC, SAIA, and SAPIA;
- To maintain a high standard of business ethics and service delivery to the motoring public by members of the RMI and, where necessary, provide upliftment programmes to improve the knowledge and professionalism of members; and
- To develop the informal sector through enterprise development initiatives.

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16 Thornhill Office Park,
84 Bekker Rd,
Vorna Valley, Midrand

Postal address:
PO Box 2940,
Randburg, 2125

Tel: 011 886 6300 /
011 789 2542
Email: Gary.McCraw@rmi.org.za
Website: www.rmi.org.za

ROAD FREIGHT ASSOCIATION (RFA)

The Road Freight Association (RFA) is the recognised national representative body of the road freight industry in the Republic of South Africa. The RFA was founded in 1975 with the purpose of representing and promoting the interests of the road freight industry to address matters that affect transport operators on a provincial, national, regional, and international level.

The RFA is a voluntary membership-based organisation representing South African road freight operators' interests. Membership is drawn from the entire industry and represents professional truck operators (both private and public), from owner-drivers and SMMEs to large transport fleets.

The RFA's mission is to:

- Be the collective voice in the interest of our members and industry;
- Create a social partnership with government and promote a regulatory environment which supports growth in the industry; and
- Strive to promote road freight industry professionalism, excellence, and safety.

RFA members operate under Road Freight Operator Cards issued by the Provincial Departments of Transport. These cards are required where goods are carried in a vehicle or combination exceeding 3,500kg, or subject to other requirements as stipulated in the National Road Traffic Regulations, Regulation 265.

Physical address:
Block D,
Clearwater Office Park South,
1 Atlas Rd, Parkhaven,
Boksburg, 1459

Postal address:
PO Box 511,
Isando, 1600

Tel: 011 974 4399
Email: membership@rfa.co.za
or charlene@rfa.co.za
Website: www.rfa.co.za

SAFERSTOPS ASSOCIATION

SaferStops is a registered nonprofit aiming to transform the logistics and supply chain industry by serving as a bridge between key stakeholders. It focuses on driver wellness, improved working conditions, and road safety to create meaningful change through collaboration and advocacy.

SaferStops is dedicated to shifting mindsets and influencing policies that prioritise driver well-being, ensuring they receive the respect and resources they deserve. It fosters dialogue and cooperation between the private and public sectors and works closely with logistics companies, government bodies, and industry partners to drive collective action against challenges faced by drivers.

It also focuses on uniting and upgrading the truck stop network, advocating for safe, inclusive, and supportive facilities that cater to driver and fleet operator needs.

SaferStops works to create a better future for the industry to ensure a safer, healthier, and more inclusive supply chain. Its efforts are made possible by crucial partnerships for industry investment and participation.

Physical and postal address:
Devonbosch,
Stellenbosch,
Cape Town, 7605

Email: nicci@saferstops.co.za
Website: www.saferstops.co.za

SAPICS – THE PROFESSIONAL BODY FOR SUPPLY CHAIN MANAGEMENT

Since 1966, SAPICS has worked to elevate, educate, and empower the community of supply chain professionals in South Africa and across the continent. SAPICS has been a recognised partner of APICS as part of the ASCM network for over 50 years, a relationship that has developed into a close partnership in Africa. SAPICS is proud to represent the APICS Body of Knowledge in Sub-Saharan Africa and to act as the exclusive Premier Channel Partner in the region.

SAPICS is a registered SA non-profit with a mandate to ensure that any profits are put towards the continual development and overall benefit of individuals and organisations in the supply chain management profession.

Physical address:
Regus, Maxwell Office Park,
Waterfall, Johannesburg

Tel: 010 036 3976
Email: info@sapics.org.za
Website: www.sapics.org

SA ASSOCIATION OF FLEET PROFESSIONALS (AFP)

The South African Association for Fleet Professionals (AFP) is a professional organisation aiming to advance SA's fleet management industry by providing fleet professionals with the necessary tools, knowledge, and connections to improve efficiency, safety, and sustainability. Fleet professionals traditionally evolve into their roles, as opposed to following an intentional trajectory; managers often find themselves in these roles due to excelling in certain areas of fleet management.

The AFP provides the tools and assistance to transform the role of the fleet professional into something one strives toward as part of one's career path. In this way, it supports and develops fleet professionals, while elevating the profession as a whole to promote road safety, efficient operations, and a sustainable transport sector. Twelve key strategies are intended to transform the industry for current and future fleet professionals:

(1) Promote professional development; (2) Develop industry standards and best practices; (3) Enable networking and knowledge sharing; (4), Foster advocacy and representation; (5) Career advancement; (6) Address local challenges; (7) Promote environmental sustainability; (8) Bridge the skills gap; (9) Enhance business value; (10) Foster innovation; (11) Support economic growth; and (12) Provide a support system for fleet professionals.

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Mulbarton,
Johannesburg South, 2190

Postal address:
PO Box 74582,
Turffontein,
Johannesburg South, 2140

Tel: 086 110 0618
Email: info@theafp.co.za
Website: www.association fleetprofessionals.co.za

SA ASSOCIATION OF FREIGHT FORWARDERS (SAAFF)

The South African Association of Freight Forwarders liaises closely with many government departments and parastatal institutions, dealing with matters such as customs, port health, trade permits, border controls, export control of perishable products, cargo handling and security at harbour terminals and airports, plant quality, railway services, and road freight legislation.

SAAFF enables members to call on their collective knowledge and skills to determine and recommend practical and effective responses to the many challenges facing not only the forwarding and customs clearing industry, but also those affecting the commercial interests of their clients. This would be impossible for individual companies to achieve.

The association is the vehicle by which member agents can cost-effectively secure consistent and effective representation on forums influencing their business. This ensures that technological and legislative developments do not compromise service quality and delivery, but rather enhance them, and that impediments to international trade are minimised.

Physical address:
Highway Gardens Office Park, Unit 7, 71 Minuach Rd, Highway Gardens, Germiston

Postal address:
PO Box 2510,
Bedfordview, 2008

Tel: 011 455 1726
Email: saaffcommunications@saaff.org.za
Website: www.saaff.org.za

SA ASSOCIATION OF SHIP OPERATORS AND AGENTS (SAASOA)

The South African Association of Ship Operators and Agents aims to be recognised by all stakeholders as the leading organisation representing maritime interests in South Africa on behalf of its membership, including all professional ship owners, operators, and local agents.

SAASOA promotes and protects members' interests to be active participants in the development and maintenance of a world-class shipping industry in South Africa; to collaborate in efforts towards the continuous improvement of shipping standards for the mutual benefit of all stakeholders; to ensure that the maritime and shipping industry is recognised by government as an integral part of the economy; and to ensure that vessel and cargo interests enjoy maximum throughput productivity at all SA port terminals.

Physical address:
Suite 10, Lakeside Office Park, 6 Derby Place, Derby Downs Office Park, University Rd, Westville, Durban, KwaZulu-Natal, 4001

Tel: 031 266 1384/5
Email: Lindy Nhleko, secretary@saasoa.co.za
Website: www.saasoa.co.za

SOUTH AFRICAN EXPRESS PARCEL ASSOCIATION (SAEPA)

SAEPA provides a strong representative voice on matters of legislation, regulation, practice, and procedures pertaining to the express parcel industry.

The main objective of the association is to advance the interests of the express parcel industry in South Africa to benefit consumers, service providers, and the national economy.

SAEPA numbers over 100 member companies, including most of the major multinational and South African industry operators, as well as smaller and independent companies. This means that the association is representative of service providers throughout the express supply chain.

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Bonaero Park, 1622

Tel: 060 674 8230
Email: info@saepa.org.za
Website: www.saepa.org.za

SOUTH AFRICAN NATIONAL TAXI COUNCIL (SANTACO)

SANTACO aims to make the taxi industry the flagship of B-BBEE in the transport sector by uniting and regulating the industry. By empowering the industry, its employees, and previously disadvantaged communities both economically and socially, the council aims to ensure safe, reliable, and comfortable public transport for South Africa's citizens.

Its mission is to be an empowered, organised, and unified body regulating and representing a democratic, accountable, and professional taxi industry that serves all South Africans in an affordable, safe, and reliable mode of public transport.

The organisation is tasked with a duty to ensure that the taxi industry is mobilised and speaks with one voice, organised around a common vision. In this regard SANTACO acts as the voice of the industry and as a bargaining platform, by developing relevant policies and engaging with various institutions and the government.

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937 Francis Baard St,
Arcadia,
Pretoria, 0007

Tel: 012 321 1043
Email: info@santaco.org
Website: www.santaco.org

SOUTH AFRICAN ROAD FEDERATION (SARF)

Founded in 1950, SARF provides a meeting point for people across South Africa to share their interest in the local road industry and the administration of roads across the country.

The federation is a member of the International Road Federation Global (IRFG). By liaising with the IRFG Programme Centre in Washington, US, SARF makes the latest global developments in road technology, policy, and management available to local industry. In this way, it disseminates information and promotes sound policies in every aspect of road transport infrastructure and management.

A SANAS Level 1 B-BBEE contributor, SARF runs numerous courses and seminars – all with CPD points accredited by the Engineering Council of South Africa (ECSA) – on various aspects of road design and construction.

All courses are presented by industry experts passionate about sharing the latest developments in their specialised fields. SARF courses are presented to over 1,500 attendees annually in all major South African centres, with new courses constantly being developed.

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48 Gladiator St,
Rhodesfield,
Kempton Park, 1621

Postal address:
PO Box 8379,
Birchleigh, 1621

Tel: 011 394 9025/1459/5634
Website: www.sarf.org.za
Regional offices:
www.sarf.org.za/contact

SOUTH AFRICAN VEHICLE AND BODYBUILDERS ASSOCIATION (SAVABA)

SAVABA, a constituent association of the Retail Motor Industry Organisation (RMI), consists of about 116 active members nationally, all of whom are registered with and regulated by South Africa's National Regulator for Compulsory Specifications (NRCS).

Members build commercial vehicle body applications such as tankers, trailers, refrigerated bodies, and rigid bodies. They also build bus bodies and specialised vehicle body applications such as tow-trucks, ambulances, and off-road vehicles. Some members are also component suppliers to bodybuilders.

SAVABA is accepted as a leading association in the bodybuilding industry and is recognised by the Department of Trade and Industry (DTI). The association's members work closely with original equipment manufacturers (OEMs) through naamsa | The Automotive Business Council.

SAVABA carries the mandate of its members in many arenas. Its main focus is to protect members' interests and influence legislation to the benefit of the industry. The association is well respected as the voice of the vehicle and bodybuilding sector and has voting rights at many relevant forums, including those convened by the DTI, the South African Bureau of Standards (SABS), the Department of Transport, and the NRCS.

In the intensely competitive modern business environment, today's motor industry entrepreneur requires professional, efficient support, as well as infrastructure that meets, and even anticipates, their needs. SAVABA fills this role through a variety of products and services.

Physical address:
RMI, Unit 3A,
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8 Torsvale Crescent,
Umhlanga, 4319

Postal address:
PO Box 403,
Westville, 3629

Tel: 031 266 7031
Email: julian.pillay@rmi.org.za
Website: www.rmi.org.za

SOUTH AFRICAN TRANSPORT AND ALLIED WORKERS UNION (SATAWU)

SATAWU aims to advance and defend the interests of the workers of South Africa in all matters of mutual interest between workers and their employers. In this way the union seeks to improve the standard of living of SATAWU members, workers, and the working class in general. It promotes and defends socio-economic interests against unfair labour practices and dismissals. It also promotes job security, job creation programmes, and resisting dismissals for operational reasons.

SATAWU aims to eradicate all forms of unfair discrimination in the workplace and build and maintain a democratic, worker-controlled union based on the principles of non-racialism, non-tribalism, non-sexism, non-homophobism, and non-xenophobism.

The union seeks to advance and defend democracy and socialism in the workplace, the economy, the country, and internationally. It strives to build solidarity and foster unity, cooperation, and comradeship amongst all workers.

SATAWU is open to all workers employed in public or private industries, trades, occupations, and undertakings in South Africa, including transport services, maritime transport, civil aviation, transport infrastructure services, and property services.

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117 De Korte St,
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Postal address:
PO Box 9451,
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Email: communications@satawu.org.za

SOUTHERN AFRICAN BUS OPERATORS ASSOCIATION (SABOA)

SABOA was established in 1980 to represent the interests of the bus and coach industry at government and stakeholder levels. The association's activities are guided by a vision of being the credible voice of an inclusive, efficient, sustainable, and transforming bus and coach industry which plays a pivotal role in an integrated transport system by facilitating safe, reliable, and affordable services. SABOA plays an important role in the transport policy formulation process and is an active participant in issues that affect the industry. The association is fully transformed and committed to its lobbying, research, education, and member empowerment activities.

LinkedIn: https://za.linkedin.com/company/saboa
Facebook: https://web.facebook.com/SaboaOfficial/
X: https://X.com/SaboaOfficial
YouTube: https://www.youtube.com/playlist?list=PLe04sDiMmldRTPadl-lapgyd0N87DNglS

SABOA Provincial Branch Contact Details Of Chairpersons:
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SABOA Membership Application:
https://www.saboa.co.za/membership.htm#xl_forms
SABOA Associate Members and Partners:
https://www.saboa.co.za/ass_members.htm
National Public Transport Subsidy Policy (Second Draft):
https://www.saboa.co.za/index_htm_files/NPTSubsidyPolicy_SecondDraft.pdf
National Household Travel Survey:
https://www.saboa.co.za/index_htm_files/NHTS%202020.pdf
White Paper National Rail Policy:
https://www.saboa.co.za/index_htm_files/NRP%20Short%20Version.pdf
SABOA Annual Reports:
https://www.saboa.co.za/annual_reports.htm

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61 Central St,
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Tel: 011 511 7641
WhatsApp Group Number:
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Email: saboa@saboa.co.za
Website: www.saboa.co.za

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DEPARTMENT OF TRANSPORT (DoT)

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Western Cape
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Web: www.westerncape.gov.za/tpw/

AFRICAN RAIL INDUSTRY ASSOCIATION (ARIA)

ARIA is a representative of OEMs, rail operators, and rail services companies in industries associated with the rail sector. It is a fully-fledged export council that is acknowledged and supported by South Africa's Department of Trade, Industry and Competition. The association's vision is to have a world-class rail infrastructure criss-crossing Africa, the development of which relies on the potential of African people.

ARIA's mission is to materially advocate for the rail industry as a key sector in driving economic growth and integration of the continent, and one of the key contributors to gross domestic productivity (GDP) across Africa, as well as to consistently improve African modes of transport through rail.

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Johannesburg, 2191

Tel: 011 468 1630 /
079 857 5374
Email: info@aria.org.za
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AIR TRAFFIC AND NAVIGATION SERVICES (ATNS)

The mission of Air Traffic and Navigation Services (ATNS) is to provide safe, efficient, and timeous air traffic management solutions and associated services, while ensuring long-term economic, social, and environmental sustainability.

ATNS is responsible for air traffic control in approximately 10% of the world's airspace. The company's services extend beyond the familiar air traffic control service, into the provision of vital aeronautical information used for all flight planning purposes, as well as search and rescue coordination activities and the maintenance of a reliable navigation infrastructure.

ATNS operations include the supply of aeronautical information, technical maintenance, and aerodrome services; alert, search and rescue coordination services; management of the flexible use of airspace through the Central Airspace Unit (CAMU); support for special events and special requirements, such as test flights and demonstration flights; the implementation and maintenance of a terrestrial-based navigational structure; and the training of licensed air traffic controllers and technical staff through the Aviation Training Academy (ATA).

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1620

Tel: 011 607 1000 /
0860 286 726
Email: debbiek@atns.co.za
minenp@atns.co.za
Website: www.atns.com

AIRPORTS COMPANY SOUTH AFRICA (ACSA)

The mission of the Airports Company South Africa (ACSA) is to develop and manage world-class airports for the benefit of all stakeholders.

The company's strategy is built on collaborative and coherent engagements with its stakeholders. ACSA focuses on strengthening its internal business processes and making the most of its bespoke information technology. ACSA directs substantial attention towards improving its employees' skills and understanding as part of its effort to build human capital.

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1 Jones Rd,
OR Tambo
International Airport,
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Postal address:
PO Box 75480
Gardenview, 2047

Tel: 011 723 1400
Email: customercare@airports.co.za
Website: www.airports.co.za

CROSS-BORDER ROAD TRANSPORT AGENCY (C-BRTA)

The mission of the Cross-Border Road Transport Agency (C-BRTA) is to drive an integrated African continent through excellence in cross-border road transport economic regulation, law enforcement, advisory, and the facilitation of unimpeded flow of goods and people.

The Agency was established to provide advice, regulation, facilitation, and law enforcement in respect of cross-border road transport; to improve the unimpeded flow of freight and passengers in the region; introduce regulated competition in respect of cross-border road transport; reduce operational constraints for the cross-border transport industry as a whole; enhance and strengthen the capacity of the public sector in support of its strategic planning, enabling, and monitoring functions; and empower the cross-border road transport industry to maximise business opportunities and regulate themselves incrementally to improve safety, security, reliability, quality, and efficiency of services.

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350 Witch-Hazel Ave,
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Email: customercare@cbrta.co.za
Website: www.cbrta.co.za

NATIONAL PUBLIC TRANSPORT REGULATOR (NPTR)

The National Public Transport Regulator is a regulatory entity established in terms of Section 20 of the National Land Transport Act, 05 of 2009. It plays a key role in developing norms and standards to guide the development of public transport. The NPTR's functions are to:

1: Monitor and oversee public transport in the country.
2: Receive and decide on inter-provincial operating licence accreditation applications for tourist transport and other services.
3: Oversee public transport services fees and advise the Minister on the making of regulations relating to fares or fare structures.

The NPTR further aims to monitor and evaluate the implementation of the Public Transport Strategy and National Land Transport Act. It is guided by Batho Pele principles, including fairness and equity, public transport innovation, transparency, accountability, and accessibility.

Physical address:
1159 Forum Building,
Cnr Struben & Bosman St,
Pretoria

Postal address:
Department of Transport,
Private Bag X193,
Pretoria, 0001

Helpdesk: 012 309 3227
Applications Processing:
012 309 3982
Monitoring: 012 309 3063
Email: NPTR@dot.gov.za
Website: www.transport.gov.za

PASSENGER RAIL AGENCY OF SOUTH AFRICA (PRASA)

The Passenger Rail Agency of South Africa (PRASA) is a state-owned enterprise responsible for most passenger rail services in the country.

It consists of four branches: Metrorail, which operates commuter rail services in urban areas; Shosholoza Meyl, which operates regional and intercity rail services; Autopax, which operates regional and intercity coach services; and Intersite, which manages the property owned by PRASA.

As a public entity, government initiatives remain a strategy driver for PRASA. This is manifested through legislation, government policies, and strategies, including: National Transport Policy and Public Transport Strategy; legislation such as the National Land Transport Act; the Green Paper on Rail; and economic strategy and job creation initiatives.

Physical address:
30 Wolmarans St, Hillbrow,
Johannesburg, 2017

Postal address:
Private Bag X101,
Braamfontein, 2017

Tel: 012 748 7000
Email: info@prasa.com
Website: www.prasa.com

PORTS REGULATOR OF SOUTH AFRICA (PRSA)

The mission of the Ports Regulator of South Africa is to exercise the economic regulation of the ports system in line with government's strategic objectives; support the development of the ports industry and system; promote equity of access to ports, and facilities and services provided in ports; and monitor the activities of the National Ports Authority to ensure that it performs its functions per the National Ports Act of 2005.

The Regulator has developed directives and policy principles that expand the regulatory framework. These documents define how interested parties can engage in the processes of the Regulator and provide clarity on the process and content standards that all stakeholders can expect from, and in, their engagements in the regulatory processes.

Physical address:
Suite 1101 – 11th Floor,
The Marine Building,
22 Dorothy Nyembe St,
Durban, 4001

Postal address:
Private Bag X54322,
Durban, 4000

Tel: 031 365 7800
Email: info@portsregulator.org
Website: www.portsregulator.org

RAILWAY SAFETY REGULATOR (RSR)

The mission of the Railway Safety Regulator (RSR) is to oversee and promote safe railway operations through appropriate support, monitoring, and enforcement, guided by an enabling regulatory framework.

The RSR's functions are to oversee the safety of railway transport, while operators remain responsible for managing the safety of their operations; promote improved safety performance to encourage the use of rail; monitor and ensure compliance through conducting audits, inspections, and occurrence investigations; develop regulations; conclude appropriate cooperative agreements or other arrangements with organs of state to ensure effective management of safe railway operations; and promote the harmonisation of the railway safety regime of South Africa with SADC railway operations.

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Woodmead Drive,
Waterfall City, Midrand, 1685

Postal address:
PO Box 7104,
Centurion, 0046

Tel: 010 495 5391 /
0800 444 888
Email: helpdesk@rsr.org.za
Website: www.rsr.org.za

ROAD ACCIDENT FUND (RAF)

The Road Accident Fund (RAF) provides compulsory cover to all users of South African roads, both citizens and foreigners, against injuries sustained or death arising from accidents involving motor vehicles within the borders of South Africa. This cover is in the form of indemnity insurance to persons who cause the accident, as well as personal injury and death insurance to victims of motor vehicle accidents and their families.

The RAF is responsible for: providing appropriate cover to all road users within the borders of South Africa; rehabilitating and compensating persons injured as a result of motor vehicles in a timely and caring manner; and actively promoting the safe use of all South African roads.

The client base of the RAF comprises not only the South African public but all foreigners within the borders of the country. The RAF provides two types of cover, namely personal insurance cover to accident victims or their families, and indemnity cover to wrongdoers.

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087 820 1111
Email: customerservices@raf.co.za
Website: www.raf.co.za

ROAD TRAFFIC INFRINGEMENT AGENCY (RTIA)

The mission of the Road Traffic Infringement Agency (RTIA) is to encourage compliance with road traffic laws in South Africa through targeted road user community education and communication programmes; promotion of procedurally fair, lawful, and reasonable administrative adjudication; levying of penalties; imposing of demerit points; effective administration and management of the suspension and cancellation of driving licences and operator cards; and rewarding of compliant road users.

The agency's strategic outcome-orientated goals are to: discourage and penalise contravention of road traffic laws; encourage payment of penalties; create public awareness and education; administrate and resource the RTIA; and roll out the Administrative Adjudication of Road Traffic Offences (AARTO) across the country.

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RTIA Head Office,
10 Matuka Close,
Carlswald,
Midrand , 1684

Postal address:
PO Box 6341, Halfway House,
Midrand, 1685

Tel: 087 285 0500
Website: www.rtia.co.za

ROAD TRAFFIC MANAGEMENT CORPORATION (RTMC)

The Road Traffic Management Corporation (RTMC) was established as a partnership between the national, provincial, and local spheres of government to: enhance the overall quality of road traffic services provision and, in particular, ensure safety, security, order, discipline, and mobility on the roads; protect road infrastructure and the environment through the adoption and implementation of innovative technology; phase out, where appropriate, public funding and phase in private sector investment in road traffic matters on a competitive basis; introduce commercial management principles to inform and guide road traffic governance and decision-making in the interest of enhanced service provision; optimise the utilisation of public funds; regulate, strengthen, and monitor intergovernmental contact and cooperation in road traffic matters; improve the exchange and dissemination of information on road traffic matters; stimulate research in road traffic matters and effectively utilise the resources of existing institutes and research bodies; and develop human resources in the public and private sectors that are involved in road traffic matters.

Physical address:
Centurion Gate Business Park,
Block A to D,
146 Akkerboom St,
Zwartkop, 0157

Postal address:
Private Bag X147,
Pretoria, 0001

Tel: 012 999 5200
Email: info@rtmc.co.za
Website: www.rtmc.co.za

SOUTH AFRICAN CIVIL AVIATION AUTHORITY (SACAA)

The South African Civil Aviation Authority (SACAA) is a Schedule 3A public entity in terms of the Public Finance Management Act (PFMA). It was established on 1 October 1998, following the enactment of the now-repealed South African Civil Aviation Authority Act 40 of 1998.

The Act was repealed as a whole and replaced by the Civil Aviation Act 13 of 2009, which provides for the establishment of a stand-alone authority mandated with controlling, promoting, regulating, supporting, developing, enforcing, and continuously improving levels of safety and security throughout the civil aviation industry. The above is to be achieved by complying with the Standards and Recommended Practices (SARPs) of the International Civil Aviation Organisation (ICAO), whilst considering the local context. SACAA is an agency of the Department of Transport (DoT).

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Ikhaya Lokundiza,
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Midrand, Johannesburg

Postal address:
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Halfway House, 1685

Tel: 011 545 1000 /
0860 267 435
Email: clientcare@caa.co.za
Website: www.caa.co.za

SOUTH AFRICAN MARITIME SAFETY AUTHORITY (SAMSA)

The mission of the South African Maritime Safety Authority (SAMSA) is to promote South Africa's maritime interests and development to position the country as an international Maritime Centre while ensuring maritime safety, health, and environmental protection.

Its primary areas of responsibility include: participating in the development and implementation of national and international maritime safety and marine environment protection standards; enforcing technical and operational standards for all shipping operations in South African waters and for South African ships anywhere, in order to promote responsible operations in terms of seaworthiness, safety, and pollution prevention; enforcing training standards and competency of seafarers; managing the national capability to respond to marine pollution incidents and other maritime emergencies; operating the Maritime Rescue Coordination Centre to coordinate maritime assistance services, and detect the location and coordinate maritime rescues throughout the internationally agreed South African Search and Rescue Region; and overseeing the provision of maritime distress and safety communications services to discharge South Africa's responsibilities under the Global Maritime Distress and Safety System.

Physical address:
154 Lunnon Rd,
Hillcrest,
Pretoria, 0083

Postal address:
PO Box 13186,
Hatfield, 0028

Tel: 012 366 2600
Website: www.samsa.org.za
Regional offices: www.samsa.org.za/Pages/Contact-Us.aspx

THE SOUTH AFRICAN NATIONAL ROADS AGENCY (SANRAL)

The vision of the South African National Roads Agency (SANRAL) is to ensure that the national road transport system delivers a better South Africa for all. Amongst others, SANRAL's strategic objectives are to:

- Improve SANRAL's reputation.
- Provide and manage a safe national road network (primary avenues of mobility) to enable and contribute to economic growth and social development.
- Utilise the primary road network system to spatially transform South Africa (integrated cities; accessible resources, services, facilities, and locations).
- Democratise the provision of the road network through broad-based black economic empowerment and transformation.
- Ensure relevance and grow the footprint and impact of SANRAL by positively impacting on communities where we work, building cooperative relationships with other road authorities and departments for effective delivery, developing the capability and capacity of other roads authorities, and enhancing job creation.

Physical address:
48 Tambotie Ave,
Val De Grace,
Pretoria, 0184

Postal address:
PO Box 415,
Pretoria, 0001

Tel: 012 844 8000
Email: info@nra.co.za
Website: www.nra.co.za

SOUTHERN AFRICAN RAIL ASSOCIATION (SARA)

The SADC Protocol on Transport, Communications, and Meteorology (PTCM), Article 13.13, specified the formation of regional associations for each transport mode. SARA was formed in 1996 as the entity for railways, and its mandate is defined in Article 7 of the PTCM.

SARA's objective is to bring about fair intermodal competition among surface transport modes through lobbying for a policy shift to promote intermodal equity between road and rail. SARA has repositioned itself to effectively collaborate with its stakeholders, regional economic communities, and international development partners to enhance railway transport services at regional, continental, and global levels.

SARA's 14th Rail Conference and Exhibition will be held on 26 to 29 August 2025 at the Sandton Convention Centre in Johannesburg, South Africa.

Physical address:
67 Fife Ave,
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Email: sara@sararail.org
Website: www.sararail.org

Conference organisers:
Tel: 011 452 4991 /
011 450 3808
Email: dominic@sararailconference.com / info@sararailconference.com
Website: www.sararailconference.com

PROVINCIAL REGULATORY ENTITIES / OPERATING LICENCE BOARDS FOR BUS PERMITS AND OPERATING LICENCES

PROVINCE: EASTERN CAPE

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Nadia van Skalkwyk	Secretariat	011 870 9300	nadia.vanskalkwyk@gauteng.gov.za
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PROVINCE: KWAZULU-NATAL

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PROVINCE: LIMPOPO

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PROVINCE: MPUMALANGA

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PROVINCE: NORTH WEST

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TOLL TARIFFS AND DISCOUNTS APPLICABLE TO THE CONVENTIONAL TOLL PLAZA, EFFECTIVE 01 MARCH 2024

Managed by SANRAL Bakwena N1N4 toll

PLAZA		CLASS 1	CLASS 2	CLASS 3	CLASS 4
N1					
HUGUENOT	Mainline	R50.50	R140.00	R218.00	R354.00
VAAL	Mainline	R84.50	R159.00	R191.00	R255.00
GRASMERE	Mainline	R25.50	R76.00	R89.00	R117.00
	Ramp (N)	R13.00	R38.00	R44.00	R58.00
	Ramp (S)	R13.00	R38.00	R44.00	R58.00
VERKEERDEVLEI	Mainline	R72.50	R145.00	R219.00	R306.00
STORMVOËL	Ramp	R12.00	R29.50	R 34.00	R 41.00
ZAMBESI	Ramp	R14.00	R35.00	R 41.00	R 50.00
PUMULANI	Mainline	R15.50	R38.00	R 45.00	R 54.00
WALLMANSTHAL	Ramp	R7.00	R17.50	R 21.00	R 24.50
MURRAYHILL	Ramp	R14.00	R35.00	R 42.00	R49.00
HAMMANSKRAAL	Ramp	R33.00	R113.00	R 123.00	R 141.00
CAROUSEL	Mainline	R71.00	R190.00	R 210.00	R 243.00
MAUBANE	Ramp	R30.50	R83.00	R 91.00	R 105.00
KRANSKOP	Mainline	R57.00	R145.00	R194.00	R238.00
	Ramp	R15.50	R42.00	R50.00	R75.00
NYL	Mainline	R73.50	R138.00	R166.00	R223.00
	Ramp	R23.00	R42.00	R50.00	R64.00
SEBETIELA	Ramp	R23.00	R42.00	R53.00	R71.00
CAPRICORN	Mainline	R59.00	R162.00	R189.00	R237.00
BAOBAB	Mainline	R57.00	R156.00	R214.00	R257.00
N2					
TSITSIKAMMA	Mainline/Ramp	R67.50	R170.00	R405.00	R572.00
IZOTSHA	Ramp	R12.00	R21.00	R29.00	R50.00
ORIBI	Mainline	R37.50	R67.00	R92.00	R150.00
	Ramp (S)	R17.50	R32.00	R43.00	R68.00
	Ramp (N)	R20.50	R35.00	R50.00	R92.00
UMTENTWENI	Ramp	R16.00	R28.00	R39.00	R64.00
KING SHAKA AIRPORT	Ramp	R8.00	R16.00	R24.00	R32.00
OTHONGATHI	Mainline	R14.50	R30.00	R39.00	R57.00
	Ramp (S)	R7.00	R16.00	R20.00	R29.00
	Ramp (N)	R7.00	R16.00	R20.00	R29.00

Do note that this booklet is an explanatory document and does not replace the Government Gazette Nos.50083 and 50084 on adjusted toll tariffs as published on 6 February 2024.

Managed by SANRAL | Bakwena N1N4 toll | N3TC | TRAC TRANS AFRICAN CONCESSIONS

PLAZA		CLASS 1	CLASS 2	CLASS 3	CLASS 4
N2 CONTINUED					
MVOTI	Mainline	R17.50	R48.00	R64.00	R96.00
MANDINI	Ramp	R9.50	R18.00	R22.00	R29.00
DOKODWENI	Ramp	R25.00	R49.00	R57.00	R78.00
MTUNZINI	Mainline	R59.00	R113.00	R135.00	R200.00
	Ramp (S)	R49.00	R92.00	R110.00	R159.00
	Ramp (N)	R10.50	R21.00	R25.00	R42.00
N3					
MARIANNHILL	Mainline	R15.50	R28.00	R34.00	R53.00
MOOI	Mainline	R66.00	R160.00	R225.00	R305.00
	Ramp (S)	R46.00	R112.00	R157.00	R213.00
	Ramp (N)	R20.00	R48.00	R67.00	R91.00
TREVERTON	Ramp	R20.00	R48.00	R67.00	R91.00
BERGVILLE	Ramp	R28.00	R33.00	R61.00	R94.00
TUGELA	Mainline	R94.00	R155.00	R244.00	R337.00
TUGELA EAST	Ramp (E)	R58.00	R96.00	R143.00	R198.00
WILGE	Mainline	R88.00	R151.00	R201.00	R286.00
DE HOEK	Mainline	R63.00	R98.00	R150.00	R216.00
N4					
PELINDABA	Mainline	R7.50	R14.00	R20.00	R25.00
QUAGGA	Mainline	R6.00	R11.00	R15.00	R20.00
SWARTRUGGENS	Mainline	R97.00	R242.00	R294.00	R345.00
KROONDAL	Ramp	R19.00	R45.00	R51.00	R60.00
MARIKANA	Mainline	R28.50	R68.00	R76.00	R91.00
BUFFELSPOORT	Ramp	R19.00	R45.00	R51.00	R60.00
BRITS	Mainline	R19.00	R66.00	R72.00	R85.00
K99	Ramp	R19.00	R47.00	R55.00	R66.00
DOORNPOORT	Mainline	R19.00	R47.00	R55.00	R66.00
DONKERHOEK	Ramp	R16.00	R22.00	R33.00	R63.00
CULLINAN	Ramp	R20.00	R32.00	R48.00	R81.00
DIAMOND HILL	Mainline	R47.00	R66.00	R125.00	R207.00
VALTAKI EAST	Ramp	R37.00	R52.00	R76.00	R172.00
EKANDUSTRIA EAST	Ramp	R29.00	R44.00	R61.00	R123.00
MIDDELBURG	Mainline	R79.00	R172.00	R261.00	R343.00
MACHADODORP	Mainline	R118.00	R329.00	R479.00	R685.00
NKOMAZI	Mainline	R89.00	R182.00	R264.00	R380.00

Managed by SANRAL

PLAZA		CLASS 1	CLASS 2	CLASS 3	CLASS 4
N17					
GOSFORTH	Mainline	R15.50	R42.00	R46.00	R64.00
	Ramp (W)	R8.50	R18.00	R23.00	R31.00
	Ramp (E)	R7.00	R26.00	R29.00	R39.00
DALPARK	Mainline	R14.50	R30.00	R39.00	R53.00
DENNE	Ramp	R12.50	R25.00	R32.00	R43.00
LEANDRA	Mainline	R46.50	R118.00	R176.00	R234.00
	Ramp	R28.00	R71.00	R105.00	R140.00
TRICHARDT	Mainline	R23.50	R58.00	R89.00	R117.00
ERMELO	Mainline	R41.50	R105.00	R157.00	R209.00
R30/R730/R34					
BRANDFORT	Mainline	R58.00	R116.00	R174.00	R245.00

All tariffs include VAT

The tariffs include value-added tax (VAT) as provided for in the Value-Added Tax Act, 1991 (Act No. 89 of 1991).

Commercial • Agricultural • Aftermarket

BPW Landing Gear
SUPPORTING THE LOAD

Increase the efficiency and safety of your trailer with the BPW landing gear.

Advantages

ROBUST
The reinforced shaft and the continuous fastening plate guarantee optimum strength.
BPW Landing legs support 40kN lateral forces and 47kN in driving direction.

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Low crank forces required during operation and make day-to-day use easier.
Mounting plates made for easy and flexible installation.

ECONOMICAL
The BPW Landing gear is particularly light weight.
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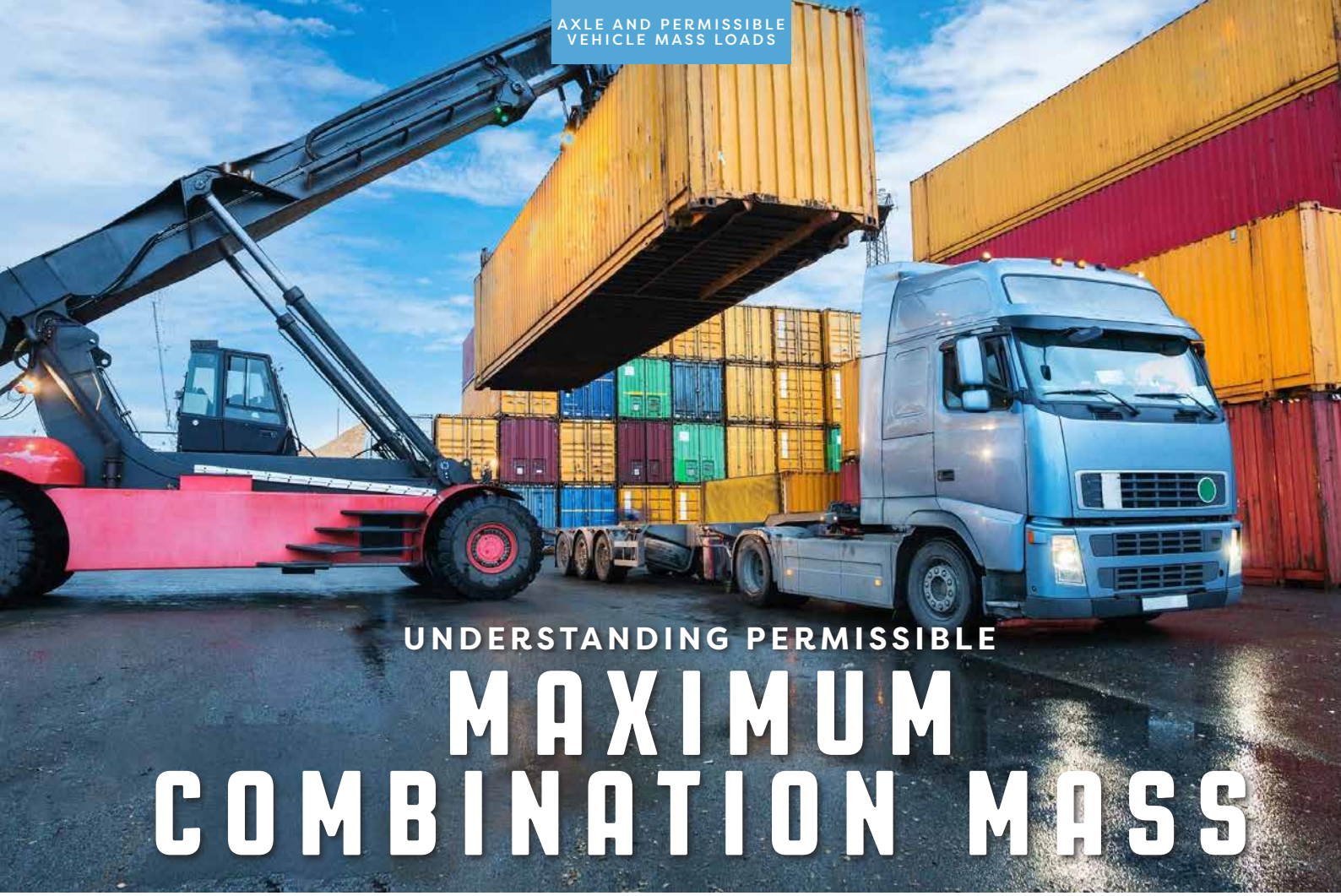
You are always in a good position with BPW.

BPW Axles (Pty) Ltd
Tel (011) 681-3300, (011) 680-1443
E-mail: bpwsales@bpw.co.za I **Website: www.bpw.co.za**

we think transport

AXLE MASS LOADS AND DIMENSIONS

Axle mass restrictions	
Single axle (steering) – single tyres	7,700kg
Single axle – single tyres	8,000kg
Single axle – dual tyres (four tyres)	9,000kg
Tandem axle unit – single tyres	16,000kg
Tandem axle unit – dual tyres	18,000kg
Tridem axle unit – singles or duals	24,000kg
Maximum permissible combination mass	56,000kg
Maximum dimensional restrictions	
Overall length	
Any vehicle excluding a semi-trailer	12.5m
Articulated unit	18.5m
Full trailer excluding drawbar (GVM exceeds 12,000kg)	12.5m
Full trailer including drawbar (GVM does not exceed 12,000kg)	12.5m
Overall length, excluding drawbar, of a trailer with one axle/axle unit other than a semi-trailer: (i) GVM exceeds 12,000kg (ii) GVM does not exceed 12,000kg	 11.3m 8.0m
Overall width	
Overall vehicle width (GVM is 12,000kg and over)	2.6m
Overall vehicle width (GVM is under 12,000kg)	2.5m
Overall height	
Maximum vehicle height	4.3m
Wheelbase	
Semi-trailer	10.0m
All other vehicles	8.5m
Front overhang In the case of a front-axle unit, the front overhang is measured from the foremost axle and not the centre of the axle unit.	
Semi-trailer	1.8m
Goods vehicle	60% of wheelbase, or
a) if the driver's seat is not more than 1.7m from the front end	6.2m minus half the wheelbase
b) any other goods vehicle (including a trailer)	5.8m minus half the wheelbase
Rear overhang (measured from the rearmost axle)	
Refuse collectors, roadmaking and road construction vehicles, buses, and farming vehicles	70% of wheelbase
A trailer with one axle or one axle unit (excluding a semi-trailer)	50% of body length
Any goods vehicle	60% of wheelbase
Load projections Load projection must not be confused with overhang. Basically, overhang is part of the vehicle, whereas projection is that part of the load extending beyond the front end and/or rear end of the vehicle.	
Maximum load projections	
Side load projection: a) in the case of a goods vehicle with a GVM exceeding 12,000kg maximum on each side of the longitudinal centre line b) in the case of any other goods vehicle	 1.3m 1.25m
Front load projection on all goods vehicles – the projection of the load beyond the front of the vehicle, or the front overhang plus the front load projection must not exceed the front overhang as prescribed in regulation 356 (1) (b).	300mm
Rear load projection on all goods vehicles – the projection of the load beyond the rear end of the vehicle	1.8m
Note: the combined length of a vehicle or combination of vehicles plus front or rear load projection must not exceed the prescribed overall length of the vehicle or combination.	
Drawbar length	
Maximum length of conventional drawbar	2.0m
Length of an underslung drawbar – the maximum drawbar length is not prescribed, but the maximum distance between the rear end of the towing vehicle and the front end of the trailer must not exceed	2.5m
Maximum axle mass loads and dimensions for buses	
Maximum length of a rigid bus	15m
Maximum length of a train bus	22m
Maximum length of a Rapid Transport Bus train	26m
Maximum width of a bus (front wheel track must exceed 1.9m)	2.6m
Maximum axle mass load on a Rapid Transport Bus train (dual wheels – non-steering)	13,000kg
Maximum axle mass load on a Rapid Complementary or Trunk Bus (dual wheels – non-steering)	12,000kg
Maximum axle mass load on any other bus (dual wheels – non-steering)	10,200kg



UNDERSTANDING PERMISSIBLE

MAXIMUM COMBINATION MASS

OVERLOADED GOODS VEHICLES CAUSE CONSIDERABLE DAMAGE TO ROAD INFRASTRUCTURE – BUT UNDERSTANDING HOW PERMISSIBLE MAXIMUM COMBINATION MASS IS DETERMINED WILL HELP TRUCK OPERATORS TO STAY WITHIN THE LAW. VIC OLIVER AND NICK PORÉE EXPLAIN.

Confusion and a lack of understanding regarding the permissible maximum combination mass rating of a truck tractor are common in the trucking industry since this information is not displayed on a vehicle's data plate.

The information cannot be stamped on the data plate; it is determined by various calculations based on a number of regulatory factors, including:

- Maximum permissible mass on a single steering axle is 7,700kg.
- Maximum permissible mass of a tandem (two-axle) bogie is 18,000kg.
- Maximum permissible mass of a tridem (three-axle) bogie is 24,000kg.
- Gross combination mass (GCM) of the truck tractor's manufacturer.
- The sum of the legal axle mass loads (e.g., 7,700 + 18,000 = 25,700kg).
- Power-to-mass ratio (240kg of gross vehicle mass (GVM)/GCM per kW of engine power).
- The Bridge Formula: (2,100 x L) + 18,000kg.
- Traction ratio: 20% of the GVM/GCM on the drive axles.
- Maximum vehicle combination length is 22m.
- Steering ratio (11% of GVM/GCM on the steering axle).

Truck manufacturers determine the vehicle's GVM and GCM rating and stamp it onto the data plate, which is usually fixed to the truck tractor's left-hand door. No vehicles or combinations should be operated if GCM limits are exceeded.

The sum of legal axle mass loads is determined by adding the mass load on each axle in the combination and recording the total. The regulation is designed to ensure that neither individual axle legal weight limits nor the gross combination limit are exceeded.

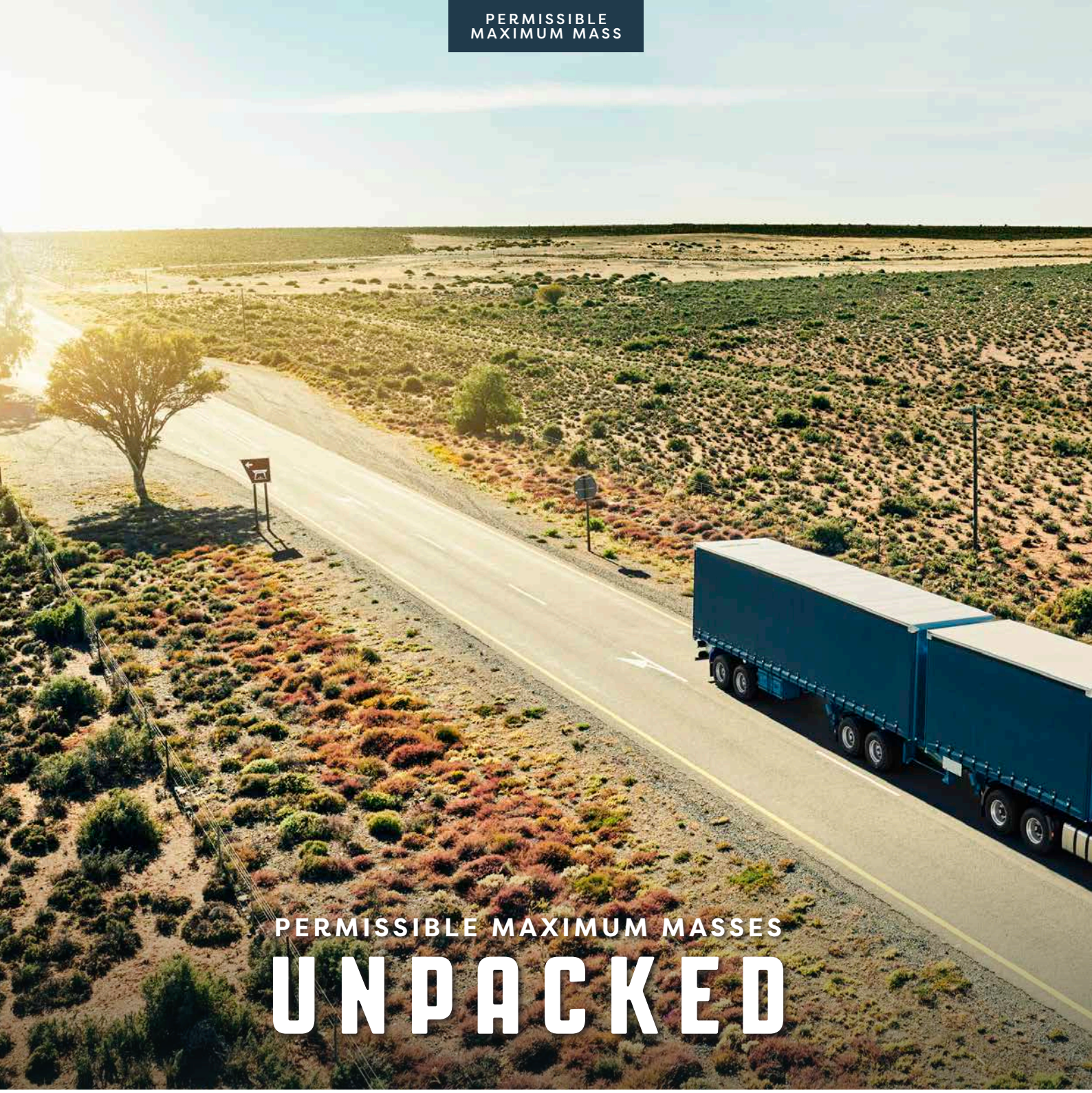
The regulation pertaining to the traction ratio is designed to ensure that the drive axle or axles have sufficient traction on the road surface to eliminate wheel slippage. The regulation limits the maximum permissible combination mass of a 4x2 truck tractor to 45,000kg.

The road traffic regulation states that the truck engine must deliver a minimum of one kilowatt for every 240kg of GVM/GCM. To determine the maximum combination mass, multiply the truck tractor's kilowatt rating by 240. This regulation is there to ensure that the vehicle has sufficient power to maintain a road speed that does not impede other traffic.

The Bridge Formula – a mathematical equation – is designed to protect bridges and structures by ensuring that the axle spread of a vehicle or combination of vehicles is sufficient to eliminate point loading.

The regulation states that on a public road no person is permitted to operate a vehicle – or combination of vehicles – the wheels of which are fitted with pneumatic tyres, if the total mass load of any group of axles exceeds the mass (in kilograms) determined by multiplying the distance in metres between axles (or axle groups) by 2,100 and adding 18,000.

For example, a truck tractor coupled to a set of standard interlink trailers would have a distance of about 19m between its front axle and the rear axle of the back trailer. Therefore (19 x 2,100) + 18,000 = 57,900kg. The maximum permissible GCM is 56,000kg. F



PERMISSIBLE MAXIMUM MASSES

UNPACKED

DO YOU NEED TO DETERMINE THE PAYLOAD OF A GOODS VEHICLE OR COMBINATION OF VEHICLES? YOU MUST ADHERE TO THE LOAD/MASS LIMITS IMPOSED BY THE NATIONAL ROAD TRAFFIC ACT (NRTA), ACT 93 OF 1996, AS AMENDED.

It is important for operators to select an appropriate vehicle or combination of vehicles to enable them to convey the required payload. The NRTA prescribes limits which may not be exceeded for masses on wheels, axles, axle units, vehicles, and combinations. These masses are referred to as permissible maximum masses.

Should a person operate a vehicle on a public road in excess of the limits prescribed, any person found in contravention of the limits is guilty of an offence. Selecting the incorrect vehicle may result in an offence being committed and the vehicle being detained until the load is corrected.

In the regulations listed herein, the NRTA specifies the legally permissible limits. Exceeding these limits exposes an operator to the possibility of prosecution when weighed at a traffic control centre. Overloading causes significant damage to road infrastructure and may impact the safe operation of a vehicle or combination.

Many operators simply subtract the tare mass(es) of the vehicle(s) from the manufacturer's gross vehicle

mass (GVM) or gross combination mass (GCM). This does not consider the additional mass of the driver, their assistant, fuel, or any other equipment fitted to or on the vehicle, which is not standard to the model.

This may significantly reduce the vehicle's payload – potentially by one tonne or more for a combination of vehicles. Taking these masses into account, the operator is using the "unladen mass" rather than "tare mass". The "unladen mass" should be subtracted from the "permissible maximum mass" of the vehicle or combination of vehicles, of which the GVM or GCM are just one of six aspects considered. This will allow the proper determination of the vehicle or combination's payload.

The "permissible maximum mass" of the vehicle or combination of vehicles uses the smallest mass determined when considering the following six factors (regulation 236):

a. The sum of the permissible maximum axle and axle unit massloads of all axles on a vehicle or combination of vehicles (regulation 234 and 235),
b. The GVM or GCM of the vehicle or combination of vehicles (regulation 236 and 237),
c. The bridge formula (regulation 241),
d. Engine power in kilowatts x 240 (regulation 239(2)(b),
e. Drive axle mass x 5 (regulation 239(3),
f. The proviso in the NRTA that limits all combinations to 56,000kg (regulation 237(2).

DEFINITIONS

combination of motor vehicles – means two or more motor vehicles coupled together.

gross combination mass (GCM) – in relation to a motor vehicle which is used to draw any other motor vehicle, means the maximum mass of any combination of motor vehicles, including the drawing vehicle and load as specified by the manufacturer thereof or, in the absence of such specification, as determined by the registering authority.

gross vehicle mass (GVM) – in relation to a motor vehicle, means the maximum mass of such vehicle and its load as specified by the manufacturer thereof or, in the absence of such specification, as determined by the registering authority.

operate on a public road – or any like expression, in relation to a vehicle, means to use or drive a vehicle or to permit a vehicle to be used or driven on a public road, or to have or to permit a vehicle to be on a public road.

operator – means the person responsible for the use of a motor vehicle of any class contemplated in Chapter VI, and who has been registered as the operator of such vehicle.

public road – means any road, street, or thoroughfare or any other place (whether a thoroughfare or not) which is commonly used by the public or any section thereof or to which the public or any section thereof has a right of access, and includes:

(a) the verge of any such road, street, or thoroughfare;
(b) any bridge, ferry, or drift traversed by any such road, street, or thoroughfare; and
(c) any other work or object forming part of or connected with or belonging to such road, street, or thoroughfare.

semi-trailer – means a trailer having no front axle and so designed that at least 15% of its tare is super-imposed on and borne by a vehicle drawing such trailer.

tare – in relation to a motor vehicle, means the mass of such vehicle ready to travel on a road and includes the mass of:

(a) any spare wheel and of all other accessories and equipment supplied by the manufacturer as standard for the particular model of motor vehicle concerned;
(b) anything which is a permanent part of the structure of such vehicle;
(c) anything attached to such vehicle so as to form a structural alteration of a permanent nature; and

(d) the accumulators, if such vehicle is self-propelled by electrical power,

but does not include the mass of:

(i) fuel; and

(ii) anything attached to such vehicle which is not of the nature referred to in paragraph (b) or (c).

truck-tractor – means a motor vehicle designed or adapted:

(a) for drawing other vehicles; and

(b) not to carry any load other than that imposed by a semi-trailer or by ballast,

but does not include a tractor or a haulage tractor (see definition of tractor and semi-trailer).

REGULATIONS

Regulation 234 – Permissible maximum axle massload of vehicle

(1) No person shall operate on a public road a minibus, bus, tractor or goods vehicle if the permissible maximum axle massload of such vehicle is exceeded.

(2) The permissible maximum axle massload of a vehicle shall be the least of the mass limits determined by—

(a) regulation 238(1) in respect of a vehicle fitted with pneumatic tyres or regulation 238(2) and 243 in respect of a vehicle fitted with tyres other than pneumatic tyres;

(b) regulation 239(1)(a)(ii); and

(c) regulation 240(a), (b) and (c).

Regulation 235 – Permissible maximum axle unit massload of vehicle

(1) No person shall operate on a public road a minibus, bus, tractor or goods vehicle if the permissible maximum axle unit massload of such vehicle is exceeded.

(2) The permissible maximum axle unit massload of a vehicle shall be the least of the mass limits determined by—

(a) regulation 238(1) in respect of a vehicle fitted with pneumatic tyres or regulation 238(2) and 243 in respect of a vehicle fitted with tyres other than pneumatic tyres;

(b) regulation 239(1)(a)(iii); and

(c) regulation 240(d), (e), (f) and (g).

Regulation 236 – Permissible maximum vehicle mass

(1) No person shall operate on a public road a minibus, bus, tractor or goods vehicle if the permissible maximum vehicle mass of such vehicle is exceeded.

(2) The permissible maximum vehicle mass of a vehicle shall be the least of the mass limits determined by—

(a) the sum of all the permissible maximum axle massloads and axle unit massloads of the vehicle as contemplated in regulations 234 and 235;

(b) regulation 239(1)(a)(i);

(c) regulation 239(2);

(d) regulation 239(3); and

(e) regulation 241:

Provided that the permissible maximum vehicle mass of such vehicle shall not exceed 56,000kg.

Regulation 237 – Permissible maximum combination mass

(1) No person shall operate on a public road a combination of vehicles where the drawing vehicle is a minibus, bus, tractor or goods vehicle, if the permissible maximum combination mass of such combination is exceeded.

(2) The permissible maximum combination mass of a combination of vehicles shall be the least of the mass limits determined by—

(a) the sum of all the permissible maximum axle massloads and axle unit massloads of the combination of vehicles as contemplated in regulations 234 and 235;

(b) regulation 239(1)(b);

(c) regulation 239(2);

(d) regulation 239(3); and

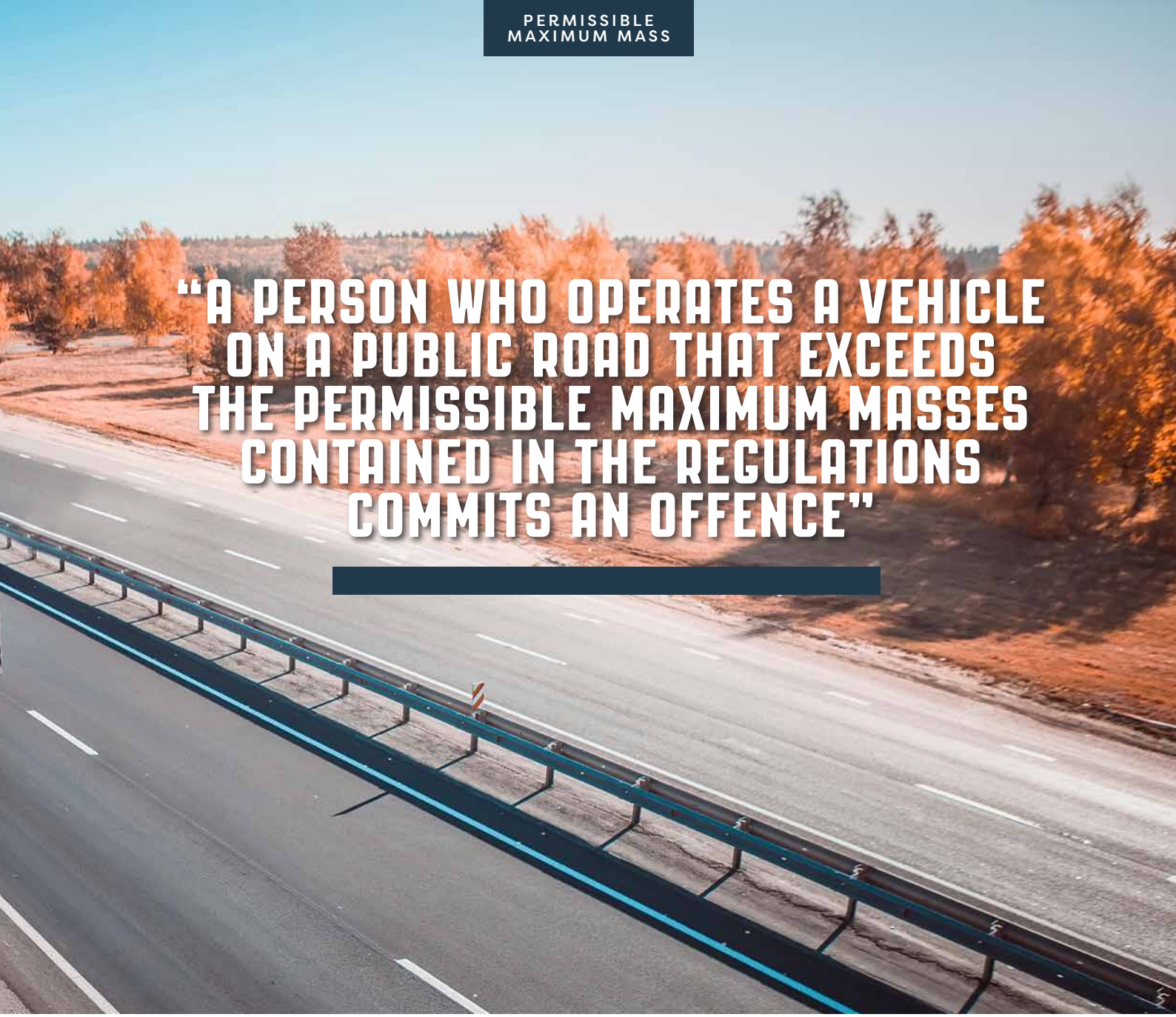
(e) regulation 241:

Provided that the permissible maximum combination mass of such combination shall not exceed 56,000kg.

Regulation 238 – Load on tyres

(1) No person shall operate on a public road a motor vehicle—

(a) which is fitted with pneumatic tyres, where any



"A PERSON WHO OPERATES A VEHICLE ON A PUBLIC ROAD THAT EXCEEDS THE PERMISSIBLE MAXIMUM MASSES CONTAINED IN THE REGULATIONS COMMITS AN OFFENCE"

wheel massload is in excess of the wheel massload referred to in the appropriate part of the standard specification SABS 1550 "Motor Vehicle Tyres and Rims: Dimensions and Loads", Part 1: "General", Part 2: "Passenger car tyres", and Part 3: "Commercial vehicle tyres"; or

(b) where any pneumatic tyre is not mentioned in the standard specification referred to in paragraph (a), where the wheel massload is in excess of the wheel massload approved by the manufacturer of the tyre concerned:

Provided that for the purposes of determining the pressure in a tyre the temperature of the tyre shall be disregarded.

(2) No person shall operate on a public road any vehicle fitted with tyres, other than pneumatic tyres, if the wheel massload exceeds eight kilograms per one millimetre width of any such tyre.

Regulation 239 – Gross vehicle mass, gross axle massload, gross axle unit massload, gross combination mass, power to mass ratio and axle massload of driving axle to total mass ratio not to be exceeded

(1) No person shall operate on a public road a minibus, bus, tractor or goods vehicle—

(a) if—

(i) the gross vehicle mass;

(ii) any gross axle massload; or

(iii) any gross axle unit massload,

is exceeded;

(b) drawing any other motor vehicle if the gross combination mass is exceeded.

(2) No person shall operate on a public road a vehicle which is a minibus, bus, tractor or goods vehicle if the mass in kilograms of such vehicle or of a combination of vehicles of which such firstmentioned vehicle forms a part, whether laden or unladen, exceeds a figure arrived at by multiplying the net power in kilowatts of the engine of such vehicle as determined in accordance with or calculated with due regard to SANS 10013 "The determination of performance (at net power) of internal combustion engines Part 1: Road vehicle internal combustion engines at sea level",

"The determination of performance (at net power) of internal combustion engines Part 2: Compression ignition engines at altitudes" and "The determination of performance (at net power) of internal combustion engines Part 3: Agricultural vehicle internal combustion engines at sea level"—

(a) in the case of the drawing vehicle being a tractor by 400; or

(b) in the case of any other vehicle by 240.

(3) No person shall operate on a public road a vehicle which is a minibus, bus, tractor or goods vehicle if the mass in kilograms of such vehicle or of a combination of vehicles of which such firstmentioned vehicle forms a part, whether laden or unladen, exceeds five times the total axle massload of the driving axle or axles of such vehicle:

Provided that where the drawing vehicle in a combination of vehicles is a haulage tractor, the mass in kilograms of such combination of vehicles may not exceed six times the total axle mass load of the driving axle or axles of such vehicle, whether the combination is laden or unladen.

Regulation 240 – Massload carrying capacity of road

(1) No person shall operate on a public road a motor vehicle or a combination of motor vehicles, the wheels of which are fitted with pneumatic tyres, if—

(a) the wheel massload of wheels—

(i) which are fitted to a steering axle, exceeds 3,850kg; or

(ii) which are fitted to axles other than a steering axle, exceeds 4,000kg;

(b) the axle massload of an axle fitted with two or three wheels and—

(i) which is a steering axle, exceeds 7,700kg; or

(ii) which is an axle other than a steering axle, exceeds 8,000kg;

(c) the axle massload of an axle fitted with four wheels and—

(i) which is fitted to a vehicle designed to compact refuse and which is carrying such refuse, exceeds 10,200kg;

(ii) which is fitted to a breakdown vehicle, exceeds 10,200kg;

(iii) which is placed in the rear or middle of a bustrain, exceeds 10,200kg;

Provided that in the case of a bus rapid transport bus-train the limit on the drive axle shall be 13,000kg and on the other non-steering axle shall be 13,000kg.

(iv) which is fitted to a bus, other than a bustrain, exceeds 10,200kg; or

Provided that in the case of a rapid transport complementary bus, or a rapid transport trunk bus, this limit shall be 12,000kg.

(v) which is not mentioned in items (i) to (iv), exceeds 9,000kg;

(d) the axle massload of an axle unit which consists of two axles, each of which are fitted with two or three wheels, and—

(i) which is a steering axle unit, exceeds 15,400kg; or

(ii) which is an axle unit other than a steering axle unit, exceeds 16,000kg;

(e) the axle massload of an axle unit which consists of two axles, each of which are fitted with four wheels, and—

(i) which is fitted to a vehicle, except a trailer, designed to compact refuse and which is carrying such refuse, exceeds 20,400kg;

(ii) which is fitted to a breakdown vehicle, exceeds 20,400kg; or

(iii) which is not mentioned in items (i) and (ii), exceeds 18,000kg;

(f) the axle massload of an axle unit which consists of three or more axles, each of which are fitted with two or three wheels, and—

(i) which is a steering axle unit, exceeds 23,100kg; or

(ii) which is an axle unit other than a steering axle unit, exceeds 24,000kg; or

(g) the axle massload of an axle unit which consists of three or more axles, each of which are fitted with four wheels, exceeds 24,000kg; and

(h) the axle massload of an axle unit which consists of two axles, one of which is a drive axle with four wheels and the other is an axle with two wheels, and which is fitted to a rapid transport bus, if the sum of the two axle mass loads exceeds 18,200kg.

Provided that the limitations on steering axles and steering axle units in paragraph (a), (b), (d) and (f) above, do not apply to any axle or axle units which assist in reducing the turning circle of a rapid transport bus or rapid transport bus-train, but which is not the front axle or front axle unit.

Regulation 241 – Massload carrying capacity of bridges
No person shall operate on a public road a vehicle or combination of vehicles, the wheels of which are fitted with pneumatic tyres, if the total axle massload of any group of axles of such vehicle or combination of

vehicles exceeds the mass in kilograms determined by multiplying the dimension of such group measured as referred to in subregulation (3) by 2,100 and adding 18,000.

A group of axles referred to in subregulation (1) may comprise any series of axles, but shall not consist of one axle unit referred to in regulation 240(d), (e), (f) or (g) alone.

(3) (a) The dimension referred to in subregulation (1) shall be measured in metres and tenths of a metre from the centre of the first axle of any group of axles to the centre of the last axle of such group.

(b) If the dimension so measured is not a definite figure in metres and tenths of a metre, the next highest number in tenths of a metre with which the dimension so measured is exceeded shall be used for the calculation referred to in subregulation (1).

(c) Where a group of axles of a combination of vehicles is measured, the vehicles of such combination shall be positioned in line and both sides of such combination of vehicles shall be measured, and if the dimensions of the two sides differ, the longer dimension shall be used for the calculation referred to in subregulation (1).

Regulation 242 – Distribution of axle massload and wheel massload on vehicle fitted with pneumatic tyres*
Notwithstanding the provisions of regulation 240, no person shall operate on a public road a motor vehicle which is fitted with pneumatic tyres if:
on any axle with –

(i) two tyres, the wheel massload on one tyre exceeds the wheel massload on the other tyre by more than 10%; or

(ii) four tyres, the wheel massload on two tyres nearest to each other exceeds the wheel massload on the other two tyres by more than 10%;

(b) in the case of a combination of motor vehicles consisting of a truck-tractor and at least one semi-trailer, the axle massload of any steering axle or the sum of the axle massloads of any steering axle unit is less than 11% of the sum of all axle massloads of the truck-tractor and the first semi-trailer that is coupled to the truck-tractor, of the said combination of motor vehicles;

(c) in the case of a haulage tractor, whether part of a combination of vehicles or not, the axle massload of any steering axle must not be less than 15% of the sum of all the axle massloads of such haulage tractor;

(d) in the case of a motor vehicle, not being a combination of motor vehicles as referred to in paragraph (b), with a steering axle unit, the sum of the axle massloads of such steering axle unit is less than 30% of the sum of all axle massloads of such vehicle; or

Provided that in the case of a rapid transport bus-train no limit shall apply; or

(e) in the case of any other vehicle the axle massload of a steering axle is less than 20% of the sum of all axle massloads of such vehicle, except in the case of a tractor when the axle massload of the steering axle shall not be less than 12% of the sum of all the axle massloads of such tractor.

** This regulation clarifies the calculation for the 11% mass on the steering axle. Only the mass of the truck-tractor and the first semi-trailer of a combination of vehicles must be used for the calculation.*

References extracted from the NRTA, Act 93 of 1996. F

NATIONAL AND PROVINCIAL WEIGHBRIDGES

PROVINCE	WEIGHBRIDGE	AUTHORITY	ROUTE
Eastern Cape	Kinkelbos	Province: Eastern Cape	N2
	Mthatha	Province: Eastern Cape	N2
Free State	Bothaville (non-operational at time of printing)	Province: Free State	R30
	Kroonstad	Province: Free State	N1/R721
	Senekal	Province: Free State	N5
Gauteng	Bapsfontein	Province: Gauteng	R25/R50
	Meyerton	Province: Gauteng	R59
	Pinehaven	Province: Gauteng	N14
	Boekenhoutkloof	RTMC	Boekenhoutkloof TTC
	Heidelberg Northbound	SANRAL/N3TC	N3
	Heidelberg Southbound	SANRAL/N3TC	N3
	Donkerhoek	SANRAL/TRAC	N4
KwaZulu-Natal	Empangeni	Province: KwaZulu-Natal	N2
	Eteza (Mtubatuba)	Province: KwaZulu-Natal	N2/P392
	Gingindlovu	Province: KwaZulu-Natal	R102
	Greytown	Province: KwaZulu-Natal	R74
	Groutville	Province: KwaZulu-Natal	N2
	Ladysmith	Province: KwaZulu-Natal	N11
	Marburg	Province: KwaZulu-Natal	N2/R102
	Midway	Province: KwaZulu-Natal	N3
	Mkondeni	Province: KwaZulu-Natal	N3/R103
	Mpofana (Mooi River)	Province: KwaZulu-Natal	R103/N3
	Newcastle	Province: KwaZulu-Natal	N11
	One Tree Hill	Province: KwaZulu-Natal	N11
	Park Rynie	Province: KwaZulu-Natal	N2
	Umdloti	Province: KwaZulu-Natal	N2
	Vryheid	Province: KwaZulu-Natal	R34
	Westmead	Province: KwaZulu-Natal	N3
	Winkelspruit	Province: KwaZulu-Natal	N2
Limpopo	Groblersbrug	Province: Limpopo	N11
	Mampakuil	Province: Limpopo	N1
	Mooketsi	Province: Limpopo	R81/R36
	Polokwane	Province: Limpopo	N1
	Rathoke	Province: Limpopo	N11/R33
	Zebetiela	Province: Limpopo	N1
	Beitbridge	SANRAL/Bakwena	N1
	Mantsole Northbound	SANRAL/Bakwena	N1
	Mantsole Southbound	SANRAL/Bakwena	N1
Mpumalanga	Bethal	Province: Mpumalanga	N17
	Ermelo	Province: Mpumalanga	N17
	Kinross	Province: Mpumalanga	N17
	Komatipoort	SANRAL/TRAC	N4
	Badplaas	SANRAL/TRAC	R38
	Farrafontein	SANRAL/TRAC	N4
	Hendrina	SANRAL/TRAC	R38/R542
	Loskopdam	SANRAL/TRAC	N11
	Machadodorp	SANRAL/TRAC	N4
	Malelane	SANRAL/TRAC	R570
	Middelburg Eastbound	SANRAL/TRAC	N4
	Middelburg Westbound	SANRAL/TRAC	N4
	Middelburg Witbank	SANRAL/TRAC	N4
	Middelburg/Bethal	SANRAL/TRAC	R35
	Middelburg/Hendrina	SANRAL/TRAC	N11
	Montrose	SANRAL/TRAC	N4
	Ngodwana	SANRAL/TRAC	N4
	Stofberg	SANRAL/TRAC	R33
	Vandyksdrif	SANRAL/TRAC	R575
	Wonderfontein	SANRAL/TRAC	N4
	Wonderhoek	SANRAL/TRAC	R555
North West	Koster	Province: North West	R52/R509
	Lichtenburg	Province: North West	R503
	Potchefstroom Northbound	Province: North West	N12
	Potchefstroom Southbound	Province: North West	N12
	Ventersdorp Province: North West N14 Zeerust	Province: North West	R49
	Bapong	SANRAL/Bakwena	N4
Northern Cape	Colesberg (non-operational at time of printing)	Province: Northern Cape	N1
	Kimberley (non-operational at time of printing)	Province: Northern Cape	N12
	Springbok	Province: Northern Cape	N7
	Upington (non-operational at time of printing)	Province: Northern Cape	N14
Western Cape	Beaufort West	Province: Western Cape	N1
	Joostenbergvlakte	Province: Western Cape	N1
	Klawer	Province: Western Cape	N7
	Moorreesburg	Province: Western Cape	N7
	Rawsonville	Province: Western Cape	N1
	Somerset West	Province: Western Cape	N2
	Swellendam	Province: Western Cape	N2
	Vissershoek	Province: Western Cape	N7
	Vredenburg	Province: Western Cape	R27

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SOUTH AFRICAN MOTOR VEHICLE LICENCE FEES

GAUTENG MOTOR VEHICLE LICENCE FEES

TARE		TYPE OF VEHICLE	
Exceeding	**Not Exceeding**	**Rigid vehicles***	**Trailers and semi-trailors**
0kg	250kg	R216.00	R216.00
250kg	500kg	R324.00	R240.00
500kg	750kg	R360.00	R360.00
750kg	1,000kg	R384.00	R408.00
1,000kg	1,250kg	R432.00	R492.00
1,250kg	1,500kg	R600.00	R624.00
1,500kg	1,750kg	R708.00	R744.00
1,750kg	2,000kg	R900.00	R900.00
2,000kg	2,250kg	R1,044.00	R1,080.00
2,250kg	2,500kg	R1,260.00	R1,236.00
2,500kg	2,750kg	R1,416.00	R1,452.00
2,750kg	3,000kg	R1,608.00	R1,632.00
3,000kg	3,250kg	R1,728.00	R3,096.00
3,250kg	3,500kg	R2,040.00	R3,396.00
3,500kg	3,750kg	R2,364.00	R3,780.00
3,750kg	4,000kg	R2,628.00	R4,176.00
4,000kg	4,250kg	R2,856.00	R4,440.00
4,250kg	4,500kg	R3,096.00	R4,920.00
4,500kg	4,750kg	R3,372.00	R5,280.00
4,750kg	5,000kg	R3,624.00	R5,712.00
5,000kg	5,250kg	R5,472.00	R6,228.00
5,250kg	5,500kg	R6,048.00	R6,696.00
5,500kg	5,750kg	R6,624.00	R7,176.00
5,750kg	6,000kg	R7,308.00	R7,716.00
6,000kg	6,250kg	R7,872.00	R8,268.00
6,250kg	6,500kg	R8,412.00	R8,832.00
6,500kg	6,750kg	R9,312.00	R9,348.00
6,750kg	7,000kg	R9,888.00	R9,900.00
7,000kg	7,250kg	R10,416.00	R10,440.00
7,250kg	7,500kg	R10,992.00	R11,040.00
7,500kg	8,000kg	R12,132.00	R12,192.00
8,000kg	8,500kg	R13,884.00	R13,836.00
8,500kg	9,000kg	R15,093.00	R15,204.00
9,000kg	9,500kg	R16,776.00	R16,824.00
9,500kg	10,000kg	R18,228.00	R18,276.00
10,000kg	10,500kg	R20,340.00	R20,424.00
10,500kg	11,000kg	R22,104.00	R22,188.00
11,000kg	11,500kg	R24,144.00	R24,228.00
11,500kg	12,000kg	R26,316.00	R26,424.00
Above 12,000kg (for each additional 500kg, or part thereof):		+ R2,172.00	+ R2,184.00
* The rate for rigid vehicles applies to all truck-tractors whether used for farming or not.			
OTHER VEHICLE TYPES (irrespective of tare)			
Motorcycles	Caravans		
R216.00	R348.00		
Motor vehicle registration fee: R192.00	Application for motor trade plate: R120.00		

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EASTERN CAPE MOTOR VEHICLE LICENCE FEES

TARE		TYPE OF VEHICLE	
Exceeding	**Not Exceeding**	**Rigid vehicles***	**Trailers and semi-trailers**
0kg	250kg	R288.00	R186.00
250kg	500kg	R324.00	R258.00
500kg	750kg	R330.00	R324.00
750kg	1,000kg	R378.00	R390.00
1,000kg	1,250kg	R474.00	R504.00
1,250kg	1,500kg	R594.00	R642.00
1,500kg	1,750kg	R696.00	R756.00
1,750kg	2,000kg	R768.00	R900.00
2,000kg	2,250kg	R1,008.00	R1,086.00
2,250kg	2,500kg	R1,212.00	R1,242.00
2,500kg	2,750kg	R1,368.00	R1,446.00
2,750kg	3,000kg	R1,404.00	R1,608.00
3,000kg	3,250kg	R1,746.00	R3,324.00
3,250kg	3,500kg	R2,058.00	R3,390.00
3,500kg	3,750kg	R2,304.00	R4,110.00
3,750kg	4,000kg	R2,544.00	R4,470.00
4,000kg	4,250kg	R2,820.00	R4,938.00
4,250kg	4,500kg	R3,090.00	R5,298.00
4,500kg	4,750kg	R3,324.00	R5,748.00
4,750kg	5,000kg	R3,606.00	R6,210.00
5,000kg	5,250kg	R5,592.00	R6,822.00
5,250kg	5,500kg	R6,042.00	R7,230.00
5,500kg	5,750kg	R6,558.00	R7,764.00
5,750kg	6,000kg	R6,618.00	R8,304.00
6,000kg	6,250kg	R7,200.00	R8,910.00
6,250kg	6,500kg	R7,812.00	R9,492.00
6,500kg	6,750kg	R8,604.00	R10,068.00
6,750kg	7,000kg	R9,078.00	R10,638.00
7,000kg	7,250kg	R10,044.00	R11,220.00
7,250kg	7,500kg	R10,356.00	R11,898.00
7,500kg	8,000kg	R10,992.00	R13,110.00
8,000kg	8,500kg	R12,090.00	R14,376.00
8,500kg	9,000kg	R13,986.00	R16,350.00
9,000kg	9,500kg	R15,196.00	R17,994.00
9,500kg	10,000kg	R16,284.00	R19,692.00
10,000kg	10,500kg	R20,118.00	R21,792.00
10,500kg	11,000kg	R22,038.00	R23,892.00
11,000kg	11,500kg	R24,072.00	R26,064.00
11,500kg	12,000kg	R26,076.00	R28,248.00
Above 12,000kg (for each additional 500kg, or part thereof):		+ R2,322.00	+ R2,322.00
* The rate for rigid vehicles applies to all truck-tractors whether used for farming or not.			
OTHER VEHICLE TYPES (irrespective of tare)			
Motorcycles	Caravans		
R210.00	R342.00		
Motor vehicle registration fee: R96.00	Application for motor trade plate: R78.00		

Source: licenserenewal.co.za. Fees are subject to change without notice. Charmont Media Global cannot be held responsible for inaccurate information supplied.

WESTERN CAPE MOTOR VEHICLE LICENCE FEES

TARE		TYPE OF VEHICLE	
Exceeding	**Not exceeding**	**Rigid vehicles***	**Trailers and semi-trailers**
0kg	250kg	R288.00	R144.00
250kg	500kg	R300.00	R180.00
500kg	750kg	R306.00	R240.00
750kg	1,000kg	R336.00	R300.00
1,000kg	1,250kg	R408.00	R408.00
1,250kg	1,500kg	R558.00	R558.00
1,500kg	1,750kg	R624.00	R624.00
1,750kg	2,000kg	R708.00	R708.00
2,000kg	2,250kg	R966.00	R966.00
2,250kg	2,500kg	R1,128.00	R1,122.00
2,500kg	2,750kg	R1,272.00	R1,272.00
2,750kg	3,000kg	R1,284.00	R1,284.00
3,000kg	3,250kg	R1,584.00	R1,572.00
3,250kg	3,500kg	R1,794.00	R1,776.00
3,500kg	3,750kg	R2,184.00	R2,160.00
3,750kg	4,000kg	R2,364.00	R2,346.00
4,000kg	4,250kg	R2,616.00	R2,580.00
4,250kg	4,500kg	R2,826.00	R2,790.00
4,500kg	4,750kg	R3,024.00	R2,976.00
4,750kg	5,000kg	R3,240.00	R2,766.00
5,000kg	5,250kg	R4,944.00	R4,134.00
5,250kg	5,500kg	R5,316.00	R5,208.00
5,500kg	5,750kg	R5,778.00	R5,670.00
5,750kg	6,000kg	R6,240.00	R6,126.00
6,000kg	6,250kg	R6,774.00	R6,642.00
6,250kg	6,500kg	R7,296.00	R7,158.00
6,500kg	6,750kg	R7,836.00	R7,686.00
6,750kg	7,000kg	R8,580.00	R8,418.00
7,000kg	7,250kg	R8,940.00	R7,443.00
7,250kg	7,500kg	R9,462.00	R9,282.00
7,500kg	8,000kg	R10,494.00	R10,248.00
8,000kg	8,500kg	R11,922.00	R11,646.00
8,500kg	9,000kg	R13,176.00	R12,864.00
9,000kg	9,500kg	R14,520.00	R14,178.00
9,500kg	10,000kg	R15,840.00	R15,462.00
10,000kg	10,500kg	R17,974.00	R17,466.00
10,500kg	11,000kg	R15,624.00	R19,116.00
11,000kg	11,500kg	R21,540.00	R20,928.00
11,500kg	12,000kg	R23,304.00	R22,650.00
Above 12,000kg (for each additional 500kg, or part thereof):		+ R2,358.00	+ R2,358.00
* The rate for rigid vehicles applies to all truck-tractors whether used for farming or not.			
OTHER VEHICLE TYPES (irrespective of tare)			
Motorcycles	Caravans		
R192.00	R294.00		
Motor vehicle registration fee: R220.00	Application for motor trade plate: R100.00		

Source: licenserenewal.co.za. Fees are subject to change without notice. Charmont Media Global cannot be held responsible for inaccurate information supplied.

NORTHERN CAPE MOTOR VEHICLE LICENCE FEES

TARE		TYPE OF VEHICLE	
Exceeding	**Not exceeding**	**Rigid vehicles***	**Trailers and semi-trailers**
0kg	250kg	R276.00	R120.00
250kg	500kg	R312.00	R156.00
500kg	750kg	R336.00	R276.00
750kg	1,000kg	R348.00	R336.00
1,000kg	1,250kg	R420.00	R420.00
1,250kg	1,500kg	R540.00	R552.00
1,500kg	1,750kg	R660.00	R660.00
1,750kg	2,000kg	R732.00	R768.00
2,000kg	2,250kg	R936.00	R936.00
2,250kg	2,500kg	R1,128.00	R1,056.00
2,500kg	2,750kg	R1,272.00	R1,260.00
2,750kg	3,000kg	R1,320.00	R1,404.00
3,000kg	3,250kg	R1,632.00	R2,904.00
3,250kg	3,500kg	R1,860.00	R3,144.00
3,500kg	3,750kg	R2,124.00	R3,456.00
3,750kg	4,000kg	R2,328.00	R3,696.00
4,000kg	4,250kg	R2,580.00	R4,476.00
4,250kg	4,500kg	R2,820.00	R4,488.00
4,500kg	4,750kg	R3,012.00	R4,836.00
4,750kg	5,000kg	R3,288.00	R5,232.00
5,000kg	5,250kg	R5,136.00	R5,772.00
5,250kg	5,500kg	R5,532.00	R6,120.00
5,500kg	5,750kg	R6,072.00	R6,564.00
5,750kg	6,000kg	R6,600.00	R7,008.00
6,000kg	6,250kg	R7,236.00	R7,524.00
6,250kg	6,500kg	R7,740.00	R8,016.00
6,500kg	6,750kg	R8,304.00	R8,496.00
6,750kg	7,000kg	R9,204.00	R9,000.00
7,000kg	7,250kg	R9,480.00	R9,480.00
7,250kg	7,500kg	R10,068.00	R10,068.00
7,500kg	8,000kg	R11,076.00	R11,076.00
8,000kg	8,500kg	R12,444.00	R12,444.00
8,500kg	9,000kg	R13,824.00	R13,824.00
9,000kg	9,500kg	R15,216.00	R15,216.00
9,500kg	10,000kg	R16,668.00	R16,668.00
10,000kg	10,500kg	R18,420.00	R18,420.00
10,500kg	11,000kg	R20,220.00	R20,220.00
11,000kg	11,500kg	R22,068.00	R22,068.00
11,500kg	12,000kg	R23,892.00	R23,892.00
Above 12,000kg (for each additional 500kg, or part thereof):		+ R2,400.00	+ R2,400.00
* The rate for rigid vehicles applies to all truck-tractors whether used for farming or not.			
OTHER VEHCLE TYPES (irrespective of tare)			
Motorcycles	Caravans		
R132.00	R144.00		
Motor vehicle registration fee: R168.00	Application for motor trade plate: R132.00		

Source: licenserenewal.co.za. Fees are subject to change without notice. Charmont Media Global cannot be held responsible for inaccurate information supplied.

LIMPOPO MOTOR VEHICLE LICENCE FEES

TARE		TYPE OF VEHICLE	
Exceeding	**Not Exceeding**	**Rigid Vehicles***	**Trailers and Semi-trailers**
0kg	250kg	R202.00	As for rigid
250kg	500kg	R242.00	
500kg	750kg	R255.00	
750kg	1,000kg	R323.00	
1,000kg	1,250kg	R349.00	
1,250kg	1,500kg	R457.00	
1,500kg	1,750kg	R524.00	
1,750kg	2,000kg	R645.00	
2,000kg	2,250kg	R941.00	
2,250kg	2,500kg	R945.00	
2,500kg	2,750kg	R1,062.00	
2,750kg	3,000kg	R1,304.00	
3,000kg	3,250kg	R1,425.00	
3,250kg	3,500kg	R1,613.00	
3,500kg	3,750kg	R1,841.00	
3,750kg	4,000kg	R2,070.00	
4,000kg	4,250kg	R2,271.00	
4,250kg	4,500kg	R2,500.00	
4,500kg	4,750kg	R2,715.00	
4,750kg	5,000kg	R2,822.00	
5,000kg	5,250kg	R4,301.00	
5,250kg	5,500kg	R4,798.00	
5,500kg	5,750kg	R5,282.00	
5,750kg	6,000kg	R5,645.00	
6,000kg	6,250kg	R6,196.00	
6,250kg	6,500kg	R6,680.00	
6,500kg	6,750kg	R7,190.00	
6,750kg	7,000kg	R7,943.00	
7,000kg	7,250kg	R8,172.00	
7,250kg	7,500kg	R8,696.00	
7,500kg	8,000kg	R9,583.00	
8,000kg	8,500kg	R10,712.00	
8,500kg	9,000kg	R11,948.00	
9,000kg	9,500kg	R13,171.00	
9,500kg	10,000kg	R14,408.00	
10,000kg	10,500kg	R15,913.00	
10,500kg	11,000kg	R17,485.00	
11,000kg	11,500kg	R19,018.00	
11,500kg	12,000kg	R20,698.00	
Above 12,000kg (for each additional 500kg, or part thereof):		+ R1,774.00	
* The rate for rigid vehicles applies to all truck-tractors whether used for farming or not.			
OTHER VEHICLE TYPES (irrespective of tare)			
Motorcycles	Caravans		Other vehicles
R202.00	R309.00		R635.00
Motor vehicle registration fee: R95.00	Application for motor trade plate: R95.00		

Source: licenserenewal.co.za. Fees are subject to change without notice. Charmont Media Global cannot be held responsible for inaccurate information supplied.

KWAZULU-NATAL MOTOR VEHICLE LICENCE FEES

TARE		TYPE OF VEHICLE	
Exceeding	**Not Exceeding**	**Rigid Vehicles***	**Trailers and semi-trailers**
0kg	250kg	R252.00	R252.00
250kg	500kg	R300.00	R300.00
500kg	750kg	R372.00	R372.00
750kg	1,000kg	R456.00	R456.00
1,000kg	1,250kg	R516.00	R516.00
1,250kg	1,500kg	R648.00	R648.00
1,500kg	1,750kg	R780.00	R780.00
1,750kg	2,000kg	R912.00	R912.00
2,000kg	2,250kg	R1,092.00	R1,092.00
2,250kg	2,500kg	R1,296.00	R1,296.00
2,500kg	2,750kg	R1,506.00	R1,506.00
2,750kg	3,000kg	R1,698.00	R1,698.00
3,000kg	3,250kg	R1,908.00	R3,234.00
3,250kg	3,500kg	R2,166.00	R3,594.00
3,500kg	3,750kg	R2,442.00	R3,954.00
3,750kg	4,000kg	R2,700.00	R4,326.00
4,000kg	4,250kg	R2,982.00	R4,698.00
4,250kg	4,500kg	R3,234.00	R5,118.00
4,500kg	4,750kg	R3,492.00	R5,544.00
4,750kg	5,000kg	R3,762.00	R5,970.00
5,000kg	5,250kg	R5,700.00	R6,462.00
5,250kg	5,500kg	R6,324.00	R6,984.00
5,500kg	5,750kg	R6,906.00	R7,464.00
5,750kg	6,000kg	R7,512.00	R8,016.00
6,000kg	6,250kg	R8,136.00	R8,556.00
6,250kg	6,500kg	R8,784.00	R9,138.00
6,500kg	6,750kg	R9,462.00	R9,696.00
6,750kg	7,000kg	R10,122.00	R10,242.00
7,000kg	7,250kg	R10,800.00	R10,800.00
7,250kg	7,500kg	R11,460.00	R11,460.00
7,500kg	8,000kg	R12,606.00	R12,606.00
8,000kg	8,500kg	R14,160.00	R14,160.00
8,500kg	9,000kg	R15,732.00	R15,732.00
9,000kg	9,500kg	R17,274.00	R17,274.00
9,500kg	10,000kg	R18,924.00	R18,924.00
10,000kg	10,500kg	R20,958.00	R20,958.00
10,500kg	11,000kg	R23,016.00	R23,016.00
11,000kg	11,500kg	R25,080.00	R25,080.00
11,500kg	12,000kg	R27,180.00	R27,180.00
Above 12,000kg (for each additional 500kg, or part thereof):		+ R2,442.00	+ R2,442.00
* The rate for rigid vehicles applies to all truck-tractors whether used for farming or not.			
OTHER VEHICLE TYPES (irrespective of tare)			
Motorcycles	Caravans	Tractors on public road	Other vehicles
R372.00	R372.00	See above	R1,800.00
Motor vehicle registration fee: R135.00	Application for motor trade plate: R760.00		

Source: licenserenewal.co.za. Fees are subject to change without notice. Charmont Media Global cannot be held responsible for inaccurate information supplied.

MPUMALANGA MOTOR VEHICLE LICENCE FEES

TARE		TYPE OF VEHICLE	
Exceeding	**Not Exceeding**	**Rigid Vehicles***	**Trailers and Semi-trailers**
0kg	250kg	R232.00	As for rigid
250kg	500kg	R283.00	
500kg	750kg	R308.00	
750kg	1,000kg	R349.00	
1,000kg	1,250kg	R425.00	
1,250kg	1,500kg	R535.00	
1,500kg	1,750kg	R650.00	
1,750kg	2,000kg	R744.00	
2,000kg	2,250kg	R928.00	
2,250kg	2,500kg	R1,110.00	
2,500kg	2,750kg	R1,248.00	
2,750kg	3,000kg	R1,382.00	
3,000kg	3,250kg	R1,710.00	
3,250kg	3,500kg	R1,970.00	
3,500kg	3,750kg	R2,248.00	
3,750kg	4,000kg	R2,475.00	
4,000kg	4,250kg	R2,712.00	
4,250kg	4,500kg	R2,958.00	
4,500kg	4,750kg	R3,200.00	
4,750kg	5,000kg	R3,435.00	
5,000kg	5,250kg	R4,885.00	
5,250kg	5,500kg	R5,430.00	
5,500kg	5,750kg	R5,888.00	
5,750kg	6,000kg	R6,378.00	
6,000kg	6,250kg	R6,904.00	
6,250kg	6,500kg	R7,421.00	
6,500kg	6,750kg	R8,041.00	
6,750kg	7,000kg	R8,670.00	
7,000kg	7,250kg	R9,128.00	
7,250kg	7,500kg	R9,670.00	
7,500kg	8,000kg	R10,576.00	
8,000kg	8,500kg	R11,916.00	
8,500kg	9,000kg	R13,234.00	
9,000kg	9,500kg	R14,559.00	
9,500kg	10,000kg	R15,882.00	
10,000kg	10,500kg	R17,881.00	
10,500kg	11,000kg	R19,568.00	
11,000kg	11,500kg	R21,196.00	
11,500kg	12,000kg	R23,174.00	
Above 12,000kg (for each additional 500kg, or part thereof):		+ R1,940.00	
* The rate for rigid vehicles applies to all truck-tractors whether used for farming or not.			
OTHER VEHICLE TYPES (irrespective of tare)			
Motorcycles	Caravans	Tractors on public road	
R113.00	R225.00	See above	
Motor vehicle registration fee: R113.00	Application for motor trade plate: R126.00		

Source: licenserenewal.co.za. Fees are subject to change without notice. Charmont Media Global cannot be held responsible for inaccurate information supplied.

FREE STATE MOTOR VEHICLE LICENCE FEES

TARE		TYPE OF VEHICLE	
Exceeding	**Not Exceeding**	**Rigid Vehicles***	**Trailers and semi-trailers**
0kg	250kg	R300.00	R192.00
250kg	500kg	R300.00	R306.00
500kg	750kg	R300.00	R306.00
750kg	1,000kg	R450.00	R450.00
1,000kg	1,250kg	R450.00	R450.00
1,250kg	1,500kg	R606.00	R606.00
1,500kg	1,750kg	R606.00	R750.00
1,750kg	2,000kg	R762.00	R906.00
2,000kg	2,250kg	R762.00	R918.00
2,250kg	2,500kg	R1,068.00	R1,044.00
2,500kg	2,750kg	R1,068.00	R1,236.00
2,750kg	3,000kg	R1,362.00	R1,386.00
3,000kg	3,250kg	R1,464.00	R3,300.00
3,250kg	3,500kg	R1,728.00	R3,300.00
3,500kg	3,750kg	R2,010.00	R3,606.00
3,750kg	4,000kg	R2,226.00	R3,900.00
4,000kg	4,250kg	R2,418.00	R4,500.00
4,250kg	4,500kg	R2,622.00	R4,800.00
4,500kg	4,750kg	R2,862.00	R4,956.00
4,750kg	5,000kg	R3,066.00	R5,100.00
5,000kg	5,250kg	R4,644.00	R5,280.00
5,250kg	5,500kg	R5,124.00	R5,676.00
5,500kg	5,750kg	R5,610.00	R6,078.00
5,750kg	6,000kg	R6,192.00	R6,540.00
6,000kg	6,250kg	R6,666.00	R7,008.00
6,250kg	6,500kg	R7,122.00	R7,494.00
6,500kg	6,750kg	R7,884.00	R7,926.00
6,750kg	7,000kg	R8,382.00	R8,394.00
7,000kg	7,250kg	R8,826.00	R8,856.00
7,250kg	7,500kg	R9,324.00	R9,360.00
7,500kg	8,000kg	R10,290.00	R10,326.00
8,000kg	8,500kg	R11,766.00	R11,730.00
8,500kg	9,000kg	R12,798.00	R12,900.00
9,000kg	9,500kg	R14,220.00	R14,274.00
9,500kg	10,000kg	R15,456.00	R15,492.00
10,000kg	10,500kg	R17,250.00	R17,310.00
10,500kg	11,000kg	R18,738.00	R18,810.00
11,000kg	11,500kg	R20,466.00	R20,544.00
11,500kg	12,000kg	R22,308.00	R22,398.00
Above 12,000kg (for each additional 500kg, or part thereof):		+R2,700.00	+R2,700.00
* The rate for rigid vehicles includes non-farming truck-tractors.			
OTHER VEHICLE TYPES (irrespective of tare)			
Motorcycles	Caravans	Tractors on public road	Special
R180.00	R300.00	See above	R102.00
Motor vehicle registration fee: R120.00	Application for motor trade plate number: R74.00		

Source: licenserenewal.co.za. Fees are subject to change without notice. Charmont Media Global cannot be held responsible for inaccurate information supplied.

NORTH WEST PROVINCE MOTOR VEHICLE LICENCE FEES

TARE		TYPE OF VEHICLE	
Exceeding	**Not exceeding**	**Rigid vehicles***	**Trailers and semi-trailers**
0kg	250kg	R216.00	R180.00
250kg	500kg	R258.00	R204.00
500kg	750kg	R258.00	R270.00
750kg	1,000kg	R324.00	R324.00
1,000kg	1,250kg	R396.00	R384.00
1,250kg	1,500kg	R486.00	R516.00
1,500kg	1,750kg	R588.00	R588.00
1,750kg	2,000kg	R666.00	R678.00
2,000kg	2,250kg	R666.00	R834.00
2,250kg	2,500kg	R1,002.00	R1,002.00
2,500kg	2,750kg	R1,128.00	R1,140.00
2,750kg	3,000kg	R1,248.00	R1,248.00
3,000kg	3,250kg	R1,452.00	R2,198.00
3,250kg	3,500kg	R1,668.00	R2,400.00
3,500kg	3,750kg	R1,914.00	R2,882.00
3,750kg	4,000kg	R2,094.00	R2,928.00
4,000kg	4,250kg	R2,298.00	R3,276.00
4,250kg	4,500kg	R2,502.00	R3,504.00
4,500kg	4,750kg	R2,736.00	R3,782.00
4,750kg	5,000kg	R2,916.00	R4,020.00
5,000kg	5,250kg	R4,518.00	R4,842.00
5,250kg	5,500kg	R4,944.00	R4,878.00
5,500kg	5,750kg	R5,382.00	R5,562.00
5,750kg	6,000kg	R5,802.00	R5,982.00
6,000kg	6,250kg	R6,276.00	R6,444.00
6,250kg	6,500kg	R6,768.00	R6,870.00
6,500kg	6,750kg	R7,296.00	R7,344.00
6,750kg	7,000kg	R8,322.00	R7,872.00
7,000kg	7,250kg	R8,562.00	R8,268.00
7,250kg	7,500kg	R8,820.00	R8,268.00
7,500kg	8,000kg	R9,654.00	R9,618.00
8,000kg	8,500kg	R10,860.00	R10,770.00
8,500kg	9,000kg	R12,072.00	R11,982.00
9,000kg	9,500kg	R13,200.00	R13,248.00
9,500kg	10,000kg	R14,484.00	R14,430.00
10,000kg	10,500kg	R16,254.00	R15,980.00
10,500kg	11,000kg	R17,796.00	R17,502.00
11,000kg	11,500kg	R19,386.00	R19,080.00
11,500kg	12,000kg	R21,030.00	R20,700.00
Above 12,000kg (for each additional 500kg, or part thereof):		+R2,070.00	+R2,040.00
* The rate for rigid vehicles applies to truck-tractors not used for farming.			
OTHER VEHICLE TYPES (irrespective of tare)			
Motorcycles	Caravans		
R180.00	R270.00		
Motor vehicle registration fee: R120.00	Application for motor trade plate: R96.00		

Source: licenserenewal.co.za. Fees are subject to change without notice. Charmont Media Global cannot be held responsible for inaccurate information supplied.

*From **unwanted** to **wanted***

With over 45 years of experience in the waste management industry, collaboration with customers is how we drive the circular economy. We implement agile and innovative waste solutions, proudly ensuring environmental peace of mind through our commitment to industry standards.

www.enviroserv.co.za | 0800 192 783

ENVIROSERV

a SUEZ company

ROAD TRAFFIC MANAGEMENT CORPORATION REGULATIONS

1. Fees for services rendered by the Corporation:

REGULATION	SERVICE	FEE
3(1)	Transaction Fee	R72.00
2(1)(a)	Issuance and delivery of a motor vehicle licence and disc via ordinary mail	R28.00
	Issuance and delivery of a motor vehicle licence and disc via registered mail	R72.00
	Issuance and delivery of a motor vehicle licence and disc via courier service	R99.00
2(1)(b)	Online registration of a motor vehicle by the title holder	R330.00
2(1)(c)	Online notification of change of ownership by the current title holder	R330.00
2(1)(d)	Online booking for the renewal of credit card format driving licence	R22.00
2(1)(e)	Delivery of a credit card format driving licence	R99.00
2(1)(f)	Request for an electronic copy of the Accident Report	R60.00

2. Fees for goods/services rendered for Software Development and Operational Support by the Corporation:

REGULATION	SERVICE	FEE
2(4)(a)	Business Analyst	R900.00 per hour
	Call Administrator	R600.00 per hour
	Data Analyst	R700.00 per hour
	Deployment Specialist	R900.00 per hour
	Software Developer	R900.00 per hour
	Linux Engineer	R1,000.00 per hour
	Network Engineer	R900.00 per hour
	Database Expert	R1,000.00 per hour
	Site Engineer	R600.00 per hour
	System Analyst	R900.00 per hour
	Software Architect	R1,000.00 per hour
	Quality Assurance Analyst	R600.00 per hour
	Trainer	R600.00 per hour
	Support Analyst	R600.00 per hour
2(4)(b)	Printing and binding of materials	R2.00 per page
	Stationery	R150.00 per learner
	Sundry Fees (Catering and Refreshments)	R250.00 per learner per day
	Subsistence, Travel, and Accommodation (offsite training)	As per policy
	Trainer Fee (Private Sector Entities only)	R800.00 per learner per day

3. Data access fees for information by the Corporation:

REGULATION	SERVICE	FEE
2(6)(a)	Vehicle safety recall notification campaigns	
	Data Extraction:	R18,000.00
	Management Fee:	R2,000.00
	Distribution Fee: • Postage • Processing and Management Fee • Safemail Management Fee • SMS	Cost plus 15%

APPLICATIONS FOR CROSS-BORDER ROAD TRANSPORT PERMITS

Application fees and issuing fees are payable in respect of each country in which the applicant wishes to pick up or set down goods or passengers.

FOR THE CONVEYANCE OF	PERMIT TYPE	DURATION	APPLICATION FEE PER VEHICLE PER COUNTRY (ZAR)	PERMIT ISSUE FEE PER VEHICLE PER COUNTRY (ZAR)	TOTAL FEE PER VEHICLE PER COUNTRY (ZAR)
PASSENGERS Up to 35-seater Minibus	Temporary Permit (Immediately)	14 days	216.00	216.00	432.00
	New Permit (To be Advertised)	3 months	216.00	433.00	649.00
		12 months	216.00	2,368.00	2,584.00
		5 years	216.00	5,335.00	5,551.00
	Renewal (Immediately)	12 months	216.00	2,368.00	2,584.00
		5 years	216.00	5,335.00	5,551.00
	Annual Compliance Fee	5 years	-	802.00	802.00
PASSENGERS > 35-seater Bus	Temporary Permit (Immediately)	14 days	216.00	242.00	458.00
	New Permit (To be Advertised)	3 months	216.00	484.00	700.00
		12 months	216.00	2,661.00	2,877.00
		5 years	216.00	6,138.00	6,354.00
	Renewal (Immediately)	12 months	216.00	2,661.00	2,877.00
		5 years	216.00	6,138.00	6,354.00
	Annual Compliance Fee	5 years	-	917.00	917.00
TOURISTS Up to 35-seater Minibus	Temporary Permit (Immediately)	14 days	216.00	229.00	445.00
	New Permit (To be Advertised)	3 months	216.00	700.00	916.00
		12 months	216.00	2,572.00	2,788.00
		5 years	216.00	5,603.00	5,819.00
	Renewal (Immediately)	12 months	216.00	2,572.00	2,788.00
		5 years	216.00	5,603.00	5,819.00
	Annual Compliance Fee	5 years	-	840.00	840.00
TOURISTS > 35-seater Bus	Temporary Permit (Immediately)	14 days	216.00	255.00	471.00
	New Permit (To be Advertised)	3 months	216.00	1,108.00	1,324.00
		12 months	216.00	2,763.00	2,979.00
		5 years	216.00	6,443.00	6,659.00
	Renewal (Immediately)	12 months	216.00	2,763.00	2,979.00
		5 years	216.00	6,443.00	6,659.00
	Annual Compliance Fee	5 years	-	968.00	968.00
FREIGHT CLASS 1 Up to 20,000kg	Temporary Permit (Immediately)	14 days	764.00	1,006.00	1,770.00
	New Permit (To be Advertised)	3 months	764.00	1,897.00	2,661.00
		12 months	764.00	5,717.00	6,481.00
		5 years	764.00	7,997.00	8,761.00
	Renewal (Immediately)	12 months	764.00	5,717.00	6,481.00
		5 years	764.00	7,997.00	8,761.00
	Annual Compliance Fee	5 years	-	1,375.00	1,375.00
FREIGHT CLASS 2 > 20,000kg	Temporary Permit (Immediately)	14 days	764.00	1,337.00	2,101.00
		3 months	764.00	2,534.00	3,298.00
	New Permit (To be Advertised)	12 months	764.00	7,627.00	8,391.00
		5 years	764.00	10,671.00	11,435.00
	Renewal (Immediately)	12 months	764.00	7,627.00	8,391.00
	Renewal (Immediately)	5 years	764.00	10,671.00	11,435.00
	Annual Compliance Fee	5 years	-	1,821.00	1,821.00
CABOTAGE	Temporary Permit (Immediately)	14 days	2,661.00	2,661.00	5,322.00
	New Permit (To be Advertised)	3 months	2,661.00	7,997.00	10,658.00
		12 months	2,661.00	24,003.00	26,664.00
	Renewal (Immediately)	3 months	2,661.00	7,997.00	10,658.00
		12 months	2,661.00	24,003.00	26,664.00
OTHER	Replacement of Vehicle		216.00	216.00	432.00
	Duplicate Permits		216.00	216.00	432.00
	Amendment of Permit		216.00	879.00	1,095.00
	Correction of Permit		216.00	216.00	432.00

Definitions

- Minibus means a motor vehicle designed or modified solely or principally for conveying not more than 35 persons including the driver - means a midi bus, minibus, or motor car as defined in the National Land Transport Act, 5 of 2009.
- Bus means a motor vehicle designed or modified to carry more than 35 persons including the driver - means a vehicle as defined in the National Land Transport Act, 5 of 2009.

Freight operators will be classified as follows:

- Class 1: Heavy vehicle means a motor vehicle or combination of vehicles designed, modified, or used for the carriage of freight which does not exceed a gross mass of 20,000kg.
- Class 2: Heavy vehicle means a motor vehicle or combination of vehicles designed, modified, or used for the carriage of freight which exceeds a gross mass of 20,000kg.

CROSS-BORDER ROAD TRANSPORT AGENCY

Glen Manor Office Park, Building 3
138 Frikkie de Beer Street
Menlyn, Pretoria
South Africa

PO Box 560
Menlyn
0063
Pretoria, South Africa

Telephone: +27 12 471 2000
Fax: +27 12 348 2747
+27 86 716 4877
email: permits.cbrta.co.za

website: www.cbrta.co.za

Permit Application Form

(In terms of the Cross-Border Road Transport Act, 1998 (Act No. 4 of 1998)

Mark applicable Transaction with an X

List of Possible Applications	New Permit		Temporary Permit		Duplicate Permit		Renewal of Permanent Permit		Additional Permit		Replacement of Vehicle		Compliance 5 Years	

PART A

PARTICULARS OF APPLICANT/CARRIER

Reference Number						
Identification Type	RSA-ID		FOREIGN- ID		BUSINESS	
Company or closed corporation's registration document, or if a one-man business, the owner's identity document or passport						

Initials & Surname / Name of Business						
Trade Name						
Type of Business	One-Man Business	Partnership	Private Company	Public Company	Close Corporation	Other
Tax Number						

Contact Person				
Telephone Numbers	Business		Cell Phone:	
	Fax:		e-mail:	
Postal Address				
			Postal Code	

Street Address			
		Postal Code	

Name of Transport/Taxi Association of Applicant	

REPRESENTATIVE OR CONSULTANT

Reference No	
Postal Address & Postal Code	
Street Address & Postal Code	
Tel No	
Fax No	

CROSS•BORDER
ROAD TRANSPORT AGENCY

PERMIT DETAIL	PART B				PERMIT DETAIL
Duration of Permit (Only one duration per application form)	14 Days	3 Months (Goods only)	1 Year	5 Years	5 Years Compliance

Permit Type (Only one permit type per application form)	Goods	Taxi Passengers	Passengers on Particular Bus Route	Tourists	Cabotage		ORGANIZED PARTIES	
					Goods	Passengers	OWN EMPLOYEES	Other

PARTICULARS OF VEHICLES

Permit Starting Date	Vehicle Type (see table below)	GVM	Seating Capacity	Licence / Road Worthy/ C.O.F Expiry Date	Vehicle Registration Number	Vehicle Identification number (VIN)

VEHICLE TYPE TABLE

Description	Code	Description	Code Truck	Code Trailer
MOTORCAR [1 – 6 PASSENGERS]	1	FLAT DECK	8	9
M2 MINIBUS [7 – 16 PASSENGERS]	2	TIPPER	10	11
M2 MIDIBUS [17-23 PASSENGERS]	6	TANKER	12	13
M3 MIDIBUS [24-34 PASSENGERS]	61	DROP SIDE BODY	14	15
BUS (SINGLE DECK) [ABOVE 30 PASSENGERS]	3	VAN BODY	16	17
BUS (DOUBLE DECK) (ABOVE 30 PASSENGERS)	4	TRUCK TRACTOR / MECHANICAL HORSE	18	19
BUS-SEMI-LUXURY [ABOVE 30 PASSENGERS]	62	OTHER	20	21
BUS LUXURY [ABOVE 30 PASSENGERS]	63	BAKKIE	22	-
PANEL WAGON	7	VENTURE	23	-
		CONDOR/STALLION	24	-

CROSS•BORDER
ROAD TRANSPORT AGENCY

PARTICULARS OF ROUTE	PART C	PARTICULARS OF ROUTE
ROUTE DESCRIPTION - MANDATORY **Departure Point/Route to Border Post/Name of Border Post/Destination.**		

CROSS-BORDER ROAD TRANSPORT AGENCY

MOTIVATION	PART D	MOTIVATION
Motivate the need for the particular service (Include supporting documentation)		
[WITHOUT A MOTIVATION THE APPLICATION CANNOT BE CONSIDERED]		

Passenger Insurance Submitted? (Mark with X)	YES	NO

EXISTING PERMIT DETAIL			PART E	EXISTING PERMIT DETAIL	
No	Permit and Issue Number	Vehicle Registration Number	No.	Permit and Issue Number	Vehicle Registration Number
1			6		
2			7		
3			8		
4			9		
5			10		

DECLARATION BY APPLICANT / REPRESENTATIVE					
I, declare that the particulars furnished on this form are true and correct:					
Signature		Place			
		Date	Day	Month	Year

PORTS OF ENTRY - SOUTH AFRICA

South Africa has a number of ports of entry through which to enter into or depart from the Republic. Any person who wishes to enter into or depart from the country may only do so at a designated port of entry and should be in possession of a valid passport and/or visa.

BOTSWANA

PORT CONTROL OFFICE	HOURS	TELEPHONE NUMBER
Bray	07:00 - 16:00	Tel: (053) 937 0026
Derdepoort	06:00 - 19:00	Tel: (014) 778 0725
Groblersbrug	08:00 - 22:00	Tel: (014) 767 1019 Fax: (014) 767 1264
Kopfontein	06:00 - 00:00	Tel: (018) 365 9055 Fax: (018) 365 9026
Makopong	08:00 - 16:00	Tel: (053) 922, ask for Vorstershoop 2011
Makgobistad	06:00 - 18:00	Tel: (018) 368 0167
McCarthy's Rest	06:00 - 18:00	Tel: (053) 781 0285 Fax: (053) 781 0293
Middelputs	07:30 - 16:00	Tel: (053) 781 0212 Fax: (053) 781 0380
Platjan	06:00 - 18:00	Tel: (015) 575 1040 Fax: (014) 767 2959
Pontdrift	08:00 - 16:00	Tel: (015) 575 1056 Fax: (015) 575 1047
Ramatlabama	06:00 - 22:00	Tel: (018) 390 2533 Fax: (018) 393 0334
Skilpadshek	06:00 - 00:00	Tel: (018) 366 0011 Fax: (018) 366 0012
Stockpoort	05:00 - 18:00	Tel & Fax: (014) 763 7934/5/6
Swartkopfontein	06:00 - 22:00	Tel: (018) 365 9010 Fax: (018) 365 9114
Twee Rivieren	07:30 - 16:00	Tel: (054) 561 0093 Fax: (054) 561 0094
Zanzibar	08:00 - 16:00	Tel: (014) 767 1024 Fax: (014) 767 1085

LESOTHO

PORT CONTROL OFFICE	HOURS	TELEPHONE NUMBER
Boesmansnek	08:00 - 16:00	Tel: (033) 701 1212 Fax: (033) 701 1219
Caledonspoort	06:00 - 22:00	Tel: (058) 223 8400 Fax: (058) 223 1012
Ficksburg Bridge	24 Hours	Tel: (051) 933 2760 Fax: (051) 933 4540
Makhaleng Bridge	08:00 - 16:00	Tel: (051) 673 2910/1 Fax: (051) 673 2909
Maseru Bridge	24 Hours	Tel: (051) 924 4300 Fax: (051) 924 4000
Monantsa Pass	08:00 - 16:00	Tel: (058) 713 1600 Fax: (058) 713 5843
Ongeluksnek	08:00 - 16:00	Tel: (039) 256 7001
Peka Bridge	08:00 - 16:00	Tel: (051) 933 4065 Fax: (051) 933 5353
Quacha's Nek	06:00 - 22:00	Tel: (039) 256 4391 Fax: (051) 633 1099
Ramatsilitso	08:00 - 16:00	Tel: (039) 256 4443 Fax: (051) 633 1099
Sani Pass	06:00 - 18:00	Tel: (033) 702 1169 Fax: (033) 702 2233
Sepapus Gate	08:00 - 16:00	Tel & Fax: (051) 673 2900
Tele Bridge	06:00 - 22:00	Tel: (051) 611 1710 Fax: (051) 633 1099
Van Rooyens Gate	06:00 - 22:00	Tel: (051) 583 1525 Fax: (051) 583 1530

MOZAMBIQUE

PORT CONTROL OFFICE	HOURS	TELEPHONE NUMBER
Giriyondo	08:00 - 16:00 Oct-March 08:00 - 15:00 Apr-Sept	Tel: (013) 735 8919 Fax: (015) 812 0338
Lebombo	06:00 - 00:00	Tel: (013) 793 7311 Fax: (013) 793 7091
Kosi Bay	08:00 - 17:00	Tel & Fax: (035) 592 9536
Pafuri	08:00 - 16:00	Tel: (013) 735 6882

NAMIBIA

PORT CONTROL OFFICE	HOURS	TELEPHONE NUMBER
Alexander Bay	06:00 - 22:00	Tel & Fax: (027) 831 1662
Gemsbok	08:00 - 16:30	Tel: (054) 511 0043/4 Fax: (054) 511 0016
Nakop	24 Hours	Tel: (054) 571 0008/ 0077 Fax: (054) 571 0009
Onseepkans	08:00 - 16:30	Tel & Fax: (054) 951 0014
Rietfontein	08:00 - 16:30	Tel: (054) 531 0084 Fax: (054) 531 0082
Sendelingsdrift	08:00 - 16:30	Tel: (027) 831 2203 Fax: (027) 831 2205
Vioolsdrift	24 Hours	Tel: (027) 761 8760 Fax: (027) 761 8931

ESWATINI

PORT CONTROL OFFICE	HOURS	TELEPHONE NUMBER
Bothashoop	08:00 - 16:00	Tel: (017) 826 0400 Fax: (017) 826 3711
Emahlathini	08:00 - 18:00	Tel: (017) 826 0941 Fax: (017) 826 3971
Golela	07:00 - 22:00	Tel: (034) 435 1070 Fax: (034) 435 1048
Jeppes Reef	07:00 - 20:00	Tel: (013) 781 0382 Fax: (013) 781 0383
Josephsdal	08:00 - 16:00	Tel & Fax: (013) 712 3891
Mahamba	07:00 - 22:00	Tel: (017) 826 0076 Fax: (017) 826 0077
Mananga	07:00 - 18:00	Tel: (013) 790 7075 Fax: (013) 790 0077
Nerston	08:00 - 18:00	Tel: (017) 846 9207 Fax: (017) 846 9602
Onverwacht	08:00 - 18:00	Tel: (034) 413 2177 Fax: (086) 694 0054/0059
Oshoek	07:00 - 22:00	Tel: (017) 882 0138/9 Fax: (017) 819 3481
Waverley	08:00 - 16:00	Tel: (017) 819 5763 Fax: (017) 819 3481

ZIMBABWE

PORT CONTROL OFFICE	HOURS	TELEPHONE NUMBER
Beitbridge	24 Hours	Tel & Fax: (015) 530 0070
Pafuri	08:00 - 16:00	Tel: (013) 735 5574

SOUTH AFRICAN HARBOURS

HARBOUR	HOURS	TELEPHONE NUMBER
Cape Town	24 Hours	Tel: (021) 421 1007 Fax: (021) 421 5028
Durban	24 Hours	Tel: (031) 466 4031/2 Fax: (031) 466 4033
East London	24 Hours standby	Tel: (043) 705 8611/14 Tel: 082 808 2771 Fax: (043) 743 5442
Mossel Bay (only for the movement of crew)	24 Hours	Tel: (044) 873 6087 Fax: (044) 874 7210
Gqeberha (PE)	24 Hours standby	Tel: (041) 404 8323 Tel: 082 809 5297/38 Fax: (041) 487 2191
Port Ngqura	24 Hours standby	Tel: (041) 404 8323 Tel: 082 809 5297/38 Fax: (041) 487 2191
Richards Bay	06:00 - 22:00	Tel: (035) 780 8020 Fax: (035) 789 1369
Saldanha Bay (only for the movement of crew)	08:00 - 17:00	Tel: (022) 715 3720 Fax: (021) 421 5028

SOUTH AFRICAN AIRPORTS

AIRPORT	HOURS	TELEPHONE NUMBER
Bloemfontein International	24 Hours on call-out	Tel: (051) 433 2901
Cape Town International	24 Hours	Tel: (021) 935 9745 Fax: (021) 934 0244
Durban International	05:00 - 22:00	Tel: (031) 408 1990 Fax: (031) 408 1208
Gateway International	06:00 - 20:00 Mon-Fri 08:00 - 16:00 Sat-Sun	Tel: (015) 288 0083 Tel: 083 773 5218 Fax: (015) 288 0446
OR Tambo International Airport	24 Hours	Tel: (011) 941 6200 Fax: (011) 390 1015
Lanseria International	24 Hours	Tel: (011) 659 1229 Fax: (011) 659 2729
Kruger Mpumalanga International Airport	07:00 - 19:00	Tel: (013) 750 2937 Fax: (013) 750 2971
Pilanesberg	07:00 - 19:00	Tel: (014) 552 2320
Gqeberha (PE)	24 Hours standby	Tel: (041) 404 8323 Tel: 082 809 5237/38 Fax: (041) 487 2191
Upington	24 Hours on call-out	Tel: (054) 332 3117/8 Standby No: 076 987 3944

PORTS OF ENTRY - BOTSWANA

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SOUTH AFRICA

PONT DRIFT (TULI)
PO Box 129, Selebi-Phikwe
Tel: (+267) 264 5260
Fax: (+267) 264 5354
Opening hours: 08:00 - 16:00

MARTIN'S DRIFT
PO Box 100, Sherwood
Tel: (+267) 491 5907/5913
Fax: (+267) 491 5905
Opening hours: 06:00 - 22:00

ZANZIBAR
PO Box 122, Tsetsebjwe
Tel: (+267) 264 6217/263 0012
Fax: (+267) 263 0009
Opening hours: 07:00 - 16:00

PLATJAN
PO Box 129, Selebi-Phikwe
Tel: (+267) 264 6333
Fax: (+267) 264 6375
Opening hours: 08:00 - 16:00

SIKWANE
PO Box 54, Sikwane
Tel: (+267) 570 0000
Fax: (+267) 577 8209
Opening hours: 07:00 - 19:00

TLOKWENG
P/Bag 00102, Gaborone
Tel: (+267) 317 800
Fax: (+267) 393 1403
Opening hours: 06:00 - 00:00

RAMOTSWA (BRIDGE)
PO Box V118, Ramotswa
Tel: (+267) 539 0344
Fax: (+267) 539 0344
Opening hours: 07:00 - 18:00

PIONEER GATE
PO Box 211, Lobatse
Tel: (+267) 533 3992/0387
Fax: (+267) 530 1161
Opening hours: 06:00 - 00:00

RAMATLABAMA
P/Bag 001, Pitshane
Tel: (+267) 540 7170/548 6296
Fax: (+267) 548 6306
Opening hours: 06:00 - 22:00

PHITSHANE MOLOPO
PO Box 32, Phitshane Molopo
Tel: (+267) 548 7204
Opening hours: 07:30 - 18:00

HEREFORD/BRAY
PO Box 103, Werda
Tel: (+267) 653 0068/9
Opening hours: 07:00 - 16:30

MAKOPONG
PO Box 164, Werda
Tel: (+267) 653 0063
Fax: (+267) 653 0064
Opening hours: 07:30 - 16:30

BOKSPITS
Opening hours: 07:30 - 16:30

McCARTHY'S REST/ TSHABONG
P/Bag 10, Tshabong
Tel: (+267) 653 0056
Fax: (+267) 653 0055
Opening hours: 08:00 - 18:00

MIDDLEPITS
P/Bag M10, Tshabong
Tel: (+267) 653 0060
Fax: (+267) 653 0055
Opening hours: 08:00 - 16:00

TWO RIVERS
Opening hours: 07:30 - 16:00

PARR'S HALT
Opening hours: 08:00 - 16:00

NAMIBIA

MAMUNO
PO Box 69, Charles Hill
Tel: (+267) 659 2013
Fax: (+267) 659 2271
Opening hours: 24 Hours

NGOMA
PO Box 346, Kasane
Tel: (+267) 620 0050
Opening hours: 07:00 - 18:00

MOHEMBO
PO Box 197, Shakawe
Tel: (+267) 687 5505
Fax: (+267) 687 5524
Opening hours: 06:00 - 18:00

IMPALILA ISLAND
4km west of Impalila, Chobe/Kasane
Tel: (+267) 625 0252
Opening hours: 07:30 - 16:30

ZIMBABWE

RAMOKGWEBANA
PO Box 1, Ramokgwebana
Tel: (+267) 248 9266
Fax: (+267) 248 9286
Opening hours: 06:00 - 22:00

MAITENGWE
PO Box 174, Maitengwe
Tel: (+267) 248 3275
Opening hours: 07:00 - 16:30

PANDAMATENGA
PO Box 95, Kasane
Tel: (+267) 623 2029
Opening hours: 08:00 - 17:00

MATSILOJE
PO Box 93, Matsiloje
Tel: (+267) 248 3275
Opening hours: 07:00 - 16:30

KAZUNGULA ROAD
PO Box 41, Kasane
Tel: (+267) 625 0320/1303
Fax: (+267) 625 1315
Opening hours: 06:00 - 20:00

ZAMBIA

KAZUNGULA BRIDGE
PO Box 41, Kasane
Tel: (+267) 75 647 468
Fax: (+267) 625 0192
Opening hours: 06:00 - 20:00

AIRPORTS

SIR SERETSE KHAMA
P/Bag 00102, Gaborone
Tel: (+267) 395 3022/364 3190
Fax: (+267) 391 2506
Opening hours: 06:00 - 22:00

PG MATANTE
PO Box 457, Francistown
Tel: (+267) 241 2065
Fax: (+267) 241 3114
Opening hours: 06:00 - 22:00

KASANE
PO Box 347, Kasane
Tel: (+267) 625 0175
Opening hours: 06:00 - 18:00

MAUN
PO Box 219, Maun
Tel: (+267) 686 0278
Fax: (+267) 686 0194
Opening hours: 07:30 - 16:30

JWANENG
PO Box 5, Jwaneng
Tel: (+267) 588 0309
Opening hours: 07:00 - 16:30

SELEBI-PHIKWE
PO Box 213, Selebi-Phikwe
Tel: (+267) 260 1238
Opening hours: 07:30 - 16:30

SOWA AIRFIELD
P/Bag SOW 55, Sowa Town
Tel: (+267) 621 3219
Fax: (+267) 621 3219
Opening hours: 07:30 - 16:30

PORTS OF ENTRY - ESWATINI

BORDER POSTS/CUSTOMS OFFICE	DAILY OPERATING HOURS
Ngwenya	07:00 - 00:00
Lavumisa	07:00 - 22:00
Mahamba	07:00 - 22:00
Matsamo	07:00 - 20:00
Mananga	07:00 - 18:00
Sandlane	08:00 - 18:00
Mhlumeni	24 Hours
Lomahasha	07:00 - 20:00
Sicunusa	08:00 - 18:00
Nsalitje	08:00 - 18:00
Bulembu	08:00 - 16:00
Lundzi	08:00 - 16:00
Gege	08:00 - 16:00
Inland Stations (except Saturdays, Sundays, and Public Holidays)	
Matsapha ICD	08:00 - 17:00
Matsapha AGOA Office	08:00 - 17:00
Mbabane Clearance Office	08:00 - 17:00
Matsapha Airport	08:00 - 17:00

PORTS OF ENTRY - LESOTHO

BORDER POSTS/CUSTOMS OFFICE	DAILY OPERATING HOURS
Maputsoe (Ficksburg Bridge) Ficksburg, Free State	24 Hours
Maseru Bridge, Ladybrand, Free State	24 Hours
Caledonspoort (near Butha-Buthe), Fouriesburg, Free State	06:00 - 22:00
Van Rooyen's Gate (near Mafeteng), Wepener, Free State	06:00 - 22:00
Makhaleng Bridge (near Mohale's Hoek), Zastron, Free State	08:00 - 18:00
Tele Bridge (near Moyeni): Sterkspruit, Eastern Cape	06:00 - 22:00
Qacha's Nek Gate, Matiele, KwaZulu-Natal	07:00 - 20:00
Sani Pass, Himeville, KwaZulu-Natal	08:00 - 16:00
Peka Bridge, Gumtree, Free State	08:00 - 16:00
Sephapos Gate, Zastron, Free State	08:00 - 16:00
Ramatseliso's Gate, Matatiele, KwaZulu-Natal	08:00 - 16:00
Monontsha Pass, Witsieshoek, Free State	08:00 - 16:00

PORTS OF ENTRY - DRC

ZAMBIA

Kasumbalesa	24 Hours

PORTS OF ENTRY - MALAWI

MOZAMBIQUE

BORDER POSTS/CUSTOMS OFFICE	DAILY OPERATING HOURS
Biri Wiri	06:00 – 18:00
Chiponde	06:00 – 18:00
Dedza	06:00 – 18:00
Marka	06:00 – 18:00
Mulanje	06:00 – 18:00
Mwanza	06:00 – 21:00

TANZANIA

Kasumulu	08:00 - 18:00

ZAMBIA

Mchinji	24 Hours (Light vehicles) 08:00 – 18:00 (Commercial vehicles)

PORTS OF ENTRY - MOZAMBIQUE

SOUTH AFRICA

BORDER POSTS/CUSTOMS OFFICE	DAILY OPERATING HOURS
Giriyonda	08:00 – 16:00 (Oct – March) 08:00 – 15:00 (Apr – Sept)
Pafuri	08:00 – 16:00
Ponta do Ouro	08:00 – 16:00
Ressano Garcia	06:00 – 00:00

ESWATINI

Goba	24 Hours
Lomahasha	07:00 – 00:00

MALAWI

Biri Biri	06:00 – 18:00
Calomue	06:00 – 18:00
Mandimba	06:00 – 18:00
Milange	06:00 – 18:00
Villa Nova de Fronteira	06:00 – 18:00
Zobue	06:00 – 21:00

TANZANIA

Matchedje	06:00 – 18:00
Namoto	07:00 – 19:00
Negomano	07:30 – 16:00

ZAMBIA

Cassacatiza	06:00 – 18:00
Zumbo	06:00 – 18:00

ZIMBABWE

Chiqualaquala	06:00 – 18:00
Chitompo	07:00 – 17:00
Cuchamano	06:00 – 18:00
Espangabera	06:00 – 16:00
Machipanda	24 Hours
Mecumbura	06:00 – 18:00

PORTS OF ENTRY – NAMIBIA

BORDER POST OPERATING HOURS:

NAME	TEL	FAX	ADDRESS	HOURS
Ariamsvlei	(+264) 63 280 057	(+264) 63 280 058	PO Box 7 Ariamsvlei	24 Hours
Eros Airport	(+264) 61 232 282	(+264) 61 232 001	P/Bag 133200 Windhoek	Depends on schedule
Gobabis (Buitepos), 125km east of Gobabis	(+264) 62 563 518	(+264) 62 564 147	P/Bag 896 Gobabis	07:00 - 00:00
Grootfontein	(+264) 67 243 328	(+264) 67 243 170	P/Bag 2002 Grootfontein	08:00 - 17:00
Holweg	(+264) 63 280 683	(+264) 63 280 683	PO Box 1 Aroab	08:00 - 16:30
Hosea Kutako Airport	(+264) 62 540 267	(+264) 62 540 375	P/Bag 13200 Windhoek	Depends on schedule
Impalila	(+264) 66 218 087	(+264) 66 253 800	P/Bag 5012 Katima Mulilo	07:00 - 18:00
Karasburg	(+264) 63 270 227	(+264) 63 270 291	P/Bag 2003 Karasburg	08:00 - 17:00
Kasika	(+267) 625 0814	(+267) 625 0814	P/Bag 5012 Katima Mulilo	07:00 - 18:00
Katima Mulilo	(+264) 66 253 800	(+264) 66 253 800	P/Bag 5012 Katima Mulilo	08:00 - 17:00
Keetmanshoop	(+264) 63 222 114	(+264) 63 224 765	P/Bag 2100 Keetmanshoop	08:00 - 17:00
Klein Manasse, 200km east of Keetmanshoop en route to Kalahari Gemsbok Park	(+264) 63 280 680	(+264) 63 280 680	PO Box 1 Aroab	08:00 - 22:00
Lüderitz	(+264) 63 203 116	(+264) 63 202 924	PO Box 87 Lüderitz	08:00 - 17:00
Mohembo, 25km south of Divundu	(+264) 66 259 902	(+264) 66 259 902	P/Bag 5012 Katima Mulilo	08:00 - 17:00
Ngoma, 60km south-east of Katima Mulilo	(+264) 66 252 856	(+264) 66 253 800	P/Bag 5012 Katima Mulilo	08:00 - 18:00
Noordoewer	(+264) 63 297 122	(+264) 63 297 021	PO Box 38 Noordoewer	24 Hours
Omahenene	(+264) 65 259 504	(+264) 65 259 504	P/Bag 2011 Ondangwa	08:00 - 18:00
Ondangwa	(+264) 65 240 193	(+264) 65 240 247	P/Bag 2011 Ondangwa	08:00 - 17:00
Oranjemund	(+264) 63 232 756	(+264) 63 232 756	PO Box 14 Oranjemund	06:00 - 22:00
Oshakati	(+264) 65 220 801	(+264) 65 221 284	P/Bag 2011 Ondangwa	08:00 - 17:00
Oshikango, 60km north of Ondangwa	(+264) 65 264 615	(+264) 65 264 615	P/Bag 2011 Ondangwa	08:00 - 18:00
Ruacana	(+264) 65 270 290	(+264) 65 270 010	P/Bag 2011 Ondangwa	08:00 - 18:00
Rundu	(+264) 66 255 356	(+264) 66 255 636	P/Bag 1814 Rundu	08:00 - 17:00
Trans Kalahari	(+264) 62 560 404	(+264) 62 560 416	PO Box 1186 Gobabis	07:00 - 00:00
Velloorsdrift, 100km south-east of Karasburg	(+264) 63 269 134	(+264) 63 269 134	P/Bag 2003 Karasburg	08:00 - 22:00
Walvis Bay	(+264) 64 204 036	(+264) 64 203 104	P/Bag 5002 Walvis Bay	08:00 - 17:00
Wenela, 4km north of Katima Mulilo	(+264) 66 253 430	(+264) 66 253 153	P/Bag 5012 Katima Mulilo	07:00 - 18:00

PORTS OF ENTRY – ZIMBABWE

BOTSWANA

PORT CONTROL	HOURS	TELEPHONE NUMBER
Plumtree	06:00 – 22:00	Tel: (+263) 19 2561/4 Tel: (+2630 78 252 7250 Fax: (+263) 19 2565
Kazungula	06:00 – 20:00	Tel: (+263) 134 4322/2330
Pandamatenga	08:00 – 17:00	Tel: (+263) 71 232 1220
Mulambapele	07:00 – 16:30	No phone
Mphoengs	06:00 – 18:00	No phone
Maitengwe	06:00 – 18:00	No phone

MOZAMBIQUE

PORT CONTROL	HOURS	TELEPHONE NUMBER
Mukumbura	06:00 – 18:00	Tel: (+263) 479 7676/80 (Harare office)
Forbes	06:00 – 20:00	Tel: (+263) 206 3003/7532 Fax: (+263) 206 6196
Nyamapanda	06:00 – 20:00	Tel: (+263) 72 2838 Fax: (+263) 72 2569
Mt Selinda	06:00 – 20:00	Tel: (+263) 27 4511/2 Fax: (+263) 27 4513
Sango	06:00 – 18:00	No phone

SOUTH AFRICA

PORT CONTROL	HOURS	TELEPHONE NUMBER
Beitbridge	24 Hours	Tel: (+263) 862 2303 / 2366
Pafuri	08:00 - 16:00	Tel: (013) 735 5574

ZAMBIA

PORT CONTROL	HOURS	TELEPHONE NUMBER
Chirundu	24 Hours	Tel: (+263) 637 616/60/62 Fax: (+263) 637 646
Kariba	06:00 - 20:00	Tel: (+263) 61 2355/3500 Tel: (+263) 61 3447/9
Victoria Falls	06:00 - 22:00	Tel: (+263) 134 5876/3436 Fax: (+263) 134 4321
Kanyemba	06:00 - 18:00	Tel: (+263) 479 7676/80 (Harare office)

AIRPORTS

AIRPORT	HOURS	TELEPHONE NUMBER
JM Nkomo International (Bulawayo)	24 Hours	(+263) 292 290 588
RGB International (Harare)	24 Hours	(+263) 242 575 111
Vic Falls International	06:00 – 18:00	(+263) 134 4428

ZIM BORDERS

BEITBRIDGE BORDER ACCESS TOLL FEES

Classification	Adjusted toll fee (Incl VAT)
 MOTORCYCLE	$6.00
 LIGHT VEHICLE	$28.00
 MINIBUS	$41.00
 COACH	$85.00
 LIGHT GOODS VEHICLE	$85.00
 HEAVY VEHICLE	$122.00
 GOODS VEHICLE	$213.00
 ABNORMAL (LOAD) VEHICLE	$365.00

Parking - freight	$49.00
Parking - abnormal	$61.00

VISA INFORMATION

COUNTRY	VISAS	CONTACT DETAILS	ADDRESS	HOURS
Angola 	South African citizens do not require visas to enter Angola for periods that do not exceed 30 days.	Tel: 011 622 6025 Email: consuladogeral.jh@mirex.gov.ao / joaquim.pombo@mirex.gov.ao Website: www.mirex.gov.ao/PortalMIREX/#!/rede-diplomatica/mapa-da-rede-diplomatica/consulados	Waterside Place, 15 Zulberg Close, Bruma, Johannesburg	09:00 - 12:00 13:30 - 16:00
Botswana 	South African citizens do not require visas to enter Botswana.	Tel: 011 403 3748/9 Email: botsconsulate@gmail.com	The Place, 1 Sandton Drive, Sandton	08:00 – 12:00
Eswatini 	South African citizens do not require visas to enter Eswatini.	Tel: 012 344 1910 Email: pretoria@swazihighcom.co.za / visa@swazihighcom.co.za (for visa enquiries) Website: www.swazihighcom.co.za	715 Government Avenue, Cnr Blackwood Street, Arcadia, Pretoria	09:00 – 12:30 Monday, Wednesday, and Friday
Kenya 	South African citizens do not require visas to enter Kenya for periods that do not exceed 30 days.	Tel: 012 362 2249 Email: info@kenya.org.za / consular@kenya.org.za (for consular matters) Website: www.kenya.org.za	Taifa House, 302 Brooks Street, Menlo Park, Pretoria	09:00 – 12:30 14:00 – 15:00 Monday to Thursday 09:00 – 12:00 Friday
Lesotho 	South African citizens do not require visas to enter Lesotho.	Tel: 011 725 0082 / 010 900 1326 Email: lesothojohannesburg@yahoo.co.uk	222 Smit Street, Braamfontein, Johannesburg	08:30 – 16:30
Malawi 	South African citizens do not require visas to enter Malawi.	Tel: 011 234 8577 / 011 803 4919 Email: info@malawiconsulate.co.za Website: www.malawiconsulate.co.za	4 Dodge Street, Woodmead, ext 4, Sandton, 2157	09:00 – 13:00 Monday, Tuesday, Thursday; Closed on Wednesdays; 09:00 – 12:00 on Fridays
Mozambique 	South African citizens do not require visas to enter Mozambique.	Tel: 011 327 5704/5	95 Oxford Rd, Saxonwold, Johannesburg	08:00 – 12:00
Namibia 	Certain nationalities require visas for Namibia. South African citizens on business require a business visa.	Tel: 012 481 9100 Email: secretary@namibia.org.za	197 Blackwood Street, Cnr Church Street, Arcadia, Pretoria	09:00 – 16:30
Tanzania 	Certain nationalities require visas for Tanzania. South African citizens on business require a business visa which can be obtained online for a trip of up to 90 days.	Tel: 012 342 4371/93 Email: tanzania@mweb.co.za / pretoria@nje.go.tz	822 George Avenue, Arcadia, Pretoria	09:00 – 12:00
Zambia 	South African citizens do not require visas to enter Zambia.	Tel: 012 326 1847/97 Email: hc@zambiapretoria.net Website: www.zambiapretoria.net	570 Ziervogel Street, off Hamilton Street, Arcadia, Pretoria	09:00 – 13:00 14:00 – 17:00
Zimbabwe 	Certain nationalities require visas for Zimbabwe. These are obtainable free of charge at the border post.	Tel: 011 615 5879 / 011 037 3400 Whatsapp: 082 824 9435 Email: admin@zimbabweconsulate.co.za Website: www.zimbabweconsulate.co.za	20 Ernest Oppenheimer Ave, Bruma, Johannesburg	08:30 – 12:30 Closed on Wednesdays

SPECIFICATIONS

SPECIFICATIONS FOR COMMERCIAL VEHICLES IN SOUTH AFRICA

DAF SPECIFICATIONS

Model	**XF 480 FTT**	**XF 480 FTT**	**XF 530 FTT**	**XF 530 FTT**
Model Variant	**Smart**	**Premium+**	**Power+**	**SuperSpace+**
DAF Cab	Space	Space	Space	Super Space
Paccar Engine	MX-13 355 Euro III	MX-13 355 Euro III	MX-13 390 Euro III	MX-13 390 Euro III
Maximum Power (kW/hp @ rpm)	355/483 @ 1,600	355/483 @ 1,600	390/530 @ 1,675	390/530 @ 1,675
Maximum Torque (Nm @ rpm)	2,500 @ 1,000 - 1,250	2,500 @ 1,000 - 1,250	2,600 @ 1,000 - 1,400	2,600 @ 1,000 - 1,400
Maximum Sulphur Content (ppm)	500	500	500	500
Transmission	ZF 12TX2620 Direct Drive	ZF 12TX2620 Direct Drive	ZF 12TX2620 Direct Drive	ZF 12TX2620 Direct Drive
Gear Ratio Range	16.69 - 1.00	16.69 - 1.00	16.69 - 1.00	16.69 - 1.00
Power Takeoff	Electrically Prepared	Electrically Prepared	Electrically Prepared	Electrically Prepared
Rear Axle Type	Single Hypoid	Single Hypoid	Single Hypoid	Single Hypoid
Rear Axle Ratio (~ : 1)	2.83	2.83	2.83	2.83
Rear Suspension Type	Air Bellow	Air Bellow	Air Bellow	Air Bellow
Rear Brake Type	Disc	Disc	Disc	Disc
Front Tyre Size	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5
Rim Material Type	Painted Steel	Brushed Aluminium	Brushed Aluminium	Brushed Aluminium
Primary Retarder	Exhaust Brake	MX Engine Brake	MX Engine Brake	MX Engine Brake
Secondary Retarder	ZF Intarder 3	ZF Intarder 3	ZF Intarder 3	ZF Intarder 3
Combined Fuel Tank Capacity (litres)	890	890	890	890
Fifth Wheel	JOST JSK 37C-2"	JOST JSK 37C-2"	JOST JSK 37C-2"	JOST JSK 37C-2"
Front Bumper	One-Part Steel	One-Part Steel	One-Part Steel	One-Part Steel
Headlight & Taillight Type	LED	LED	LED	LED
Auxiliary Lights	-	Foglights	Foglights	Foglights & Skylights
Axle Load Monitoring	ALM	ALM	ALM	ALM
Lane Assistance	-	LDWS	LDWS	LDWS
Driver Performance Assistant	DPA	DPA	DPA	DPA
Adaptive Cruise Control	ACC	ACC	ACC	ACC
Predictive Cruise Control	-	PCC-Ready	PCC-Ready	PCC-Ready
Vehicle Stability Control	VSC	VSC	VSC	VSC
Downhill Speed Control	DSC	DSC	DSC	DSC
Emergency Braking Control	AEBS	AEBS	AEBS	AEBS
ADR Class Compliance	Partial	FL+AT+EXII	FL+AT+EXII	FL+AT+EXII
Vehicle Warranty	1 Year / Unlimited km	1 Year / Unlimited km	1 Year / Unlimited km	1 Year / Unlimited km
Driveline Warranty	3 Year / Unlimited km	3 Year / Unlimited km	3 Year / Unlimited km	3 Year / Unlimited km

SCAN HERE TO FIND OUT MORE ABOUT DAF

XF 530 FTT	XF 530 FTT	CF 430 FTT	CF 480 FTT	CF 480 FTT
Elite+	**Heavy Hauler**	**Lean**	**ToughX**	**RuggedX**
Super Space	Space	Sleeper	Sleeper	Sleeper
MX-13 390 Euro III	MX-13 390 Euro III	MX-13 315 Euro III	MX-13 355 Euro III	MX-13 355 Euro III
390/530 @ 1,675	390/530 @ 1,675	315/428 @ 1,600	355/483 @ 1,600	355/483 @ 1,600
2,600 @ 1,000 - 1,400	2,600 @ 1,000 - 1,400	2,300 @ 1,000 - 1,250	2,500 @ 1,000 - 1,250	2,500 @ 1,000 - 1,250
500	500	500	500	500
ZF 12TX2620 Direct Drive	ZF 16TX2640 OverDrive	ZF 12TX2620 Direct Drive	ZF 16TX2640 OverDrive	ZF 12TX2620 Direct Drive
16.69 - 1.00	14.68 - 0.82	16.69 - 1.00	14.68 - 0.82	16.69 - 1.00
Electrically Prepared	Electrically Prepared	Electrically Prepared	ZF NH4c	ZF NH4c
Single Hypoid	Planetary Hub	Single Hypoid	Planetary Hub	Single Hypoid
2.83	4.12	2.83	4.12	2.83
Air Bellow	Trapezium MultiLeaf	Air Bellow	Trapezium MultiLeaf	Air Bellow
Disc	Drum	Disc	Drum	Disc
315/80R22.5	385/65R22.5	315/80R22.5	385/65R22.5	315/80R22.5
Dura Bright Aluminium	Painted Steel	Painted Steel	Painted Steel	Painted Steel
MX Engine Brake	MX Engine Brake	Exhaust Brake	MX Engine Brake	MX Engine Brake
ZF Intarder 3	ZF Intarder 3	ZF Intarder 3	ZF Intarder 3	ZF Intarder 3
890	680	890	680	680
JOST JSK 37C-2”	JOST JSK 38C/G 3.5”	JOST JSK 37C-2”	JOST JSK 38C/G 2”/3.5”	JOST JSK 38C 2”
One-Part Steel	One-Part Steel	One-Part Steel	Three-Part Construction	Three-Part Construction
LED	Halogen	Halogen	Halogen	Halogen
Foglights & Skylights	-	-	-	-
ALM	-	ALM	-	ALM
LDWS	-	-	-	-
DPA	DPA	DPA	DPA	DPA
ACC	ACC	-	-	-
PCC	-	-	-	-
VSC	VSC	VSC	VSC	VSC
DSC	DSC	DSC	DSC	DSC
AEBS	AEBS	-	-	-
FL+AT+EXII	Partial	Partial	Partial	Partial
1 Year / Unlimited km	1 Year / Unlimited km	1 Year / Unlimited km	1 Year / Unlimited km	1 Year / Unlimited km
3 Year / Unlimited km	3 Year / Unlimited km	3 Year / 600,000km	3 Year / 600,000km	3 Year / 600,000km

ISUZU SPECIFICATIONS

Model	FRR 600 AMT	FRR 600 AMT (EURO 5)	FRR 550	FSR 800	FSR 800 SWB	FSR 800 AMT
Axle layout	4x2	4x2	4x2	4x2	4x2	4x2
MASS (kg)						
Permissible body + payload	7,716	7,690	7,520	10,100	10,180	10,200
Tare - total (T)	3,284	3,310	3,480	3,900	3,820	3,800
Tare - front	2,094	2,130	2,230	2,430	2,370	2,390
Tare - rear	1,190	1,180	1,250	1,470	1,450	1,410
GVM	11,000	11,000	11,000	14,000	14,000	14,000
V	11,000	11,000	11,000	14,000	14,000	14,000
GCM	16,000	16,000	16,000	18,000	18,000	18,000
D/T	16,000	16,000	16,000	18,000	18,000	18,000
Axle - front GA/GAU	3,600	3,600	3,600	5,000	5,000	5,000
Axle - front A/AU	3,600	3,600	3,600	5,000	5,000	5,000
Axle - rear GA/GAU	7,700	7,700	7,700	9,000	9,000	9,000
Axle - rear A/AU	7,600	7,600	7,600	9,000	9,000	9,000
MAJOR DIMENSIONS (mm)						
Overall length	7,425	7,425	7,705	8,605	6,555	8,605
Overall width	2,200	2,200	2,200	2,200	2,200	2,200
Wheelbase	4,360	4,360	4,660	5,160	3,790	5,160
Cab to bogie / rear axle	3,804	3,804	3,764	4,264	2,894	4,264
Cab to end of chassis	5,699	5,699	5,639	6,539	4,494	6,539
Overall height	2,530	2,530	2,530	2,610	2,610	2,610
Front overhang	1,170	1,170	1,170	1,170	1,170	1,170
Rear overhang	1,895	1,895	1,875	2,275	1,595	2,275
Turning radius (curb to curb)	6,600	6,600	7,000	9,000	6,800	9,000
ENGINE						
Model	4HK1-TCS	4HK1-TCC	6HK1-TCN	6HK1-TCN	6HK1-TCN	6HK1-TCN
Capacity (cm^3)	5,193	5,193	7,790	7,790	7,790	7,790
Layout	Diesel inline 4	Diesel inline 4	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
Power (kW @ r/min)	154 @ 2,600	140 @ 2,600	176 @ 2,400	176 @ 2,400	176 @ 2,400	176 @ 2,400
Torque (Nm @ r/min)	637 @ 1,600 - 2,600	513 @ 1,600 - 2,600	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400
Emissions standard	Euro 3	Euro 5	Euro 2	Euro 2	Euro 2	Euro 3
TRANSMISSION						
Model	MZW6P (AMT)	MZZ6N (AMT)	MZW6P	MZW6P	MZW6P	MZW6P (AMT)
Shift	Automated Manual	Automated Manual	Manual Gearshift	Manual Gearshift	Manual Gearshift	Automated Manual
No. of gears forward	6	6	6	6	6	6
First gear ratio : 1	6.615	6.369	6.615	6.615	6.615	6.615
Power Take-Off (PTO)	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready
TYRES						
Size and ply rating - front & rear	235/75R17.5	235/75R17.5	235/75R17.5	265/70R19.5	265/70R19.5	265/70R19.5
CAB & EXTRAS						
Dual fuel (Diesel/CNG)	-	-	-	-	-	-
Air conditioning	Standard	Standard	Standard	Standard	Standard	Standard
Radio / USB	Standard	Standard	Optional	Optional	Optional	Standard
Telematics	Standard	Standard	Standard	Standard	Standard	Standard
Driver & far passenger airbags	Standard	Standard	Standard	Standard	Standard	Standard

FSR 750 AMT CREWCAB	FSR 750 AMT CREWCAB (EURO 5)	FTR 850	FTR 850 SWB	FTR 850 AMT	FTR 850 AMT (EURO 5)
4x2	4x2	4x2	4x2	4x2	4x2
9,880	9,740	10,440 (*10,240)	10,720 (*10,520)	10,320 (*10,120)	10,320 (*10,120)
4,120	4,260	5,060	4,780	5,180	5,180
2,630	2,710	3,150	3,090	3,240	3,240
1,490	1,550	1,910	1,690	1,940	1,940
14,000	14,000	15,500	15,500	15,500	15,500
14,000	14,000	15,500 (*15,300)	15,500 (*15,300)	15,500 (*15,300)	15,500 (*15,300)
18,000	18,000	24,000	24,000	24,000	24,000
18,000	18,000	24,000	24,000	24,000	24,000
5,000	5,000	6,500	6,500	6,500	6,500
5,000	5,000	6,500 (*6,300)	6,500 (*6,300)	6,500 (*6,300)	6,500 (*6,300)
9,000	9,000	9,200	9,200	9,200	9,200
9,000	9,000	9,000	9,000	9,000	9,000
9,155	9,155	9,255	6,755	9,255	9,255
2,200	2,200	2,400	2,400	2,400	2,400
5,560	5,560	5,550	3,900	5,550	5,550
3,973	3,973	4,924	3,274	4,924	4,924
6,398	6,398	7,189	4,689	7,189	7,189
2,710	2,710	2,830	2,830	2,830	2,830
1,170	1,170	1,440	1,440	1,440	1,440
2,425	2,425	2,265	1,415	2,265	2,265
9,650	9,650	10,700	7,800	10,700	10,700
6HK1-TCN	6HK1-TCN	6HK1-TCN	6HK1-TCN	6HK1-TCN	6HK1-TCN
7,790	7,790	7,790	7,790	7,790	7,790
Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
176 @ 2,400	176 @ 2,400	176 @ 2,400	176 @ 2,400	176 @ 2,400	176 @ 2,400
706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400
Euro 3	Euro 5	Euro 2	Euro 2	Euro 3	Euro 5
MZW6P (AMT)	MZW6P (AMT)	MZW6P	MZW6P	MZW6P (AMT)	MZW6P (AMT)
Automated Manual	Automated Manual	Manual Gearshift	Manual Gearshift	Automated Manual	Automated Manual
6	6	6	6	6	6
6.615	6.615	6.615	6.615	6.615	6.615
PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready
265/70R19.5	265/70R19.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5
-	-	Optional	-	Optional	Optional
Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Optional	Optional	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard

ISUZU SPECIFICATIONS

Model	FTR 850 Compactor	FTR 850 XLWB AMT	FTR 850 LWB	FVR 900	FVM 1200	FVZ 1400
Axle layout	4x2	4x2	4x2	4x2	6x2	6x4
MASS (kg)						
Permissible body + payload	10,410 (*10,210)	10,490 (*10,290)	10,420 (*10,220)	10,420	18,070	17,600
Tare - total (T)	5,090	5,010	4,980	5,580	7,030	7,500
Tare - front	3,170	3,080	3,070	3,350	3,360	3,410
Tare - rear	1,920	1,930	1,910	2,230	3,670	4,090
GVM	15,500	15,500	15,500	16,000	25,100	25,100
V	15,500 (*15,300)	15,500 (*15,300)	15,500 (*15,300)	16,000	25,100	25,100
GCM	24,000	24,000	24,000	32,000	32,000	36,000
D/T	24,000	24,000	24,000	32,000	32,000	36,000
Axle - front GA/GAU	6,500	6,500	6,500	7,100	7,100	7,100
Axle - front A/AU	6,500 (*6,300)	6,500 (*6,300)	6,500 (*6,300)	7,100	7,100	7,100
Axle - rear GA/GAU	9,200	9,200	9,200	10,500	21,000	21,000
Axle - rear A/AU	9,200	9,000	9,000	9,200	18,000	18,000
MAJOR DIMENSIONS (mm)						
Overall length	9,255	10,540	10,005	10,005	9,730	9,730
Overall width	2,400	2,400	2,400	2,400	2,400	2,400
Wheelbase	5,550	6,500	6,050	6,050	5,700	5,700
Cab to bogie / rear axle	4,924	5,974	5,424	5,424	5,074	5,074
Cab to end of chassis	7,189	8,474	7,189	7,939	7,664	7,664
Overall height	2,830	2,830	2,830	2,885	2,885	2,885
Front overhang	1,440	1,440	1,440	1,440	1,440	1,440
Rear overhang	2,265	2,600	2,515	2,515	2,590	2,590
Turning radius (curb to curb)	10,700	12,219	11,500	11,500	10,800	10,800
ENGINE						
Model	6HK1-TCN	6HK1-TCN	6HK1-TCN	6HK1-TCS	6HK1-TCS	6HK1-TCS
Capacity (cm^3)	7,790	7,790	7,790	7,790	7,790	7,790
Layout	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
Power (kW @ r/min)	176 @ 2,400	176 @ 2,400	176 @ 2,400	221 @ 2,400	221 @ 2,400	221 @ 2,400
Torque (Nm @ r/min)	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	980 @ 1,450 - 2,400	980 @ 1,450 - 2,400	980 @ 1,450 - 2,400
Emissions standard	Euro 2	Euro 3	Euro 2	Euro 3	Euro 3	Euro 3
TRANSMISSION						
Model	MZW6P	MZW6P (AMT)	MZW6P	9 S 1110	9 S 1110	9 S 1110
Shift	Manual Gearshift	Automated Manual	Manual Gearshift	Manual Gearshift	Manual Gearshift	Manual Gearshift
No. of gears forward	6	6	6	9	9	9
First gear ratio : 1	6.615	6.615	6.615	6.576	6.576	6.576
Power Take-Off (PTO)	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready
TYRES						
Size and ply rating - front & rear	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5
CAB & EXTRAS						
Dual fuel (Diesel/CNG)	-	Optional	Optional	Optional	Optional	Optional
Air conditioning	Standard	Standard	Standard	Standard	Standard	Standard
Radio / USB	Optional	Standard	Optional	Standard	Standard	Standard
Telematics	Standard	Standard	Standard	Standard	Standard	Standard
Driver & far passenger airbags	Standard	Standard	Standard	Standard	Standard	Standard

FVZ 1400 SWB	FVZ 1400 Auto	FVZ 1400 SWB Auto	FVZ 1600 Compactor	FVZ 1600 Compactor Auto	FTS 750 4x4 DWA	FTS 750 4x4 SWA
6x4	6x4	6x4	6x4	6x4	4x4	4x4
17,930	17,550	17,850	18,570	18,490	8,770	8,160
7,170	7,550	7,250	7,430	7,510	5,130	5,040
3,400	3,470	3,470	3,380	3,550	3,110	3,130
3,770	4,080	3,780	4,050	3,960	2,020	1,910
25,100	25,100	25,100	26,000	26,000	13,900	13,900
25,100	25,100	25,100	26,000	26,000	13,900	13,200
36,000	36,000	36,000	36,000	36,000	18,000	18,000
36,000	36,000	36,000	36,000	36,000	18,000	18,000
7,100	7,100	7,100	7,100	7,100	5,200	5,200
7,100	7,100	7,100	7,100	7,100	5,200	5,200
21,000	21,000	21,000	21,000	21,000	9,200	9,200
18,000	18,000	18,000	20,400	20,400	9,000	8,000
7,440	9,730	7,440	9,730	9,730	7,405	7,405
2,400	2,400	2,400	2,400	2,400	2,400	2,400
4,350	5,700	4,350	5,700	5,700	4,250	4,250
3,724	5,074	3,724	5,074	5,074	3,440	3,440
5,374	7,664	5,374	7,664	7,664	5,340	5,340
2,885	2,885	2,885	2,885	2,885	2,940	2,975
1,440	1,440	1,440	1,440	1,440	1,255	1,255
1,650	2,590	1,650	2,590	2,590	1,900	1,900
7,700	10,800	7,700	10,800	10,800	9,000	9,000
6HK1-TCS	6HK1-TCS	6HK1-TCS	6HK1-TCS	6HK1-TCS	6HK1-TCN	6HK1-TCN
7,790	7,790	7,790	7,790	7,790	7,790	7,790
Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
221 @ 2,400	221 @ 2,400	221 @ 2,400	221 @ 2,400	221 @ 2,400	176 @ 2,400	176 @ 2,400
980 @ 1,450 - 2,400	980 @ 1,450 - 2,400	980 @ 1,450 - 2,400	980 @ 1,450 - 2,400	980 @ 1,450 - 2,400	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400
Euro 3	Euro 3	Euro 3	Euro 3	Euro 3	Euro 2	Euro 2
9 S 1110	3000 XFE-P AT	3000 XFE-P AT	9 S 1110	MD3560PR AT	MZW6P	MZW6P
Manual Gearshift	Auto	Auto	Manual Gearshift	Auto	Manual Gearshift	Manual Gearshift
9	6	6	9	6	6	6
6.576	3.49	3.49	6.576	4.593	6.615H / 12.65L	6.615H / 12.65L
PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready
315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	11R22.5-16PR	365/85R20
-	Optional	-	-	-	-	-
Standard	Standard	Standard	Standard	Standard	Optional	Optional
Standard	Standard	Standard	Standard	Standard	Optional	Optional
Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard

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ISUZU SPECIFICATIONS

Model	GRR 16-210 AMT	GRR 16-240	GSR 18-240	GSR 18-240 AMT	GTR 24-240	GTR 24-240 AMT	GVR 32-300
Axle layout	4x2	4x2	4x2	4x2	4x2	4x2	4x2
MASS (kg)							
Permissible body + payload	12,280	12,150	13,870	13,840	18,860	18,760	26,350
Estimated tare - total (T)	3,720	3,850	4,130	4,160	5,140	5,240	5,650
Tare - front	2,240	2,370	2,480	2,500	3,150	3,250	3,400
Tare - rear	1,480	1,480	1,650	1,660	1,990	2,040	2,250
GVM	11,000	11,000	14,000	14,000	15,500	15,500	16,000
V	11,000	11,000	14,000	14,000	15,500 (*15,300)	15,500 (*15,300)	16,000
GCM	16,000	16,000	18,000	18,000	24,000	24,000	32,000
D/T	16,000	16,000	18,000	18,000	24,000	24,000	32,000
Axle - front GA/GAU	3,600	3,600	5,000	5,000	6,500	6,500	7,100
Axle - front A/AU	3,600	3,600	5,000	5,000	6,500 (*6,300)	6,500 (*6,300)	7,100
Axle - rear GA/GAU	7,700	7,700	9,000	9,000	9,200	9,200	10,500
Axle - rear A/AU	7,600	7,600	9,000	9,000	9,000	9,000	9,000
MAJOR DIMENSIONS (mm)							
Overall length	6,405	6,405	5,842	5,842	6,300	6,300	6,110
Overall width	2,318	2,318	2,318	2,318	2,466	2,466	2,498
Wheelbase	4,360	4,360	3,790	3,790	3,900	3,900	3,700
Cab to bogie / rear axle	3,804	3,804	2,894	2,894	3,274	3,274	3,074
Cab to end of chassis	4,679	4,679	3,776	3,776	4,234	4,234	4,044
Overall height	2,550	2,550	2,610	2,610	2,830	2,830	2,885
Front overhang	1,170	1,170	1,170	1,170	1,440	1,440	1,440
Rear overhang	875	875	882	882	960	960	970
Turning radius (curb to curb)	6,600	6,600	6,775	6,775	7,800	7,800	7,400
ENGINE							
Model	4HK1-TCS	6HK1-TCN	6HK1-TCN	6HK1-TCN	6HK1-TCN	6HK1-TCN	6HK1-TCS
Capacity (cm^3)	5,193	7,790	7,790	7,790	7,790	7,790	7,790
Layout	Diesel inline 4	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
Power (kW @ r/min)	154 @ 2,600	176 @ 2,400	176 @ 2,400	176 @ 2,400	176 @ 2,400	176 @ 2,400	221 @ 2,400
Torque (Nm @ r/min)	637 @ 1,600 - 2,600	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	706 @ 1,450 - 2,400	980 @ 1,450 - 2,400
Emissions standard	Euro 3	Euro 2	Euro 2	Euro 2	Euro 2	Euro 2	Euro 3
TRANSMISSION							
Model	MZW6P (AMT)	MZW6P	MZW6P	MZW6P (AMT)	MZW6P	MZW6P (AMT)	9 S 1110
Shift	Automated Manual	Manual Gearshift	Manual Gearshift	Automated Manual	Manual Gearshift	Automated Manual	Manual Gearshift
No. of gears forward	6	6	6	6	6	6	9
First gear ratio : 1	6.615	6.615	6.615	6.615	6.615	6.615	6.576
Power Take-Off (PTO)	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready
TYRES							
Size and plyRating - front &Rear	235/75R 17.5	235/75R 17.5	265/70R19.5	265/70R19.5	315/80R22.5	315/80R22.5	315/80R22.5
CAB & EXTRAS							
Dual fuel (Diesel/CNG)	-	-	-	-	-	-	-
Air conditioning	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Radio / USB	Standard	Optional	Optional	Standard	Optional	Standard	Standard
Telematics	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Driver & far passenger airbags	Standard	Standard	Standard	Standard	Standard	Standard	Standard

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Alcoscan ALP-1 BT Law Enforcement Screener

Alcoscan ALP-1 BT Law Enforcement Screener incl Mobile Printer.

iBlow10 No-Contact Breathalyser for Industry and Law-Enforcement

High Speed No-Contact iBlow10 Breathalyser

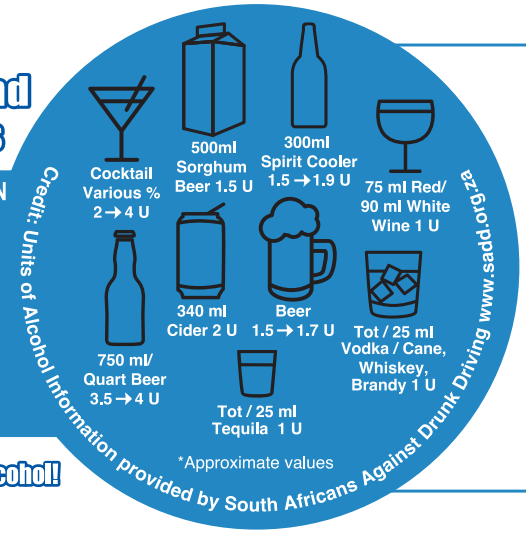
Know your breath and blood alcohol levels

1 UNIT OF ALCOHOL CONSUMED IN 1 HOUR EQUALS APPROXIMATELY

0.02 g (BAC%) in the blood / 0.10mg (BrAC) in exhaled breath

In general it takes one hour to eliminate one unit of alcohol from the body. Only time gets rid of alcohol - not coffee, not water - ONLY TIME!

NB. The safest driving rule is ZERO Alcohol!



- The safest drinking rule is: 1 unit per hour maximum. Drink less & slower.
- Women are more affected on less alcohol than men.
- Your ability to work or drive safely is impaired after even 1 unit, so it is safest not to drink before driving or working.
- Don't drive/walk drunk or high.
- Any amount of alcohol in your blood makes you a risk in the work place.
- Use Breathalysers to check that you are sober the morning after drinking alcohol to ensure you test zero before driving any vehicle or entering any work-place.

Limit for work places = 0.00 g blood < 0.00 mg breath
Legal driving limit = < 0.05 g blood < 0.24 mg breath
Professional Driver limit = < 0.02 g blood < 0.10 mg breath

Durban Branch
Unit 1001A, 1st Floor
The Ridge, 1 Derby Place
Derby Downs Office Park
Westville, Durban 3629
Tel: 031 003 8917
Email: sales@breathalysers.co.za

Johannesburg & Exports Office
29 Plantation Road
The Gardens, Norwood
Johannesburg, 2192
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Exports Mobile: +27 64 615 4337
Email: sales@breathalysers.co.za

Cape Town Branch
Suite 107, 1st Floor, Building 17
Entrance 1, Wyecroft Road
Waverley Business Park
Observatory, Cape Town, 7935
Tel: 021 007 4476
Email: sales@breathalysers.co.za

ISUZU SPECIFICATIONS

Model	FXR 17-360 FREIGHTER	FXR 17-350 FREIGHTER (EURO 5)	FXZ 26-360 FREIGHTER	FXZ 26-350 FREIGHTER (EURO 5)	FXZ 26-360 FREIGHTER AUTO
Axle layout	4x2	4x2	6x4	6x4	6x4
MASS (kg)					
Permissible body + payload	10,610	10,350	17,500	17,500	17,140
Tare - total (T)	5,890	6,150	8,000	8,000	8,360
Tare - front	3,770	3,950	4,040	4,040	4,230
Tare - rear	2,120	2,200	3,960	3,960	4,130
GVM	16,500	16,500	25,500	25,500	25,500
V	16,500	16,500	25,500	25,500	25,500
GCM	36,000	36,000	45,000	45,000	45,000
D/T	36,000	36,000	45,000	45,000	45,000
Axle - front GA/GAU	7,500	7,500	7,500	7,500	7,500
Axle - front A/AU	7,500	7,500	7,500	7,500	7,500
Axle - rear GA/GAU	13,000	13,000	21,000	21,000	21,000
Axle - rear A/AU	9,000	9,000	18,000	18,000	18,000
MAJOR DIMENSIONS (mm)					
Overall length	10,000	10,000	10,990	10,990	10,990
Overall width	2,490	2,490	2,490	2,490	2,490
Wheelbase	5,740	5,740	6,010	6,010	6,010
Cab to bogie / rear axle	5,070	5,070	5,340	5,340	5,340
Cab to end of chassis	7,840	7,840	8,840	8,840	8,840
Overall height	2,980	2,980	2,980	2,980	2,980
Front overhang	1,480	1,480	1,480	1,480	1,480
Rear overhang	2,780	2,780	3,500	3,500	3,500
Turning radius (curb to curb)	9,900	9,900	10,400	10,400	10,400
ENGINE					
Model	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC
Capacity (cm^3)	9,839	9,839	9,839	9,839	9,839
Layout	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
Power (kW @ r/min)	265 @ 2,000	257 @ 2,000	265 @ 2,000	257 @ 2,000	265 @ 2,000
Torque (Nm @ r/min)	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400
Emissions standard	Euro 3	Euro 5	Euro 3	Euro 5	Euro 3
TRANSMISSION					
Model	ZF9S1310	ZF9S1310	ZF9S1310	ZF9S1310	4430
Shift	Manual Gearshift	Manual Gearshift	Manual Gearshift	Manual Gearshift	Automatic
No. of gears forward	9	9	9	9	6
First gear ratio : 1 (crawler where applicable)	9.480	9.480	9.480	9.480	4.700
Power Take-Off (PTO)	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready
TYRES					
Size and ply rating - front & rear	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5
CAB & EXTRAS					
Dual fuel (Diesel/CNG)	Optional	Optional	Optional	Optional	Optional
Air conditioning	Standard	Standard	Standard	Standard	Standard
Radio / CD	Standard	Standard	Standard	Standard	Standard
Telematics	Standard	Standard	Standard	Standard	Standard
Driver airbag	Standard	Standard	Standard	Standard	Standard

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FXZ 26-350 FREIGHTER AUTO (EURO 5)	FXZ 28-360 COMPACTOR	FXZ 28-350 COMPACTOR (EURO 5)	FXZ 26-360 MIXER	FXZ 26-360 TIPPER	FYH 33-360 MIXER AUTO	FYH 33-350 MIXER AUTO (EURO 5)
6x4	6x4	6x4	6x4	6x4	8x4	8x4
17,000	19,900	19,900	18,120	17,970	22,560	22,180
8,500	8,000	8,000	7,380	7,530	10,440	10,820
4,310	4,040	4,040	3,930	3,950	7,100	7,470
4,190	3,960	3,960	3,450	3,580	3,340	3,350
25,500	28,000	28,000	25,500	25,500	33,000	33,000
25,500	27,900	27,900	25,500	25,500	31,650	31,650
45,000	45,000	45,000	43,500	43,500	45,000	45,000
45,000	45,000	45,000	43,500	43,500	45,000	45,000
7,500	7,500	7,500	7,500	7,500	7,500	7,500
7,500	7,500	7,500	7,500	7,500	7,500	7,500
21,000	21,000	21,000	21,000	21,000	21,000	21,000
18,000	20,400	20,400	18,000	18,000	18,000	18,000
10,990	10,990	10,990	7,790	7,790	9,040	9,040
2,490	2,490	2,490	2,490	2,490	2,490	2,490
6,010	6,010	6,010	4,330	4,330	4,830	4,830
5,340	5,340	5,340	3,660	3,660	5,190	5,190
8,840	8,840	8,840	5,640	5,640	6,900	6,900
2,980	2,980	2,980	2,980	2,980	2,980	2,980
1,480	1,480	1,480	1,480	1,480	1,480	1,480
3,500	3,500	3,500	1,980	1,980	1,790	1,790
10,400	10,400	10,400	7,700	7,700	10,600	10,600
6UZ1-TCC	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC
9,839	9,839	9,839	9,839	9,839	9,839	9,839
Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
257 @ 2,000	265 @ 2,000	257 @ 2,000	265 @ 2,000	265 @ 2,000	265 @ 2,000	257 @ 2,000
1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400
Euro 5	Euro 3	Euro 5	Euro 3	Euro 3	Euro 3	Euro 5
4430	ZF9S1310	ZF9S1310	ZF9S1310	ZF9S1310	4430	4430
Automatic	Manual Gearshift	Manual Gearshift	Manual Gearshift	Manual Gearshift	Automatic	Automatic
6	9	9	9	9	6	6
4.700	9.480	9.480	9.480	9.480	4.700	4.700
PTO Ready	PTO Ready	PTO Ready	Constant Drive	PTO Ready	PTO Ready	PTO Ready
315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5
Optional	-	-	-	-	-	-
Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard

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ISUZU SPECIFICATIONS

MODEL	GXR 35-360 TRUCK-TRACTOR	GXR 35-360 TRUCK-TRACTOR AUTO	GXR 35-350 TRUCK-TRACTOR AUTO (EURO 5)	GXR 35-350 TRUCK-TRACTOR (EURO 5)	GXR 40-360 TRUCK-TRACTOR	GXZ 45-360 TRUCK-TRACTOR	GXZ 45-350 TT (EURO 5)
Axle layout	4x2	4x2	4x2	4x2	4x2	6x4	6x4
MASS (kg)							
Permissible body + payload	10,350	10,020	10,000	10,260	10,110	17,340	17,060
Tare - total (T)	6,150	6,480	6,500	6,240	6,390	8,160	8,440
Tare - front	3,930	4,130	4,220	4,000	3,980	4,170	4,300
Tare - rear	2,220	2,350	2,280	2,240	2,410	3,990	4,140
GVM	16,500	16,500	16,500	16,500	16,500	25,500	25,500
V	16,500	16,500	16,500	16,500	16,500	25,500	25,500
GCM	34,500	34,500	34,500	34,500	40,500	45,000	45,000
D/T	34,500	34,500	34,500	34,500	40,500	45,000	45,000
Axle - front GA/GAU	7,500	7,500	7,500	7,500	7,500	7,500	7,500
Axle - front A/AU	7,500	7,500	7,500	7,500	7,500	7,500	7,500
Axle - rear GA/GAU	13,000	13,000	13,000	13,000	13,000	21,000	21,000
Axle - rear A/AU	9,000	9,000	9,000	9,000	9,000	18,000	18,000
MAJOR DIMENSIONS (mm)							
Overall length	5,895	5,895	5,895	5,895	5,895	6,946	6,946
Overall cab width	2,490	2,490	2,490	2,490	2,490	2,490	2,490
Overall max rear width	2,515	2,515	2,515	2,515	2,515	2,515	2,515
Wheelbase	3,480	3,480	3,480	3,480	3,480	4,100	4,100
Cab to bogie / rear axle	2,810	2,810	2,810	2,810	2,810	3,430	3,430
Cab to end of chassis	3,780	3,780	3,780	3,780	3,780	4,760	4,760
Overall height	2,980	2,980	2,980	2,980	2,980	2,980	2,980
Front overhang	1,480	1,480	1,480	1,480	1,480	1,480	1,480
Rear overhang	1,035	1,035	1,035	1,035	1,035	1,330	1,330
Turning radius (curb to curb)	5,300	5,300	5,300	5,300	5,300	7,400	7,400
ENGINE							
Model	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC	6UZ1-TCC
Capacity (cm^3)	9,839	9,839	9,839	9,839	9,839	9,839	9,839
Layout	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
Power (kW @ r/min)	265 @ 2,000	265 @ 2,000	257 @ 2,000	257 @ 2,000	265 @ 2,000	265 @ 2,000	257 @ 2,000
Torque (Nm @ r/min)	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,400	1,422 @ 1,450
Emissions standard	Euro 3	Euro 3	Euro 5	Euro 5	Euro 3	Euro 3	Euro 5
TRANSMISSION							
Model	ZF9S1310	4430	4430	ZF9S1310	ZF9S1310	ZF9S1310	ZF9S1310
Shift	Manual Gearshift	Automatic	Automatic	Manual Gearshift	Manual Gearshift	Manual Gearshift	Manual Gearshift
No. of gears forward	9	6	6	9	9	9	9
First gear ratio : 1 (crawler where applicable)	9.480	4.700	4.700	9.480	9.480	9.480	9
Power Take-Off (PTO)	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready
TYRES							
Size and ply rating - front & rear	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5
CAB & EXTRAS							
Dual fuel (Diesel/CNG)	-	-	-	-	-	-	-
Air conditioning	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Radio / CD	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Telematics	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Driver airbag	Standard	Standard	Standard	Standard	Standard	Standard	Standard

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ISUZU SPECIFICATIONS

Model	NLR 150	NMR 250	NMR 250 SWB	NMR 250 AMT	NMR 250 AMT SWB	NMR 250 AMT CREWCAB
Axle layout	4x2	4x2	4x2	4x2	4x2	4x2
MASS (kg)						
Permissible body + payload	2,100	3,370	3,390	3,330	3,300	3,080
Tare - total (T)	2,100	2,130	2,110	2,170	2,200	2,420
Tare - front	1,490	1,460	1,450	1,460	1,480	1,660
Tare - rear	610	670	660	710	720	760
GVM	4,200	5,500	5,500	5,500	5,500	5,500
V	4,200	5,500	5,500	5,500	5,500	5,500
GCM	7,050	8,700	8,700	8,700	8,700	8,700
D/T	7,050	8,700	8,700	8,700	8,700	8,700
Axle - front GA/GAU	2,900	2,900	2,900	2,900	2,900	2,900
Axle - front A/AU	1,950	2,300	2,300	2,300	2,300	2,300
Axle - rear GA/GAU	5,000	5,000	5,000	5,000	5,000	5,000
Axle - rear A/AU	3,700	4,360	4,360	4,360	4,360	4,360
MAJOR DIMENSIONS (mm)						
Overall length	4,730	6,020	4,910	6,020	4,910	6,020
Overall width	1,815	1,815	1,815	1,815	1,815	1,815
Wheelbase	2,475	3,345	2,475	3,345	2,475	3,345
Cab to bogie / rear axle	2,022	2,892	2,022	2,892	2,022	1,781
Cab to end of chassis	3,167	4,457	3,587	4,457	3,587	3,346
Overall height	2,195	2,200	2,200	2,200	2,200	2,200
Front overhang	1,110	1,110	1,110	1,110	1,110	1,110
Rear overhang	1,145	1,565	1,325	1,565	1,325	1,565
Turning radius (curb to curb)	5,250	7,250	5,550	7,250	5,550	7,250
ENGINE						
Model	4JJ1-TCC	4JJ1-TCC	4JJ1-TCC	4JJ1-TCC	4JJ1-TCC	4JJ1-TCC
Capacity (cm^3)	2,999	2,999	2,999	2,999	2,999	2,999
Layout	Diesel inline 4	Diesel inline 4	Diesel inline 4	Diesel inline 4	Diesel inline 4	Diesel inline 4
Power (kW @ r/min)	96 @ 2,800	96 @ 2,800	96 @ 2,800	96 @ 2,800	96 @ 2,800	96 @ 2,800
Torque (Nm @ r/min)	330 @ 1,600 - 2,600	330 @ 1,600 - 2,600	330 @ 1,600 - 2,600	330 @ 1,600 - 2,600	330 @ 1,600 - 2,600	330 @ 1,600 - 2,600
Emissions standard	Euro 2	Euro 2	Euro 2	Euro 3	Euro 3	Euro 3
TRANSMISSION						
Model	MYY5T	MYY5T	MYY5T	MYY6S (AMT)	MYY6S (AMT)	MYY6S (AMT)
Type	5 speed synchromesh	5 speed synchromesh	5 speed synchromesh	6 speed synchromesh	6 speed synchromesh	6 speed synchromesh
Shift	Manual Gearshift	Manual Gearshift	Manual Gearshift	Automated Manual	Automated Manual	Automated Manual
No. of gears forward	5	5	5	6	6	6
1st gear ratio : 1	5.315	5.315	5.315	5.979	5.979	5.979
Power Take-Off (PTO)	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready
TYRES						
Size and ply rating - front & rear (tubeless)	195/75R16C	205/75R16C	205/75R16C	205/75R16C	205/75R16C	205/75R16C
CAB & EXTRAS						
Dual fuel (Diesel/CNG)	-	-	-	-	-	-
Air conditioning	Optional	Optional	Optional	Optional	Optional	Optional
Radio / USB	Optional	Optional	Optional	Standard	Standard	Standard
Telematics	Standard	Standard	Standard	Standard	Standard	Standard
Driver & far passenger airbags	Standard	Standard	Standard	Standard	Standard	Standard

NMR 250 AMT CREWCAB (EURO 5)	NPR 275	NPR 275 AMT	NPR 300	NPR 300 AMT	NPS 300 SWA	NPS 300 CREWCAB SWA	NPS 300 DWA
4x2	4x2	4x2	4x2	4x2	4x4	4x4	4x4
3,070	3,570	3,520	4,280	4,240	3,690	3,460	3,620
2,430	2,430	2,480	2,420	2,460	2,810	3,040	2,880
1,660	1,580	1,630	1,570	1,600	1,910	2,060	1,900
770	850	850	850	860	900	980	980
5,500	6,000	6,000	6,700	6,700	6,500	6,500	6,500
5,500	6,000	6,000	6,700	6,700	6,500	6,500	6,500
8,700	9,700	9,700	9,700	9,700	10,000	10,000	10,000
8,700	9,700	9,700	9,700	9,700	9,500	9,500	9,500
2,900	3,100	3,100	3,100	3,100	2,800	2,800	2,800
2,300	2,900	2,900	2,900	2,900	2,800	2,800	2,800
5,000	6,600	6,600	6,600	6,600	6,600	6,600	6,600
4,360	5,600	5,600	5,600	5,600	3,700	3,700	6,000
6,020	5,985	5,985	5,985	5,985	5,985	5,985	5,985
1,815	2,040	2,040	2,040	2,040	2,125	2,125	2,125
3,345	3,365	3,365	3,365	3,365	3,395	3,395	3,395
1,781	2,792	2,792	2,792	2,792	2,792	1,801	2,792
3,346	4,302	4,302	4,302	4,302	4,302	3,311	4,302
2,200	2,280	2,280	2,280	2,280	2,455	2,455	2,455
1,110	1,110	1,110	1,110	1,110	1,080	1,080	1,080
1,565	1,510	1,510	1,510	1,510	1,510	1,510	1,510
7,250	6,450	6,450	6,450	6,450	6,950	6,950	6,950
4JJ1-TCC	4JJ1-TCC	4JJ1-TC	4JJ1-TC	4JJ1-TC	4HK1-TCN	4HK1-TCN	4HK1-TCN
2,999	2,999	2,999	2,999	2,999	5,193	5,193	5,193
Diesel inline 4	Diesel inline 4	Diesel inline 4	Diesel inline 4	Diesel inline 4	Diesel inline 4	Diesel inline 4	Diesel inline 4
91 @ 2,800	96 @ 2,800	96 @ 2,800	96 @ 2,800	96 @ 2,800	110 @ 2,600	110 @ 2,600	110 @ 2,600
354 @ 1,600 - 2,600	330 @ 1,600 - 2,600	330 @ 1,600 - 2,600	330 @ 1,600 - 2,600	330 @ 1,600 - 2,600	404 @ 1,600	404 @ 1,600	404 @ 1,600
Euro 5	Euro 3	Euro 3	Euro 3	Euro 3	Euro 2	Euro 2	Euro 2
MYY6E (AMT)	MYY5T	MYY6S (AMT)	MYY5T	MYY6S (AMT)	MYY5T	MYY5T	MYY5T
6 speed synchromesh	5 speed synchromesh	6 speed synchromesh	5 speed synchromesh	6 speed synchromesh	5 speed synchromesh	5 speed synchromesh	5 speed synchromesh
Automated Manual	Manual Gearshift	Automated Manual	Manual Gearshift	Automated Manual	Manual Gearshift	Manual Gearshift	Manual Gearshift
6	5	6	5	6	5	5	5
5.979	5.315	5.979	5.315	5.979	5.315 H / 9.790 L	5.315 H / 9.790 L	5.315 H / 9.790 L
PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready
205/75R16C	215/75R17.5	215/75R17.5	215/75R17.6	215/75R17.5	295/70R18	295/70R18	225/80R17.5
-	-	-	-	-	-	-	-
Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Standard	Optional	Standard	Optional	Standard	Optional	Optional	Optional
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard

ISUZU SPECIFICATIONS

Model	NPS 300 CREWCAB DWA	NPR 400	NPR 400 R	NPR 400 SWB	NPR 400 AMT	NPR 400 AMT R
Axle layout	4x4	4x2	4x2	4x2	4x2	4x2
MASS (kg)						
Permissible body + payload	3,410	5,020	TBD	5,100	4,970	TBD
Tare - total (T)	3,090	2,680	TBD	2,600	2,730	TBD
Tare - front	2,050	1,800	TBD	1,740	1,820	TBD
Tare - rear	1,040	880	TBD	860	910	TBD
GVM	6,500	7,700	7,700	7,700	7,700	7,700
V	6,500	7,700	7,700	7,700	7,700	7,700
GCM	10,000	11,000	11,000	11,000	11,000	11,000
D/T	9,500	11,000	11,000	11,000	11,000	11,000
Axle - front GA/GAU	2,800	3,100	3,100	3,100	3,100	3,100
Axle - front A/AU	2,800	2,900	2,900	2,900	2,900	2,900
Axle - rear GA/GAU	6,600	6,600	6,600	6,600	6,600	6,600
Axle - rear A/AU	6,000	5,600	5,600	5,600	5,600	5,600
MAJOR DIMENSIONS (mm)						
Overall length	5,985	7,355	6,635	5,985	7,355	6,635
Overall width	2,125	2,125	2,125	2,125	2,125	2,125
Wheelbase	3,395	4,175	3,815	3,365	4,175	3,815
Cab to bogie / rear axle	1,801	3,602	3,252	2,795	3,602	3,252
Cab to end of chassis	3,311	5,672	4,962	4,305	5,672	4,962
Overall height	2,455	2,310	2,310	2,310	2,310	2,310
Front overhang	1,080	1,110	1,110	1,110	1,110	1,110
Rear overhang	1,510	2,070	1,710	1,510	2,070	1,710
Turning radius (curb to curb)	6,950	7,750	7,150	6,400	7,750	7,150
ENGINE						
Model	4HK1-TCN	4HK1-TCN	4HK1-TCN	4HK1-TCN	4HK1-TCN	4HK1-TCN
Capacity (cm^3)	5,193	5,193	5,193	5,193	5,193	5,193
Layout	Diesel inline 4	Diesel inline 4	Diesel inline 4	Diesel inline 4	Diesel inline 4	Diesel inline 4
Power (kW @ r/min)	110 @ 2,600	110 @ 2,600	110 @ 2,600	110 @ 2,600	110 @ 2,600	110 @ 2,600
Torque (Nm @ r/min)	404 @ 1,600	404 @ 1,600	404 @ 1,600	404 @ 1,600	404 @ 1,600	404 @ 1,600
Emissions standard	Euro 2	Euro 2	Euro 2	Euro 2	Euro 3	Euro 3
TRANSMISSION						
Model	MYY5T	MYY6S	MYY6S	MYY6S	MYY6S (AMT)	MYY6S (AMT)
Type	5 speed synchromesh	6 speed synchromesh	6 speed synchromesh	6 speed synchromesh	6 speed synchromesh	6 speed synchromesh
Shift	Manual Gearshift	Manual Gearshift	Manual Gearshift	Manual Gearshift	Automated Manual	Automated Manual
No. of gears forward	5	6	6	6	6	6
1st gear ratio : 1	5.315 H / 9.790 L	5.979	5.979	5.979	5.979	5.979
Power Take-Off (PTO)	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready
TYRES						
Size and ply rating - front & rear (tubeless)	225/80R17.5	215/75R17.5	215/75R17.5	215/75R17.5	215/75R17.5	215/75R17.5
CAB & EXTRAS						
Dual fuel (Diesel/CNG)	-	Optional	-	-	Optional	-
Air conditioning	Optional	Standard	Standard	Standard	Standard	Standard
Radio / USB	Optional	Optional	Optional	Optional	Standard	Standard
Telematics	Standard	Standard	Standard	Standard	Standard	Standard
Driver & far passenger airbags	Standard	Standard	Standard	Standard	Standard	Standard

NPR 400 AMT (EURO 5)	NPR 400 AMT CREWCAB	NPR 400 AMT CREWCAB (EURO 5)	NPR 400 CNG CBU	NPR 400 CNG SKD	NQR 500	NQR 500 SWB	NQR 500 AMT
4x2	4x2	4x2	4x2	4x2	4x2	4x2	4x2
4,950	4,720	4,880	4,610	4,790	5,790	5,920	5,740
2,550	2,980	2,820	2,890	2,710	2,710	2,580	2,760
1,660	1,990	1,850	1,820	1,720	1,790	1,740	1,850
890	990	970	1,070	990	920	840	910
7,500	7,700	7,700	7,500	7,500	8,500	8,500	8,500
7,500	7,700	7,500	7,500	7,500	8,500	8,500	8,500
11,000	11,000	11,000	11,000	11,000	12,000	12,000	12,000
11,000	11,000	11,000	11,000	11,000	12,000	12,000	12,000
3,100	3,100	3,100	3,100	3,100	3,300	3,300	3,300
2,900	2,900	2,900	2,900	2,900	3,300	3,300	3,300
6,600	6,600	6,600	6,600	6,600	6,600	6,600	6,600
5,600	5,600	5,600	5,600	5,600	6,600	6,600	6,600
7,355	7,355	7,355	6,635	6,635	7,355	5,985	7,355
2,125	2,125	2,125	2,126	2,126	2,125	2,125	2,125
4,175	4,175	4,175	3,815	3,815	4,175	3,365	4,175
3,602	2,611	2,611	3,252	3,252	3,602	2,792	3,602
5,672	4,681	4,681	4,962	4,962	5,672	4,302	5,672
2,310	2,310	2,310	2,280	2,280	2,275	2,275	2,275
1,110	1,110	1,110	1,110	1,110	1,110	1,110	1,110
2,070	2,070	2,070	1,710	1,710	2,070	1,510	2,070
7,750	7,750	7,750	7,100	7,100	7,750	6,400	7,750
4JJ1-TCC	4HK1-TCN	4JJ1-TCC	4HV1(CNG)	4HV1(CNG)	4HK1-TCN	4HK1-TCN	4HK1-TCN
2,999	5,193	2,999	4,570	4,570	5,193	5,193	5,193
Diesel inline 4	Diesel inline 4	Diesel inline 4	CNG	CNG	Diesel inline 4	Diesel inline 4	Diesel inline 4
91 @ 2,800	110 @ 2,600	91 @ 2,800	96 @ 3,200	96 @ 3,200	110 @ 2,600	110 @ 2,600	110 @ 2,600
354 @ 1,600 - 2,600	404 @ 1,600	354 @ 1,600 - 2,600	353 @ 1,400	353 @ 1,400	404 @ 1,600	404 @ 1,600	404 @ 1,600
Euro 5	Euro 3	Euro 5	Euro 4	Euro 4	Euro 2	Euro 2	Euro 3
MYY6E (AMT)	MYY6S (AMT)	MYY6E (AMT)	MYY6S	MYY6S	MYY6S	MYY6S	MYY6S (AMT)
6 speed synchromesh	6 speed synchromesh	6 speed synchromesh	6 speed synchro	6 speed synchro	6 speed synchromesh	6 speed synchromesh	6 speed synchromesh
Automated Manual	Automated Manual	Automated Manual	Manual	Manual	Manual Gearshift	Manual Gearshift	Automated Manual
6	6	6	6	6	6	6	6
5.979	5.979	5.979	5.979	5.979	5.979	5.979	5.979
PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready	PTO Ready
215/75R17.5	215/75R17.5	215/75R17.5	215/75R17.5	215/75R17.5	215/75R17.5	215/75R17.5	215/75R17.5
Optional	-	-	-	-	Optional	-	Optional
Standard	Standard	Standard	Optional	Optional	Standard	Standard	Standard
Standard	Standard	Standard	Optional	Optional	Optional	Optional	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard

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IVECO SPECIFICATIONS

	Daily 35S15H E5 A8 V 4x2 rear wheel drive	Daily 50C15H E5 A8 V 4x2 rear wheel drive	Daily 65C15 E3 V 4x2 rear wheel drive	Daily 70C15 E5 V 4x2 rear wheel drive	Daily 4x4 van 70S15 E3 A8 WX V Permanent 4x4 with centre, front and rear diff lock
Dimensions (mm)					
Overall height	2,660	2,740	2,850	3,050	2,984
Overall length	5,709	7,274	7,659	7,659	7,179
Overall width	2,010	2,010	2,010	2,052	2,049
Load compartment internal height	1,545	1,900	1,900	2,100	1,900
Load compartment length	3,130	4,680	5,125	5,125	4,647
Load volume (m^3)	11	16	18	20	16
Turning diameter kerb to kerb	12,084	14,564	14,564	14,564	16,100
Turning diameter wall to wall	12,744	15,190	15,190	15,190	16,900
Mass Data (kg)					
Manufacturer's Gross Vehicle Mass	3,600	5,400	6,500	7,000	7,000
Payload capacity	1,369	2,859	3,547	3,931	3,720
Manufacturer's Gross Combination Mass	7,000	8,700	10,000	10,500	10,500
Towing capacity	3,500	3,500	3,500	3,500	3,500
Engine					
Make	FPT - F1CFL411H*C	FPT - F1CFL411H*C	FPT - F1CE3481J*MF	FPT - F1CE3481J*MF	FPT - F1CE3481J*MF
Capacity (cc)	2,998	2,998	2,998	2,998	2,998
Max power (hp/kW @ r/min)	150/110 @ 3,100	150/110 @ 3,100	150/110 @ 3,100	150/110 @ 3,100	150/110 @ 3,100
Max torque (Nm @ r/min)	370 @ 1,400	370 @ 1,400	350 @ 1,500	350 @ 1,500	350 @ 1,500
Gearbox					
Make/Model	Automatic ZF 8HP	Automatic ZF 8HP	Manual 2840.6 OD	Manual 2840.6 OD	Automatic ZF 8HP
Number of forward gears	8	8	6	6	8 OFF ROAD Low / Normal Ratio: 2.15 / 0.99
High / low ratios	0.67 / 4.71	0.67 / 4.71	0.79 / 5.38	0.79 / 5.38	0.67 / 4.71
Rear axle ratio	3.6	3.6	4.3	4.3	5.13
Brakes					
Type	Disc	Disc	Disc	Disc	Disc
Brake system	ESP - electronic stability program	ESP - electronic stability program	ESP - electronic stability program	ABS + ASR	ESP - electronic stability program
Fuel tank capacity (l)	100	100	100	100	90
Standard Tyres					
Size	235/65R16	195/75R16	225/75R16	225/75R16	265/70R19.5

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IVECO SPECIFICATIONS

	Daily 35S15H E5 A8 4x2 rear wheel drive	Daily 70C15 E3 4x2 rear wheel drive	Daily 70S15 E3 A8 WX Permanent 4x4 with centre, front, and rear diff lock
Dimensions (mm)			
Overall height	2,233	2,335	2,501
Overall length	6,563	8,278	6,818
Wheelbase	3,750	4,750	4,175
Body width (accommodated by side view mirrors)	2,350	2,550	2,350
Nominal body length	4,500	6,000	4,500
Frame height at end of rear frame		715	882
Turning diameter kerb to kerb	12,764	16,078	16,100
Turning diameter wall to wall	13,428	16,734	16,900
Mass Data (kg)			
Front axle tare mass	1,366	1,559	1,900
Front axle rated maximum mass	1,900	2,500	2,700
Rear axle tare mass	456	908	1,000
Rear axle rated maximum mass	2,240	5,350	5,000
Vehicle tare mass	1,822	2,467	2,900
Manufacturer's Gross Vehicle Mass	3,600	7,200	7,000
Body & payload capacity	1,778	4,733	4,100
Manufacturer's Gross Combination Mass	7,000	10,500	10,500
Towing capacity	3,500	3,500	3,500
Engine			
Make	FPT - F1CFL411H*C	FPT - F1CE3481J*MF	FPT - F1CE3481J*MF
Capacity (cc)	2,998	2,998	2,998
Max power (hp/kW @ r/min)	150/110 @ 3,100	150/110 @ 3,100	150/110 @ 3,100
Max torque (Nm @ r/min)	370 @ 1,400	350 @ 1,500	350 @ 1,500
Gearbox			
Make/Model	Automatic ZF 8HP	Manual 2840.6 OD	Automatic ZF 8HP
Number of forward gears	8	6	8 OFF ROAD Low / Normal Ratio: 2.15 / 0.99
High / low ratios	0.67 / 4.71	0.79 / 5.38	
Rear axle ratio	3.6	4.3	5.13
Fuel tank capacity (l)	100	100	90
Brakes			
Type	Disc	Disc	Disc
Brake system	ESP - electronic stability program	ABS + ASR	ESP - electronic stability program
Standard Tyres			
Size	235/65R16	225/75R16	265/70R19.5

IVECO SPECIFICATIONS

	Daily 70S15 E3 A8 WX	Eurocargo ML150E25WS	T-Way AD380T43 H
Dimensions (mm)			
Overall height	2,501	3,072	3,140
Overall length	6,818	7,477	8,067
Wheelbase	4,175	4,150	3,500
Nominal body length	4,500	5,500	6,000
Frame height at end of rear frame	882	1,345	1,055
Ground clearance (front bumper)			540
Ground clearance (front axle)	239	422	337
Ground clearance (rear axle)	237	422	311
Turning diameter kerb to kerb	16,100	16,520	17,400
Turning diameter wall to wall	16,900	17,540	19,000
Mass Data (kg)			
Front axle tare mass	1,900	3,860	5,078
Front axle rated maximum mass	2,700	5,700	8,000
Rear axle tare mass	1,000	2,040	4,216
Rear axle rated maximum mass	5,000	10,000	26,000
Vehicle tare mass	2,900	5,900	9,294
Manufacturer's Gross Vehicle Mass	7,000	15,000	33,500
Body & payload capacity	4,100	9,100	24,206
Manufacturer's Gross Combination Mass	10,500	18,500	60,000
Engine			
Make	FPT - F1CE3481J*MF	IVECO TECTOR F4AEE681B*C	Iveco Cursor 13 F3HGE611
Capacity (cc)	2,998	5,880	12,880
Max power (hp/kW @ r/min)	150/110 @ 3,100	240/150 @ 2,700	430/316 @ 1,500
Max torque (Nm @ r/min)	350 @ 1,500	810 @ 3,200	2,100 @ 1,100
Gearbox			
Make/Model	Automatic ZF 8HP	Manual 6S 800 TO	16TX 2240 TO
Number of forward gears	8 OFF ROAD Low / Normal Ratio: 2.15 / 0.99	6	16
High / low ratios		0.78 / 6.58	0.82 / 14.68
Drive	Permanent 4x4 with centre, front, and rear diff lock	Permanent 4x4 with centre, front, and rear diff lock	6x4
Rear axle ratio	5.13	6.95	4.23
Fuel tank capacity (l)	90	180	390
Brakes			
Type	Disc	DUO DUPLEX drum brakes	DUO DUPLEX drum brakes
Brake system	ESP - electronic stability program	ABS	EBS OFF ROAD MODE
Standard Tyres			
Size	265/70R19.5	14.00R20	315/80R22.5

IVECO

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T-Way AD410T43 H	T-Way AD380T43W H	T-Way AD190T43W H	T-Way (truck tractor) AT720T47TH
3,190	3,286	3,276	3,748
9,335	9,405	7,932	6,944
5,020	4,500	4,500	3,300
7,500	7,500	6,000	N/A
1,055	1,175	1,163	1,055
540	669	577	540
337	419	419	337
311	359	359	311
19,200	22,300	19,300	16,800
20,800	23,900	20,900	18,400
6,965	5,740	5,427	5,284
16,000	8,000	8,000	8,000
3,646	4,760	2,519	4,478
26,000	26,000	13,000	26,000
10,611	10,500	7,946	9,762
41,000	33,500	20,000	33,500
30,389	23,000	12,054	23,738
60,000	60,000	60,000	105,000
Iveco Cursor 13 F3HGE611	Iveco Cursor 13 F3HGE611	Iveco Cursor 13 F3HGE611	Iveco Cursor 13 F3HGE611
12,880	12,880	12,880	12,880
430/316 @ 1,500	430/316 @ 1,500	430/316 @ 1,500	475/349 @ 1,900
2,100 @ 1,100	2,100 @ 1,100	2,200 @ 1,100	2,200 @ 1,100
16TX 2240 TO	16TX 2240 TO	16TX 2240 TO	16TX 2240 TO
16	16	16	16
0.82 / 14.68	0.82 / 14.68	0.82 / 14.68	0.82 / 14.68
8x4	Permanent 6x6 with centre, front, and rear diff lock	Permanent 4x4 with centre, front, and rear diff lock	6x4
4.23	4.23	4.67	4.23
390	390	390	390
DUO DUPLEX drum brakes	DUO DUPLEX drum brakes	DUO DUPLEX drum brakes	DUO DUPLEX drum brakes
EBS OFF ROAD MODE	EBS OFF ROAD MODE	EBS OFF ROAD MODE	EBS OFF ROAD MODE
315/80R22.6	14.00R20	14.00R20	315/80R22.9

IVECO

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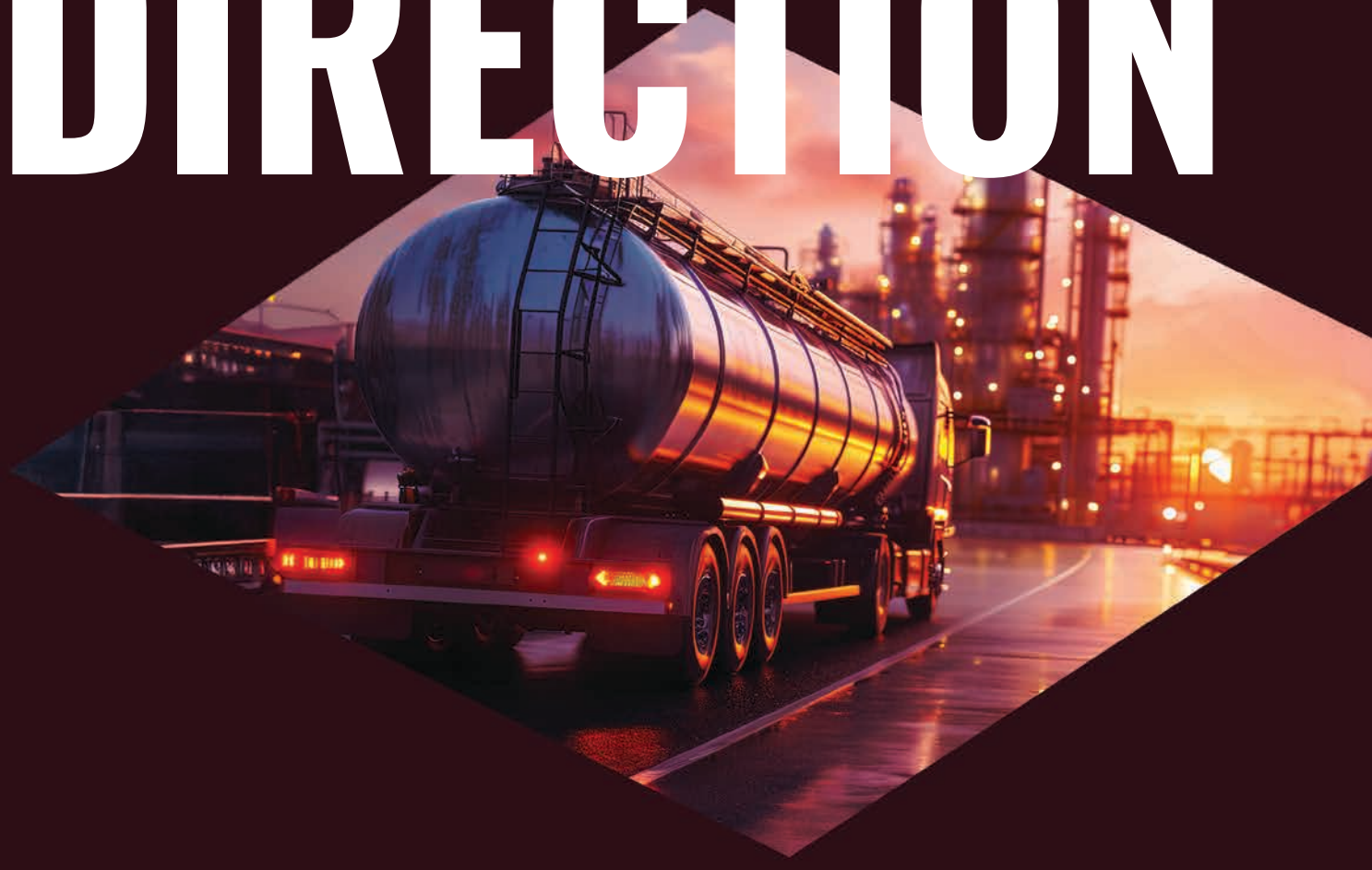
IVECO SPECIFICATIONS

	AS440S47TZ/P ON	AT440S43TZ/P ON	AT440S47TZ ON+	AT440S43TZ OFF
Dimensions (mm)				
Wheelbase	3,300	3,300	3,300	3,300
Tandem	1,395	1,395	1,395	1,395
Overall length (over bumpers)	6,908	6,908	6,908	6,939
Front overhang	1,410	1,410	1,410	1,440
Rear overhang	778	778	778	778
Cab width	2,550	2,300	2,300	2,300
Cab height (unladen) incl. aerodynamic kit	4,150	3,842	3,698	3,102
Turning circle (kerb to kerb)	15,900	15,900	16,800	16,800
Turning circle (wall to wall)	17,500	17,500	18,400	18,400
Ground clearance (front bumper)	203	203	269	504
Ground clearance (front axle)	244	244	316	316
Ground clearance (rear axle)	250	250	250	250
Mass Data (kg)				
FA design	8,000	8,000	8,000	8,000
FA kerb	5,239	5,006	5,018	4,972
RA design	21,000	21,000	21,000	21,000
RA kerb	3,517	3,512	3,634	3,624
Gross design	28,000	28,000	28,000	28,000
Gross kerb	8,756	8,518	8,652	8,596
Gross comb design	60,000	60,000	60,000	60,000
Engine				
Make and model	Iveco Cursor 13 F3HGE611	Iveco Cursor 13 F3HGE611	Iveco Cursor 13 F3HGE611	Iveco Cursor 13 F3HGE611
Max power (hp/kW @ r/min)	475/349 @ 1,900	430/316 @ 1,500	475/349 @ 1,900	430/316 @ 1,500
Max torque (Nm @ r/min)	2,200 @ 1,100	2,100 @ 1,100	2,200 @ 1,100	2,100 @ 1,100
Engine brake power (kW)	306	306	306	306
Engine idle cut-off	Standard	Standard	Standard	Standard
Gear Ratio (1st to 12th)	16.69 : 1	16.69 : 1	16.69 : 1	16.69 : 1
Ratio 1st reverse / 2nd reverse	15.54 / 12.03	15.54 / 12.03	15.54 / 12.03	15.54 / 12.03
PTO	PTO prepared	PTO prepared	PTO prepared	NH/4c, direct pump mount
Innovations	Eco-roll Eco-switch	Eco-roll Eco-switch	Eco-roll Eco-switch Rocking mode	Eco-roll Eco-switch Rocking mode
Suspension				
Front	Parabolic - two leaf	Parabolic - two leaf	Parabolic	Parabolic
Rear	Pneumatic - 8 bellows Electronically controlled air suspension (ECAS)	Pneumatic - 8 bellows Electronically controlled air suspension (ECAS)	Parabolic	Parabolic
Stabiliser bar / Shock absorbers	Front and rear	Front and rear	Front and rear	Front and rear
Brakes				
Type	2 independent pneumatic circuits	2 independent pneumatic circuits	2 independent pneumatic circuits	2 independent pneumatic circuits
Service	EBS + BAS	EBS + BAS	EBS + BAS	EBS + BAS
Air compressor	630cc twin barrel	630cc twin barrel	630cc twin barrel	630cc twin barrel
Headlights	Full LED + fog lights with cornering support	Full LED + fog lights with cornering support	Halogen headlights with LED turning and daytime running lights + fog lights with cornering support	Full LED + fog lights with cornering support
Taillights	LED	LED	LED	LED - round lights on stalk

MOVING IN THE RIGHT DIRECTION



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MAN TRUCK SPECIFICATIONS

Make and Range	MAN TGM	MAN TGM	MAN TGM	MAN TGM
Model	**18.250 4x2 BB CH CC**	**18.250 4x4 BB CH CC**	**18.250 4x4 BB CH CC**	**18.320 4x4 BB CH DN**
Axle layout	4x2	4x4 SWA	4x4 DWA	4x4 SWA
Control	Forward	Forward	Forward	Forward
Application	Rigid	Rigid	Rigid	Rigid
Specification date	01/01/2025	01/01/2025	01/01/2025	01/01/2025
MASS (kg)				
Tare - Total (T)	5,465	6,844	6,819	6,844
Tare - Front	3,721	4,624	4,508	4,624
Tare - Rear	1,744	2,220	2,311	2,220
GVM	18,000	17,500	18,000	17,500
V	16,500	15,500	16,500	16,500
GCM	28,000	28,000	28,000	28,000
D/T	28,000	28,000	28,000	28,000
Axle - front GA/GAU	7,500	7,500	7,500	7,500
Axle - front A/AU	7,500	7,500	7,500	7,500
Axle - rear GA/GAU	11,500	10,000	11,500	10,000
Axle - rear A/AU	9,000	8,000	9,000	9,000
MAJOR DIMENSIONS (mm)				
Overall length	8,282	7,907	7,907	7,907
Overall width	2,240	2,240	2,240	2,240
Wheelbase	4,500	4,500	4,500	4,200
Chassis width rear	864	864	864	864
Turning circle - curb to curb (diameter)	16,900	16,900	16,900	16,900
Turning circle - wall to wall (diameter)	18,400	18,400	18,400	18,200
ENGINE				
Make	MAN	MAN	MAN	MAN
Model	D0836 LFL89	D0836 LFL89	D0836 LFL89	D0836 LFL91
Capacity (litres)	6.9	6.9	6.9	6.9
Layout	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
Type	Turbo intercooled	Turbo intercooled	Turbo intercooled	Turbo intercooled
Power (kW @ r/min)	184 @ 2,200	184 @ 2,200	184 @ 2,200	235 @ 2,200
Torque (Nm @ r/min)	1,050 @ 1,200 - 1,600	1,050 @ 1,200 - 1,600	1,050 @ 1,200 - 1,600	1,250 @ 1,200 - 1,700
Emissions standard	Euro 5	Euro 5	Euro 5	Euro 5
TRANSMISSION				
Model	08.13 OD PowerMatic	08.13 OD PowerMatic	08.13 OD PowerMatic	08.13 OD PowerMatic
Shift	Automatic	Automatic	Automatic	Automatic
No. of gears forward	8	8	8	8
First gear ratio	4.89	4.89	4.89	4.89
Top gear ratio	0.64	0.64	0.64	0.64
BRAKES				
System type	Air	Air	Air	Air
Front	Disc	Drums	Drums	Drums
Rear	Disc	Drums	Drums	Drums
Anti-lock braking system (ABS)	Standard	Standard	Standard	Standard
Park/emergency system	Spring	Spring	Spring	Spring
Exhaust brake				
Engine brake	Standard	Standard	Standard	Standard
TYRES				
Size and ply rating - front	295/80R22.5	365/85R20	315/80R22.5	315/80R22.5
Size and ply rating - rear	295/80R22.5	365/85R20	315/80R22.5	315/80R22.5

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MAN TGM	MAN TGS	MAN TGS	MAN TGS	MAN TGS
26.290 6x2-2 BL CH TN	**33.360 6x4 BB CH NN**	**33.360 6x4 BB CH NN**	**33.480 6x4 BB NN**	**41.480 8x4 BB NN**
6x2-2	6x4 LWB	6x4 SWB	6x4	8x4 Twin Steer
Forward	Forward	Forward	Forward	Forward
Rigid	Rigid	Tipper	Rigid	Tipper
01/01/2025	01/01/2025	01/01/2025	01/01/2025	01/01/2025
7,357	9,813	9,813	9,620	10,822
4,114	4,931	4,931	5,052	6,890
3,243	4,882	4,882	4,568	3,932
26,500	33,000	33,000	33,000	42,000
25,500	25,700	25,700	25,700	33,000
36,000	44,000	44,000	90,000	90,000
36,000	44,000	44,000	84,720	84,720
7,500	9,000	9,000	9,000	16,000
7,500	7,700	7,700	7,700	15,400
22,000	26,000	26,000	26,000	26,000
18,000	18,000	18,000	18,000	18,000
10,250	9,936	8,636	9,875	9,907
2,240	2,240	2,240	2,240	2,240
6,450	5,200	3,900	5,200	5,703
864	765	765	765	765
22,900	19,600	19,600	19,600	22,900
24,400	21,400	21,400	21,400	24,800
MAN	MAN	MAN	MAN	MAN
D0836 LFL90	D2066 LF02	D2066 LF02	D2676 LF03	D2676 LF03
6.9	10.5	10.5	12.4	12.4
Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
Turbo intercooled	Turbo intercooled	Turbo intercooled	Turbo intercooled	Turbo intercooled
213 @ 2,200	265 @ 1,800	265 @ 1,800	353 @ 1,900	353 @ 1,900
1,150 @ 1,200 - 1,700	1,800 @ 1,000 - 1,400	1,800 @ 1,000 - 1,400	2,300 @ 1,000 - 1,400	2,300 @ 1,000 - 1,400
Euro 5	Euro 2	Euro 2	Euro 2	Euro 2
08.13 OD PowerMatic	12 28 OD TipMatic	12 28 OD TipMatic	12 28 OD TipMatic PTO	12 28 OD TipMatic
Automatic	Automatic	Automatic	Automatic	Automatic
8	12	12	12	12
4.89	12.92	12.92	12.92	12.92
0.64	0.77	0.77	0.77	0.77
Air	Air	Air	Air	Air
Disc	Drums	Drums	Drums	Drums
Disc	Drums	Drums	Drums	Drums
Standard	Standard	Standard	Standard	Standard
Spring	Spring	Spring	Spring	Spring
Standard	Standard	Standard	Standard	Standard
315/80R22.5	385/65R22.5	385/65R22.5	385/65R22.5	385/65R22.5
315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5

Photographs are for illustrative purposes only and are not necessarily South African models.

MAN TRUCK SPECIFICATIONS

Make and Range	MAN TGS	MAN TGS	MAN TGS	MAN TGS	MAN TGS
Model	**18.400 4x2 BL SA TM**	**18.440 4x2 BL SA TM**	**26.440 6x4 BL SA TM**	**26.470 6x4 BL SA TM**	**26.480 6x4 BL SA TM**
Axle layout	4x2	4x2	6x4	6x4	6x4
Control	Forward	Forward	Forward	Forward	Forward
Application	Truck Tractor	Truck Tractor	Truck Tractor	Truck Tractor	Truck Tractor
Specification date	01/01/2025	01/01/2025	01/01/2025	01/01/2025	01/01/2025
MASS (kg)					
Tare - Total (T)	7,324	7,324	9,429	9,429	9,429
Tare - Front	5,105	5,105	5,416	5,416	5,416
Tare - Rear	2,219	2,219	4,013	4,013	4,013
GVM	19,000	19,000	26,000	26,000	26,000
V	16,700	16,700	25,700	25,700	25,700
GCM	45,000	45,000	65,000	65,000	65,000
D/T	45,000	45,000	65,000	65,000	65,000
Axle - front GA/GAU	8,000	8,000	8,000	8,000	8,000
Axle - front A/AU	7,700	7,700	7,700	7,700	7,700
Axle - rear GA/GAU	13,000	13,000	23,000	23,000	23,000
Axle - rear A/AU	9,000	9,000	18,000	18,000	18,000
MAJOR DIMENSIONS (mm)					
Overall length	5,875	5,875	6,775	6,875	6,775
Overall width	2,240	2,240	2,240	2,240	2,240
Wheelbase	3,600	3,600	3,875	3,975	3,875
Chassis width rear	762	762	762	762	762
Turning circle - curb to curb (diameter)	12,900	12,900	16,300	16,500	16,300
Turning circle - wall to wall (diameter)	14,800	14,800	18,000	18,200	18,000
ENGINE					
Make	MAN	MAN	MAN	MAN	MAN
Model	D2066 LF06	D2676 LF04	D2676 LF04	D2676 LF82	D2676 LF03
Capacity (litres)	10.518	12.419	12.419	12.419	12.419
Layout	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
Type	Turbo Intercooled	Turbo intercooled	Turbo intercooled	Turbo intercooled	Turbo intercooled
Power (kW @ r/min)	294 @ 1,800	324 @ 1,800	324 @ 1,800	346 @ 1,800	353 @ 1,800
Torque (Nm @ r/min)	1,900 @ 1,000 - 1,400	2,100 @ 1,000 - 1,400	2,100 @ 1,000 - 1,400	2,400 @ 930 - 1,350	2,300 @ 1,000 - 1,400
Emissions standard	Euro 2	Euro 2	Euro 2	Euro 6d	Euro 2
TRANSMISSION					
Model	12 26 DD TipMatic	12 26 DD TipMatic	12 26 DD TipMatic	12 26 DD TipMatic	12 26 DD TipMatic
Shift	Automatic	Automatic	Automatic	Automatic	Automatic
No. of gears forward	12	12	12	12	12
First gear ratio	16.69	16.69	16.69	16.69	16.69
Top gear ratio	1	1	1	1	1
BRAKES					
System type	Air	Air	Air	Air	Air
Front	Discs	Discs	Discs	Discs	Discs
Rear	Discs	Discs	Discs	Discs	Discs
Anti-lock braking system (ABS)	Standard	Standard	Standard	Standard	Standard
Park/emergency system	Spring	Spring	Spring	Spring	Spring
Exhaust brake					
Engine brake	Standard	Standard	Standard	Standard	Standard
Retarder	Optional	Standard	Standard	Standard	Standard
TYRES					
Size and ply rating - front	385/65R22.5	385/65R22.5	315/80R22.5	385/65R22.5	385/65R22.5
Size and ply rating - rear	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5

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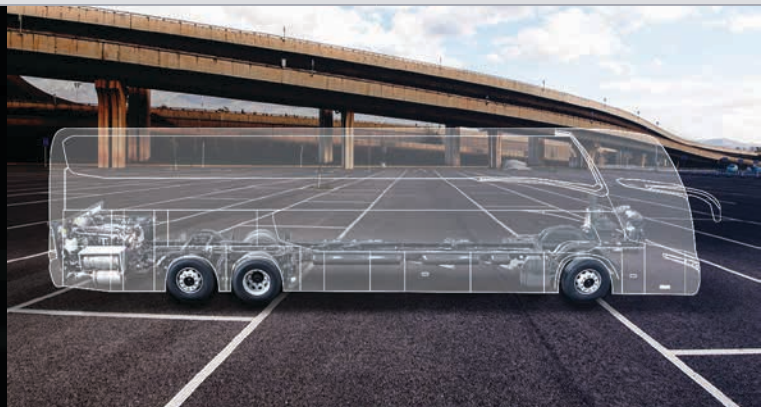
MAN TGS	MAN TGS	MAN TGS	MAN TGX	MAN TGX	MAN TGX
33.440 6x4 BB SA TN (HY)	**33.480 6x4 BB SA TM (HY)**	**33.480 6x4 BB SA TN (AP)**	**26.480 6x4 BL SA GN**	**26/28.540 6x4 BL SA GM**	**26.520 6x4 BL SA GM**
6x4	6x4	6x4	6x4	6x4	6x4
Forward	Forward	Forward	Forward	Forward	Forward
Truck Tractor	Truck Tractor	Truck Tractor	Truck Tractor	Truck Tractor	Truck Tractor
01/01/2025	01/01/2025	01/01/2025	01/01/2025	01/01/2025	01/01/2025
9,673	9,715	9,761	9,100	9,185	9,496
5,257	5,297	5,139	5,400	5,459	5,594
4,416	4,418	4,532	3,700	3,726	3,902
33,000	33,000	33,000	26,000	26,000	26,000
25,700	25,700	25,700	25,700	25,700	25,700
75,000	90,000	90,000	65,000 / 105,000	65,000 / 105,000	65,000
75,000	84,720	84,720	65,000 / 95,280	65,000 / 95,280	65,000
9,000	9,000	9,000	8,000	8,000	9,000
7,700	7,700	7,700	7,700	7,700	7,700
26,000	26,000	26,000	23,000	23,000	23,000
18,000	18,000	18,000	18,000	18,000	18,000
6,775	6,775	6,775	6,775	6,775	6,875
2,240	2,240	2,240	2,440	2,440	2,440
3,900	3,900	3,900	3,875	3,875	3,975
765	765	765	762	762	762
16,500	16,500	16,500	16,300	16,300	16,300
18,200	18,200	18,200	18,000	18,000	18,000
MAN	MAN	MAN	MAN	MAN	MAN
D2676 LF04	D2676 LF03	D2676 LF03	D2676 LF08	D2676 LF08	D2676 LF84
12.419	12.419	12.419	12.419	12.419	12.419
Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6	Diesel inline 6
Turbo intercooled	Turbo intercooled	Turbo intercooled	Turbo intercooled	Turbo intercooled	Turbo intercooled
324 @ 1,800	353 @ 1,800	353 @ 1,800	397 @ 1,800	397 @ 1,800	375 @ 1,800
2,100 @ 1,000 - 1,400	2,300 @ 1,000 - 1,400	2,300 @ 1,000 - 1,400	2,500 @ 1,050 - 1,350	2,500 @ 1,050 - 1,350	2,600 @ 950 - 1,350
Euro 2	Euro 2	Euro 2	Euro 5	Euro 5	Euro 6
12 28 OD TipMatic	12 28 OD TipMatic	12 28 OD TipMatic	12 28 OD TipMatic	12 28 OD TipMatic	12 28 OD TipMatic
Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
12	12	12	12	12	12
12.92	12.92	12.92	12.92	12.92	12.92
0.77	0.77	0.77	0.77	0.77	0.77
Air	Air	Air	Air	Air	Air
Discs	Discs	Drum	Discs	Discs	Discs
Discs	Discs	Drum	Discs	Discs	Discs
Standard	Standard	Standard	Standard	Standard	Standard
Spring	Spring	Spring	Spring	Spring	Spring
Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard
385/65R22.5	385/65R22.5	385/65R22.5	315/80R22.5	385/65R22.5	385/65R22.5
315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5	315/80R22.5

Photographs are for illustrative purposes only and are not necessarily South African models.

MAN BUS SPECIFICATIONS

Model	HB2 18.240 BB FOCR	HB3 18.360 LL FOCR	HB4Solo / HB4Bustrain* 26.360 LL FOCNR
Axle layout	4x2	4x2	6x2-2
Application	Commuter/City	Commuter/City	Commuter/Intercity/Bustrain*
MASS (kg)			
GVM	18,000	18,000	26,000
V	17,900	17,900	23,700 (33,900*)
GCM	19,500	22,000	33,000 (35,000*)
Axle - front GA/GAU	7,700	8,000	8,000
Axle - front A/AU	7,700	7,700	7,700
Axle - rear GA/GAU	11,500	13,000	17,300
Axle - rear A/AU	10,200	10,200	19,500
MAJOR DIMENSIONS (mm)			
Overall length (body)	12,500	12,500	13,900 to 22,000
Overall width (body)	2,600	2,600	2,600
Wheelbase	6,050	6,050	6,725
ENGINE			
Make	MAN	MAN	MAN
Model	D0836 LOH41	D2066 LF48	D2066 LF48
Capacity (cm^3)	6,871	11,967	10,518
Layout	Diesel inline 6	Diesel inline 6	Diesel inline 6
Type	Turbo intercooled	Turbo intercooled	Turbo intercooled
Power (kW @ rpm)	176 @ 2,400	265 @ 1,000 - 1,900	265 @ 1,000 - 1,900
Torque (Nm @ rpm)	925 @ 1,620 - 1,810	1,800 @ 1,390 - 1,500	1,800 @ 1,390 - 1,500
TRANSMISSION			
Make	Voith	ZF	ZF
Model	DIWA 854.5	12 26 OD TipMatic	12 26 OD TipMatic
Type	Remote mount	Constant mesh	Constant mesh
Shift	Automatic	Automated	Automated
No. of gears forward	4	12	12
BRAKES			
System type	Air	Air	Air
Front	Discs	Discs	Discs
Rear	Drum	Discs	Discs
Anti-lock braking system (ABS)	Standard	Standard	Standard
Emergency systems	-	-	-
Exhaust brake	No	Standard	Standard
Engine brake	No	Standard	Standard
Retarder	Standard	Standard	Standard
TYRES			
Size and ply rating - front	315/80R22.5	315/80R22.5	315/80R22.5
Size and ply rating - rear	315/80R22.5	315/80R22.5	315/80R22.5
Rims	Steel	Steel	Steel



SCAN HERE TO FIND OUT MORE ABOUT MAN

RR4 26.480 LL HOCNR	Volksbus YABANTU 17.230 OD	Volksbus YABANTU 17.260 OD
6x2	4x2	4x2
Intercity/Coach	Commuter	Commuter
26,000	18,000	18,000
23,700	16,700	16,700
31,000	18,000	18,000
8,000	6,500	6,500
7,700	6,500	6,500
18,400	11,500	11,500
16,400	10,200	10,200
15,000	12,452	12,452
2,600	2,600	2,600
7,000 to 8,000	5,950	5,950
MAN	MAN	MAN
D2676 EEV	D0834	D0836
12,416	4,580	6,870
Diesel inline 6	Diesel inline 4	Diesel inline 6
Turbo intercooled	Turbo intercooled	Turbo intercooled
353 @ 1,900	166 @ 2,400	188 @ 2,300
2,300 @ 1,000 - 1,400	850 @ 1,100 - 1,600	900 @ 1,100 - 1,800
ZF	ZF	ZF
12 26 OD TipMatic	6S 1010 BO	6AS 1010 BO
Constant mesh	Synchronised	Synchronised
Automated	Manual	Automated
12	6	6
Air	Air	Air
Discs	Drum	Drum
Discs	Drum	Drum
Standard	Standard	Standard
EBA/LGS/ACC/ESP	-	-
Standard	Standard	Standard
Standard	Standard	Standard
Standard	-	-
315/80R22.5	295/80R22.5	295/80R22.5
315/80R22.5	295/80R22.5	295/80R22.5
Steel	Steel	Steel

Photographs are for illustrative purposes only and are not necessarily South African models.

SCAN HERE TO FIND OUT MORE ABOUT MAN

MAN ELECTRIC BUS SPECIFICATIONS

VEHICLE	ELECTRIC BUS
Make and Range	**MAN Lion's Explorer E**
Model	Lion's Chassis E HF (RR-8 12E)
Axle layout	4x2
Control	Forward
Application	Passenger
Specification date	01/01/25
MASS (kg)	
Permissible body + payload	5,300
Tare - total (T) *	12,400
Tare Front	5,930
Tare Rear	6,570
GVM	19,500
V	17,700
GCM	19,500
D/T	-
Axle - front GA/GAU	7,500
Axle - front A/AU	7,700
Axle - rear GA/GAU	12,000
Axle - rear A/AU	10,200
* Tools and spare wheel included in tare	No
PERFORMANCE (km/h)	
Max. geared road speed	100
MAJOR DIMENSIONS (mm)	
Overall length	12,310
Overall width	2,600
Wheelbase	6,300
Turning circle - curb to curb (radius)	10,486
Turning circle - wall to wall (radius)	-
CENTRAL DRIVE	
Electrical Motor	
Continious output power (kW)	160
Peak performance power / Max. power (kW)	240
Maximum speed (r/min)	4,100
Maximum torque (Nm)	2,100
Weight of the motor (kg)	240
CLUTCH	
Make	ZF Sachs
Model	MFZ 395
Type	Single
Diametre (mm)	395
MODULER BATTERY SYSTEM	
NMC battery technology	
Number of battery packs	4
Installed energy content (kWh)	320
Usable energy (kWh)	250
Type of charger	CCS Combo-2 charging connector
Voltage range (V)	540 - 765
Maximum DC charging power (kWh)	150
DRIVE AXLE	
Make	MAN
Reduction type	HY - 1350-B KV155
Final ratio	5.67 : 1
SUSPENSION	
Front	ECAS air suspension
Rear	ECAS air suspension
Shock absorbers	Front and rear
Stabilisers	Rear
STEERING	
Operation	Power
BRAKES	
System type	Electronic Air Management System
Front	Disc
Rear	Disc
Anti-lock braking system (ABS)	Standard
Park/emergency system	Spring
Exhaust brake	Standard
Engine brake	Standard
Retarder	Standard
CAB, TYRES, & EXTRAS	
Tyre size and ply rating (front & rear)	295/80R22.5
No. of seating & standing positions	67 & 0
Radio / Tachograph / Central door lock	Not Specified
Window Control	Manual

Photographs are for illustrative purposes only and are not necessarily South African models.

Commercial Vehicles

SCAN HERE TO FIND OUT MORE ABOUT VW

VW - AMAROK LIFE MY25 SPECIFICATIONS

Model	2.0 TDI 125kW Life	2.0 TDI 125kW Life Automatic	2.0 TDI 125kW 4Motion Life	2.0 TDI 125kW 4Motion Life Automatic	2.0 BiTDI 154kW 4Motion Life Automatic
ENGINE					
Cylinders	4	4	4	4	4
Cylinder Bore x Cylinder Stroke (mm)	84.01 x 90.00	84.01 x 90.00	84.01 x 90.00	84.01 x 90.00	84.01 x 90.03
Capacity (cm^3)	1,996	1,996	1,996	1,996	1,996
Compression ratio	15.8 : 1	15.8 : 1	15.8 : 1	15.8 : 1	16 : 1
Power - output (kW @ r/min)	125 @ 3,500	125 @ 3,500	125 @ 3,500	125 @ 3,500	154 @ 3,750
Torque (Nm @ r/min)	405 @ 1,750 - 2,500	405 @ 1,750 - 2,500	405 @ 1,750 - 2,500	405 @ 1,750 - 2,500	500 @ 1,750 - 2,000
FUEL CONSUMPTION					
Combined / CO_2 emissions (g/km)	6.9 / 181	6.9 / 181	7.1 / 187	7.7 / 203	7.5 / 195
TRANSMISSION, RUNNING GEAR, & BRAKES					
Transmission type	6-speed manual	6-speed automatic	6-speed manual	6-speed automatic	10-speed automatic
Drive profile selection: Normal, Eco, and Slippery	Std	Std	Std	Std	Std
Electronic rear differential locking axle & Traction Control System	Std	Std	Std	Std	Std
Electromechancial parking brake with auto-hold function	Std	Std	Std	Std	Std
Hill Descent Control	-	-	Std	Std	Std
WHEEL RIMS / TYRES					
"Combra" Alloys 7.5J x 17" (255/70R17)	Std	Std	Std	Std	-
"Amadora" Alloys 7.5J x 18" (255/65R18) incl. all-terrain tyres	-	-	-	-	Std
Full-sized spare wheel	Std	Std	Std	Std	Std
DIMENSIONS / CAPACITIES (mm)					
Wading depth	800	800	800	800	800
Length	5,350	5,350	5,350	5,350	5,350
Height	1,884	1,884	1,884	1,884	1,884
Width	1,910	1,910	1,910	1,910	1,910
Wheelbase	3,270	3,270	3,270	3,270	3,270
Ground clearance - measured under the front axle	237	237	237	237	237
Approach / departure angle excl. trailer hitch (°)	30 / 26	30 / 26	30 / 26	30 / 26	30 / 26
Ramp angle (°)	21	21	21	21	21
Load compartment length	1,624	1,624	1,624	1,624	1,624
Load compartment width between wheelhouses	1,227	1,227	1,227	1,227	1,227
Load compartment height of the side walls	529	529	529	529	529
Turning circle	12,930	12,930	12,930	12,930	12,930
WEIGHTS (kg)					
Roof load limit (moving/static)	85 / 350	85 / 350	85 / 350	85 / 350	85 / 350
Axle load limit front / rear	1,400 / 1,900	1,400 / 1,900	1,450 / 1,959	1,450 / 1,959	1,450 / 1,959
Kerb mass (min) without driver and with fuel	1,980	1,980	2,069	2,092	2,106
Max payload capacity - based on minimum kerb mass	1,080	1,080	1,162	1,138	1,124
Gross Vehicle Mass (GVM)	3,060	3,060	3,230	3,230	3,230
Towing capacity: unbraked / braked	750 / 3,500	750 / 3,500	750 / 3,500	750 / 3,500	750 / 3,500
Gross Combined Mass (GCM)	6,150	6,150	6,150	6,300	6,500
SAFETY					
Park distance control (front and rear)	Std	Std	Std	Std	Std
Fixed rear-view camera	Std	Std	Std	Std	Std
Airbag system: driver, front passenger, side and curtain	Std	Std	Std	Std	Std
EXTERIOR FEATURES					
Fixed trailer hitch incl. 7-pin socket / Front towing hooks	2 Std / 2	2 Std / 2	2 Std / 2	2 Std / 2	2 Std / 2
GUARANTEES					
5-year / 150,000-km manufacturer warranty	Std	Std	Std	Std	Std
5-year / 100,000-km Genuine Easy Drive Maintenance Plan	Std	Std	Std	Std	Std

Commercial Vehicles

SCAN HERE TO FIND OUT MORE ABOUT VW

VW - AMAROK MY25 SPECIFICATIONS

Model	2.0 TDI 125kW Amarok Single Cab	2.0 TDI 125kW 4Motion Amarok Single Cab	2.0 TDI 125kW Amarok Double Cab	2.0 TDI 125kW 4Motion Amarok Double Cab
ENGINE				
Cylinders	4	4	4	4
Cylinder Bore x Cylinder Stroke (mm)	84.01 x 90.00	84.01 x 90.00	84.01 x 90.00	84.01 x 90.00
Capacity (cm^3)	1,996	1,996	1,996	1,996
Compression ratio	15.8 : 1	15.8 : 1	15.8 : 1	15.8 : 1
Power - output (kW @ r/min)	125 @ 3,500	125 @ 3,500	125 @ 3,500	125 @ 3,500
Torque (Nm @ r/min)	405 @ 1,750 - 2,500	405 @ 1,750 - 2,500	405 @ 1,750 - 2,500	405 @ 1,750 - 2,500
FUEL CONSUMPTION				
Combined / CO_2 emissions (g/km)	6.9 / 181	7.1 / 187	6.9 / 181	7.1 / 187
TRANSMISSION, RUNNING GEAR, & BRAKES				
Transmission type	6-speed manual	6-speed manual	6-speed manual	6-speed manual
Electromechanical power steering	Std	Std	Std	Std
Drive profile selection: Normal, Eco, and Slippery	Std	Std	Std	Std
Electronic rear differential locking axle & Traction Control System	Std	Std	Std	Std
Hill Descent Control	-	Std	-	Std
WHEEL RIMS / TYRES				
"Combra" Alloys 7.5J x 17" (255/70R17)	Std	Std	Std	Std
Full-sized spare wheel (steel)	Std	Std	Std	Std
DIMENSIONS / CAPACITIES (mm)				
Wading depth	800	800	800	800
Length	5,350	5,350	5,350	5,350
Height	1,884	1,884	1,884	1,884
Width (excl. side mirrors)	1,910	1,910	1,910	1,910
Wheelbase	3,270	3,270	3,270	3,270
Ground clearance - measured under the front axle	237	237	237	237
Approach / departure angle excl. trailer hitch (°)	29 / 26	29 / 26	30 / 26	30 / 26
Ramp angle (°)	21	21	21	21
Load compartment length	2,332	2,332	1,624	1,624
Load compartment width between wheelhouses	1,227	1,227	1,227	1,227
Load compartment height of the side walls	529	529	529	529
Turning circle	12,930	12,930	12,930	12,930
WEIGHTS (kg)				
Roof load limit (moving/static)	85 / 350	85 / 350	85 / 350	85 / 350
Axle load limit front / rear	1,400 / 1,900	1,450 / 1,959	1,400 / 1,900	1,450 / 1,959
Kerb mass (min) without driver and with fuel	1,859	1,947	1,935	2,023
Max payload capacity - based on minimum kerb mass	1,201	1,243	1,125	1,167
Gross Vehicle Mass (GVM)	3,060	3,190	3,060	3,190
Towing capacity: unbraked / braked	750 / 3,500	750 / 3,500	750 / 3,500	750 / 3,500
Gross Combined Mass (GCM)	6,150	6,150	6,150	6,150
SAFETY				
Park distance control (front and rear)	-	-	Std	Std
Fixed rear-view camera	-	-	Std	Std
Airbag system: driver, front passenger, side and curtain	X	X	X	X
EXTERIOR FEATURES				
Fixed trailer hitch incl. 7-pin socket	X	X	X	X
GUARANTEES				
5-year / 150,000-km manufacturer warranty	X	X	X	X
3-year / 60,000-km Genuine Easy Drive Service Plan	X	X	-	-
5-year / 100,000-km Genuine Easy Drive Maintenance Plan	-	-	X	X

DISCLAIMER

** Fuel consumption measurements are in accordance with the NEDC/1999/100/EC. Actual consumption will vary with vehicle loading, driving style, and climatic and road conditions. Dimensions, capacities, and abilities apply to standard vehicles.*

Commercial Vehicles

SCAN HERE TO FIND OUT MORE ABOUT VW

SPECIFICATIONS: CADDY CARGO

	Caddy Cargo 1.6i 81kW (SWB)	Caddy Cargo 2.0 TDI 81kW (SWB)	Caddy Maxi Cargo 2.0 TDI 81kW (LWB)
ENGINE			
Cylinders	4	4	4
Capacity (cm^3)	1,598	1,968	1,968
Output (kW @ r/min)	81 @ 5,800	81 @ 2,750 - 4,500	81 @ 2,750 - 4,500
Torque (Nm @ r/min)	152 @ 3,850 - 4,100	300 @ 1,500 - 2,500	300 @ 1,500 - 2,500
CO_2 emissions (g/km)	165	145	145
TRANSMISSION			
6-speed manual	X	X	X
FUEL CONSUMPTION			
Combined cycle (litres/100km)	7.2	5.5	5.5
BRAKES			
ABS (Anti-lock Braking System)	X	X	X
MCB (Automatic Post-Collision Braking System)	X	X	X
ESP (Electronic Stability Programme)	X	X	X
TCS (Traction Control System)	X	X	X
WHEEL RIMS / TYRES			
4 steel wheels 6.5J x 16, black	X	X	X
Tyres 205/60R16 96H XL	X	X	X
Full-sized spare wheel (steel)	X	X	X
DIMENSIONS / CAPACITIES			
Length (mm)	4,500	4,500	4,853
Width excl. mirrors (mm)	1,855	1,855	1,855
Height excl. roof rails / with antenna base (mm)	1,819 / 1,856	1,819 / 1,856	1,823 / 1,860
Wheelbase (mm)	2,755	2,755	2,970
Load compartment width, min/max (mm)	1,230 / 1,614	1,230 / 1,614	1,230 / 1,614
Luggage compartment floor length (mm)	1,797	1,797	2,150
Load compartment volume (m^3)	3.1	3.1	3.7
Gross Vehicle Mass (GVM) (kg)	2,100	2,220	2,300
Payload, maximum (kg)	668	680	718
Trailer weight, 12% gradient - unbraked / braked (kg)	690 / 1,300	740 / 1,500	750 / 1,450
SAFETY			
Driver and front passenger airbags (incl. front passenger deactivation)	X	X	X
Warning buzzer and light for front seatbelts not fastened	X	X	X
SECURITY			
Remote-controlled central locking with SAFELOCK	X	X	X
Anti-theft alarm system with back-up horn, towing protection, interior monitoring and central locking (separate unlocking for driver's door)	X	X	X
AUDIO AND COMMUNICATION			
Radio "Composition Audio" with 16.51-cm (6.5-inch) colour touch screen, one USB interface (Type C), 2 speakers and mobile phone interface	X	X	X
INTERIOR FEATURES			
Climatic® air-conditioning system	X	X	X
Servotronic® power steering (speed-sensitive)	X	X	X
Multi-function steering wheel	X	X	X
Overhead storage compartment	X	X	X
EXTERIOR FEATURES			
Sliding door - left and right	X	X	X
Roof rail preparation	X	X	X
Rear wing doors without window apertures, asymmetric split	X	X	X
Tow bar preparation (incl. trailer stabilisation)	X	X	X
GUARANTEES			
2-year / unlimited km manufacturer warranty	X	X	X
3-year / 60,000-km Volkswagen Easy Drive Service Plan	X	X	X
12-year anti-corrosion warranty	X	X	X

DISCLAIMER

| X | Standard |O| Optional | - | Not available

** All petrol vehicles require unleaded (lead-free) fuel. They are not-compatible with leaded or lead-replacement petrol. Information effective as of January 2025 and subject to change.*

Commercial Vehicles

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SPECIFICATIONS: CADDY KOMBI

	Caddy Kombi 1.6i 81kW (SWB - 7-Seater)	Caddy Kombi 2.0 TDI 81kW (SWB - 7-Seater)	Caddy Maxi Kombi 2.0 TDI 81kW (LWB)
ENGINE			
Cylinders	4	4	4
Capacity (cm^3)	1,598	1,968	1,968
Output (kW @ r/min)	81 @ 5,800	81 @ 2,750 - 4,500	81 @ 2,750 - 4,500
Torque (Nm @ r/min)	152 @ 3,850 - 4,100	300 @ 1,500 - 2,500	300 @ 1,500 - 2,500
CO_2 emissions (g/km)	167	145	145
TRANSMISSION			
6-speed manual	X	X	X
FUEL CONSUMPTION			
Combined cycle (litres/100km)	7.3	5.5	5.5
BRAKES			
ABS (Anti-lock Braking System)	X	X	X
MCB (Automatic Post-Collision Braking System)	X	X	X
ESP (Electronic Stability Programme)	X	X	X
TCS (Traction Control System)	X	X	X
WHEEL RIMS / TYRES			
Alloy wheels "Wien" 6.5J x 16, Brilliant Silver with lockable bolts	X	X	X
Full-sized spare wheel (alloy)	X	X	X
DIMENSIONS / CAPACITIES			
Length (mm)	4,500	4,500	4,853
Width excl. mirrors (mm)	1,855	1,855	1,855
Height excl. roof rails / with antenna base (mm)	1,798 / 1,833	1,798 / 1,833	1,800 / 1,836
Wheelbase (mm)	2,755	2,755	2,970
Load compartment width (mm)	1,185	1,185	1,185
Load compartment floor length behind 1st / 2nd / 3rd row of seats (mm)	1,913 / 1,100 / 317	1,913 / 1,100 / 317	2,265 / 1,452 / 629
Load / passenger compartment volume, for 2- / 5- / 7-seater (m^3)	2.5 / 1.2 / 0.19	2.5 / 1.2 / 0.19	3.1 / 1.7 / 0.44
Gross Vehicle Mass (GVM) (kg)	2,200	2,350	2,350
Payload, maximum (kg)	681	722	666
Trailer weight, 12% gradient - unbraked / braked (kg)	740 / 1,300	750 / 1,500	750 / 1,400
SEATS			
Number of seats	7	7	5
3-seat bench 2nd row (fold/tumble seat, removable), ISOFIX and top tether on outer seats	-	-	X
3-seat bench 2nd row (fold/tumble seat, removable), ISOFIX and top tether on outer seats, 2 single seats in 3rd row	X	X	O
Driver and front passenger seats without drawers under front seats	X	X	X
SAFETY			
Driver and front passenger airbags (incl. front passenger deactivation)	X	X	X
Seatbelts in 2nd and 3rd row of seats with seatbelt pretensioners for outer seats in the 2nd row	X	X	X
Warning buzzer and light for front seatbelts not fastened	X	X	X
SECURITY			
Remote-controlled central locking with SAFELOCK	X	X	X
Anti-theft alarm system with back-up horn, towing protection, interior monitoring, and central locking (separate unlocking for driver's door)	X	X	X
AUDIO AND COMMUNICATION			
Radio "Composition Audio" with 16.51-cm (6.5-inch) colour touch screen, one USB interface (Type C), 4 speakers, and mobile phone interface	X	X	X
INTERIOR FEATURES			
Climatic® air-conditioning system	X	X	X
Servotronic® power steering (speed-sensitive)	X	X	X
Height adjustment for both front seats, manual	X	X	X
Multi-function steering wheel	X	X	X
EXTERIOR FEATURES			
Sliding doors - left and right	X	X	X
Roof rail preparation	X	X	X
Tailgate with window aperture	X	X	X
Fixed tow bar	X	X	X
GUARANTEES			
2-year / unlimited km manufacturer warranty	X	X	X
3-year / 60,000-km Genuine AutoMotion Service Plan	O	X	X
12-year anti-corrosion warranty	X	X	X
DISCLAIMER			
| X | Standard |O| Optional | - | Not available			

** All petrol vehicles require unleaded (lead-free) fuel. They are not-compatible with leaded or lead-replacement petrol. All diesel vehicles require low sulphur grade diesel of 50ppm or lower. Information effective as of January 2025 and subject to change.*

Commercial Vehicles

SCAN HERE TO FIND OUT MORE ABOUT VW

VW SPECIFICATIONS: CADDY

	Caddy 1.6i 81kW (SWB)	Caddy 2.0 TDI 81kW (SWB)	Caddy Maxi 2.0 TDI 81kW (LWB)
ENGINE / TRANSMISSION			
Cylinders / capacity (cm^3)	4 / 1,598	4 / 1,968	4 / 1,968
Output (kW @ r/min)	81 @ 5,800	81 @ 2,750 - 4,500	81 @ 2,750 - 4,500
Torque (Nm @ r/min)	152 @ 3,850 - 4,100	300 @ 1,500 - 2,500	300 @ 1,500 - 2,500
CO_2 emissions (g/km)	167	145	145
6-speed manual transmission	X	X	X
FUEL CONSUMPTION			
Combined cycle (litres/100km)	7.3	5.5	5.5
BRAKES			
ABS (Anti-lock Braking System); MCB (Automatic Post-Collision Braking System); ESP (Electronic Stability Programme); TCS (Traction Control System)	X	X	X
WHEEL RIMS / TYRES			
16" '"Wien" 6.5J x 16 alloy wheels with 205/60R16 96H XL tyres + full-sized spare wheel (alloy)	X	X	X
DIMENSIONS / CAPACITIES			
Length / width excl. mirrors (mm)	4,500 / 1,855	4,500 / 1,855	4,853 / 1,855
Height incl. roof rails / with antenna base (mm)	1,832 / 1,833	1,832 / 1,833	1,835 / 1,836
Wheelbase (mm)	2,755	2,755	2,970
Ground clearance - measured underneath the engine guard (mm)	144	144	143
Loading sill over stationary level (mm)	562	562	563
Load compartment width (mm)	1,185	1,185	1,185
Load compartment floor length behind 1st / 2nd / 3rd row of seats (mm)	1,913 / 1,100 / 317	1,913 / 1,100 / 317	2,265 / 1,452 / 629
Load / passenger compartment volume, for 2- / 5- / 7-seater (m^3)	2.5 / 1.2 / 0.19	2.5 / 1.2 / 0.19	3.1 / 1.7 / 0.44
Gross Vehicle Mass (GVM) / max payload (kg)	2,200 / 665	2,350 / 716	2,350 / 592
Trailer weight, 12% gradient - unbraked / braked (kg)	740 / 1,300	750 / 1,500	750 / 1,400
SEATS			
Number of seats	5	5	7
3-seater bench (separately folding and removable) in 2nd row of seats	X	X	-
3-seater bench (separately folding) in 2nd row of seats with 2-seater bench (folding) in 3rd row of seats / drawers under driver & front passenger seats	O / X	O / X	X / X
SAFETY			
Driver and front passenger airbags (incl. front passenger deactivation)	X	X	X
Side and curtain airbags for driver and front passenger, curtain airbags for outer seats in passenger compartment	X	X	X
Seatbelts in 2nd and 3rd row of seats with seatbelt pretensioners for outer seats in the 2nd row	X	X	X
Warning buzzer and light for front seatbelt not fastened	X	X	X
SECURITY			
Remote-controlled central locking with SAFELOCK; Anti-theft alarm system	X	X	X
AUDIO AND COMMUNICATION			
Radio "Composition" with 20.96-cm (8.25-inch) colour touch screen, 6 speakers, cellphone interface	X	X	X
2 USB interfaces (Type C) in centre console (front), 2 USB charging sockets (Type C) on centre armrest (rear)	X	X	X
INTERIOR FEATURES			
Matte cockpit bezel; Climatic® air-conditioning system; Multi-function display ('Plus')	X	X	X
Servotronic® power steering (speed-sensitive); multi-function leather steering wheel; cruise control	X	X	X
EXTERIOR FEATURES			
Fixed tow bar; tailgate with window aperture; black roof rails; sliding doors (left and right)	X	X	X
LED main headlamps with LED separate daytime running light	X	X	X
Park Distance Control in front and rear, with rear view camera system	X	X	X
GUARANTEES			
3-year / 120,000-km manufacturer warranty	X	X	X
3-year / 60,000-km Genuine Easy Drive Service Plan	X	X	X
12-year anti-corrosion warranty	X	X	X
DISCLAIMER			
| X | Standard |O| Optional | - | Not available			

** All diesel vehicles require low sulphur grade diesel of 50ppm or lower. Information effective as of January 2025 and subject to change.*

VW - CRAFTER 35 PANEL VAN MY25 SPECIFICATIONS

	Crafter 35 Panel Van 2.0 TDI 103kW (LCV)	Crafter 35 Panel Van 2.0 TDI 103kW Auto (LCV)	Crafter 35 Panel Van 2.0 TDI 130kW Auto (MCV)
ENGINE			
Cylinders	4	4	4
Capacity (cm³)	1,968	1,968	1,968
Output (kW @ r/min)	103 @ 3,500 - 3,600	103 @ 3,500 - 3,600	130 @ 3,600
Torque (Nm @ r/min)	340 @ 1,600 - 2,250	340 @ 1,600 - 2,250	410 @ 1,500 - 2,000
TRANSMISSION, RUNNING GEAR, & BRAKES			
Transmission type	6-speed manual	8-speed automatic	8-speed automatic
Front-wheel drive	Std	Std	Std
4Motion all-wheel drive	-	-	-
ESP (Electronic Stabilisation Programme) with brake assistant	Std	Std	Std
Brake Assist	Std	Std	Std
ABS (Anti-lock braking system)	Std	Std	Std
ASR traction control with EDL (Electronic Differential Lock)	Std	Std	Std
WHEEL RIMS / TYRES			
4 steel wheels, 6.5Jx16 with 1,200kg load	Std	Std	Std
Tyres 205/75R16 C113/111	Std	Std	Std
Full-size spare wheel (steel)	Std	Std	Std
Tyre pressure monitoring system	Std	Std	Std
DIMENSIONS / CAPACITIES			
AdBlue® tank capacity (l)	18	18	18
Length (mm)	5,986	5,986	5,986
Height (mm)	2,355	2,355	2,355
Width excl. mirrors (mm)	2,040	2,040	2,040
Wheelbase (mm)	3,640	3,640	3,640
Ground clearance (mm)	195	195	195
Load compartment length (mm)	3,201	3,201	3,201
Load compartment width between wheelhouses (mm)	1,380	1,380	1,380
Load volume to roof - all seats in place (m³)	10	10	10
Load volume to roof - all seats in place with High roof / Super high roof (m³)	11	11	11
Gross Vehicle Mass (GVM) (kg)	3,500	3,500	3,880
Gross Combined Mass (GCM) (kg)	6,000	6,000	6,000
Axle load limit front & rear (kg)	1,800 & 2,100	1,800 & 2,100	1,800 & 2,100
Trailer weight braked, 12% gradient (kg)	3,000	3,000	3,000
Payload with driver (kg)	1,547	1,515	1,895
SEATS			
Number of seats	3	3	3
2-seater front passenger bench seat with storage compartment	Std	Std	Std
SAFETY			
Automatic post-collision braking system	Std	Std	Std
Park Distance Control in front and rear	Std	Std	Std
Electro-mechanical parking brake	Std	Std	Std
Crosswind assist	Std	Std	Std
Driver and front passenger airbag with front passenger airbag deactivation	Std	Std	Std
Preparation for alcohol ignition interlock	Std	Std	Std
EXTERIOR FEATURES			
Wing doors at rear without windows	Std	Std	Std
Tow bar Preparation with trailer stabilisation	Std	Std	Std
High roof, outside painted in body colour	Optional	Optional	Optional
Super high roof, outside painted in body colour	-	-	-
Hinges for rear wing doors with increased opening angle (max 270°)	Optional	Optional	Optional
GUARANTEES			
2-year / unlimited km manufacturer warranty	Std	Std	Std
5-year / 120,000-km Easy Drive Service Plan	Std	Std	Std
12-year anti-corrosion warranty	Std	Std	Std
DISCLAIMER			
** All diesel vehicles require low sulphur grade diesel and AdBlue.*			

Commercial Vehicles

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Crafter 35 Panel Van 2.0 TDI 130kW Auto (LCV)	Crafter 35 Panel Van 2.0 TDI 130kW 4Motion (MCV)	Crafter 35 Panel Van 2.0 TDI 130kW 4Motion (LCV)	Crafter 35 Panel Van 2.0 TDI 130kW 4Motion LWB (MCV)	Crafter 35 Panel Van 2.0 TDI 130kW 4Motion LWB (LCV)
4	4	4	4	4
1,968	1,968	1,968	1,968	1,968
130 @ 3,600	130 @ 3,600	130 @ 3,600	130 @ 3,600	130 @ 3,600
410 @ 1,500 - 2,000	410 @ 1,500 - 2,000	410 @ 1,500 - 2,000	410 @ 1,500 - 2,000	410 @ 1,500 - 2,000
8-speed automatic	6-speed manual	6-speed manual	6-speed manual	6-speed manual
Std	-	-	-	-
-	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
18	18	18	18	18
5,986	5,986	5,986	6,836	6,836
2,355	2,355	2,355	2,625	2,625
2,040	2,040	2,040	2,069	2,069
3,640	3,640	3,640	4,490	4,490
195	195	195	195	195
3,201	3,201	3,201	4,051	4,051
1,380	1,380	1,380	1,380	1,380
10	9	9	14	14
11	11	11	15	15
3,500	3,880	3,500	3,880	3,500
6,000	6,000	6,000	6,000	6,000
1,800 & 2,100	1,800 & 2,100	1,800 & 2,100	1,800 & 2,100	1,800 & 2,100
3,000	3,000	3,000	3,000	3,000
1,515	1,801	1,421	1,801	1,421
3	3	3	3	3
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Optional	Optional	Optional	-	-
-	-	-	Optional	Optional
Optional	Optional	Optional	Optional	Optional
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std
Std	Std	Std	Std	Std

Commercial Vehicles

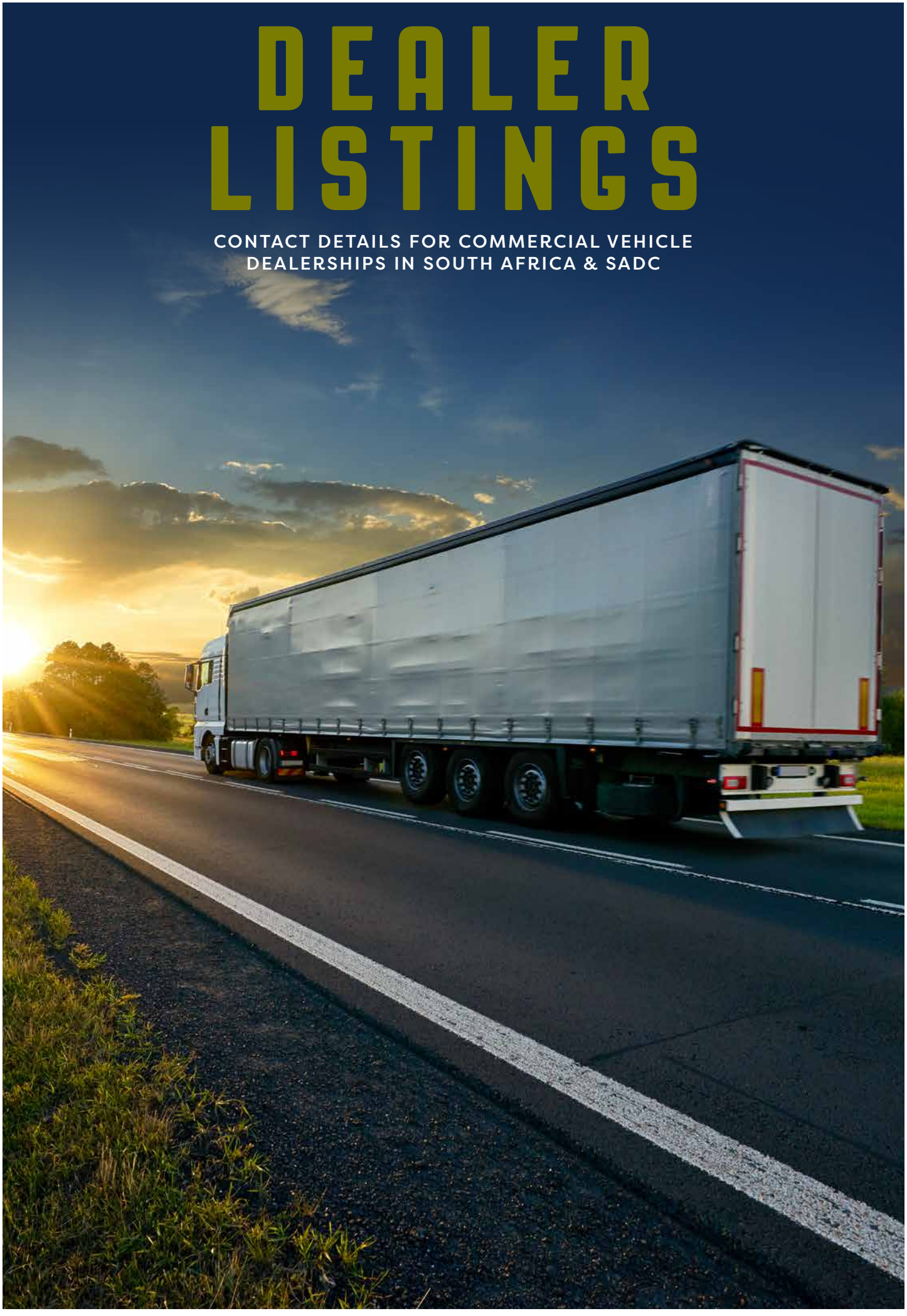
SCAN HERE TO FIND OUT MORE ABOUT VW

VW - CRAFTER 50 PANEL VAN MY25 SPECIFICATIONS

	Crafter 50 Panel Van 2.0 TDI 120kW (LWB)	Crafter 50 Bus Conversion ready 2.0 TDI 120kW (LWB)	Crafter 50 Panel Van 2.0 TDI 120kW (XLWB)	Crafter 50 Bus Conversion ready 2.0 TDI 120kW (XLWB)
ENGINE				
Cylinders	4	4	4	4
Capacity (cm^3)	1,968	1,968	1,968	1,968
Output (kW @ r/min)	120 @ 3,600	120 @ 3,600	120 @ 3,600	120 @ 3,600
Torque (Nm @ r/min)	410 @ 1,500 - 2,000	410 @ 1,500 - 2,000	410 @ 1,500 - 2,000	410 @ 1,500 - 2,000
TRANSMISSION, RUNNING GEAR & BRAKES				
Transmission types offered	6-speed manual / 8-speed automatic	6-speed manual / 8-speed automatic	6-speed manual / 8-speed automatic	6-speed manual / 8-speed automatic
Rear-wheel drive, dual tyres	Std	Std	Std	Std
ESP (Electronic Stabilisation Programme) with brake assistant	Std	Std	Std	Std
Brake Assist	Std	Std	Std	Std
ABS (Anti-lock braking system)	Std	Std	Std	Std
ASR traction control with EDL (Electronic Differential Lock)	Std	Std	Std	Std
WHEEL RIMS / TYRES				
6 steel wheels 5.5J x 16, in silver (dual tyres in rear)	Std	Std	Std	Std
Tyres 205/70R17 C113/111 (with twin tyres at rear)	Std	Std	Std	Std
Full-size spare wheel (steel)	Std	Std	Std	Std
Tyre pressure monitoring system	Std	Std	Std	Std
DIMENSIONS / CAPACITIES				
AdBlue® tank capacity (l)	18	18	18	18
Length (mm)	6,836	6,836	7,391	7,391
Height (mm)	2,625	2,625	2,637	2,637
Width excl. mirrors (mm)	2,069	2,069	2,069	2,069
Wheelbase (mm)	4,490	4,490	4,490	4,490
Ground clearance (mm)	195	195	195	195
Load compartment length (mm)	4,051	4,051	4,606	4,606
Load compartment width between wheelhouses (mm)	1,030	1,030	1,030	1,030
Load volume to roof - all seats in place with High roof (m^3)	14	14	16	16
Load volume to roof - all seats in place with Super high roof (m^3)	15	15	18	18
Gross Vehicle Mass (GVM) (kg)	5,000	5,000	5,000	5,000
Gross Combined Mass (GCM) (kg)	8,000	8,000	8,000	8,000
Axle load limit front & rear (kg)	2,200 & 3,500	2,200 & 3,500	2,200 & 3,500	2,200 & 3,500
Trailer weight braked, 12% gradient (kg)	3,500	3,500	3,500	3,500
Payload with driver (kg)	2,551	2,476	2,483	2,405
SEATS				
Number of seats	3	3	3	3
2-seater front passenger bench seat with storage compartment	Std	Std	Std	Std
SAFETY				
Automatic post-collision braking system	Std	Std	Std	Std
Park Distance Control in front and rear	Std	Std	Std	Std
Electro-mechanical parking brake	Std	Std	Std	Std
Crosswind assist	Std	Std	Std	Std
Driver and front passenger airbag with front passenger airbag deactivation	Std	Std	Std	Std
Roll bar integrated into B and D pillars to comply with R66-02 rollover test.	-	Std	-	Std
Preparation for alcohol ignition interlock	Std	Std	Std	Std
EXTERIOR FEATURES				
Wing doors at rear without windows	Std	Std	Std	Std
Tow bar preparation with trailer stabilisation	Std	Std	Std	Std
High roof, outside painted in body colour	Std	Std	Std	Std
Super high roof, outside painted in body colour	Optional	Optional	Optional	Optional
Hinges for rear wing doors with increased opening angle (max 270°)	Optional	Optional	Std	Std
GUARANTEES				
2-year / unlimited km manufacturer warranty	Std	Std	Std	Std
5-year / 120,000-km Easy Drive Service Plan	Std	Std	Std	Std
12-year anti-corrosion warranty	Std	Std	Std	Std
DISCLAIMER				
** All diesel vehicles require low sulphur grade diesel and AdBlue. Vehicle speed limited to 100km/h.*				

DEALER LISTINGS

CONTACT DETAILS FOR COMMERCIAL VEHICLE DEALERSHIPS IN SOUTH AFRICA & SADC



DAF TRUCKS DEALERSHIPS

Dealership	Address	Tel No
Babcock Benoni	49 Great North Road, Benoni, 1501	010 001 2561 / 071 604 4121
Babcock Cape Town	9 Kiaat Road, Kraaifontein, Cape Town, 7475	021 137 5470 / 060 960 8259 / 061 986 8712
Babcock George	2 Pioneer Street, Pacaltsdorp, George, 6529	044 001 0051 / 060 960 5255
Babcock Gqeberha	80 Burman Street, Gqeberha, 6056	041 407 5900 / 082 555 1021
Babcock Middelburg	Cnr. Kilo and Samora Mitchell Avenue, Middelburg, 1055	013 001 1234 / 079 506 3692
Babcock Pinetown	41 Henry Pennington Road, Pinetown, 3610	031 001 2865 / 072 637 7097 / 071 381 0496 / 061 480 0954
Babcock Richards Bay	66 Ceramic Curve, Alton, Richards Bay, 3900	035 001 7661 / 082 415 8749 / 078 800 5600
Bras Parts	Plot 131 Dewar Street, Pretoria, 0035	012 808 1451 / 082 802 1783 / 082 885 6171 / 082 893 5254
Central Commercial Trucks	26 Kruger Avenue, Estoire, Bloemfontein, 9392	051 011 7097 / 071 685 9639 / 084 799 1266
Ermelo Commercial	24 Chris de Villiers Street, Ermelo, 2351	017 811 5885 / 076 941 1549 / 072 106 9484
GC Truck Centre Harrismith	11 Lang Street, Hardustria, Harrismith, 9880	071 114 4622 / 071 114 6694 / 076 833 0394
GC Truck Centre Randfontein	1 Mercedes Street, Aureus, Rand West City, 1759	011 693 6683 / 067 413 5251
JP Meganies	30 Soutpan Street, Upington, 8801	054 332 1266
LIM Truck Auto	43 Staal Street, Ladine, Polokwane, 0699	015 007 1069 / 082 575 8931 / 082 689 5370
Newton Truck & Bus	16 Tranquil Flow Street, Nelspruit, 1200	013 758 1662 / 079 362 2077
SM Towing	239 Acacia Road, Pongola, 3170	034 413 2266 / 083 627 5248 / 072 660 6208
Northernview Repairs	Baobab Truck Park N1, Musina	015 534 1175 / 082 493 4056

*** Clients of all dealerships can also contact the 24-hr DAF ON CALL line on 0800 212 554**

EVERSTAR DEALERSHIPS

Powerstar South Africa Dealer Network	Address	Tel No
Powerstar PE, t/a Universal Equipment	2 Ries St, Deal Party, Gqeberha, 6001	(+27) 41 453 1810
Powerstar PMB, t/a Almighty Equipment	24 CB Downes Rd, Mkondeni, Pietermaritzburg, 3201	(+27) 33 846 0590
Powerstar Bloemfontein, t/a Truck Net	18 Ben Jones St, Hamilton, Bloemfontein, 9301	(+27) 51 435 8004
Dynarite Trucks, t/a Dynarite Truck and Trailer	Breffney, N1 turnoff, Church St, Driehoek, Bloemfontein, 9301	(+27) 51 011 2252
Powerstar Jetpark, t/a Handax Machinery	1 Jurgens St, Ext 5, Kempton Park, Isando	(+27) 11 390 8160
Powerstar Centurion, t/a Handax Machinery	103 Park Ave North, Highway Business Park, Rooihuiskraal, Centurion / POSTAL: PO Box 3514, The Reeds, Centurion, 0158	(+27) 12 940 1750
Powerstar Empangeni, t/a Alaysa Investments	Cnr R34 & D254, Unit B 8C, Maguzulu Park, Empangeni	(+27) 35 772 1739
Powerstar Durban, t/a Truck Centre Durban	10 Westgate Place, Westmead, Durban	(+27) 31 700 1222
Powerstar Ermelo	29 Wilger St, Shop No.5, Ermelo / POSTAL: PO Box 529, Ermelo, 2350	(+27) 17 811 5181
Powerstar Middelburg	4 Celcius St, Vaalbank, Middelburg, 1050 / POSTAL: PO Box 529, Ermelo, 2350	(+27) 13 120 4010
Produkta Trucks	25C Rapid St, Riverside Industrial, Nelspruit / POSTAL: PO Box 578, Nelspruit, 1200	(+27) 13 757 5300
Northern Cape Universal Repairs	8 Hendrik van der Bijl St, Kimdustria, Kimberley, 8301 / POSTAL: Postnet Suite #81, Private Bag x 2, Diamond, Kimberley, 8305	(+27) 79 698 3222
Powerstar Kathu / AME	Cnr R325 & Lomoteng Mine Rd, Lohatla	(+27) 53 492 0349/51
Powerstar Schweizer-Reneke, t/a JBJ Machinery	67 Schweizer St, Schweizer-Reneke, 2780	(+27) 53 963 1832/70
Powerstar Klerksdorp, t/a Laubstar Fleet Services	166 OR Tambo St, Klerksindustria, Klerksdorp, 2575 / POSTAL: PO Box 6978, Flamwood, North West, 2572	(+27) 18 464 2336
Randburg Commercial Vehicles, Powerstar Randburg (FT Series Only)	Unit 1, Northriding Business Park, Cnr Epsom and Aintree Ave, Northriding	(+27) 11 704 3274
Newlands Commercial, Powerstar Newlands JHB (FT Series Only)	151 Main Rd, Newlands, Johannesburg, 2092	(+27) 114 770 055
Tractor Giants, t/a Powerstar Pretoria North	440 Lavender Rd, Annlin, Northern Pretoria	(+27) 12 520 5010 / (+27) 60 970 8001
Republic Bus and Truck, t/a Powerstar Brakpan	312 Voortrekker Rd, Brakpan, 1540	(+27) 11 744 0363
Powerstar Brackenfell, t/a Power Commercial	4 Chrome St, Brackenfell, 7560	(+27) 27 981 2000
Powerstar Sub-Saharan Dealer Network		
Centrocar Maputo	Av. Samora Machel No. 1561, 1114 Matola "C", Maputo, Mozambique, 1100	(+258) 21 720 166/7
Choise Diesel	Bairro Mussumbuluco, Talhao 10/15, Parcela 10/E, Esquina EN4 c/ Rua Da Mozal Maputo, Mozambique, 1114	(+258) 84 341 2300
Commercial Motors	Plot 5664, Kubu Rd, Broadhurst Industrial, Gaborone, Botswana	(+267) 395 2652
GDP Investments	Plot 48, B1 Main Rd, Brakwater, Windhoek / POSTAL: PO Box 30748, Windhoek, Namibia, 9000	
Hendeca Machinery Namibia	Unit 2,QE Park, Nelson Mandela Ave, Swakopmund / POSTAL: PO Box 2459, Swakopmund, Namibia, 9000	(+264) 64 463 243
Swazi Truck & Bus	King Mswati III Ave, Matsapha Industrial Site, Matshapa / POSTAL: PO Box 6858, Manzini, Eswatini	(+268) 2518 5713/4175
Umoba	Old Bar R Ranch, Siteki Rd, MR16 Big Bend, L311, Eswatini	(+268) 2363 6522
Sinopower Commercial Vehicles, t/a Powerstar Trucks Zimbabwe	24 Martin Drive, Msasa, Harare, Zimbabwe	(+263) 787 319 451
Kanu Equipment	17 Munguzi Ave, Lubumbashi, DRC	(+243) 0816829808
Kanu equipment	Matuka Rd, Kitwe / POSTAL: PO Box 20247, Kitwe, Zambia	(+260) 097 5105 063

* ***S/S/P:*** *Sales,Service, and Parts;* ***FT S/S/P:*** *FT Sales, Service, and Parts only*

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ISUZU DEALERSHIPS

Dealership	Address	Tel No
Auas Motors Windhoek	Cnr David Hosea Meroro & Voigt Streets, Windhoek, Namibia	(+264) 61 389 100
Bates Motors	Lot 2485 Shelley Beach Business Park, Shelley Beach, 4265	(039) 682 0007
Bidvest McCarthy Isuzu	N4 Gateway Industrial Park, 17 Amatole St, Willow Park Manor Ext 75, Pretoria East	(012) 003 3092
Boland Isuzu Paarl	Unit C1, Berg River Park, Cnr Jan van Riebeeck Drive & Driebergen St, Paarl, 7646	(021) 872 2101
Morgan Isuzu Ermelo	120 Kerk Street, Ermelo	(017) 811 1827/8/9
Isuzu Richards Bay	23/25 Alumina Allee, Alton, Richards Bay	(035) 797 5101
Motus Isuzu Bloemfontein	Plot 90, Estoire, Bloemfontein, 9323	(051) 001 0667
Motus Isuzu Isando	43 Brabazon Road, Croydon	(011) 974 3001
Isuzu Malmesbury	24 Bokomo Road, Malmesbury, 7299	(022) 482 1158
Isuzu Middelburg	Cnr Cowen Ntuli & Boncker St, Middelburg	(013) 283 6200
Isuzu Swellendam	128 Voortrekker St, Swellendam	(028) 514 1113
Motus Isuzu Vereeniging	Old Johannesburg Rd & General Smuts Rd, Vereeniging	(016) 421 3800
Isuzu World	Cnr Great North Rd & Deodar St, Pomona, Kempton Park	(011) 552 5500
Isuzu Zambezi	Cnr Sefako Makgatho Drive & Ibis Crescent, Montana Park, Pretoria, 0001	(012) 492 5150
ITC Cape Town	1 Agric Road, Western Province Business Park, Epping, Cape Town	(021) 507 6900
ITC Midrand	Cnr New Rd & 16th Ave, Midrand	(011) 207 0900
ITC Port Elizabeth	Archie Close, Young Park, Gqeberha	(041) 405 8600
ITC Pretoria	2 Jakaranda St, Centurion, Hennops Park, Pretoria	(012) 328 6580
Jacksons Trucks	2 Sprigg St, Queenstown	(045) 838 1023
Kempston Motor Group	5 CJ Langenhoven St, George	(044) 801 7411
Kelston Isuzu	1A Hill St, Grahamstown	(046) 622 7312
Key Pinetown Truck Centre	6 Goshawk Rd, New Germany, Pinetown	(031) 713 3111
Key Durban Truck Centre	1301 South Coast Rd, Mobeni, Durban	(031) 462 1151
Key Pmb Truck Centre	2 Peter Kerchoff St, Pietermaritzburg	(033) 345 2542
Kohler Auto	3 Corridor Crescent, Emalahleni	(013) 653 4300
Mbabane Motors	Cnr Sheffield & Distributor Rd, Industrial Site, Mbanane, Eswatini	(+268) 24 043 501
Meyers East London	Cnr N6 & Bonza Bay Rd, East London	(043) 701 6600
Motor Holdings Gaborone	Plot 122091, Unit 2G, G-West Industrial, Gaborone, Botswana	(+267) 393 0436
NMI Isuzu Johannesburg	1 Impex Ave, Cnr Heidelburg Rd, City Deep, Johannesburg	(011) 296 5000
NTT Isuzu Ladysmith	60 Murchison St, Ladysmith, 3370	(087) 286 1300
NTT Isuzu Newcastle	47 Hardwick Street, Newcastle	(087) 286 1200
NTT Isuzu Tzaneen	77 Old Gravelotte Rd, Tzaneen	(087) 286 1400
Tommy Martin Eagle Canyon	Cnr Christiaan De Wet & Blueberry St, Rooseveldt Park, Johannesburg	(011) 794 1023
Westvaal Klerksdorp Trucks	Cnr N12 & Platan Ave, Klerksdorp	(018) 406 5800
Westvaal Nelspruit Trucks	1A Emnotweni Ave, Riverside Park, Ext 6, Nelspruit, 1200	(013) 757 5000
Westvaal Polokwane Trucks	86 Landros Mare St, Polokwane	(015) 297 1149
Westvaal Rustenburg Trucks	62 R24 Rd, Cnr Line Rd, Waterfall East, Rustenburg, 0299	(014) 523 6300
Auas Motors Walvis Bay	152 6th Street, Walvis Bay, Namibia	(+264) 64 203 610
Auto House Vryheid	264 Kerk Street, Vryheid, 3100	(034) 980 8788
CAT Motors	N10 Oukop, Cradock, 5880	(048) 881 3083
Johann Pienaar Motors	Portion 12 of the Farm Bergsig, No. 308, Worcester	(023) 348 4500 / 072 694 2165 (emergency)
Isuzu Kimberley	124 Phakamile Mabija Road, Kimberley	(053) 802 0400
Morgan Isuzu Upington	Cnr Scott & Kort Streets, Upington	(053) 338 8050
Meyers Mthatha	55 Madeira Street, Mthatha, 5099	(047) 531 1474
Mbabane Motors Manzini	Cnr Villiers & Mapheka Streets, Manzini, Eswatini	(+268) 25 053 442 / (+268) 76 028 034 (emergency)
Motor Holdings Francistown	Plot 31249, Somerset Industrial, Francistown, Botswana	(+267) 241 6905
Westvaal Welkom	174 Jan Hofmeyer Street, Welkom 9460	(057) 396 5610
Westvaal Lichtenburg	Cnr Nelson Mandela Drive & Matthews Street, Lichtenburg	(018) 632 2259/0454
Westvaal Secunda	Cnr Nelson Mandela Drive & PDP Kruger Street, Secunda	(017) 634 2197
Frank Vos Motors	Bergsig, N1 Road, Worcester, 6850	(023) 348 4500
Johann Pienaar Motors	55 Donkin Street, Beaufort West	(023) 880 0311 / 072 225 9812 (emergency)

IVECO DEALERSHIPS

Sales and Service Dealerships	Address	Tel No
BB Truck & Tractor Pretoria	1 Potgieter St, Rosslyn, Pretoria	(+27) 12 564 4000
Randburg Commercial Vehicles	Cnr Malibongwe Dr & Epsom Ave, Unit 1 Northriding Business Park, Aintree Ave, Johannesburg	(+27) 11 704 3274
Italian Commercial	437 Main Reef Rd, Denver, Johannesburg, 2094	(+27) 11 615 9552
ELT Parts & Services	101 Turffontein Rd, Johannesburg, 2091	(+27) 11 683 3364
Midvaal Commercial Vehicles	61 Technology Crescent, Klipriver Business Park, Midvaal, 1871	(+27) 10 900 5050
BB Commercial Vehicles	204 Targore St, Nirvana, Polokwane, 0699	(+27) 15 110 0635
Ermelo Truck & Tractor	24 Chris De Villiers St, Industrial Site, Ermelo, 2351	(+27) 17 811 5885
Produkta	25c Rapid St, Riverside Industrial, Nelspruit, 1200	(+27) 13 757 5300
Highveld Commercial Vehicles	4 Celsius St, Middelburg, Mpumalanga, 1050	(+27) 13 120 4010
Shorts Commercial Vehicles	11 Pearl St, Tamsui Industria, George, 6529	(+27) 44 878 0840
Cape Truck and Van	2 Chrome St, Brackenfell, Cape Town, 7560	(+27) 21 981 2000
Walkers Industria	3 Industria Rd, Upington	(+27) 54 332 1074
Fleet Dynamics Port Elizabeth	14 Stanbridge St, Deal Party, Port Elizabeth	(+27) 41 486 1611
Richards Bay Commercial Vehicles	21 Alumina Allee St, Alton, Richards Bay, 3900	(+27) 31 350 3222
Truck Centre Durban	10 Westgate Place, Westmead, Pinetown, 3610	(+27) 31 700 1222
Broadhurst Motors t/a NTT	Iveco Gaborone, Plot 1661, Commerce Park, GICP Phase 4, Gaborone, Botswana	(+267) 72 396 628
Broadhurst Motors t/a NTT	Plot 32845, Aerodrome, A3 Rd, Francistown, Botswana	(+267) 72 396 628
Erongo Commercial Vehicles	Main Rd, Ongwediva, Namibia	(+264) 83 334 9300
Africa Commercial Vehicles	37 Shali Industrial Park, Windhoek, Namibia	(+264) 83 330 8030
Magcar Motors	Farm Valleifontein, 113 Rooigrond, Lichtenburg, 2743	(+27) 18 011 5407
Service Dealerships	**Address**	**Tel No**
Ladybrand Bus and Truck	Princess St, Ladybrand, 9745	(+27) 51 011 4029
TJ Auto Clinic	61 Tenth St, Welkom, 9459	(+27) 57 396 1243
Dynarite Trucks	65 de Kock St, Ferreira, Bloemfontein	(+27) 51 011 2252
A.J. Diesel Services	Cnr 3rd & 4th Ave, Gunhill, Kroonstad, 9499	(+27) 56 212 3646
N11 Commercials	8 Gutenberg St, Riverside Industrial Area, Newcastle, 2940	(+27) 33 753 0330
Isipho Capital Motors	2485 Shelly Beach Business Park, Shelly Beach	(+27) 39 682 0007
Zyho Truck and Trailer	Inry St, Springbok, 8240	(+27) 27 712 1076
NCV Commercial Vehicles Upington	36 Soutpan St, Upington	(+27) 54 337 5500
Norchman Diesel Tech	15 Abattoir Rd, Ashburnham, Kimberley, 8301	(+27) 53 841 0950
Swazi Truck & Bus	King Mswati III Ave W, Lot No. 3, Matsapha, Eswatini	(+26) 82 518 4683
Namibia Commercial Vehicles Walvis Bay	No. 15 8th St, Walvis Bay, Namibia	(+264) 6421 9350
Fleet Dynamics East London	Unit 9 Airport Park, Breezyvale Rd, East London	(+27) 43 736 1502

MAN DEALERSHIPS

Dealership	Address	Tel No
MAN Automotive Centurion	Freight Road, Louwlardia Ext 13, Centurion	012 673 2700
Protech - Ermelo Truck & Bus	Cnr Havenga & Wilger Avenue, Ermelo	017 819 2838
GardenRouteMAN East London	5 Leo Laden Street, Wilsonia, East London	043 010 1030
GardenRouteMAN Port Elizabeth	2A Dyke Road, Algoa Park, Gqeberha	041 452 3674
Hatfield Truck & Bus	205 Rooiberg Street, N4 Gateway Industrial Park, Hatfield	012 760 6000
Johannesburg Truck & Bus	83 Heidelberg Road, Unit 33 Production Park, City Deep, Johannesburg	011 405 0600
Middelburg MAN Pty Ltd	Cnr Twelopele & Hectaar Streets, Middelburg	013 246 2356
MAN Automotive Nelspruit	N4 West, Nelspruit	013 741 1912
CFAO Motors T/A United Truck Centre	67, 19th Avenue Industria, Polokwane	015 297 7275
CFAO Motors T/A MAN Truck & Bus Rustenburg	Cnr Ferro & Vanadium Street, Rustenburg	014 538 1514
Griqua Truck & Bus cc	3 Sparrow Road, Kokstad	039 727 5911
MAN Automotive Pietermaritzburg	6 Van Eck Place, Pietermartizburg	033 346 1366
MAN Automotive Pinetown	Trafford Road, Pinetown	031 792 9001
Waylyn Mechanical Services	Izotsha Road, Lot 13913, Port Shepstone	039 685 0761
Indodha Truck Centre Zululand	3 Bronze Bar, Alton, Richards Bay	035 751 1930
MAN Automotive Bloemfontein	Gemsbok Road, Plot 45, Kwaggafontein, Bloemfontein	051 503 2500
MAN Automotive Cape Town	Falcon Close, Okavango Park, Brackenfell	021 980 2720
GardenRouteMAN George	38 Pioneer Road, Pacaltdorp Industrial, George	044 010 0130
Highlands Truck & Bus	91 Mckechnie Street, Harrismith	058 622 1059
EE Harris Truck & Bus	20 Hendrik Van Eck Street, Kimberley	053 841 0635
MAN Truck & Bus Vereeniging	36 General Smuts Avenue, Vereeniging	016 422 5581
Indodha Truck Centre - Vryheid	1 Bloekom Street, Vryheid	060 991 4947

DOCUMENTATION AND TOOLKITS

WHITE PAPERS FROM THE DEPARTMENT OF TRANSPORT AND MORE...

Accelerating a Market Transition in South Africa: Insights into the Bus Industry and Emerging Electric Bus Models
This report, drafted by independent public transport specialists, analyses and documents the state of the South African bus market, highlighting opportunities to support cities and bus operators in the deployment of electric buses.

Decarbonizing South Africa's Shipping and Trucking Sectors
A World Economic Forum (WEF) White Paper released in June 2024. The paper highlights the climate imperative of decarbonising energy production, and the potential for South Africa to become a leader in clean technology and a role model for a Just Energy Transition in emerging markets.

DoT Annual Report 2023/24
Report on the yearly performance of the Department of Transport (DoT), including non-financial and financial results, as well as DoT organisational health and its capability to deliver on policy objectives.

DoT Notice 1050 of 2022: White Paper on National Transport Policy 2021
The policy vision of this White Paper is to provide safe, reliable, effective, efficient, environmentally benign, and fully integrated transport operations and infrastructure that will best meet the needs of freight and passenger customers, improving levels of service and cost in a fashion that supports government strategies for economic and social development whilst being environmentally and economically sustainable.

DoT Revised Strategic Plan for the Fiscal Years 2020/21 – 2024/25
The Strategic Plan outlines the DoT's responsibilities in conducting sector research; formulating legislation and policies to set the strategic direction of sub-sectors; assigning responsibilities to public entities and other levels of government; regulating through setting norms and standards; and monitoring implementation.

Economic Regulation of Transport Act, 2024
The Act aims to consolidate the economic regulation of transport within a single framework and policy; to establish the Transport Economic Regulator; to establish the Transport Economic Council; to make consequential amendments to various other Acts; and to provide for related incidental matters.

National Public Transport Regulator (NPTR) Q&A for Accreditation of Tourist Transport Service
This brochure provides a basic guide for public transport operators on the work and functions of the NPTR. For more information we recommend that operators consult NPTR support staff by calling 012 309 3227 or emailing NPTR@dot.gov.za.

National Rail Policy White Paper 2022
The policy thrust of the White Paper is to revitalise the country's railway sector where rail offers the most economically, environmentally, financially, and socially viable logistics and/or mobility solution.

Presidential Climate Commission Annual Report 2023-24
A report highlighting the PCC's work areas and major accomplishments for the financial year 2023/24, as well as setting the agenda and highlights for 2024/25.

SARS Gazette Notices
Tariff changes applied on 18 January 2024 across the Southern African Customs Union (SACU).

SATSA's Wheels Operator Legalities Toolkit
The South African Tourism Services Association (SATSA) has developed a toolkit to assist operators, guides, and drivers with the full application process, what to keep in the vehicle, and what to do when stopped by a traffic official.

Smart Containers: Realtime Smart Container Data for Supply Chain Excellence
This paper outlines a number of practical use cases for a wide variety of actors to implement smart containers (or devices) within their supply chain.

South African Hydrogen Society Roadmap
The Department of Science and Innovation's Hydrogen Society Roadmap is part of the government's strategies for a Just Energy Transition. It aims to bring together a variety of public and private stakeholders and institutions around a common vision on how to use and deploy hydrogen and hydrogen-related technologies as part of South Africa's economic development and greening objectives.

Unlocking the Power Of TCO: A Fleet Manager's Guide to Efficiency and Sustainability
A White Paper from Michelin encouraging South African transport operators to adopt more efficient and sustainable practices. It aims to reshape fleet management approaches by focusing on total cost of ownership (TCO) and highlights strategies for reducing operating costs and environmental impact.

ACRONYMS RELATED TO THE TRANSPORT INDUSTRY

4IR	Fourth Industrial Revolution
AARTO	Administrative Adjudication of Road Traffic Offences
ABS	Anti-lock braking system
ACSA	Airports Company South Africa
AEO	Authorised Economic Operator
AfCTFA	African Continental Free Trade Area
AGV	Automated guided vehicle
AI / AIoT	Artificial intelligence / AI of things
ARIA	African Rail Industry Association
ATNS	Air Traffic and Navigation Services
B2B	Business-to-business
B2C	Business-to-consumer
B-BBEE	Broad-based black economic empowerment
BMC	Bulk Minerals Corridor
BOCA	Bus Operating Company Agreement
BOTC	Build, operate, and transfer contract
BUSA	Business Unity South Africa
C-BRTA	Cross-Border Road Transport Agency
CFN	Core Freight Network
CILTSA	Chartered Institute of Logistics and Transport
CITP	Comprehensive Integrated Transport Plan
CLTD	Certified in Logistics, Transportation, and Distribution
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	CO_2 equivalent
CPK	Cost per kilometre
CXi	Customer experience interactions
DEL	Department of Employment and Labour
DoT	Department of Transport
DRT	Department of Roads and Transport
DTIC	Department of Trade, Industry and Competition
EAC	East African Community
EEA	Employment Equity Amendments
ESOP	Employee share ownership plan
EV	Electric vehicle
FESARTA	Federation of East and Southern African Road Transport Associations
FIASA	Fuels Industry Association of South Africa
DLTC	Driving Licence Testing Centre
GCM	Gross combination mass
GVM	Gross vehicle mass
GH_2	Green Hydrogen
GMA	Gautrain Management Agency
GNU	Government of National Unity
HCV	Heavy commercial vehicle
ICE	Internal combustion engine
IMF	International Monetary Fund
IoT	Internet of Things
IRERC	Interim Rail Economic Regulator Capacity
IRPTN	Integrated Rapid Public Transport Network
ITAC	International Trade Administration Commission
ITS	Integrated Transport Sector
JETP	Just Energy Transition Partnership
JIT	Just-in-time
km/h	Kilometres per hour
kWh	Kilowatt-hours
LCV	Light commercial vehicle
LEEASA	Lifting Equipment Engineering Association of SA
LER	Lubrication-enabled reliability
LPG	Liquefied petroleum gas
MCV	Medium commercial vehicle
MDGs	Millenium Development Goals
MERSETA	Manufacturing, Engineering and Related Services SETA
naamsa	National Association of Automobile Manufacturers of South Africa
NaTIS	National Traffic Information System
NATMAP	National Transport Master Plan
NCOP	National Council of Provinces
NDP	National Development Plan
NECOM	National Energy Crisis Committee
NFLS	National Freight Logistics Strategy
NHI	National Health Insurance
NIMS	National Information Monitoring System
NIP	National Industrial Participation Programme
NLCC	National Logistics Crisis Committee
Nm	Newton-metres
NPTR	National Public Transport Regulator

NRSS	National Road Safety Strategy
NRTA	National Road Traffic Act
NRTR	National Road Traffic Regulations
NTCSA	National Transmission Company of South Africa
OCAS	Operator Compliance Accreditation System
OEM	Original equipment manufacturer
OHSA	Occupational Health and Safety Act
OSBP	One-stop border post
PFMA	Public Finance Management Act
PPP	Public-private partnership
PPTA	Public Private Transport Association
PRASA	Passenger Rail Agency of South Africa
PRSA	Ports Regulator of South Africa
PSBT	People struck by trains occurrences
PSP	Private sector participation
PTI	Platform-train interchange/interface occurrences
PTOG	Public Transport Operations Grant
RAF	Road Accident Fund
RFA	Road Freight Association
RFP	Request for proposal
RFS	Road Freight Strategy
RMI	Retail Motor Industry Organisation
r/min or rpm	Revolutions (revs) per minute
RONO	Regulation on Notifiable Occurrences
RRP	Rapid Rail Police
RSR	Railway Safety Regulator
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
RTMS	Road Transport Management System
RTQS	Road Transport Quality System
SAAFF	South African Association of Freight Forwarders
SAASOA	South African Association of Ship Operators and Agents
SABOA	Southern African Bus Operators Association
SABS	South African Bureau of Standards
SACAA	South African Civil Aviation Authority
SACU	Southern African Customs Union
SADC	Southern African Development Community
SAEPA	South African Express Parcel Association
SAF	Sustainable aviation fuel
SAMSA	South African Maritime Safety Authority
SANRAL	South African National Roads Agency
SANS	South African National Standard
SANTACO	South African National Taxi Council
SAPIA	South African Petroleum Industry Association
SAPICS	The Professional Body for Supply Chain Management in Southern Africa
SAPS	South African Police Service
SARA	Southern African Rail Association
SAR&H	South African Railways and Harbours
SARS	South African Revenue Service
SATAWU	South African Transport and Allied Workers Union
SATMC	South African Tyre Manufacturers Conference
SATSA	South African / Southern Africa Tourism Services Association
SAVABA	South African Vehicle and Bodybuilders Association
SDGs	Sustainable Development Goals
SETA	Sector Education and Training Authority
SMMEs	Small, medium, and micro enterprises
SOC/E	State-owned Corporation/Enterprise
SRM	Safety Risk Model
TASA	Truckers Association of South Africa
TCO	Total cost of ownership
TCO	Train Control Officer
TEPA	Tyre Equipment Parts Association
TER	Transport Economic Regulator
TETA	Transport Education and Training Authority
TFR(OC)	Transnet Freight Rail (Operating Company)
TIASA	Tyre Importers Association of South Africa
TNA	Track Network Agency
TNPA	Transnet National Ports Authority
TOC	Train Operating Company
TQM	Total quality management
TRIM	Transnet Rail Infrastructure Manager
TRWP	Tyre and road wear particles
V2G	Vehicle-to-Grid
V2X	Vehicle-to-Everything
VTC	Vehicle Testing Centre
WEC	World Economic Forum
WCO	World Customs Organization
WTO	World Trade Organization
XHCV	Extra-heavy commercial vehicle
ZAR	South African rand

COMING UP

ISSUE 2 2025

OILS, FUELS, AND LUBRICANTS

We reveal the latest advancements designed to optimise engine performance, improve fuel efficiency, and extend vehicle lifespans.

FLEET MANAGEMENT AND CONNECTIVITY

FOCUS reports on cutting-edge management tools and connectivity solutions, from telematics to real-time tracking.

TRAILERS, REEFERS, AND TANKERS

A deep dive into state-of-the-art trailers, refrigerated units, and tankers designed for efficiency, safety, and cost-effectiveness in diverse applications.

BUSES AND COACHES

We explore the latest trends in buses and coaches, focusing on passenger comfort, safety, and eco-friendly innovations.

USED TRUCKS AND AUCTIONS

We provide expert insights on the purchasing of quality used trucks and approaches to navigating auctions. Readers can pick up valuable tips on how to secure the best deals and maintain value.

SUPPLY CHAIN MANAGEMENT

In this feature, we examine various strategies for streamlining logistics operations, as well as profile the cutting-edge technological solutions that are advancing today's competitive market.

LIGHT COMMERCIAL VEHICLES

FOCUS uncovers the performance and versatility of light commercial vehicles in the transport sector. From urban deliveries to rugged applications, we explore the best LCVs for the job.