

CAPITAL EQUIPMENT NEWS

For informed decision-making

OCTOBER 2025



**BURGERS EQUIPMENT
& SPARES AND XCMG**

**DRIVING A NEW ERA IN CONSTRUCTION
MACHINERY**



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REBUILDS: Mafika Engineering is powering mining's circular economy

ENVIRONMENT: Volvo Trucks powers ahead with electric mobility

TRANSPORT, FREIGHT AND LOGISTICS: SA's logistics sector reaches a turning point

HEAVY LIFTING

Concord Access Solutions
elevates Africa's access
equipment market

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A lot can change in 6 years our warranty promise won't

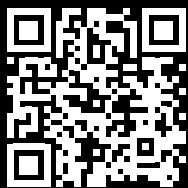


6 years of change and our warranty protects your investment

A lot can change in 6 years. Our 6-year drivetrain warranty promise protects your investment against the test of time. Built to keep your business moving, supporting uptime, growth and daily operations, all the way. Ts and Cs apply.



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www.crown.co.za

Printed by Tandy Print
The views expressed in this publication are not necessarily those of the editor or the publisher.

www.crown.co.za/capital-equipment-news



Total circulation Q2 2025: 11 979

Capital Equipment News is endorsed by:
CONMESA
Construction and Mining Equipment Suppliers' Association

THE STATE OF HEAVY LIFTING IN SOUTH AFRICA

Few sectors illustrate the strength, complexity, and resilience of South Africa's industrial landscape quite like the heavy lifting industry. Whether it is cranes towering over mine shafts, rigging teams assembling wind turbines, or mobile units navigating dense urban construction sites, these are the silent enablers of growth. Behind every major infrastructure project stands a team of skilled professionals and machines capable of extraordinary precision and power - together moving the nation forward, one lift at a time.

Yet the picture is not without its strains. The industry finds itself at a crossroads - balancing the urgent demand for infrastructure renewal with the ongoing challenges of fluctuating project pipelines, rising operational costs, and a persistent shortage of skilled labour. For many in the lifting and rigging trade, the last few years have been defined by adaptability. Companies that have survived - and in some cases, grown - have done so through diversification, embracing technology, and maintaining unwavering commitments to safety and quality.

Public sector investment, long a key driver of heavy lifting activity, remains inconsistent. Delays in infrastructure rollout and tender finalisation have made long-term planning difficult. Many operators now depend increasingly on private sector work - from logistics and warehousing developments to mining expansions and renewable energy projects. The mining sector, in particular, continues

to sustain demand for specialised lifting capabilities, while wind and solar developments are creating new opportunities for large-scale transport and installation contracts across the Northern and Eastern Cape.

Technology, meanwhile, is reshaping the industry's core. The latest lifting fleets are more intelligent, efficient, and connected than ever before. Telematics, load monitoring systems, and predictive maintenance tools have become integral to daily operations, enabling contractors to plan lifts with precision, monitor equipment health in real-time, and ensure compliance with ever-tightening safety standards. The shift towards hybrid and electric lifting equipment, though still in its infancy locally, signals a growing awareness of environmental responsibility and cost efficiency.

However, the human element remains both the industry's greatest asset and its biggest challenge. Skills shortages are acute across the board - from certified crane operators and riggers to engineers and safety officers. The high level of technical expertise required for modern lifting operations means that training and mentorship are critical, yet not always adequately resourced. The industry needs a stronger pipeline of young professionals entering the trade, supported by

partnerships between training institutions, private operators, and government agencies.

Safety, too, continues to define the industry's credibility. The lifting community has made significant strides in improving standards, with organisations like the Crane Association of South Africa (CASA) and the Lifting Equipment Engineering Association of South Africa (LEEASA) promoting best practice and certification.

Compounding these pressures are rising costs - fuel, insurance, spares, and imported components have all surged in price. The volatility of the rand and global supply chain delays make procurement unpredictable, while maintenance and downtime management remain critical to profitability. To stay competitive, many companies are consolidating fleets, forming joint ventures, or investing in niche lifting capabilities that differentiate them from the pack.

Despite all of this, optimism endures. The heavy lifting sector remains one of the most capable and technically advanced industries in South Africa's construction and mining value chain. Its people embody the ingenuity and determination that define local engineering excellence. Every successful lift, whether a refinery vessel or a bridge segment, represents not only mechanical power but also teamwork, trust, and tenacity.

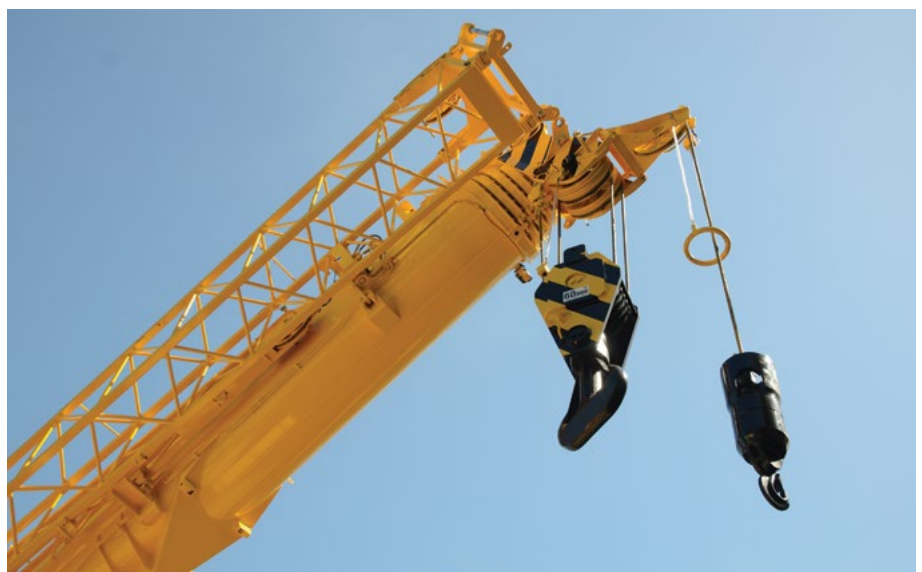
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GENIE DISTRIBUTOR ACROSS SUB-SAHARAN AFRICA



CONCORD | ACCESS SOLUTIONS

Introducing Concord Access Solutions

Equipped with a diverse fleet of machines, Concord Access Solutions offers **Lifting and Access Solutions** suited for multiple applications across various industries.

Our full service offering includes:

Sales and rentals | Technical support, servicing and maintenance |
Genuine parts | Specialist training | 24/7/365 servicing and support

Genie[®]

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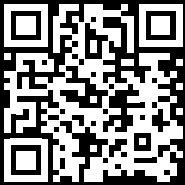
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BURGERS EQUIPMENT & SPARES AND XCMG DRIVE A NEW ERA IN CONSTRUCTION MACHINERY

Burgers Equipment & Spares South Africa has entered into a partnership with XCMG - a collaboration rooted in engineering excellence, customer focus, and shared ambition, set to reshape how South Africa approaches construction and mining machinery solutions. *Capital Equipment News*' Juanita Pienaar spoke with Tiaan Burger, Managing Director at Burgers Equipment & Spares South Africa, to find out more.

TALKING POINT



"XCMG offers what's deeply needed in the South African earthmoving industry - high-quality machines produced with consistent configurations."

Tiaan Burger, Managing Director at
Burgers Equipment & Spares South Africa

A legacy of expertise meets global innovation

For over 15 years, Burgers Equipment & Spares has earned a trusted reputation in the OEM and dealer market, supporting customers in the construction, mining, and agricultural sectors. "Our partnership with XCMG marks an exciting new chapter - working with the number one construction equipment manufacturer in China and the fourth largest

globally," explains Burger. "Together, we bring world-class machinery and trusted local support to our customers."

This partnership combines Burgers' local market experience with XCMG's global manufacturing power, delivering both scale and reliability across South Africa.

The XCMG product line-up

At the centre of this partnership is a carefully selected range of XCMG machines, designed for South Africa's demanding operating conditions. "Proper equipment selection is essential in earthmoving projects, as each machine is engineered for specific functions," says Burger.

Flagship models include the XCMG XC958 Frontend Loader, a fully mine-spec 5-tonne machine powered by a 164 kW



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For Burgers Equipment, aftersales support defines its reputation.



As China's leading construction equipment manufacturer, XCMG benefits from immense production capacity, supplier depth, and R&D investment.

TAKE

QUICK



XCMG offers what's deeply needed in the South African earthmoving industry - high-quality machines produced with consistent configurations.

Cummins QSB6.7 engine with a ZF 4BP210 transmission, and the XE215G excavator, powered by a 128.5 kW Isuzu 6BG1 engine and a Kawasaki hydraulic system for refined, operator-friendly control.

The full line-up includes wheel loaders, excavators, graders, rollers, forklifts, backhoe loaders, skid steers, and 80-tonne mining dump trucks. "Each XCMG model we supply embodies *Quality at First Sight* - practical, robust, and innovative," says Burger.

Quality, capacity, and consistency

What sets XCMG apart? "Three things: quality, capacity, and consistency," says Burger. "XCMG combines exceptional machine quality and production capacity while keeping configurations consistent, ensuring operational efficiency."

A prime example of the brand's innovation is its Hybrid Electric Vehicle (HEV) range. "Especially in the frontend loader category, the design and efficiency are unmatched," adds Burger. "Their ability to manufacture both machines and components in-house gives them control over quality and performance that competitors can't replicate."

The power of being number one

As China's leading construction equipment manufacturer, XCMG benefits from immense production capacity, supplier depth, and R&D investment. "Being the top construction equipment manufacturer in China gives XCMG unparalleled scale, credibility, and reach," notes Burger. "It means faster parts availability, better pricing, and stronger long-term support."

This global strength has propelled XCMG to become the fourth-largest construction machinery manufacturer in the world - and South African customers stand to benefit directly.

Performance, reliability, and value

"XCMG offers what's deeply needed in the South African earthmoving industry - high-quality machines produced with consistent configurations," says Burger. "That means more uptime, minimal parts variation across models, and better component availability. The result? Lower maintenance costs and improved total cost of ownership."

Service beyond the sale

For Burgers Equipment, aftersales support defines its reputation. "Delivering a machine doesn't mean closing the deal; it means opening the relationship," Burger stresses.

"Our main focus is to keep customers' machines running at peak performance by



providing unmatched aftersales service. We ensure our technicians have the best capabilities, and our parts department maintains sufficient stock of high-quality components. We want to keep our customers' machines working harder, longer, and smarter."

A celebration of milestones: The XCMG launch at OktoBURGERSfest 2025

This year's OktoBURGERSfest was more than a celebration - it marked the official launch of Burger's partnership with XCMG, the unveiling of the new HEV range, and the first official purchase of these machines.

Held annually, the event brings together customers, suppliers, and industry partners for a day of networking and machine showcases. "This year it's been quite a special one for us," says Burger. "We're thrilled to officially launch our partnership with XCMG and introduce our new hybrid wheel loaders - the first of their kind in Southern Africa."

Guests, including key industry role players and members of the media, enjoyed live demonstrations and the chance to explore the new machines up close. "It's an event to get all our customers, clients, and suppliers together for a good day out," says Burger. "But beyond that, it's a chance to strengthen relationships and showcase innovation in action."



As Burger sums it up: "It's not just a product launch - it's a celebration of partnership, innovation, and the bright future ahead for XCMG and Burgers Equipment in South Africa."

A shared vision for growth

Looking ahead, Burgers Equipment plans to deepen local inventory, expand parts stock, and strengthen service capacity, with targeted solutions for mining and infrastructure sectors. "Together, we'll scale our presence across regions and improve total cost of ownership for our customers," Burger says.

But the company's success is also rooted in strong values. "Integrity is at the heart of everything we do - we do the right thing every time, even when no one is watching," Burger affirms. "We stand firmly by our products, our service, and our word. These values are more than words - they define how we do business, every day."

Driving the future together

The partnership between Burgers Equipment & Spares and XCMG represents more than a business alliance - it's a shared commitment to advancing the standards of machinery performance and reliability in South Africa.

As Burger concludes, it's about "working harder, longer, and smarter - together." 🌱



We stand firmly by our products, our service, and our word. These values are more than words - they define how we do business, every day.



CONCORD ACCESS SOLUTIONS ELEVATES AFRICA'S ACCESS EQUIPMENT MARKET

Juanita Pienaar spoke with *Marcus Gartside*, National Sales Manager at Concord Access Solutions (CAS), about the company's growing footprint across Africa, its strong partnership with Genie, and how innovation and reliability continue to set it apart in the competitive access equipment industry.

A continental footprint with deep local roots

Concord Access Solutions has steadily established itself as one of the leading access equipment providers in South Africa and across the continent. "Over the past three to four years, we have extended our reach into Africa as far north as Nigeria, across to Ethiopia, and the oceanic islands of Seychelles and Mauritius, while growing and solidifying our market share locally," says Gartside.

The company's expansion mirrors



"Our teams are on call 24/7, 365 days a year, holding stock of service parts and critical spares to maintain both our rental fleet and client-owned machines."

Marcus Gartside, National Sales Manager at Concord Access Solutions (CAS).

TALKING POINT



Africa's growing investment in infrastructure and mining. "The copper belt of the DRC and Zambia consistently invests in new equipment, both in access and lighting towers," he explains. "However, new projects and mines in countries such as Tanzania, Ethiopia, and especially Namibia this year have seen a range of machines up to 43 metres being ordered."

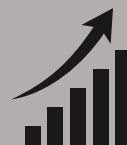
With branches in all major centres across South Africa, CAS is strategically positioned to provide local expertise with regional reach. "We look beyond the initial sale of a product and focus on retaining our clients for the long term," Gartside emphasises. "Our teams are on call 24/7, 365 days a year, holding stock of service parts and critical spares to maintain both our rental fleet and client-owned machines."

Backed by the Bud Group

A key strength behind CAS's success is its affiliation with the Bud Group, a diversified services, manufacturing, and distribution group operating in 12

QUICK TAKE

The company's expansion mirrors Africa's growing investment in infrastructure and mining.



A key strength behind CAS's success is its affiliation with the Bud Group, a diversified services, manufacturing, and distribution group operating in 12 African countries.



In an increasingly crowded market filled with low-cost alternatives, CAS and Genie remain focused on innovation.



Many CAS customers have been with the company for decades, and their machines have stood the test of time.





African countries. “Bud encourages entrepreneurial spirit and provides the resources required for organic growth,” Gartside notes.

He adds that Bud’s network of well-known companies - from consumer brands like Cerebos and Corobrik to industrial distributors of Crown, Bobcat, SANY, and Tennant – reinforces CAS’s credibility. “As Concord Access Solutions, we represent top manufacturers such as Genie, Pramac, and Palazzani, as well as Terex RT and Franna cranes,” he says. “This gives us an incredibly strong foundation to deliver world-class solutions across multiple markets.”

A partnership built on quality - the Genie story

CAS’s long-standing relationship with

Genie, a Terex brand, lies at the heart of its product offering. “Genie is one of the pioneering access equipment manufacturers with 60 years of experience and innovation,” says Gartside. “The first Genie scissor and boom lifts arrived in South Africa in the early 2000s, introducing safer and more productive ways of working at height. Twenty years later, our partnership continues to thrive because of a shared commitment to quality and service.”

In an increasingly crowded market filled with low-cost alternatives, CAS and Genie remain focused on innovation. “Many manufacturers are expanding their ranges to compete on price,” Gartside explains. “Genie has not fallen into this trap. They are focused on continuous improvement

within their existing range and on introducing technologies that truly make a difference.”

Next-generation engineering

One standout innovation is Genie’s Next-Gen scissor lift range, which represents a complete redesign from the chassis up. “The attention to even the smallest detail is astounding,” Gartside says. “These models offer improvements in major structural components, technological advancements, and overall usability. It’s a game-changer for safety and productivity.”

Genie’s Xtra Capacity (XC) boom lifts are another example of forward-thinking design, offering platform capacities up to 454 kg – double the industry norm. “In heavy industrial applications, that extra capacity can make a real difference,” Gartside remarks.

The company is also leading in hybrid technology with its FE (Fuel-Electric) boom lifts, the first true hybrids on the market. “These machines deliver the flexibility of diesel when needed, and quiet, emission-free electric operation when conditions allow,” he says. “It’s about giving clients the best of both worlds – efficiency and sustainability.”

The latest addition to Genie’s lineup, the S-85XC FE or DC, takes innovation even higher. “It’s a 28-metre boom lift with either DC battery or FE hybrid power and the same 454kg capacity,” Gartside reveals. “We expect to see it arrive in South Africa in early 2026, and it’s going to be an exciting development for the market.”



Moving toward sustainable solutions

While Africa's infrastructure challenges have slowed the transition to electric and hybrid equipment, CAS is proactively preparing for the future. "We are seeing growing demand in urban areas with stable power supply," says Gartside. "We have a full range of DC units with maintenance-free AGM and Lithium-Ion options, as well as our expanding FE hybrid boom range now in its third generation."

Energy efficiency is also a key focus. "Genie products make use of high-performance AC drive motors, gravity-lowering systems, and regenerative braking that puts power back into the system," he explains. "These advancements contribute to lower operating costs and reduced environmental impact."

Completing the portfolio with Pramac and Palazzani

To ensure a full suite of access and site solutions, CAS complements its Genie range with specialist brands such as Pramac and Palazzani, both based in Italy.

"Pramac light towers and Palazzani crawler boom lifts fill the gaps where Genie doesn't offer a similar product," Gartside explains. "Palazzani crawler booms are designed for highly specialised environments, with working heights of up to 58 metres. Pramac light towers, on the other hand, are incredibly fuel-efficient and robust – ideal for Africa's demanding site conditions."

The company's flagship Pramac model, the PTL-4, is tailored to local requirements. "It offers a day/night sensor for automatic operation and can run autonomously for up to 225 hours, or

around 25 nights," Gartside notes. "It's an example of how we collaborate with manufacturers to deliver solutions that make sense for our clients."

Service, support, and safety

Beyond product excellence, CAS distinguishes itself through its comprehensive after-sales support. "Our main Johannesburg branch carries an extensive range of parts to ensure fast turnaround," says Gartside. "If we don't have an item in stock, we'll fly it in from our suppliers to minimise downtime."

Training is another cornerstone of CAS's customer commitment. "Proper training goes far beyond just learning which joystick operates which function," Gartside stresses. "Our accredited operator training covers everything from safe operating procedures to emergency recovery. Operators must be constantly aware of their environment and potential hazards. Safety is non-negotiable."

This philosophy extends to the company's broader service ethos. "At CAS, we believe any capital purchase should be a simple, efficient, yet pleasurable experience," he says. "Our clients enjoy peace of mind with our 24/7 backup service, flexible financing, and extended warranty options that maximise productivity and equipment longevity."

Built on trust and longevity

Many CAS customers have been with the company for decades, and their machines have stood the test of time. "It's always gratifying to see a first- or second-generation machine still operating after twenty years," Gartside reflects. "It's a testament to the build quality of the equipment, our maintenance expertise, and the trust our clients place in us."

This trust also underpins CAS's approach to replacement and upgrades. "When equipment reaches the end of its life, our clients know we'll recommend what's genuinely in their best interests," he adds. "That's why they continue to choose us."

The value of proven quality

In a market increasingly flooded with low-cost imports, CAS remains steadfast in its belief that quality and local support matter most. "There will always be a market for cheaper products," Gartside admits. "But we've built our reputation on offering world-renowned brands backed by the best warranties, affordable service plans, and proven technical support."

He concludes: "Our goal isn't just to sell equipment. It's to build long-term partnerships based on trust, reliability, and shared success. That's what keeps Concord Access Solutions, and our customers, reaching new heights." 🌍



SARENS' HEAVY LIFTING FLEET POWERS SOUTHERN AFRICA'S GROWTH

Capital Equipment News' Juanita Pienaar spoke with Tim Biesemans, Regional Director at Sarens, to learn how the global leader in heavy lifting and engineered transport continues to push boundaries in safety, sustainability, and technical capability through its world-class fleet.



“Our regional fleet includes close to 20 crawler cranes ranging from 100 to 800 tonnes, almost 80 all-terrain cranes from 30 to 500 tonnes, and a combined fleet of over 100 axle lines of SPMT K24 and K25.”

Tim Biesemans, Regional Director at Sarens.

TALKING POINT

Global power, local presence

As a company synonymous with precision, innovation, and scale, Sarens has long been recognised as a global force in heavy lifting, engineered transport, and crane rental solutions. The company’s achievements were once again highlighted when it received both the Excellence in Engineering and Best Project of the Year awards at the Lifting Africa Awards - accolades that celebrate the industry’s best in safety, innovation, and technical mastery.

“These recognitions are a testament to our unwavering commitment to operational excellence and engineering innovation in every project we undertake,” says Tim Biesemans, Regional Director for Southern Africa. “Behind these achievements is the hard work, dedication, and expertise of our entire team - from our engineers and project managers to our operators and support staff.”

But for Sarens, the story of success in southern Africa isn’t just about landmark projects, it’s about the machinery that makes them possible.

A fleet built for every challenge

Sarens operates one of the world’s

QUICK TAKE

As a company synonymous with precision, innovation, and scale, Sarens has long been recognised as a global force in heavy lifting, engineered transport, and crane rental solutions.



Sarens operates one of the world’s most extensive crane and heavy lifting fleets, and its Southern African operation is no exception.



Sarens has facilitated cross-border collaboration by deploying South African personnel to projects across the region, including a wind farm in Namibia, where local communities from Angola, Zambia, and South Africa.



Sarens is also leading the charge toward cleaner operations through electrification and the use of alternative fuels.





most extensive crane and heavy lifting fleets, and its Southern African operation is no exception. “Within Africa, Sarens is active in eight countries and employs around 300 people,” explains Biesemans. “Our regional fleet includes close to 20 crawler cranes ranging from 100 to 800 tonnes, almost 80 all-terrain cranes from 30 to 500 tonnes, and a combined fleet of over 100 axle lines of SPMT K24 and K25.”

In addition, the company’s transport capabilities include multi-axle and extendable trailers, lowbeds, and other abnormal transport solutions, complemented by a range of material-handling equipment. The scale and diversity of the fleet enable Sarens to tackle complex, large-scale projects across industries - from construction and mining to energy and port logistics.

“One of our main advantages,” notes Biesemans, “is that if we detect a specific need that we cannot immediately meet with the cranes available locally, we can move the necessary units from anywhere else in the world. Our customers always have access to the machinery they need, regardless of the project’s size or duration.”

Technology and training: the human factor

While Sarens’ equipment stands at the cutting edge of engineering, Biesemans believes that the true differentiator lies in the expertise of its people.

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One of our main advantages,” notes Biesemans, “is that if we detect a specific need that we cannot immediately meet with the cranes available locally, we can move the necessary units from anywhere else in the world. Our customers always have access to the machinery they need, regardless of the project’s size or duration.”

"Although the cranes and technical equipment we use throughout the region stand out for their high level of technical advancement, what makes these machines truly exceptional is the high level of qualification of our operators," he says.

The company's operators receive ongoing, manufacturer-certified training to ensure optimal performance and safety. "We work closely with the manufacturers of the machinery we use so that our operators can obtain training directly from them," Biesemans explains. "We even invite representatives from these manufacturers to our business units to train our staff onsite when new machinery arrives."

This philosophy of continuous learning extends across borders. "When we incorporated XCMG equipment in the Democratic Republic of Congo, or introduced Sany 300t all-terrain cranes and Faymonville trailers in South Africa, our teams received training directly from the OEMs," he adds.

Setting the standard for safety and sustainability

Innovation at Sarens goes far beyond mechanical muscle. Since its founding 70 years ago, the company has maintained a strong focus on research and development. "We have a large R&D department at our headquarters in Wolvertem, Belgium," says Biesemans. "Among other things, it has developed our new line of giant cranes, including the SGC-250, known as Big Carl, and the SGC-120/1 and SGC-170, which feature all the latest advances in technology, safety, and sustainability."

Sarens is also leading the charge towards cleaner operations through electrification and the use of alternative fuels. "Models such as the SGC-170, with a capacity of 3 200 tonnes, and the SGC-90, with 1 650 tonnes, are examples of our commitment to sustainability," he says. "These cranes not only emit no polluting gases, but they can also feed part of the energy they produce back into the grid."

Maintaining peak efficiency is another cornerstone of Sarens' approach. "Each piece of equipment is monitored by external technology so we can prevent breakdowns and adhere to punctual maintenance schedules," says Biesemans. "Within the region, we're able to maintain our equipment at 90% uptime - quite an achievement considering the logistical challenges of transporting spare parts across countries."



We are deeply committed to the communities in which we operate," says Biesemans. "Training our employees in the latest technologies and to the highest international safety standards is more than an investment in job training - it's an investment in the future of these communities."

Investing in skills and the green economy

Sarens' commitment to sustainability also extends to people development. "We are deeply committed to the communities in which we operate," says Biesemans. "Training our employees in the latest technologies and to the highest international safety standards is more than an investment in job training - it's an investment in the future of these communities."

To formalise this mission, the company launched the Sarens Academy in Cape Town earlier this year. "The Academy focuses on the green economy, including the renewable energy sector and beyond," he explains. "It allows us to deliver a pool of ambassadors to the South African economy."

Training offered through the Academy includes Global Wind Organisation Basic Safety and Technical Training, covering disciplines such as working at heights, fire awareness, hydraulics, mechanical systems, and electrical installations. Sarens also offers e-learning courses, broadening access to technical education across the continent.

In recent years, Sarens has facilitated cross-border collaboration by deploying South African personnel to projects across the region, including a wind farm in Namibia, where local communities from Angola, Zambia, and South Africa are working side by side - a tangible demonstration of Sarens' commitment to regional capacity building.

Ready when needed, wherever needed

For Sarens, fleet availability is a critical component of customer satisfaction. "We prioritise being able to respond to any of our customers' needs, regardless of the project's size or duration," Biesemans says. "Given that we have thousands of cranes spread across the globe, we can arrange for their transport to any required location within the requested timeframe."

Recent examples highlight the agility of the company's logistics. "For one of our customers in South Africa, we brought in a

new 800-tonne crawler crane within three months of contract signature," he notes. "In Angola, we deployed a 550-tonne crawler crane in just six weeks to assist with port operations."

The company's regional expansion has also included 18 new trucks and 11 new trailers to support growing transport demands. "Our experienced in-house logistics department ensures that all equipment arrives safely and well within the customer's timelines," adds Biesemans.

Investing for the future

Sarens' commitment to southern Africa is not a temporary one. "Our approach involves making multiple investments to improve social and economic development through employment and technological training," Biesemans says. "We continue to invest in machinery equipped with the latest safety and sustainability technologies and to adapt our fleet to our customers' evolving needs."

Excellence as a standard

Winning the Excellence in Engineering award is, to Biesemans, more than just a trophy, it's a validation of Sarens' mission. "This award reflects the commitment of our engineers, project managers, crane operators, and support staff to the quality of everything we do," he says. "It reinforces our need to maintain the highest quality standards in our processes every day, striving to go one step further, and ensuring there is no job we cannot do - no matter how demanding the task, the size of the load, or the height of the lift."

At its core, Sarens' philosophy remains clear: world-class machinery, local empowerment, and an uncompromising dedication to safety and sustainability. With its unmatched fleet and expanding regional footprint, Sarens continues to set the benchmark for heavy lifting in southern Africa - proving that true engineering excellence is built on both strength and vision. 🌐

MAFIKA ENGINEERING IS POWERING MINING'S CIRCULAR ECONOMY

As the global mining sector faces mounting pressure to decarbonise without sacrificing productivity, South Africa-based Mafika Engineering has emerged as a quiet powerhouse driving change from within. *Capital Equipment News'* Juanita Pienaar spoke with Graydon Epstein, CEO of Mafika Engineering SA, to unpack how the company's innovative Zero-Hour engine rebuild strategy is redefining circular economy principles in high-horsepower mining applications.



"At Mafika, we see every engine as a recoverable asset, not a disposable one."

Graydon Epstein, CEO of Mafika Engineering SA.

Engineering Circularity at the Core of Mining

"At Mafika, we see every engine as a recoverable asset, not a disposable one," says Graydon Epstein, explaining the company's philosophy that underpins its circular-economy model.

Mafika's Zero-Hour rebuilds return high-horsepower mining engines, such as the CAT 3516, Cummins QSK60, and MTU 4000, to "as-new" condition, with the same performance, warranty, and reliability as a new unit, but at a fraction of the environmental footprint.

"This is circular economy in practice," Epstein continues. "We extend the life of capital equipment, reduce the need for raw-material extraction, and conserve the energy already embodied in the original engine."

It's an approach that has earned Mafika recognition from the World Engine Remanufacturers Council (WERC) as the



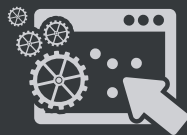
largest independent high-horsepower diesel engine rebuilder in the world. This is a testament to how sustainable engineering can also be a driver of global competitiveness.

The environmental and financial payoff

Independent studies cited by the U.S. International Trade Administration have shown that remanufacturing can consume up to 95% less energy and materials than producing new engines - savings equivalent to millions of barrels of oil or the annual output of several nuclear power plants. Those efficiencies, Epstein says, "are built into every Mafika rebuild."

By retaining and reusing the majority of original components, Mafika's process prevents tonnes of metal waste from entering landfills and cuts emissions by roughly 50% compared with manufacturing a new engine, depending on the model and operating profile. This

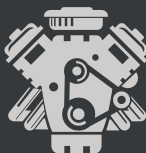
QUICK TAKE



Mafika's Zero-Hour rebuilds return high-horsepower mining engines, such as the CAT 3516, Cummins QSK60, and MTU 4000, to "as-new" condition.



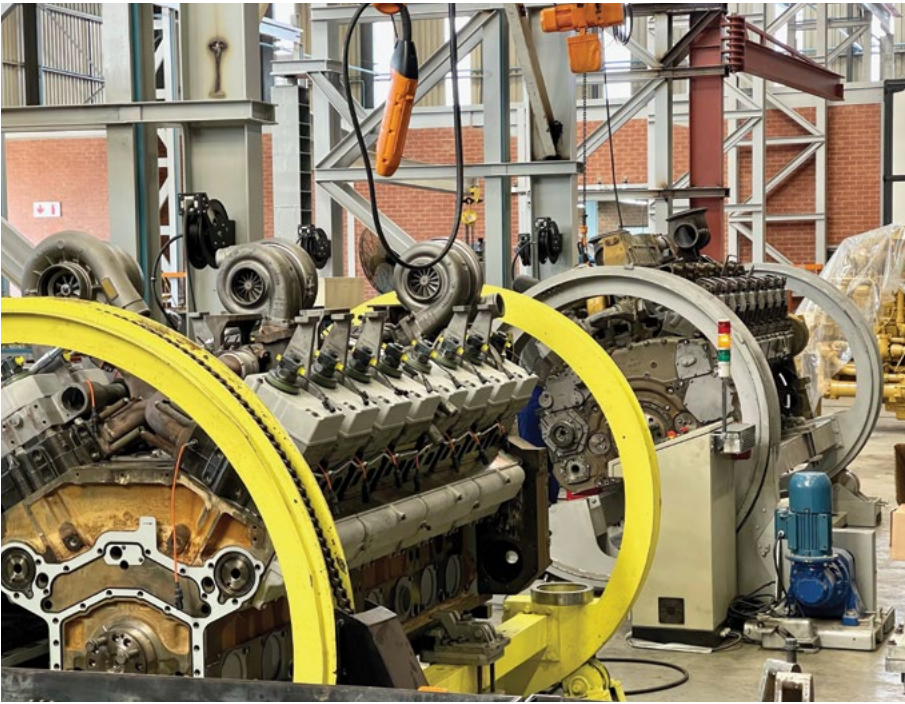
By retaining and reusing the majority of original components, Mafika's process prevents tonnes of metal waste from entering landfills and cuts emissions by roughly 50%.



For mining operators, Mafika's rebuilds offer an opportunity to extend equipment lifecycles by another 25 000 to 30 000 operating hours at roughly half the cost of buying new.



The marriage of engineering and data science represents a shift from reactive maintenance to predictive, performance-optimised operations, further extending the lifespan and reliability of rebuilt assets.



Cummins QSK60's undergoing zero-hour rebuilds at Mafika Engineering.

also conserves the “embedded energy” already invested in creating those components the first time around.

The benefits are not only environmental but also financial. “Our customers typically save 30–50% compared to new replacements,” Epstein notes. “At the same time, they avoid the long OEM lead times that can immobilise critical equipment. It’s a genuine win-win: lower carbon, lower cost, and higher uptime.”

For mines, this balance between cost efficiency and sustainability is key. “They can meet production and ESG targets simultaneously,” Epstein says. “That’s what makes Mafika’s model one of the most practical levers for decarbonisation in the mining value chain.”

A model of independence and precision

Unlike traditional engine replacement cycles that are tied to specific OEM supply chains, Mafika operates on a fully OEM-agnostic basis. “Whether it’s a Cummins, CAT, or MTU platform, we rebuild to exact OEM specifications using genuine components, rigorous traceability, and full dynamometer testing before release,” Epstein explains.

This independence grants mining houses true procurement flexibility and transparency. “It allows us to standardise sustainable manufacturing practices across multiple OEM platforms instead of being locked into a single supply chain,” he adds.

Perhaps most impressively, Mafika delivers complete Zero-Hour rebuilds in just two to four weeks, compared to

the six to eighteen months typical for global replacements. Every step of the rebuild process is handled in-house at the company’s 15 000 m² Rebuild Centre in Germiston.

“A single 240-tonne haul truck standing idle can cost a mine upwards of US\$500 000 per week in lost production,” Epstein points out. “The efficiency we’ve built into our process doesn’t just set an industry benchmark, it keeps mines producing when every hour counts.”

Extending fleet life and reducing capital burden

For mining operators, Mafika’s rebuilds offer an opportunity to extend equipment lifecycles by another 25 000 to 30 000 operating hours at roughly half the cost of buying new. “A rebuild gives both the engine and the equipment it powers a new lease on life,” Epstein says.

This not only helps clients defer major capital expenditure but also aligns with international sustainability frameworks that reward circularity and resource efficiency. “It’s asset optimisation in its purest form,” he adds.

By restoring engines rather than replacing them, Mafika enables customers to maintain operational reliability while achieving measurable ESG performance gains - something few other interventions in mining can deliver so directly.

Financing the circular transition

A critical element of Mafika’s success lies in making sustainability financially

accessible. In 2023, RMB Ventures acquired a 45% stake in Mafika, providing both capital and strategic direction.

“RMB introduced its Sustainable Finance and ESG Advisory teams to co-develop funding mechanisms that make circular-economy projects truly bankable,” Epstein explains. “Together, we’re structuring green and sustainability-linked financial solutions that enable mining companies to fund rebuilds - and soon, hydrogen retrofits - as part of their just-transition strategies.”

The partnership represents a significant bridge between engineering innovation and financial accessibility, empowering clients to decarbonise without constraining cash flow or halting production.

Hydrogen powering the next chapter

While engine remanufacturing forms the foundation of Mafika’s circular-economy model, the company is also looking ahead to the future of clean power. Its collaboration with Bosch Germany and Hyphen Technical on hydrogen internal-combustion engine (H₂ICE) retrofits marks a major leap toward sustainable mining.

“Together, we’re developing hydrogen-diesel dual-fuel systems capable of achieving 35–85% hydrogen substitution initially, with the goal of full 100% hydrogen mono-fuel operation,” Epstein says.

Rather than scrapping diesel fleets, Mafika and Bosch’s approach reuses existing assets and infrastructure. “Bosch contributes world-class hydrogen injection and control expertise, while Mafika brings the practical mining context, test facilities, and deep field data,” Epstein explains. “It’s a solution that enables real-world decarbonisation today. Not in theory, but in practice.”

Epstein believes that mining’s journey to net-zero will be evolutionary, not abrupt. “Rebuilds are the bridge between legacy diesel and a low-carbon future,” he says. “They provide immediate emission reductions, enable the retrofit of hydrogen systems, and make decarbonisation financially achievable without halting production.”

Smart engines for a smarter industry

Mafika’s roadmap doesn’t stop at hydrogen. The company is integrating IoT-enabled, AI-driven diagnostics into its rebuilt engines. These systems continuously monitor performance, detect anomalies, and predict maintenance requirements in real time.

“Digitalisation is the nervous system



that sustainability is not a trade-off; it's a competitive advantage. "Sustainability isn't the price we pay for doing business," he says. "It's the reason our business is thriving."

The future of mining, rebuilt

As global mining operations face increasing scrutiny to balance profitability with sustainability, Mafika's model offers a blueprint for how the industry can evolve responsibly.

"The future of mining will belong to those who extract the most value from what already exists," Epstein concludes. "Mafika embodies that philosophy - engineering excellence fused with environmental intelligence."

From its Zero-Hour rebuilds to its pioneering hydrogen retrofits, Mafika Engineering is proving that the circular economy is a viable, scalable path to a cleaner, more efficient mining future. Or, as Epstein puts it:

"We're proving that African industry can lead the global sustainability agenda - one rebuilt, H₂-ready engine at a time." 🌱



Our clients achieve lower total cost of ownership, reduced downtime, and measurable emissions reductions, all while improving performance reliability.

that ties our sustainability strategy together," Epstein explains. "AI analysis ensures every Mafika-rebuilt engine functions as a connected, self-optimising asset with measurable uptime and emissions benefits."

This marriage of engineering and data science represents a shift from reactive maintenance to predictive, performance-optimised operations, further extending the lifespan and reliability of rebuilt assets.

Global reach, African roots

From its strong base in Southern Africa and Australia, Mafika is rapidly expanding into Europe and the Middle East, with a new hub in the UAE serving KSA, North Africa, and the broader Gulf region. Epstein sees enormous opportunity in regions where governments are embedding sustainability and circular-economy agendas into industrial policy.

"Our Gulf hub positions Mafika as a strategic partner of choice for governments and corporations investing in the energy transition," he says. "The appetite for practical, circular-engineering solutions in that region is immense and growing fast."

Turning sustainability into a competitive advantage

"For decades, 'green' was assumed to mean 'expensive'," Epstein reflects. "Mafika has flipped that narrative. Our clients achieve lower total cost of ownership, reduced downtime, and measurable emissions reductions, all while improving performance reliability."

By combining advanced engineering, sustainable manufacturing, and innovative finance, Mafika proves



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VOLVO TRUCKS POWERS AHEAD WITH ELECTRIC MOBILITY

In a global transport industry accelerating toward decarbonisation, Volvo Trucks is steering firmly toward the future of electric mobility. The company's global ambition to achieve net zero emissions by 2040 has placed electric mobility at the heart of its strategy. *Capital Equipment News'* Juanita Pienaar spoke with Eric Parry, Volvo Trucks South Africa's Senior Manager: Sustainable Solutions, to unpack the company's electric vehicle (EV) journey - from its successes and challenges to its vision for a cleaner, more sustainable transport ecosystem.

A global commitment to sustainability

"Our EV range of trucks will play a key role in our goal towards fossil-free transport," Parry says. "As a Group, we have an ambition to reach net zero emissions by 2040."

This ambition extends well beyond producing electric trucks. Volvo Trucks is rethinking sustainability across its entire value chain - from fossil-free steel production and battery repurposing to recycling. The company's approach is holistic, addressing every stage of a

vehicle's lifecycle.

Globally, Volvo Trucks has already made remarkable progress. "We've sold over 5 500 electric trucks in nearly every region on the planet. To date, our EV trucks have completed more than 200 million kilometres in customer operations," Parry notes. "We are the market leader in most regions, with a 47% share in Europe by the end of 2024."



"Our EV range of trucks will play a key role in our goal towards fossil-free transport."

Eric Parry, Volvo Trucks South Africa's Senior Manager: Sustainable Solutions.

TALKING POINT



While South Africa is still at the early stages of EV adoption in heavy-duty transport, Volvo Trucks is paving the way.



Volvo Trucks recognises that a diverse mix of technologies will be needed to reach global climate goals.



Regulatory reform will be vital for faster EV adoption in the heavy commercial sector.



Volvo Trucks is an active member of naamsa's Heavy Commercial Vehicle New Energy Vehicle (HCV NEV) committee.

South Africa's first movers

While South Africa is still at the early stages of EV adoption in heavy-duty transport, Volvo Trucks is paving the way. "At present, EVs play a small role in terms of volume," Parry explains. "But we've been one of the first movers locally, and we are working to advance the market."

The company's electric trucks are already making their mark. "Two prominent examples would be Vector Logistics, which has put two FH 6x4 Electric tractors into operation, running locally in Gauteng and Cape Town in a cold chain operation. The second is Strategic Transport, using two FM 6x4 tractors in a factory supply operation in Durban through our Volvo On Demand rental option," Parry says.

The feedback from both operators has been overwhelmingly positive. "The drivers definitely do not want to go back to diesel!" he laughs. "The biggest positive is that the trucks have seamlessly joined the existing fleets. There's very little thought from the customer on them actually being electric, they just do the job."

A multi-fuel future

Volvo Trucks' sustainability strategy is not pinned solely on electrification. The company recognises that a diverse mix of technologies will be needed to reach

TAKE

QUICK



our hydrogen internal combustion engine (H₂ICE) and fuel-cell (H₂FCEV) solutions.”

This pragmatic approach ensures that Volvo Trucks’ customers can transition to low-carbon transport at a pace and scale suited to their operations.

Challenges on the road to electrification

Despite these advances, Parry is candid about the hurdles facing EV adoption in South Africa.

“There are a number of factors at play,” he says. “While there is no *ad valorem* tax on EV trucks, they still attract the same import duties as diesel equivalents. Because of their higher base price, the Rand duty value is much higher. Even if we built them locally, we’d still pay duty, as the regulations don’t yet recognise electric drivetrains.”

Vehicle dimensions and weight present further complications. “The batteries take up more space, which increases the wheelbase - up to 1.1 metres longer than a diesel equivalent. This makes the overall vehicle combination slightly over the legal length when coupled with



While there is no *ad valorem* tax on EV trucks, they still attract the same import duties as diesel equivalents. Because of their higher base price, the Rand duty value is much higher. Even if we built them locally, we’d still pay duty, as the regulations don’t yet recognise electric drivetrains.

global climate goals.

“We do not see a complete shift over to electric only. A range of solutions will be needed,” Parry explains. “Our current diesel range can already use biofuels such

as B7 and HVO with no modifications, and up to B100 with minor fuel system changes. We also have LNG-powered trucks, offering up to 100% CO₂ reduction with bio-LNG. Development is ongoing on



to make EV adoption easier. “Through Volvo On Demand, customers can rent an electric truck on a monthly basis without the high capital outlay. Contracts can run from six to 96 months and include full Gold Maintenance for peace of mind.”

Industry collaboration and policy support

Regulatory reform will be vital for faster EV adoption in the heavy commercial sector. Parry believes collaboration between industry and government is key.

“We understand that government doesn’t have the funds to provide large incentives,” he says. “But what would help is removing the barriers. Stop making it more expensive through misaligned duties, stop limiting operations because of trailer configurations or payload rules, and start looking at strategic charging corridors for heavy commercial EVs.”

To that end, Volvo Trucks is an active member of naamsa’s Heavy Commercial Vehicle New Energy Vehicle (HCV NEV) committee, working to engage policymakers and align regulatory frameworks with the realities of emerging technologies.

Innovation on the horizon

The coming years promise further advances in electric truck technology. “Earlier this year, we announced our long-range electric truck will launch in Europe in 2026. While it’s designed for European conditions, many innovations from that model will filter into more conventional configurations that are suitable for South Africa,” Parry reveals.

These developments are part of Volvo’s broader goal to deliver practical, flexible, and sustainable transport solutions across all markets.

A call to action for fleet owners

Parry’s message to fleet operators is clear: the transition to sustainable transport is not a distant ideal, it’s happening now.

“Sustainable transport has many aspects to it. Electric is just one, and while it’s not yet a horse for every course, it’s a lot more practical and suitable than most people think,” he concludes.

Volvo Trucks’ bold push toward electrification and broader decarbonisation signals more than a shift in technology - it’s a transformation in mindset. As the transport industry stands at the crossroads of environmental responsibility and operational practicality, Volvo is not just preparing for the future - it’s driving it. 🌱



Sustainable transport has many aspects to it. Electric is just one, and while it’s not yet a horse for every course, it’s a lot more practical and suitable than most people think.

standard trailers. We’re working with the Department of Transport to have these rules updated to accommodate new-energy vehicles.”

Payload capacity is another issue. “Because EV trucks are two to three tonnes heavier, operators who need every possible kilogram of payload may find this limiting.”

And then there’s charging infrastructure - or rather, the lack thereof. “There’s very limited public charging that heavy commercial EVs can physically access, and even fewer that can charge fast enough for long-haul operations. For now, customers

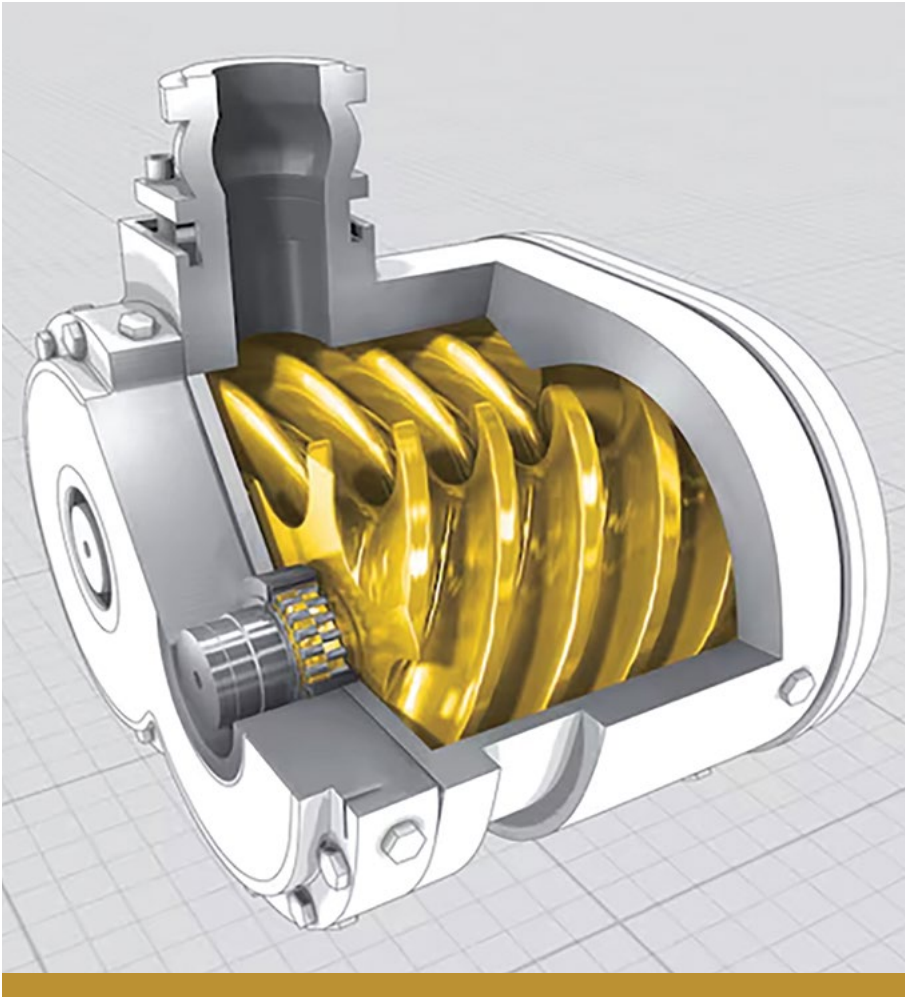
install their own chargers,” he explains.

Partnering for progress

To address these challenges, Volvo Trucks is building partnerships with local suppliers and industry bodies.

“We work with local charging providers who offer tailored solutions for customers, ensuring they have reliable support and expertise to scale their charging operations,” Parry says. “We also run detailed route simulations to determine whether electric is practical for a specific operation and where chargers should be located.”

On the financial side, Volvo Financial Services has introduced innovative models



ATLAS OIL & CHEMICAL CHAMPIONS COMPRESSOR LONGEVITY

In an era of frequent load-shedding and voltage fluctuations, the reliability of compressors is under growing threat. Atlas Oil & Chemical warns that repeated tripping of compressors leads to exponential rises in oil temperature - cutting oil life in half with every incident. This degradation increases downtime, shortens service intervals, and raises operational costs.

To combat these challenges, Atlas Oil & Chemical, a proud Authorised Shell Lubricants Distributor, brings to market the Shell Corena™ range of compressor oils - a cutting-edge solution that extends equipment life and boosts operational reliability.

Why Shell Corena™ Is the operator's choice

"Every part of your compressor has been meticulously engineered," says Robert Blignaut, CEO at Atlas Oil. "You want to use a lubricant that's equally engineered to deliver performance. Shell Corena oils offer wear protection, long oil life, and help maintain system efficiency, ultimately reducing the need for frequent service interventions."

Shell Corena oils use Shell's ashless-technology formulations to deliver extended oil life, with some formulations offering service intervals of up to 12 000 hours under controlled temperature conditions. These oils are especially effective in South Africa's volatile power environment due to their high flash point (up to 260 °C) and exceptional resistance to oxidative and thermal breakdown.

Built for tough operating conditions

Atlas Oil identifies a range of key environmental and technical challenges threatening compressor performance, including:

- Extremely high or low ambient temperatures
- Poor water separation in the lubricant
- Slow air release and foaming
- Moisture-induced corrosion
- Shortened oil life due to load cycling and thermal stress

Shell Corena oils meet these challenges with a host of advanced performance features:

- Extended drain intervals: Up to 12 000 hours for rotary systems, and 4 000 hours for reciprocating compressors
- Fast air release: Over five times faster than mineral-based oils
- Superior protection: Reduces foaming, wear, corrosion, and contamination

Value-added monitoring and support

Atlas Oil enhances customer assurance by offering oil condition monitoring services such as Shell Lube Analyst and Wear Check. These programs involve lab analysis of oil samples taken from the machine, helping detect early signs of degradation or equipment issues.

"This enables proactive maintenance," explains Blignaut. "We not only supply premium lubricants, but also provide expert recommendations to extend oil and machine life."

A partnership that delivers

Atlas Oil's status as an Authorised Shell Lubricants Distributor is more than a title - it represents a commitment to technical excellence, ethical conduct, and world-class service. This partnership provides customers access to:

- Shell's full portfolio of advanced lubricants
- Priority stock availability
- Local expertise and delivery
- Tailored technical support and training
- "For end users, this means access to Shell's global innovation—paired with the personal attention and service excellence that defines Atlas Oil," says Blignaut
- Shell Corena™ Product Lineup Available from Atlas Oil.
- Corena S3 R: High-performance mineral-based rotary compressor oil (up to 6,000 hours)
- Corena S4 R: Fully synthetic rotary and vane compressor oil (up to 12,000 hours)
- Corena S4 P: Premium reciprocating compressor oil for temps up to 220 °C 🌟

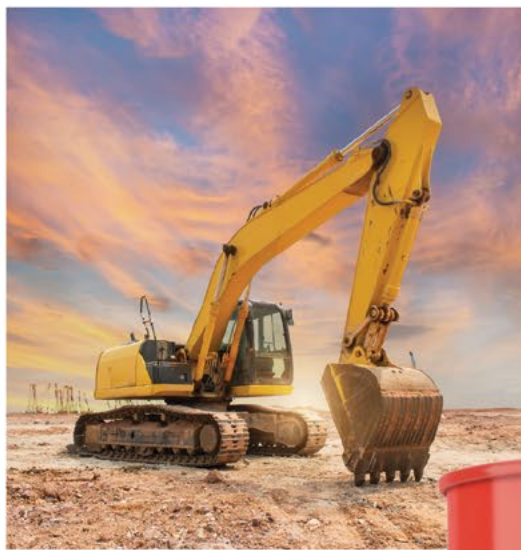
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ARRESTING THE DECLINE: SA'S LOGISTICS SECTOR REACHES A TURNING POINT

Volvo Trucks South Africa has announced that it will start local assembly of its advanced Euro 6 trucks at the company's plant in Durban, KwaZulu-Natal during the first quarter of 2026.

This article looks at Transnet's 2025 year-end financial results from a volume point of view. Last Friday, from a volume point of view.

For the first time in years, throughput performance across all major sectors showed improvement, reflecting progress in stabilising operations. Evidence suggests the downward spiral has been arrested.

Volumes:

- Rail:** 160,1 Mt,
- Port Containers:** 4,09 million TEUs
- Pipeline:** 13,37 bn litres
- Auto:** 803 908 units

While these outcomes are commendable, explains Dr. van Rensburg, the figures also indicate that Transnet fell short of most of its main targets for the period,

underscoring the significant distance still to travel in rebuilding network reliability and efficiency over the medium to longer term.

On the financial side, losses narrowed by \downarrow 74% to R1,9-billion – a welcome improvement. However, high debt levels, irregular expenditure, and ongoing legal disputes remain causes for concern.

Of significant reassurance to industry stakeholders is the marked increase in capital expenditure, up by \uparrow 44,2% to R24-billion, particularly the investment in container handling equipment and infrastructure. This commitment is a vital step forward toward restoring confidence and competitiveness in South Africa's ports.

It is important to note that these results reflect the position as at 31 March 2025. Since then, further operational improve-

ments - especially in the container sector - have been recorded - building momentum for what is expected to be a significantly stronger FY2026.

Dr. Van Rensburg emphasises "Global volatility underlines the need for South Africa to keep focus on domestic issues. The international trading environment remains highly uncertain, with US tariff disputes, shifting shipping geo-political alliances and trade routes are but some of a plethora of external operational risks. Unpredictable, unavoidable volatility reinforces the imperative of strengthening SA's logistics network and getting our own house in order."

Recent CTS data show South Africa clawing back lost ground in Sub-Saharan Africa trade flows, with July volumes up by a significant 30% year-on-year. Despite persistent challenges – including adverse



Dr. Juanita Maree, SAAFF's Chief Executive Officer.



Dr. Jacob van Rensburg, Head of Research & Development at the Southern Africa Association of Freight Forwarders NPC (SAAFF).



Sustainable transport has many aspects to it. Electric is just one, and while it's not yet a horse for every course, it's a lot more practical and suitable than most people think.

weather, equipment breakdowns and congestion, throughput has continued to set new performance records in recent weeks. This week Transnet reported a total of 103 086.

Air cargo resilience continues to show with elevated throughput at ORTIA

In addition to the improved throughput performance in the container industry, air cargo has been a consistent bright spot, with volumes at ORTIA trending above last year's levels and even surpassing pre-pandemic benchmarks, underscoring a sustained rebound in this critical sector, reflecting market trends and robust demand patterns.

This resilience is especially notable given the uncertainty surrounding Foreign Operating Permits (FOP), which continue to weigh on the industry. Operationally, however,

frustration is mounting as unresolved issues with ACSA – from warehouse leases to the cargo precinct upgrade and the long-awaited midfield terminal remain unaddressed, impacting negatively on commerce and industry, leaving stakeholders feeling overlooked and ultimately restricting economic growth.

Public-private collaboration as the catalyst

Dr. Juanita Maree, SAAFF's Chief Executive Officer added that "Beyond the symbolism of the number - Issue #250 of the BUSA | SAAFF Cargo Report - lies a deeper message, and that is that - continuous measurement, constructive dialogue, implementable solutions and accountability do indeed matter. In

an industry that has weathered sharp decline, prolonged inefficiencies and mounting frustration from exporters, importers and investors, the ability to chart progress over time is becoming a lever for progress and reform.

"The Cargo Movement Report has evolved into more than a set of statistics – it has become a scorecard for accountability and a mirror reflecting both failure and recovery in this heroic collaborative, cross-sector turnaround strategy against the odds, in an environment of marked global volatility, tariff and geo-political wars across the world re-shaping shipping lanes, driving up costs and transit times, to name but a few of the perils.

"But let it be clear; stabilisation is not victory. Rather is the starting line. The 250th Cargo Movement Report is both a milestone and a warning that Public - Private collaboration is not optional, it is a necessity, it is where capital, skills, and best-practice are woven together in a shared logistics network that will support trade, growth and sustainable job creation." 🌍



RUAH TRANSPORT TRADES ITS HINO TRUCKS AT 1,2 MILLION KM

Jacques Baird, founder and owner of Ruah Transport, has so much confidence in Hino trucks that he only trades them in or sells them when they have clocked 1.2 million kilometres. He started his company in 2007 and bought his first Hino 500 the same year. He was so satisfied with the truck's performance and reliability that he has continued buying Hino's for 28 years.



A robust Computer Aided Facilities Management (CAFM) system further enhances ALM by delivering critical data insights that enable informed decision-making, more accurate budgeting and better resource allocation.

Jacques Baird managed the Ruah Transport operation by himself for the first 15 years and recently celebrated the purchase of his 50th Hino.

The first Hino was a 500 Series model 1324 with a GVM of 13 tons and a 240 hp engine. He bought a second Hino in 2008 and a third in 2020. The first truck was only sold in 2017 after it had covered 1,2 million kilometres in 10 years.

"I have bought only Hino trucks as I had substantial personal experience driving them as well as managing a fleet where I keep tabs on feedback running costs and downtime. I was so satisfied with the first Hino's I bought that I have not purchased any other brand of truck since those early days," explained Baird. "We are not only impressed with the overall reliability and durability of these trucks over many years. But are also very satisfied with the Hino after-sales service."

The latest additions to the Ruah Transport fleet were five 500 Series 1627 freight carrier models with solid panel load boxes. The fleet includes 32 links with Hino 500 1 627 freight carriers. All the other trucks are 8-ton freight carriers with solid side load boxes.

New trucks are bought from Hino Honeydew in Johannesburg even though the company's head office is in Heidelberg while Hino Pomona services the trucks in the fleet.

The company transports goods throughout South Africa, as well as in the surrounding countries of Lesotho, Botswana, Namibia and Eswatini. Baird says there are several contracts with big customers, but the fleet is readily available whenever and wherever transport is required.

"We are very proud of the long-running relationship between Ruah Transport and Hino especially the positive comments about our dealers' after sales service, which is an important pillar in Hino's global Total Support strategy. We also extend our heartfelt congratulations to Ruah Transport on reaching the remarkable milestone of their 50th Hino truck," said Itumeleng Segage, General Manager of Hino SA. 🌐



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