

July/August 2022

LOGISTICSNEWS

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CUSTOMERS
SAVE ON DIESEL
COSTS**

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Sustainable supply chains

A product's journey from raw materials sourcing to final delivery is fraught with environmental and societal issues in today's global supply chain.

There are a number of problems plaguing supply chains globally, such as excessive energy and water consumption, high waste production, low reuse rates, human rights issues and abuse of labour.

It is becoming increasingly clear that companies' supply chain and sourcing decisions have a significant impact on society as well as the environment. Organisations are increasingly recognising the importance of tackling climate change and shouldering social responsibility.

A truly sustainable supply chain fully integrates environmental and societal values into its model at every stage. In addition to being good for the planet, it also benefits employees and the local community. Consumers and investors today are becoming more concerned about their carbon footprint, so they demand greater transparency about the production process of their products.

The global supply chain has also been strained by geopolitical disruptions such as the COVID-19 pandemic, the conflict in Ukraine and the US-China trade war. During the COVID-19 pandemic, the semiconductor supply chain experienced deficiencies at every level. Due to the industry's concentration in East Asia and the lack of diversification coupled with increased demand, this put a strain on an already limited supply. Ripple effects from these shortages have been felt in many industries. Since

electric vehicles and conventional internal combustion engine vehicles require a variety of semiconductor chips, the automotive industry was especially hard hit. Assembly lines around the world were forced to halt by the pandemic, highlighting the vulnerability of supply chains, especially just-in-time models.

Establishing measurable goals is a great way to restore stakeholder confidence and ultimately achieve net zero. By leveraging innovations such as the circular economy, we can make products that last longer and can be recycled or repurposed.

In addition, supply chains will increasingly rely on advanced technologies such as big data analytics and artificial intelligence. The use of data-driven supply chains allows companies to gain greater insight into their operations, allowing them to make more informed and strategic decisions.

Companies that do not comply with environmental, social and governance requirements today put their brands at risk and may face financial penalties. Supply chains are the easiest first step for many undertaking the journey to decarbonisation. Companies will not only look forward to a better bottom line, but a better planet as well. Sustainability is no longer a 'nice to have' but a 'must have' for all businesses. •

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Astron Energy's new fleet card helps fleet owners save on diesel costs

Astron Energy is launching a new fleet card to help transport-based businesses track and optimise their fuel spend and help drive operational sustainability.

The new Astron Energy Fleet Card replaces the Caltex StarCard and fleet owners will be able to use the new fleet card at existing Caltex service stations and all new Astron Energy branded service stations that offer this facility.

Last year, the company announced that Astron Energy would be the name across all areas of its business and also revealed its vibrant new corporate identity. Astron Energy will begin rolling out its new brand across its vast retail network in South Africa in the coming months.

Why a fleet card?

Statistics prove that good fuel management can save up to 10 percent of fuel costs. Fuel is a major operating expense for fleet operators and the challenging economic environment has placed a greater emphasis on optimising fuel spend to ensure sustained profitability.

One of the most effective methods to track and control fuel spend is through using oil company fleet cards. An efficient and proven fleet card system will help drive a transport business forward by providing a wide network of outlets, offering discounted diesel pricing and opportunities to streamline the management of fuel expenses.

The fleet card to have for optimised diesel expenditure

With over 535 fleet card-enabled service stations,

Astron Energy boasts the largest fleet card-linked network in South Africa offering discounted diesel prices. This enables fleet owners to optimise their route efficiency, which results in smarter fleet utilisation and increased revenue.

The new Astron Energy Fleet Card is designed to address fleet owners' critical business needs. It does this through providing a smart and secure way for their drivers to refuel and granting business owners access to data analytics and greater control over their fuel spend. Acquiring the Astron Energy Fleet Card is simple and easy.

The Astron Energy Fleet Card product features alliances with four major banks – ABSA, FNB, Standard Bank and Nedbank, providing extensive coverage and peace of mind for business owners.

The Astron Energy Fleet Card alliance account number links to a customer's existing fleet facility and credit line at the alliance bank. As a result, fleet card users do not have to provide additional guarantees and securities to the fuel company as the credit relationship exists between the customer and their alliance bank.

Customers furthermore have the flexibility to choose either Closed or Open BIN cards, or a combination of the two. Closed BIN cards can only be used at the Astron Energy network of retail sites. However, the Open BIN StarCard option makes



HOW THE ALLIANCE WORKS

Through the Astron Energy Fleet Card, Astron Energy can provide fleet operators with special pricing based on the wholesale list price, rather than the retail pump price. Volume-based discounts are considered for significant on-road diesel usage, which means that savings could be considerably more for higher-volume users.

The Astron Energy Fleet Card also gives operators access to quick and easy analytics with automatic fuel expense tracking. Astron Energy provides monthly savings reports, detailing the price paid for fuel compared to the pump price, while the alliance banks' fleet services divisions provide consolidated fleet management reports.

Speak to our fleet card account managers to find out how we can help you meet your on-road fuelling needs and stay on top of your fleet's fuel expenditure – zacommercial@astronenergy.co.za.

provision for emergency fill-ups at Astron Energy service stations that are not fleet card outlets and any other oil company sites at full pump prices. Closed and Open BIN cards can also be used for cross-border fuelling at selected Astron Energy or Caltex branded sites in Botswana at retail pump price.

The Astron Energy Fleet Card truly gives the transporters full control over their fleet's fuel usage. More efficient route planning can realise huge savings by ensuring their drivers always fill up at one of the 535 participating Astron Energy and Caltex sites with discounted fuel, while operators can feel secure knowing their drivers don't have to carry cash for refuelling purposes.

Fleet owners further have control over the issuing and deactivation of cards for drivers and can set limits on the cards they issue. With their fuel spend linked to their existing alliance bank, their invoices are managed through their existing banking relationships. •

Speed and accuracy are everything in e-commerce warehouse management – can you afford to keep it in-house?

By Tennille Bell, General Manager: Sales at Programmed Process Outsourcing (PPO)



As consumer demand grows, e-commerce players will need to reassess their warehouse management systems (WMS) to be competitive in this space. Here, sellers will have to decide whether to keep their warehouse management in-house or outsource the function entirely.

E-commerce in South Africa has grown significantly in the past two years. Spurred by necessity during the COVID-19 lockdown in 2020, consumers are now familiar with online shopping as roughly 70 percent of South Africans now shop online at least once a month. If fuel prices continue to rise, more South Africans will take advantage of shopping from home, which means that demands in the e-commerce sector from consumers are only going

to increase. More customers will be expecting delivery that is fast, convenient and accurate, and any delays or errors in delivery will not be taken kindly, resulting in e-commerce sellers losing potential repeat customers.

To remain competitive, sellers will need to look at their warehouse management systems (WMS) and decide: keep warehouse management in-house or outsource the function entirely?

More demand, higher expectations

Whether online shopping is driven by necessity or convenience, the reality is that e-commerce is becoming the preferred method for South Africans. While this increase in online shopping in South Africa presents an enormous growth opportunity for retailers, wholesalers and manufacturers alike, it will be necessary for organisations to reassess their entire value chain to address efficiency and cost issues. This will help them scale up to meet the increased demand from customers as well as an increase in their delivery expectations. If not choosing purely on price, customers are likely to buy from a seller that can deliver their order the fastest, which means there's little time or space for errors in the fulfilment of e-commerce orders.

The pitfalls of in-house management

With e-commerce players that started small, there is a tendency to want to keep it all in-house, including warehouse management. While this does offer the business a sense of control, this function is likely to experience even more pressure, which means that there's a heightened risk of error and mismanagement. It is also difficult for an internal warehouse function to meet shifting demands, particularly in peak shopping seasons such as Black Friday and Christmas. From anticipating sufficient stock to meet supply demand to ensuring that orders are packed correctly and delivered timeously, there are a lot of variables for an e-commerce seller to handle from the moment the customer clicks 'add to cart' right through to taking delivery of their order.

Identifying efficiency opportunities

When examining their business operations to identify areas for efficiency improvement, organisations should look at their warehouse management function first. Unless it's their core business, there is no real reason for a company to keep this function in-house. Outsourcing warehouse management is one of the most effective ways to increase productivity, using a business process outsourcing (BPO) provider. Such a provider will step in, conduct an in-depth needs analysis, identify gaps in performance and provide solutions that assist e-commerce sellers in streamlining their operations. The BPO provider assumes responsibility for the warehousing and order fulfilment function for the e-commerce seller, and in doing so, ensures that these

functions are run optimally, which ultimately results in an enhanced customer experience.

Outsourcing to achieve efficiency

A lot of work goes into ensuring a seamless, fast experience for online shoppers, from placing their order to accepting delivery. However, e-commerce sellers do not have the luxury of time when it comes to getting it right by trial and error. This is where a BPO provider can help e-commerce players leapfrog the learning curve and jump straight into delivering an experience that meets or exceeds customer expectations. By outsourcing their non-core processes to a specialist BPO provider, e-commerce players can refocus their attention on activities such as sales and marketing, which will increase competitiveness and open new market opportunities.

In addition to reclaiming time, organisations that make use of BPO providers to manage their warehousing function will also gain the benefit of complete flexibility. Here, using a WMS and deep industry expertise, a BPO provider will help the business to anticipate and plan for fluctuations in demand. Whether sale-specific or seasonal, a BPO provider gives their clients the ability to call on increased headcount to manage the volume of additional orders while maintaining a predictable, fixed cost. The BPO provider also assumes responsibility for accuracy, which is enforced by service-level agreements that specify a tolerable rate for errors or returns.

Customer satisfaction depends on e-commerce efficiency

By implementing an efficient WMS and streamlining processes for their clients, BPO providers help e-commerce sellers keep their promises to customers, and their effectiveness is measured strictly according to set KPIs. Given that profitability for the BPO provider depends on performance, their clients can rest assured that they will receive efficient service delivery that generates a higher revenue value as a direct result of outsourcing and optimising functionality within their supply chain. When customer satisfaction is seen as a direct result of efficiency, it becomes clear that keeping warehouse management and the risk of inefficiency in-house is not a risk that any e-commerce business can afford. •

Today's last-mile delivery visibility means clarity and control

Courtesy SupplyChainBrain: Shailu Satish CEO DispatchTrack

True visibility makes an entire operation easy to understand at a glance and helps reach the right decision more quickly. This results in better control of operations, keeping customers happy and improving the bottom line.

Last-mile visibility is a hugely important concept, one that impacts efficiency at every level of delivery operations, but it's also one that can be difficult to define. Oftentimes, it feels like visibility is synonymous with GPS tracking and the ability to see a truck or van moving on a map. But as anyone who's ever waited an hour and a half past the original ETA for a food delivery order can tell you, just being able to see that something is running massively late with no explanation doesn't actually offer much value.

For a more precise idea of what visibility is, we need to turn toward the group that ultimately decides whether

a delivery is successful or not: the end customers. In DispatchTrack's 2022 Big and Bulky Home Delivery Report, we found that nearly all consumers (90 percent) wanted the ability to track their orders. At the same time, more than two-thirds said that the best part of a good delivery experience was that the delivery was on time. In other words, order tracking is important, but it doesn't make for great deliveries all on its own. Instead, it's critical to deliver at the right time, every time.

When this concept is framed in terms of customer needs, it becomes obvious that visibility needs to be thought of in terms of how it will provide 'right-time'



deliveries. That's why it's time to start talking about visibility in terms of clarity and control.

Visibility needs to be synonymous with clarity

Imagine that you're managing a host of deliveries for a given day. What data do you need at what time to achieve visibility? The obvious answer might be that you need as much information as you can get, whenever you can get it. But this has its pitfalls. You might be receiving a feed of everything from miles driven to items delivered to the exact time and geo-stamps for each completed last-mile delivery, plus data about driver application usage, idling, hours of service and a dozen other things.

To be sure, all of this information is important. All of it needs to be collected in real time and made available to the team as needed. But depending on how that information is being presented, it's easy to imagine getting completely overwhelmed by it, so much so that you actually have no idea what's happening with your deliveries.

Visibility isn't just about having as much data as possible as quickly as possible. It's about presenting that data in such a way as to make it clear what's actually happening with deliveries. It's important to be able to absorb information at a glance and quickly visualise what's going right versus what might require some additional work to stay on track.

Using visibility for delivery control

With the right data at the right time, presented in a way that makes it easy to gain clarity into deliveries, it's easy to turn that clarity into concrete actions. For instance, if you have live status reports coming in from drivers for each stop on their routes, and those live updates are checked against ETA promises to see whether you're still on pace to deliver at the right time, and the control tower or dashboard is designed to flag exceptions at a glance, you can spot problem deliveries without even trying. When you see that a truck is running late with a particular delivery, you can proactively call the customer to let them know that the delivery won't arrive at the original time. If the new time works for them, you get points for transparency. If it doesn't, you can start finding a way to reroute the driver to the delivery site at a time that actually works.

On a more strategic level, full clarity and visibility into fulfilment strategies can help with understanding whether there's actual capacity to meet customer demand, so the strategy can be optimised to ensure that assets are being deployed at full capacity. By the same token, when a partial or incomplete delivery has taken place, follow-up can happen immediately. As a result, customers become more confident in the brand and are more willing to offer the chance to make things right.

Turning visibility into delivery success

With true visibility – up-to-the-minute data presented at each stage of the delivery process – it's easy to gain a clear view of deliveries and take control over what's happening in the field. What that looks like in practice will be different for different businesses, but there are a few best practices that should work across the board.

Offer customers visibility into flawless deliveries.

Again, order tracking and visibility don't help customers if the deliveries are going wildly off track. The goal is to provide visibility into a process that's already working. This way, you can build trust and improve confidence that the delivery will show up at the right time.

Define visibility for each stage of the delivery process. When it comes to managers and dispatchers on the day of delivery, visibility might mean a real-time dashboard that gives a bird's eye view of every truck and route. For higher-ups, visibility might come in the form of reports. Visibility before the day of delivery might mean seamless integration between the warehouse management system (WMS), point of sale (POS) and delivery-management systems. But at each stage, the right visibility is needed for the right people and processes.

Centralise delivery data. Having the right data in the right place at the right time means centralising data into a single solution, so that your delivery management platform, for instance, works as one source of truth for making informed decisions in a timely way.

Use predictive insights. On the day of delivery, this might mean utilising artificial intelligence to predict ETAs based on the latest status updates, and doing the same to model the likely effects of any changes to the plan. Ultimately, visibility should extend into the near future, so the right decision can be made with confidence. •

Supply chain talent demand

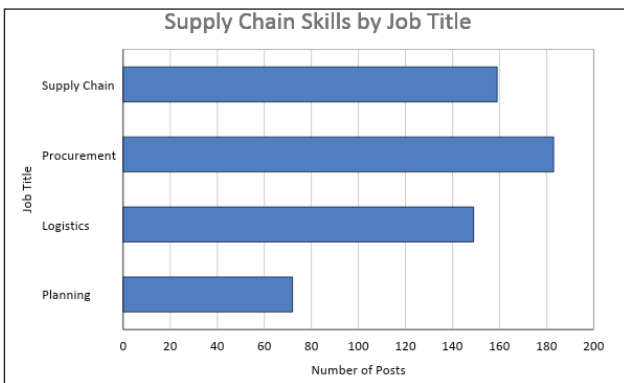
Data compiled by: Kholofelo Mabila - Data Intelligence Intern

People Shop conducted an analysis of the current supply chain talent requirements within South Africa.

The survey was based on 563 online job postings from companies across industries during the start of the third quarter of 2022. The research data highlights the skills demand according to supply chain functions, career levels, provinces and industry sectors.

Supply chain functions

The search yielded 563 supply chain management vacancies. The highest demand was procurement (33 percent), followed by supply chain management and operations (28 percent), logistics (26 percent) and the least skills demanded were planning (13 percent).



Digitisation seems to be at the forefront and the main driver of future supply chain skills requirements. The global trends highlight the demand for using business intelligence tools and advanced analytics methodologies to gain real-time insights, which help optimise business process management strategies and evaluate business performance.

There are several different types of data analytics methodologies that companies are leveraging to optimise their supply chain processes. According to Anirudh Bhardwaj, a NextGen Technology Enthusiast, supply chain analytics are categorised into four main types:

Capacity planning – aimed at determining the production capacity of an organisation with respect to

changing market demand and balancing between the procurement of raw materials and manufacturing capacity to meet sales demand.

Integrated Business Planning (IBP) – an advanced analytics methodology that mainly focuses on improving financial planning and operational efficiency.

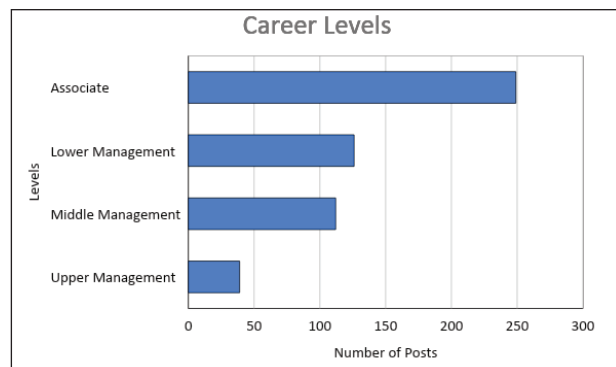
Business intelligence – historical data analytics helps gain insights into the past performance of a supply chain. It includes several crucial parameters such as sales ratios, stock levels, past consignments and inventory turnover.

Demand forecasting – a critical feature of data analytics in supply chain management that incorporates advanced techniques such as predictive analytics, predictive forecasting and data mining to predict future events.

The current research data trends within South Africa do not reflect this digital trend, with the skills demand focused significantly on traditional supply chain roles. Planning roles account for the least demand and the requirement for advanced analytics within the scope of the roles is also limited.

Career levels

Associate/entry-level roles accounted for 47 percent of the posts, followed by lower management/supervisory roles at 24 percent and middle management at 22 percent. Leadership and upper management accounted for 7 percent of the roles in the survey.

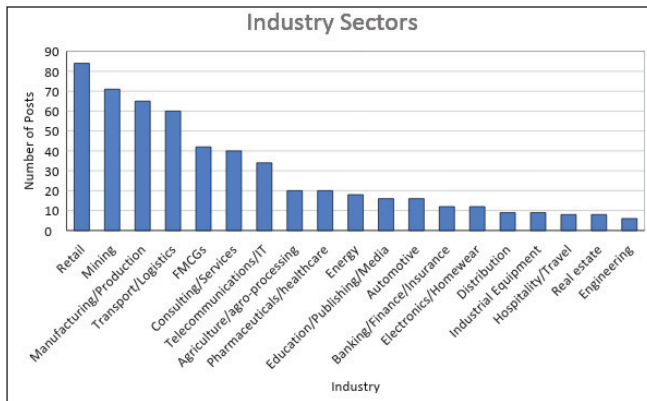


Location by province

The location of the vacancies was largely in major cities. Gauteng had the largest number of roles available (49 percent), followed by the Western Cape (24 percent), KwaZulu-Natal (10 percent) and the remaining six provinces accounting for 15 percent. Remote working was at 2 percent, highlighting the change in work approach since the pandemic.

Industries

Each industry is unique with regards to some of the factors driving growth and professional skills that are in high demand. The job posts were grouped into 19 different industries. The top five industries with the highest supply chain skills demand were retail and e-commerce (15 percent), followed by mining (13 percent), manufacturing and production (12 percent), transport and logistics (11 percent) and, finally, fast-moving consumer goods (8 percent). Agriculture and pharmaceutical were grouped separately with 4 percent respectively.



Retail has the largest demand for supply chain skills, split 74 percent physical stores and logistics versus e-commerce roles. According to Stats SA, in South Africa, retail sales growth is expected to trend between 1.8 percent and 2 percent.

In the mining industry, the key drivers of future growth and employment are platinum-group metals (PGMs), manganese and coal mining. These three sectors are projected to aid the industry’s recovery and contribute positively to employment in the industry. The top number of job posts in the mining industry data seem to confirm this as the top

companies are involved in the mining of PGMs, coal and manganese.

South Africa’s manufacturing industry is still recovering from the production slump that was caused by COVID-19 in 2020, adverse weather and intensifying electricity disruptions in 2022. The industry shed 249,989 jobs in 2020 and recovered about 41,553 jobs in March 2021. The manufacturing industry reached its lowest PMI in July 2022 and is forecast to continue its recovery throughout this year. Despite the contraction in production, the industry experienced a 19.8 percent growth in jobs with 263,081 new jobs created between December 2021 and March 2022.

The FMCG industry has been very resilient despite supply chain challenges and the impact of rising crude oil prices on packaging, transportation and edible oils. Soaring crude oil prices are forecast to inflate global FMCG prices by 20 to 30 percent. Listed as one of the most attractive industries to work in, the FMCG industry experienced relatively low job losses compared to mining and manufacturing. The industry is expected to grow at a relatively low rate of 1.8 to 2 percent.

According to Statistics SA, inflation in South Africa jumped to a five-year high of 7.4 percent in June 2022, up from 6.5 percent in May 2022. However, since the increase in inflation, South Africa has experienced a steady increase in the formal employment rate beginning in January, which is expected to trend upwards around 39 percent in 2023. The demand for supply chain skills has increased rapidly in the last quarter, which highlights the need for talent and supply chains to drive the economic recovery.

Whilst the formal employment rate is low, the competition for skills remains intense. Businesses seeking to employ top-quality skills must take cognisance of the impact that digitisation has on the supply chain and adapt their recruitment processes accordingly. For job seekers, it’s important to be aware of the volatility that extraneous factors of the last two years have had on the industry and to adapt accordingly. •

How to lessen the blow of record-high fuel prices

Despite the recent announcement of downward adjustments to the fuel price, South African consumers and businesses remain financially burdened and under pressure due to record-high fuel prices. However, there are a few ways for fleet managers to monitor their fleets' fuel usage efficiently.



Justin Manson, Sales Director at Webfleet.

“There's never been a greater need for businesses that operate a fleet of vehicles to find effective ways to manage their finances and save on costs, no matter how small the saving might be,” says Justin Manson, Sales Director at Webfleet. “It is crucial that any business's fleet management adopts solutions that help reduce its vehicles' fuel usage and improve driver behaviour.”

Although fleet managers can't control South Africa's fluctuating fuel prices, there are a few ways to help them monitor their fleets' fuel usage more effectively.

Encourage fuel-efficient driving behaviour

There are countless benefits to managing driving behaviour, including reducing vehicle wear and tear, the risk of an accident and fuel consumption. Fleet managers can help drivers operate their vehicles more economically on the road by enrolling them in a driver training programme. These programmes help educate them on fuel-efficient driving, including unnecessary idling, harsh braking and acceleration.

Fleet managers can complement this training with a driving performance monitoring solution, providing drivers with direct feedback and predictive driving advice while on the road. This level of responsible driving will help businesses reduce the total cost of vehicle ownership.

Keep vehicles maintained

Ensuring fleets are well maintained helps fleet managers avoid vehicle downtime, which is a massive inconvenience for any business. In addition to late or missed deliveries, which negatively impact business profits and a company's image, unmaintained vehicles can also increase fuel expenditure.

To avoid this and increase fuel efficiency, fleet managers

can integrate digital vehicle maintenance solutions, which help them closely monitor the service requirements of each vehicle. These tools also allow fleet managers to minimise the chance of breakdowns or vehicle maintenance downtime by providing detailed insights into the vehicle's condition. These solutions can also use vehicles' odometer information to schedule fleet maintenance tasks effectively, provide information on trouble codes and keep vehicle costs down.

Avoid drivers getting stuck in a jam

Drivers stuck in traffic congestion can severely affect productivity and fuel efficiency. By introducing driver terminals with navigation, fleet managers can access a complex network of live traffic data and advanced algorithms to help drivers avoid traffic jams, closed roads and other obstacles that could disrupt their schedules.

Route optimisation takes the guesswork out of the order in which specific jobs should be done. Coupled with live traffic information, this is one of the best ways any fleet business can save on fuel costs.

Go green by operating sustainably

New research published by Moneybarn reveals that South Africa is ranked the highest in producing the most transport carbon dioxide emissions worldwide. Businesses looking to reduce their carbon footprint can encourage drivers to adopt better driving habits such as avoiding harsh accelerations, ensuring smooth and slow cornering and braking, and avoiding excessive speeding.

Telematics solutions monitoring fuel usage can also report carbon emissions, allowing businesses to shift to eco-friendly operations without compromising fuel reduction efforts. •

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**SAVE
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Peak season or seasons?

By Neil Larkens, Director, Transnova Africa

Discover how to adapt your logistics and supply chain operations for multiple waves of peak.

When is peak season for your business? While the answer depends on your industry, products, customers and other factors, chances are that most organisations across the board would have a different answer today than five or certainly 10 years ago. The new normal for many businesses is waves of peak throughout the year. Why? The explosion of e-commerce and the increasing importance of customer experience have dramatically changed buying patterns and delivery expectations.

More peaks, fewer plateaus

One of the biggest challenges transport and logistics companies face is the evolving retail cycle. Traditionally, we could expect peaks with Christmas and then the Day of Goodwill. Now, retailers have embraced a steady calendar of events. Sales begin long before Christmas with Black Friday, Cyber Monday... and the post-holiday sales roll into other sales events like Back to School.

From a logistics perspective, the peak is smoothing out and many organisations aren't coping well with the requirement for a constant level of scalability. What options do businesses have? Expand drop-shipping or parcel capabilities? Scramble to find extra drivers? Use a gig-economy model for unexpected peak periods? Or simply work longer hours in an attempt to cope with the increasing demand?

How to get more efficient as supply chains grow more global and complex

Fortunately, there are solutions that can help improve operational efficiency and the smooth flow of goods to put businesses in a better position to deal with peak periods.

1. Improve visibility

Closing the gap in visibility starts with determining goals and assessing your ability to meet those goals. Consider the following: Does an existing system meet current and future needs for all necessary modes of transportation? Does it interface well with other systems and can you easily add future interfaces? And, most importantly, does the system accommodate your business process? If a business can get this foundation right, it will be starting in

a good place for all of the other details. Most supply chains use a variety of logistics service providers, transportation service providers and other partners. As soon as the chain of custody of a particular order or shipment transfers to another party, the degree of visibility changes. As a result, many companies have deployed or are considering a multi-party supply chain 'Control Tower' through which all activities are coordinated and controlled.

2. Optimise – and then optimise again.

The "if it isn't broken, don't fix it" attitude toward supply chain management only works well for so long. Particularly for peak times, there is a clear opportunity to be constantly reviewing and refining processes and procedures that are not optimal. This starts with having quality data – and putting it to work. For example, if a vehicle breaks down on route to make a delivery, often companies call on the nearest driver to step in. While that driver might be closest, adding an additional drop-off could impact deliveries down the line. Instead, the use of data and analytics in this situation can identify the best available driver to step in, with minimal impact on other orders.

3. Mobile solutions provide benefits from first to last mile

Mobile capabilities can help to streamline daily processes and manage shipping spikes across multiple industries, whilst improving customer experience and satisfaction. With active messaging, dock staff can manage and move products faster through the warehouse, and mobile solutions even have the ability to group together multiple packages for a single customer shipment. Further cross-dock capabilities allow for a guided loading process while simultaneously building a manifest for the driver through item scans, as well as provide real-time item tracking on freight movements. This visibility allows sellers to closely monitor inventory levels and respond to issues and opportunities immediately.

Businesses can no longer plan for peak to start in October – with market forces fuelling peak after peak throughout the year, now is a good time to consider where to gain efficiency in your supply chain. •

Oversupply of containers impacting second-hand prices

The oversupply of containers is contributing to second-hand container market prices plummeting, Container xChange shared in a recent analysis.



“The current situation of oversupply of containers is a result of a series of reactionary market disruptions that began soon after the outbreak of the pandemic in early 2020. With the rise in demand, congestion at ports increased and the container capacity was held up for a considerably long period. This led to the panic ordering of new boxes at record levels. With time, as markets reopen and demand softens, the oversupply is a natural outcome of demand-supply forces balancing at new levels,” says Christian Roeloffs, Co-founder and CEO of Container xChange, a tech platform that simplifies the logistics of container movement. “The oversupply situation does not come as a surprise because the average container prices and leasing rates have been declining globally since September-October 2021,” he adds.

Freight rates have come down by an average of 20 percent since the beginning of 2022 and these will continue to slide gradually, but there will not be a massive decrease because the underlying disruptions in the supply chain are still there. With inflation and pandemic-induced lockdowns, disruptions will continue to change the equation between supply, demand and prices. In the longer term, these will phase out and create a new normal balance of supply and demand.

Fresh data published by Drewry indicates an excess of six million TUEs of capacity in the global fleet of containers. The Container xChange analysis further states that the oversupply will obviously lead to the requirement of more depot space, which is already scarce. And, in a scenario where we assume that the global supply chain disruptions will fade away with time, there will be higher box productivity and we will need fewer boxes per unit of cargo. There is a high possibility of a scenario where the equipment capacity will not get soaked. “Carriers will rush to get rid of their older equipment, second-hand container prices will continue to slide gradually only to reach a new normal level and the new market will dry up,” says Roeloffs.

The situation can be studied from the perspective of the market forces of demand and supply. If the demand for containers falls, then the supply of containers will naturally increase. Also, price is a function of demand and supply. If demand falls and supply increases, prices will fall. And that is what is currently happening with the container prices.

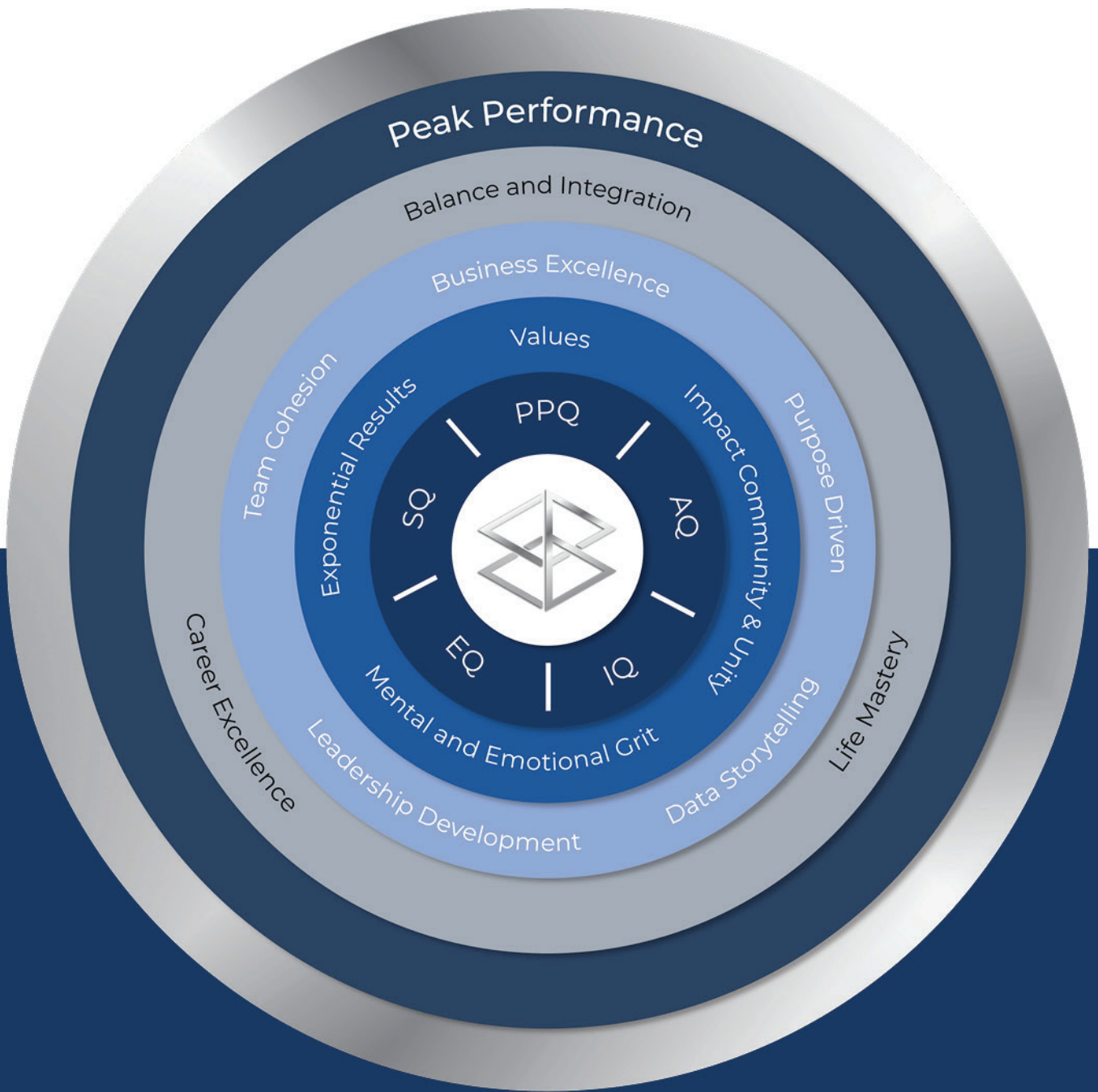
The shape of the peak season

We’ve said before that the main factor that has driven up prices much more than the historical levels has been a supply-side crunch over the past two years because of lengthening turnaround times of containers caused by supply chain congestions. That still holds true. We still have about 10 percent of transport capacity tied up and removed from the value chain. Demand, on the other hand, has softened now.

US imports decreased by 2.4 percent between March and April. Purchases of goods went down US\$0.1 billion as higher imports of industrial supplies and materials (up 1.8 billion) were offset by lower imports of consumer goods (down 1.5 billion), according to the US Census Bureau. In the long run, ocean freight demand is forecast as a multiplier of global GDP growth. And if global GDP doesn’t plummet by, for instance, 5 percent, the global demand for shipping capacity will not significantly plummet.

“To sum up, we foresee a significant rise in the pent-up, peak season demand. This will likely keep container prices potentially stable in the short term as we inch closer to the peak season. What remains to be seen is how the geopolitical circumstances and the pandemic-induced lockdowns play out in the coming months,” concludes Roeloffs. •

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Africa Truck Hijackings Conference

 30 – 31 August 2022

 Southern Sun, Rosebank, Johannesburg

Objectives:

- To discuss the impact of truck hijackings
- To explore prevention strategies
- To encourage a platform for networking

Our previous events related to trucks:

- Electric Vehicle Technologies conference
- Telematics Technologies conference
- Fuel Management conference
- Trucks and Buses conference

Who should attend:

- Government Transport related departments
- Transport agencies
- Fleet management organizations
- Logistics companies
- Safety software tech companies
- Insurance companies
- Telematics and tracking companies
- Security Service Providers

Some of the expert speakers of the conference:

Richard Brussow
Director, **National Hijack Prevention Academy**

Stanley Bezuidenhout
Forensic Specialist,
IBF Investigations International

Ivana Ries
CEO, **Storm Combat**

Mary Phadi
President, **Truckers Association South Africa**

Johann Raubenheimer
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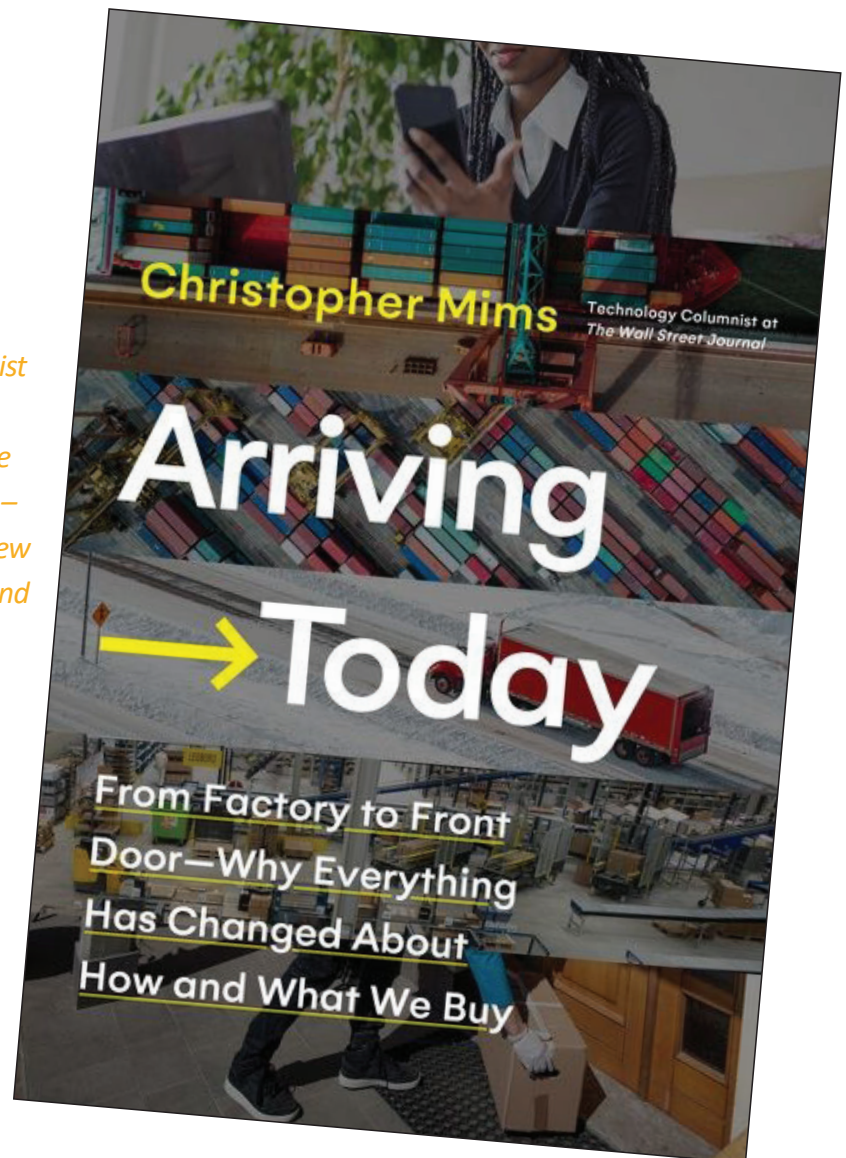
Arriving Today

The Wall Street Journal technology columnist Christopher Mims reveals the fascinating story behind the misleadingly simple phrase shoppers take for granted – *Arriving Today* – in this eye-opening investigation into the new rules of online commerce, transportation and supply chain management.

We are at a tipping point in retail history. While consumers are profiting from the convenience of instant gratification, rapidly advancing technologies are transforming the way goods are transported and displacing workers in ways never before seen.

In *Arriving Today*, Christopher Mims goes deep, far and wide to uncover how a single product, from creation to delivery, weaves its way from a factory on the other side of the world to our doorstep. He analyses the evolving technologies and management strategies necessary to keep the product moving to fulfil consumers' demand for 'arriving today' gratification.

Mims reveals a world where the only thing moving faster than goods in an Amazon warehouse is the rate at which an entire industry is being gutted and rebuilt by innovation and mass shifts in human labour practices. He goes behind the scenes to uncover the paradoxes in this shift – into the world's busiest port, the cabin of an 18-wheeler and Amazon's automated warehouses – to explore how the promise of 'arriving today' is fulfilled through a balletic dance between humans and machines.



The scope of such large-scale innovation and expended energy is equal parts inspiring, enlightening and horrifying. As he offers a glimpse of our future, Mims asks us to consider the system's vulnerability and its resilience, and who shoulders the burden as we hurtle toward a fully automated system – and what it will mean when we are there. •

Arriving Today: From Factory to Front Door – Why Everything Has Changed About How and What We Buy by Christopher Mims was shortlisted for the 2021 Porchlight Business Book Awards, Current Events & Public Affairs.

Decelerated globalisation and supply chain sourcing strategy



Bidvest International Logistics gives the inside take on how South Africa's motoring industry is using decelerated globalisation to its advantage.

The war in Ukraine and its impact on the world economy has once again exposed the risks inherent in globalisation. The conflict has further disrupted global supply chains already strained by the COVID-19 pandemic and, according to Simon Geale, Executive Vice-President at supply chain consulting firm Proxima, the deceleration of globalisation is now a certainty.

Given all that's transpired internationally in the past two years, businesses are now nearshoring their operations in an attempt to negate issues of cargo congestion and suspension of goods and services provision globally. Shoring up local supply networks is vital if South Africa is to keep its head above water amid speculation that another recession is imminent.

Businesses would do well to follow the example of South Africa's automotive sector, says Bidvest International Logistics' Supply Chain Solutions Manager, Willem Bekker. "South African automotive manufacturers have been implementing local sourcing strategies for years. This has been driven by incentive programmes put in place by the Department of Trade, Industry and Competition (DTIC), specifically the Automotive Production and Development Programme (APDP), called APDP 2 in its current form. In order to qualify for the significant incentives offered by this programme, the locally based automotive original equipment manufacturers (OEMs) have had to implement increasingly high targets for sourcing locally produced content for manufacturing. This means that when it comes to local sourcing, our motor industry is in a far better position than other countries."

The major impact of the APDP is that it starts to create an entire value stream of locally manufactured goods and services linked to the automotive industry. Newer versions of the policy stress activities outside of the direct manufacturing operations, such as second- and third-tier component suppliers, service provision, distribution and logistics systems and infrastructure.

Bekker also points out that because South Africa is geographically isolated from major economic hubs, the cost of moving goods to the country from Europe or the US is far higher than moving goods within the US or Europe. "This means that localisation has a significant logistics cost benefit, while also allowing far more flexibility in the supply chain through not being dependent on long global shipping lead times."

Port and border congestion, which remains a threat to supply chains, further strengthens the case for localisation. A May 2022 white paper by the World Economic Forum indicates there is growing demand for cross-border regional integration in southern Africa, with South Africa's ports and borders playing a significant role. South Africa has been proactive in this regard, introducing electronic supporting documents, a mobile application tool that allows inspection results to be captured and a web-based platform for end-to-end processing of customs clearances.

The effect has been a reduction in the time needed for physical inspections from eight hours to two on average, a simplification of real-time customs declarations to as little as seven seconds and halving the number of days to import goods. Cargo scanners and electronic cargo tracking systems have also now made it possible to monitor goods in transit in real time.

The shifts occurring are all about building resilience, Bekker says. The traditional just-in-time model has become one that emphasises just-in-case as supply chains are redefined. "You have to consider first-tier suppliers' exposure to the risks you are trying to avoid. This works best by strong collaboration throughout the supply chain, building long-term relationships and partnerships with key suppliers and jointly understanding the macro-level benefits of realising a successful localisation strategy." •

Historic milestone for women

In a major milestone for women in logistics, transport and supply chain in South Africa, 95 women recently graduated with an international qualification in logistics and transport.

The graduates, currently employed in logistics, transport and supply chain organisations across the country, underwent an intense 10-month training programme aimed at improving their knowledge, learning new skills and advancing their management and leadership abilities to secure senior-level employment. The pioneering Women Inspiring Women to Lead in Transport programme is the brainchild of Nicci Scott, founder of the Commercial Transport Academy (CTA). One thousand women will complete the programme, which is supported by the United States Agency for International Development (USAID) and aimed at uplifting the skills of women in management, entrepreneurship and truck driving.

Benefits for all

The CTA Excellence Programme has resulted in benefits to employers, the graduates and the broader industry. Worldwide Flight Services South Africa (WFS) is an active supporter of the programme. “WFS now has the edge in the market, with two ladies having participated and successfully completed the Chartered Institute of Logistics and Transport’s (CILT) International Diploma in Logistics and Transport,” explains Elvis Maleka, Operations Manager at WFS Johannesburg. Maleka adds that the CTA’s focus on women will assist in addressing the skills gap in the industry. “This is a gain for us as a ground handler and WFS is proud to be part of this change.”

As a result of her successful completion of the programme, WFS’s Zethu Dlamini received a promotion from Senior Imports Team Leader to Administration Manager for

the Imports Department. From losing her mother at the age of four and her father when she was just 21, Zethu has had to overcome many obstacles. “If it weren’t for this great initiative of the CTA, I would never have been able to graduate with an international diploma. I am so grateful to WFS Managing Director Malcolm Tonkin for enabling me to improve my skills and leadership abilities,” she says.

With their CILT Diploma and industry experience, the graduates will be able to apply to carry internationally recognised designations after their name – an increasingly important asset given National Treasury’s initiative to professionalise the supply chain.

Top students

Special recognition was given to the top three graduates:

1. Jo-Anne de Jager, Solutions Manager: Unitrans Supply Chain Solutions.
2. Annah Mmatshwene Ncube, Operations Controller: Transnet Pipelines.
3. Malebo Ndamase, Policy and Planning Chief Directorate as Director: Gauteng Department of Roads and Transport.

Special awards

A special award was given to Jabulile Mtsweni, an operations supervisor. Jabulile was awarded funding from training provider Commerce Edge to enable her to study for the CILT International Advanced Diploma in Logistics and Transport Level 6.

To enrol on one of the programmes, email info@c-t-a.co.za.



Transport Evolution Africa Forum and Expo, taking place at the Inkosi Albert Luthuli ICC Complex (Durban ICC) on 28 and 29 September, will highlight and showcase African transport expansion plans across ports, rail and road networks to enable efficient trade corridors.

Forum to drive investment into African transport sector

The African transport and logistics sector, driven by technology and innovation, is positioning itself as the key to bringing countries together and supporting their economies. The sector has raised US\$200 million (R3.2 billion) in the last year and in South Africa, the sector's contribution is expected to grow by 1.8 percent per annum.

According to the World Bank, trade between African countries represents only 12 percent of economic activity in the region compared with 60 percent in Europe and 40 percent in Asia. This presents an unprecedented potential for investment in transport and logistics across the continent.

Transport Evolution Africa Forum and Expo brings ports, rail and road together in a collaborative and solutions-based event that will plot the roadmap to the future of the sector in Africa. "We have seven events under one roof, with over 50 port, rail and road authorities, 3,500 transport professionals and 100 exhibitors tackling transport and logistics issues head on and showcasing global innovations, as well as providing the platform for African transport corridor updates. This coming year, we are excited to launch the African Transport Performance Scorecard (ATEPS), which will be a comprehensive annual progress measurement report," says Le-Ann Hare, Portfolio Director for Transport Evolution at dmg events, organisers of the forum and expo.

Other highlights for 2022 include the launch of Trade and Logistics Evolution Africa, the Women in Transport

Awards and the Transport Evolution Learning Academy. A key addition is a gathering of CEOs across the transport and logistics sector within the Transport CEO Forum, where closer working relationships will be forged between all entities with a view to building robust transport corridors into Africa.

"A co-located event with the Transport Africa Forum and Expo is The Big 5 Construct KZN, which will facilitate dialogue around infrastructure at the core of restimulating the South African economy. The South African National Roads Agency (SANRAL) has alone committed R19 billion to developing 13 roads, creating nearly 10,000 jobs during construction," says Hare.

The South African government has committed R791.2 billion toward infrastructure development in the medium term and has gazetted 15 projects worth R47 billion in the transport sector alone.

As momentum builds in transport and logistics across Africa post-COVID-19, the GDP contribution of the sector is expected to grow from R349 billion in the first quarter of 2022 to R363 billion by 2024, an increase of 3.7 percent, underlining the investment potential over the next two years.

Register for the Transport Evolution Africa Forum and Expo at www.transportevolution.com.

Logistics and fintech combine to solve Africa's transport challenges

Key to unlocking value chains, especially in the tech start-up space, is the ability of large, established corporates to work effectively with small, agile start-ups.

Big corporations partnering with start-ups is an untested and undeveloped space. Few models have been developed to date and examples of successful collaboration are few and far between. “As such, the success of Standard Bank’s recent direct minority equity investment into Tripplo, a tech-enabled logistics solution highlights the power of both Standard Bank’s future-ready strategy, as well as its ecosystems approach in building and managing successful partnerships with start-ups,” says Sacheen Kala, Head of the Founders Factory Partnership at Standard Bank’s Moonshots business innovation division.

This start-up partnership ability arose when Standard Bank entered a relationship with tech business accelerator Founders Factory Africa (FFA), a venture development company that designs, builds and scales tech-enabled businesses across Africa.

Recognising the challenges of intra-African logistics and trade, Victor Chaitezvi started Tripplo in 2018, armed with a vision to reimagine the movement of African cargo. “Building a digital platform enabling real-time road freight cargo booking integration and management across the SADC, Chaitezvi effectively transformed the regions’ long-established manually operated cargo logistics industry – in just three months,” says Darren Segal, Head of Moonshots. As it turned out, the Tripplo platform also proved a just-in-time tech lifeline for the domestic logistics sector locked down by the COVID-19 pandemic.

“Standard Bank’s Tripplo partnership is an excellent example of how a large platform organisation can deploy technology to leverage its own value chains to unlock growth while working successfully with comparatively small independent start-ups” says Kala.

Standard Bank’s experience with Founders Factory Africa (FFA) generally, and Tripplo in particular, has informed an effective two-stage corporate start-up cooperation model. In the first stage, the FFA tech incubator partnership enabled access through the

identification and development of concepts, including how the bank could deploy its networks and abilities to solve for the start-up. The second or venture-led stage integrated the bank’s ability and networks to co-build the business with the start-up partner.

“The model allows Standard Bank to support entrepreneurship and grow new businesses in line with its purpose to drive Africa’s growth while gaining insight into the growth cycle of tech start-ups and highlighting opportunities to deploy the bank’s own networks to unlock and participate in this growth,” explains Kala. “Since the partnership also involves direct investment, the bank receives an additional return on investment commensurate with the success of the venture supported,” he adds.

Today, Tripplo operates a digital logistics platform that facilitates the safe and efficient movement of road freight cargo across the SADC, providing compliant transporters access to credible cargo owners and cargo brokers. The platform also enables clients to manage all transporter company documents and provides detailed kilometre-by-kilometre trip itineraries for trucks moving goods on any SADC route, while housing detailed information of trucks, trailers and drivers all in one place, ensuring license, permit and fee compliance.

Standard Bank’s involvement has also allowed it to extend many of the benefits of its own ecosystem, such as Truck Fuel Net and Instant Money, to the Tripplo platform. The bank also provides Tripplo with foreign exchange rates, credit and goods in transit insurance services.

“By optimising and automating operations for small transporters across both its own and Standard Bank’s platforms, Tripplo increases profitability for cargo owners, cargo brokers and transporters alike, while extending Standard Bank’s own digital capability to a previously largely manually managed industry,” concludes Kala. •

Automated palletising system streamlines process

Tectra Automation has successfully designed, supplied, installed and commissioned a turnkey solution that has simplified the palletising process while increasing reliability for Danone SA.

Danone Boksburg sought a solution that would automate its manually operated palletising process. Tectra Automation, a Bosch Rexroth South Africa Group company, was awarded the contract and its turnkey solution has simplified the palletising process, increased reliability and offers increased pallet consistency across the company's product range.

The solution, 14 months in the making, includes palletising robots, state-of-the-art shrink wrapping machines, conveyor systems, light curtains, safety sensors and scanners. The system also makes use of a Profisafe system over Wi-Fi for the safe control of carts and cells to the required EN safety levels. Tectra Automation's scope of work was comprehensive, from specifying the project through to commissioning the solution. In the design phase, Tectra Automation designed each robotic cell individually to ensure that each met the required performance level and adhered perfectly to its scope of operation.

Tectra Automation partnered with several solutions providers, including Yaskawa South Africa, Future Packaging, Productive Systems and SICK Automation.

Three-phase approach

To manage a project of this magnitude, Tectra Automation devised a three-phased approach. The first phase consisted of palletising three cells, including the robotic palletising to service four production lines, and manual cell palletising. This phase also included stretch wrapper installation, one de-stacker and two transfer cart installations, as well as the installation of an integrated warehouse management system (WMS). "This WMS automatically realises its orders from Danone's ordering system," comments Jaco de Beer, Mechatronics Engineer and Engineering Projects

Manager, Tectra Automation. "Information from the ordering system is sent to robot palletising cells and is used to make any required adjustments before actual palletising begins."



Tectra Automation's turnkey solution has automated Danone's palletising systems for increased reliability.

Phase 2 consisted of another two palletising cells for more of the manufacturer's brands, a de-stacker and a transfer cart. Phase 3 entailed palletising three cells for different product ranges and the two final transfer carts.

Functionality and safety

To overcome network latency and improve the palletising solution's functional safety, the Wi-Fi-operated, rail-powered transfer carts are controlled by an onboard PLC and make use of UPS, 5G industrial routers and ProfiSafe. All carts and cells are controlled by the main Bosch Rexroth PLC – a Bosch Rexroth XM 42 PLC – with each cart performing its own function while interacting with other carts on the same rail. To ensure bystander safety, Tectra Automation contracted SICK Automation for safety scanners specifically designed for use in mobile applications. •

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GLTC to sponsor forklift driver competition at Electra Mining

GOSCOR LIFT Trucks Company (GLTC) has pledged its support for the Forklift Driver Competition to be held at Electra Mining Africa. The competition is a Lifting Africa and LEEASA (Lifting Equipment Engineering Association of SA) initiative that gives forklift operators an opportunity to showcase their skills.

In an effort to help promote the importance of forklift operation and operators in the supply chain and logistics industry, GLTC will be one of the main sponsors of the Forklift Driver Competition scheduled to take place at Electra Mining Africa in September.

Entries are open for all operators who have a valid forklift licence and can operate either a reach truck or a counterbalance forklift truck in racking applications. The focus of the competition is on accurate, safe driving skills and knowledge of the machine.



All participants will receive a certificate of participation, with the winner set to walk away with a R20,000 prize and a trophy. The first round of heats for counterbalanced forklift operation will be an online test to assess entrants' practical skills, theoretical knowledge, attitude and efficiency.

GLTC's sponsorship will help cast the spotlight on the importance of safety and training in the forklift industry. The company believes that training is a key factor in the safe operation of forklifts and the industry's quest to reduce safety incidents.

App reduces downtime and increases profitability in warehouses



CFAO EQUIPMENT SA, a supplier of material handling in southern Africa, launched an updated version of its Magnitude Gold Rapid Response app on 15 August.

Ferial Leech, National Customer Relations Manager, says downtime associated with equipment breakdown has a significant impact on warehouse operations, negatively affecting their productivity and profitability. "The unprecedented speed at which business is being conducted, coupled with the need to drive value, has seen the launch of the updated app come at an opportune time, especially as it incorporated changes gleaned from feedback provided by our users," says Leech.

The app was developed to create a digital thread between the CFAO Equipment SA fleet controllers and the business's customers. The company aims to leverage the platform to improve analytics reporting, speed up decision making and improve on meeting customer expectations.

The trial phase of the app saw significant uptake, with more than 100 customers already reaping the rewards. Warren Jaftha, fleet supervisor at SAB Breweries, says the

Magnitude Gold Rapid Response app is now an essential tool in his organisation's operations. "The app's name speaks for itself, with fleet controllers quickly responding when we log breakdowns, and I find this particularly important as we operate 24/7," explains Jaftha. "The app's dashboard also provides essential data such as a breakdown history, which allows me as a fleet supervisor to track breakdown occurrences, what the cause of these may be and what we can do to mitigate the risk of similar breakdowns reoccurring"

A noteworthy feature of the app is the ability to upload and send images and videos directly to CFAO Equipment SA operators. This provides the dispatched technician with a clear picture of what the possible cause of the breakdown may be, ensuring they arrive on site with the correct part, negating the need for continuous trips to and from the workshop and ensuring the forklift is back in operation as quickly as possible. The app also allows customers to see the progress of their breakdowns, providing peace of mind in knowing their operations are being attended to.

The Magnitude Gold Rapid Response app is available on iOS and Android. •

Swissport South Africa appoints new CFO and two new board members

SWISSPORT SOUTH Africa, an independent provider of airport ground services and air cargo handling, has announced two new appointments to the company board of directors as well as a new CFO, bringing vast industry experience and skills, along with greater cultural and gender diversity.

The company’s Chief Executive Officer, Khangi Khoza, joins Fundiswa Sithebe, an executive with



Khangi Khoza.

extensive industry experience, on the board. The appointments mark a significant step towards transformation and greater gender and cultural diversity at the highest level within the company, and bolster broader transformation efforts implemented recently within Swissport South Africa that focus on staff, skills development and technology-driven operational excellence to create a future-ready and relevant company.

Khoza’s appointment also marks the first time the company has appointed a CEO to its board of directors.



Fundiswa Sithebe.

Khoza, who holds a Master’s Degree in Economics from Stellenbosch University, was appointed CEO in June 2021.

Sithebe brings strategically significant industry experience to the Swissport board of directors, having worked for Airports Company South Africa (ACSA) from April 2015 to April 2021, where she served as COO from 2017 to 2021. While at ACSA, Sithebe was responsible for the integration and seamless operations across the network of nine airports, and later assumed the additional responsibility for overall day-to-day airport operations. In addition, she led the Commercial Division, which is mainly responsible for non-aeronautical revenue. Sithebe, is also a passionate aviator and obtained her Private Pilot’s Licence in 2003.

Neena Harri, who took the reigns as CFO for Swissport South Africa in July 2022, has been with the team since 2018 as a financial manager. Harri brings more than 15 years’ experience to the role. •



Neena Harri.

UPS retains position as most valuable logistics brand

UPS has held on to the top spot as the most valuable logistics brand in the world with a brand value of US\$38.5 billion, according to a new report from the brand valuation consultancy Brand Finance. Despite disruptions to the global supply chain, the brand value of UPS jumped by a quarter over the year as demand for its services increased. Further, UPS has benefited from improved goodwill in many nations as it actively contributed to improving access to COVID-19 vaccination supplies for 110 countries. The brand used its logistics supply chain network to deliver shipments and medical equipment as needed throughout the world.

The brand value of UPS has grown by 28 percent in part due to acquisitions. In 2021, UPS acquired Roadie, a new delivery platform that provides same-day delivery in the US. UPS also forays into digital transformation with an innovation centre in Singapore to serve as a research and development hub in the APAC region.

David Haigh, Chairman and CEO of Brand Finance, says, “The logistics industry has transformed during the pandemic to keep up with changing customer demands adeptly. With new partnerships and acquisitions across the board, the sector has achieved great performance and brand value growth.”

Other findings from the Brand Finance report include:

- Delivery Hero and Just Eat Takeaway are the fastest growing brands since the beginning of the pandemic.
- Railway companies BSNF and Canadian have lost brand value.
- New entrant JD Logistics, a Chinese supply chain and logistics provider, is innovating in the supply chain sector with environmental, social and governance (ESG) focus. •



Reaching one community at a time

DAMEN SHIPYARDS Cape Town (DSCT) and TLC Outreach Projects, a non-profit welfare organisation in Table View, had to extend their Mandela Day outreach to run over two days in an effort to reach as many underprivileged families as possible. The highly successful outreach, which took place on Mandela Day, 18 July, continued into 19 July with visits to two local settlements in Cape Town.

When the initial idea came about, more than 100 employees of the shipping company took a comprehensive approach as they brainstormed together which local communities needed aid and, in the end, reached out to the Wolwerivier and Radar Bush informal settlements in Cape Town.

DSCT's Transformation Officer, Tebogo Skhosana, says that with the budget allocated, employees purchased throw blankets, gloves and beanies, toothbrushes, toothpastes, facecloths and three pairs of socks per parcel. "In the Western Cape, there are about 15,000 homeless people and approximately 3,000 shelters that cannot accommodate everyone. The process was a matter of identifying community needs," says Skhosana. Each community received 300 packages, with some homeless people being recipients as well.

DSCT HR manager Eva Moloi says, "Today, we are sitting

From left: Danika van der Merwe (TLC Outreach Projects), Tebogo Skhosana (B-BBEE Transformation Officer, DSCT), Colleen Pietersen (TLC Outreach Projects), Jankees Trimpe Burger (Managing Director, DSCT), Eva Moloi (HR and Transformation Manager, DSCT) and Morris Senne (TLC Outreach Projects).



with opportunities because of what Nelson Mandela did for the country. The wonderful thing about the outreach is that we were able to touch the lives of two communities. We love that our employees can direct and guide us in what the community needs are."

In 2020, the team gave an immune system boost pack for essential workers during the COVID-19 hard lockdown and earlier this year, the team reached out to two underdeveloped schools in rural areas. During this outreach project, girls were provided with much-needed sanitary towels, and toiletries and stationery were provided to the learners.

"DSCT looks forward to its next socio-economic initiative, which will focus specifically on the upliftment of black military veteran-led communities," concludes Moloi. •

Shumani Industrial Equipment achieves Level 1 B-BBEE status

FOLLOWING ON from being recently being awarded the 2021 Goscor Business Unit of the Year Award, Shumani Industrial Equipment has announced it has received Level 1 Broad-Based Black Economic Empowerment (B-BBEE) contributor status. "This is a significant achievement as we are now the largest black-owned and managed industrial equipment supplier in South Africa," comments MD Victor Nemukula.



Shumani Industrial Equipment MD Victor Nemukula.

segment, Shumani offers Tennant, Genie, Sentinel and HighPoint.

Most of the equipment supplied by Shumani is used in the stores and logistics departments of both construction and mining companies. "We offer some exciting brands in these sectors, such as SANY and Bobcat. Our Crown forklift is the leading electric brand, which is tested and has proved resilient in the market," says Nemukula.

Shumani supplies equipment across the breadth of the industrial and construction sectors. Brands include Bendi, Crown, Kalmar and Doosan in the forklift market. Construction equipment brands include Bobcat, SANY, HPower, Weima, Luthian, Ozen and Sullair. In the cleaning equipment market

"Our key offering remains forklifts, which will lead the way in terms of growth. We think there is still a lot of scope for Shumani in the market, as we offer a one-stop shop. We believe the construction and mining sectors will offer ongoing support as we continue to grow," concludes Nemukula. •



Saryx's solar solution reduces operational expenditure

THE RISING demand for renewable energy solutions is driven largely by our country's abundant wind and solar resources. As new renewable energy sources are tapped, the need to understand and control load balancing between the power grid and the renewable source has grown as well.

According to Roland Verwey, Control Automation Manager at Saryx Engineering Group (SEG), the company has recently developed software for a solar project for a large client, which has built a solar plant to provide energy.

"We offer a high-level, comprehensive solution that enables the client to track the performance of equipment on site, right down to the level of individual solar panels. This provides a bird's eye view of the system's performance. This allows the company to react instantaneously to alarms or other potential challenges that arise," says Verwey.

"Using a SCADA solution, combined with edge computing and embedded Internet of Things (IoT) sensors, large volumes of data are collected and stored in the cloud. This data can then be leveraged visually via the SCADA system to provide accurate information that is used to forecast the company's power generation and maintenance requirements."

The idea is to move away from reactive mitigation to proactive assessment and maintenance. In fact, Verwey says, it is even possible to combine plants across geographically separate areas within this system, allowing the user to take a broad view or to drill down more deeply.

"The beauty of the software is that the more data you obtain, the more easily you can analyse, forecast and plan. Our solution also gathers data from weather applications, ensuring that if, for example, hail is predicted, the panels can be alerted to fold up to avoid damage," he explains.

The data is also leveraged for other purposes, he adds. Whether it is determining the cost savings made on panels or batteries, outlining the company's carbon footprint or considering the various peak and off-peak tariffs, the powerful analytics deliver what is needed. •

Kwik launches delivery solutions in Ibadan

KWIK HAS officially launched its just-in-time delivery solutions to merchants, entrepreneurs, businesses, government agencies and social vendors in Ibadan, Nigeria.

Ibadan is one of the fastest-growing urban areas in Nigeria and a key commercial city. One of the downsides to this rapid development is the increasing difficulties in moving goods around the city. Kwik aims to play a significant role in solving this problem by delivering parcels from businesses to customers in under 60 minutes.

Kwik aims to feature over 500 partner vehicles located in Ibadan on its platform in the next 12 months, according to founder and CEO Romain Poirot-Lellig. "The Lagos-Ibadan corridor is fast becoming the most dynamic industrial and commercial hub of West Africa thanks to improving infrastructure, unparalleled market depth and attractive local government policies," declares Poirot-Lellig. "Kwik's role is to ensure that all the moving parts can circulate effectively."

In addition to its award-winning delivery service, Kwik is also making its KwikStore feature available in Ibadan, a free-to-use online storefront tool that helps merchants automate their online sales and manage their inventory. Setting up an online store now literally takes five minutes.

"E-commerce activities in Nigeria have continued to grow at a steady pace since 2015. More than 80 percent of Nigerians prefer to shop online from the comfort of their homes and have these products delivered to their doorsteps," says Yinka Olayanju, Kwik's COO. "With its isothermal bags, Kwik will ensure that all kinds of products arrive in mint condition."

"This rising trend in online activities has led to a steep increase in public spending as well as all-round economic growth, both of which require logistics support of the kind that Kwik Delivery is best equipped to provide," adds Olayanju.

The Kwik platform is currently operating all over Nigeria, with last-mile delivery available in Lagos State, Ogun State, Abuja FCT and now Ibadan city of Oyo State. •



New Country Manager for Enel Green Power SA

MANUELE BATTISTI was appointed the new Country Manager for Enel Green Power South Africa (EGP SA) from 1 June 2022, taking over from William Price. His mandate is to manage South African operations, maintain and expand the business and diversify the company's client base.

Battisti joined Enel Group in 2008 in a technical role as he held a degree in mechanical engineering and had completed a PhD in renewable energy and energy efficiency in building. He then moved into business development,



Manuele Battisti, Country Manager for EGP SA.

where he occupied different roles, such as supporting the head of business development in global activities, market analysis and intelligence.

In 2014, he took the reins as a middle manager in Africa, leading the business development activities for East and West Africa. After this, he

was appointed Head of Business Development for southern Africa.

As the new Country Manager of EGP SA, he will be responsible for the three business lines in the value chain, including development (creating opportunities up to the construction stage), engineering and construction (supporting business development and operation whilst leading the construction of power plants) and operations and maintenance, which represents the core business of the company as an independent power producer (IPP).

One of Battisti's responsibilities will be overseeing the management of human resources in the company. While Enel Group has its headquarters in Italy, EGP SA employs more than 97 percent of its workforce from South Africa, with 80 percent of its management team made up of black South African women. In addition, a key objective of the company is to conduct training and skills development programmes.

Supporting the country toward stabilisation of the energy market and a just transition, as well as broadening EGP SA's client base, are firmly within Battisti's scope of responsibilities. With his solid experience in the renewables sector, combined with his knowledge of the African markets, he is well positioned to meet the company's business objectives in his new role. •

ISUZU satisfies modern fleet management expectations

TRUCKS ARE forecast to have a first economic life before major overhaul of at least 10 years. "It's this long-term view that road transport operators have for parts and service support that has ensured the success of ISUZU in South Africa. And it is not just a high availability of parts and service in one location, it's the national footprint of 35 ISUZU truck dealers," says Craig Uren, ISUZU's Senior Vice President Revenue Generation Southern African Customs Union.

"Quality is not negotiable," Uren adds, "but the enemy of trucking is downtime and even the best truck can leave productive service if parts are not available. Trucking uptime starts with an ISUZU truck range from which it is easy to select a truck model with the correct gross vehicle or gross combination mass (GVM or GCM)."

Selecting the right truck for the task will, in the long term, result in the lowest cents/kilometre (CPK). "Our consulting, vehicle selection, performance prediction and costing services are enhanced by our association as full licensees of Truck Science TransSolve software. This enables ISUZU and our dealers to forecast trucking productivity with reasonable accuracy," says Uren.

Isuzu offers specialist models that reduce CPK while increasing productivity and safety. "First-in-class has been the success of automated manual transmissions (AMT) with 21,000 AMT model units sold. Isuzu crew cabs offer an increase in fleet safety, while refuse compactors and 4X4 models are also doing exceptionally well," he adds.

ISUZU Mobility provides fixed-cost operating. Funding for maintenance, servicing and repairs is sourced from advanced payments for a period or kilometres travelled, referred to as the CPK maintenance plan. In addition, ISUZU Motors South Africa now offers Variable Warranty plans that are specifically tailored to fit the needs of short-, medium- or long-haul operators.

The ISUZU range benefits from telematics-ready truck and stolen vehicle recovery hardware installed at factory, including a panic button and driver ID tag reader. It is compatible with the MixTelematics fleet management system, as well as existing third-party fleet management systems at a additional cost. •



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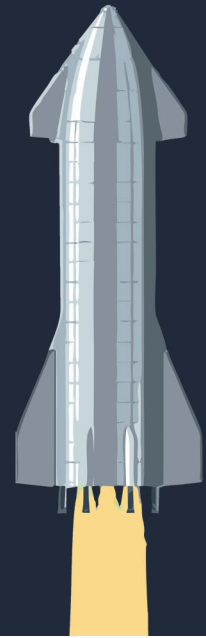
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