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Fishing rights: lines are taut



THE delayed FRAP (Fishing Rights Allocation Process) appears to be increasing anxiety levels in the local fishing sector – especially amongst the larger players, who have the most to lose.

Last month the South African Deep-Sea Trawling Industry Association (SADSTIA) urged that government not repeat the costly mistakes made during the 2016 allocation of rights to the hake inshore trawl fishery when rights are allocated to 12 other commercial fisheries next year.

SADSTIA disclosed some frightening findings from an analysis of the allocation of rights to the hake inshore trawl fishery – an industrial fishery that targets hake and Agulhas sole on the Cape south coast.

The organisation pointed out that since 2016, the allocation of rights to the hake inshore trawl fishery has been reviewed by the High Court no less than eight times. What's more, 30% of rights in the fishery remain unallocated.

SADSTIA chairman (and Sea Harvest CEO) Felix Ratheb said the protracted rights allocation process had introduced considerable uncertainty into an already high-risk industry.

“The key finding of SADSTIA’s analysis is that the allocation of many rights of small value to a large number of new entrant companies has compromised the stability and competitiveness of the hake inshore trawl fishery. The economic and environmental impacts will be felt for

years to come.”

The National Development Plan (NDP), compiled over a period of two years by the National Planning Commission, made two clear recommendations for the allocation of fishing rights to the industrial fisheries – allocate economically viable fishing rights and ensure that the allocation of rights maximises employment.

Ratheb argued that the allocation of rights to the hake inshore trawl fishery in 2016 did not follow the recommendations of the NDP.

He said the Department of Environment, Forestry & Fisheries (DEFF) dramatically increased the number of right holders in the fishery – from 16 to 37 – and reduced the share of the allowable catch allocated to established companies by 30%.

This, he said, resulted in large losses for the companies with the investments and experience to add value to the catch and maximise employment. Ratheb stressed these companies were substantially transformed in terms of black ownership – noting that in 2016 their average black ownership was estimated to be 82%. Black ownership now sits at 85.6%.

SADSTIA’s analysis shows that the allocation of rights to the hake inshore trawl fishery achieved an increase of 3.5% in the black ownership of rights holders. But this small gain was attained at considerable economic cost.

Ratheb added: “One of the biggest

problems with allocating rights to a large number of new entrants is that individual rights are very small. This means that new entrants are unlikely to secure the finance necessary to invest in a vessel, build factories or participate in the fishery in a meaningful way.” “Instead, they rent their quotas to established companies, pushing up the cost of raw material and compromising the business models of the processing factories.”

Ratheb said the loss of quota by the established companies, who own the processing facilities, drove up costs, affected the international competitiveness of the fishing industry and ultimately impacted on the number and quality of jobs the sector could support.

Ratheb explained that SADSTIA’s analysis suggested that if the DEFF had comprehensively evaluated government’s success in transforming the hake inshore trawl fishery – as well as properly assessed the investments and jobs supported by the established companies – it might have re-evaluated its administrative decision to fundamentally restructure the fishery.

“This is why we are so supportive of the DEFF’s announcement that it will undertake a detailed socio-economic impact assessment study (SEIAS) of the hake deep-sea trawl fishery and 11 other fisheries to which rights will be allocated in 2021,” Ratheb said.

Ratheb said SADSTIA was hopeful that the SEIAS would be conducted by reputable economists and would accurately assess the state of transformation, and the depth of investment and job creation of the individual fisheries – particularly the hake deep-sea trawl fishery (which is by far South Africa’s most valuable fishery).

SADSTIA pointed out that an independent economic study conducted in 2018 found that the fishery generates annual sales of R4.5 billion and accounts for approximately 45% of the value of the commercial fisheries.

Around 70% of the fishery’s catch is exported, and the sector sustains 7 300 direct jobs and an estimated 29 200 indirect jobs.

Ratheb contended: “If the SEIAS is well done and those who are responsible for rights allocation gain a fundamental understanding of the unique characteris-

R2-million donated feeds schoolchildren



Fltr: Charles Grey of PSFA, accepts the cheque handed to him by Fred Wille, a director at Miltons Matsemela Inc.

THE main beneficiary of Miltons Matsemela Inc., community outreach programme has been the Peninsula School Feeding Association (PSFA), and, as law firm specializing in conveyancing, for every property transfer instruction that they receive as a result of an estate agent’s recommendation, they make a donation to feed a child at school for six months.

In September Miltons reached the milestone of R2 000 000 in donations since partnering with the PSFA.

Fred Wille, one of the directors at Miltons says “The PSFA does exceptional work and we are very proud to be associated with them. Miltons has offices throughout the city and by supporting the PSFA we are able to support communities in all of these areas. We could not have done this without the support of our estate agent community. We value and appreciate each and every one who has made this possible”.

Charles Grey, fundraising manager of the PSFA, thanked Miltons for their continued support. The PSFA provides breakfast and lunch for approximately 28 000 school children from poor communities on a daily basis from school kitchens equipped for this purpose. The scheme serves 170 schools. While these schools were closed during the COVID-19 lockdown period, PSFA packed and distributed emergency food parcels to families in need and provided nutritious ingredients to various community kitchens in the Western Cape.

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Green Cross still pinching AVI

CONSUMER brands giant AVI is desperately hoping healthy footwear company Green Cross can pull itself up by its sandal straps.

AVI paid over R380m to acquire Cape Town-based Green Cross in 2012. The acquisition has not hit the profit strides expected, and has proved a drag on AVI's footwear division - which includes the strong performing Spitz high fashion footwear business.

In the year to end June Green Cross reported revenue dropping 36.5% largely due to lower sales volumes.



AVI said sales volumes were impacted by soft demand and widespread discounting in the mid-price comfort footwear segment in the period prior to lockdown.

The group said Green Cross also saw a

significant loss of revenue during the lockdown with all the retail stores closed during the level five lockdown from 27 March to 30 April.

AVI said stores only opened on a phased basis during May, and

indicated that trading post re-opening was subdued due to weak economic conditions and poor shopper footfall at many shopping malls.

If there was a bright spot then it was that Green Cross managed to push the gross profit margin higher after converting to a full import model.

Fixed costs also have decreased with business being integrated into the Spitz management structure.

However, these improvements were not enough to offset the impact of lower sales volumes, resulting in an operating loss of

R32 million for the year.

AVI will now be looking to kick up profits with increased promotional activity to manage the stock build-up and by right-sizing store footprints to match smaller brand opportunity.

AVI's investment presentation showed that trading density for Green Cross had dropped below 30 000m² compared with over 42 000m² the previous year.

AVI said it also intended leveraging further synergies from Green Cross' integration into the Spitz business structures.

Offices to industrial site: caters for smaller operators

ONLINE shopping was just gaining momentum in South Africa when the global pandemic hit, disrupting value chains and logistics around the world. As a result, there has been a massive acceleration of e-commerce, which has in turn created a need for smaller distribution centres located close to residential areas.

In anticipation of the impending shift towards so-called micro-fulfilment centres with only the most popular products that can be replenished easily, business park operator Inospace began aggressively pursuing a strategy of setting up small-format,

industrial-based parks targeting urban neighbourhoods where large stores would not be viable. "With their relatively low-cost structure, these business parks provide an avenue to introduce new products and brands with relatively low investment," Rael Levitt, Inospace founder and owner, explains. "Many have signed our unique InoLease that allows a tenant to exit within 30 days," Levitt adds.

This month Inospace launched its first business park in the southern suburbs, transforming a derelict industrial site in Wetton into a multi-let, small-format logistics

park servicing 35 tenants, ranging from food production to online retail. The 7 500 m² site in Mercury Crescent, which was vandalised while standing vacant and which has been extensively refurbished, is one of three new acquisitions by the company in Cape Town. "Wetton Works has already attracted a wide range of tenants who are in the distribution and logistics business. They will have access to a variety of services, including a manned reception area, meeting rooms, a free business hub and a trendy coffee shop."

"Our first southern suburbs business park is a case study of



More than just a business park, tenants at Wetton Works have access to a business hub.

change of use from an office block into an industrial site," says Inospace Operations Director, Jacques Weber. "The building originally housed a small warehouse for storage, but 80% of

the lettable area was double-storey offices." It illustrates how business parks in urban areas can provide a ready flow of goods to retail locations within short distances, for final-mile delivery.

Fishing rights: lines are taut

Continued from P1

tics of the fishery, the DEFF can avoid making the same mistakes it made with the hake inshore trawl fishery."

He said a key issue was to ensure that policy was formulated and aligned to the President Cyril Ramaphosa's priorities of preserving and creating jobs, encouraging investment and promoting inclusive growth. "Decisions need to be based on facts, not hearsay, and

they must ensure that progress in transformation and job creation are rewarded."

Latest hake catch

South Africa's two biggest hake fishing companies, I&J and Sea Harvest, have produced contrasting performances for their respective financial periods to end June.

In the 12 month reporting period I&J -

which is controlled by consumer brands giant AVI - reported a 7% decline in revenue to R2.33 billion with operating profit sinking over 40% to R238 million. I&J's important operating profit margin was sliced down from 16,3% to 10,2%.

The company said the COVID-19 pandemic had a significant impact on the second half results as full compliance with isolation and

quarantine protocols reduced the number of employees available to work. This meant reduced processing activity and a concomitant reduction in fishing activity during the fourth quarter.

I&J said the loss of production impacted cost recoveries in both the fishing fleet and the land based factories. In addition, congestion at the Cape Town port delayed export ship-

ments, which hampered the margin in the quarter.

But I&J indicated that operations had subsequently recovered to normal capacity. The company is targeting a material improvement in the second half of the new financial year.

Sea Harvest reported a 7% increase in revenue to R1.29 billion in the six months to end June - the top line figure benefiting from

a weaker exchange rate and increased 'in-home consumption' in both local and international retail markets.

Sea Harvest did, however, see a lower value product mix and a slowdown in both local and international food service markets as a result of various lockdown levels being implemented across the globe.

Still Sea Harvest managed some stringent cost containment

and scored from a lower fuel price - which helped gross profit up 14% to R526 million with the gross profit margin fattened to 38% (2019: 36%).

Operating profit from the Sea Harvest's hake-rich South African fishing segment was constant at R254 million (2019: R253 million) - although the operating margin thinned slightly to 20% (21% in 2019).



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The Spur exodus

SPUR Corporation – the owner of the iconic and perennially profitable Spur steak ranch franchise – is flipping executives faster than hamburger patties. At the time of writing Cape Town-headquartered Spur had seen two key and long serving executives unexpectedly stand down – followed by the resignation of two non-

executive directors. The timing is really unfortunate as Spur battles to regain its traditional business levels across its various brands – which also include Rocomas, Panarotti's, John Dorys, The Hussar Grill and Casa Bella – after the disruptive and damaging Covid-19 lockdown. The initial shock

came when long serving CEO Pierre Van Tonder opted to retire. While Van Tonder has been instrumental in reinforcing the core Spur brand as well as building out (and acquiring) other eatery formats, the consensus was that Spur had plenty of experienced senior management to step into a leadership role.

But then chief operating officer Mark Farrelly – a logical successor to Van Tonder – also opted to step down – a development which did raise questions about possible vulnerabilities in the leadership structure. To add further fat to the fire, last month also saw two non-executive directors – Mntungwa Morojele and Dineo Molefe – resigning with immediate effect.

The non-executive resignations might be just an unfortunate coincidence. Spur Corporation chairman Mike Bosman said Molefe's resignation followed her recent appointment as chief financial officer of MTN South Africa.

Bosman said Morojele resigned due to increased professional responsibilities – which included starting a new business in the field of renewable energy and his appointment as a non-executive director of another listed company.

Sour shareholders – and probably many restaurateurs in Cape Town – will be anxiously awaiting Spur's financial results for the year to end June.



Spur would normally have already reported these numbers, but Covid-19 complications have meant that the group has delayed publication of the accounts until the end of October. The payment of the interim dividend of R71 million for the half year to end December 2019 will remain a 'deferred' issue until more clarity emerges around Spur's financial status.

Spur has indicated that it experienced a significant decline in income for the duration of the national lockdown period in South

Africa and in most foreign jurisdictions.

Following the total prohibition of restaurant trading in April, the group's franchised restaurant sales declined by 85.7% for May 2020 and by 79.0% for June 2020 with business restricted to deliveries for May 2020 and to deliveries and takeaways for June 2020. Sit-down dining services only resumed at the end of June.

Spur has reported that trading has steadily improved since the beginning of May 2020 – although levels are

still significantly down on pre-lockdown levels.

In terms of the dividend – and one must remember Spur's illustrious and unbroken dividend record that spans three decades – the group directors believe that if the current Covid-19 restrictions be extended over the long term the projected recovery would be delayed.

Still, the board of directors remained confident that the group's current cash reserves would be sufficient for the foreseeable future.

Zeder to plough new furrow?

STELLENBOSCH-based agribusiness investor Zeder – which counts Capespan, Kaap Agri and Zaad – as its main assets – has seen a leadership change.

Last month CEO Norman Celliers stepped down after eight years at the helm. Celliers oversaw the recent sale of Zeder's large stake in Pioneer Foods to PepsiCo, and now it seems another executive will be tasked with growing or unlocking the value in Zeder's remaining portfolio.

The smart money is betting on insiders like Toni Fuchs – currently heading up Capespan – or Antonie Jacobs – who heads up giant seed business Zaad – as front-runners for the vacant CEO seat.

Jacobs was previously CEO of Zeder, but he has been working hard to expand Zaad's reach locally and abroad. It's possible PSG – Zeder's controlling shareholder – might prefer Jacobs to continue his endeavours at Zaad – which now has an estimated value of over R2bn.

There is talk that Zeder might be bought out by PSG, and then certain of the investments sold off. At this juncture Zaad and agri-services business Kaap Agri might be the most appealing assets for PSG in terms of above average longer term growth.

For the time being, Johann le Roux, the current chief financial officer at Zeder, will act as CEO.

Eurolux switching off costs

ELECTRICAL conglomerate ARB Holdings' expanded lighting division – which is still mainly charged by Cape Town-based Eurolux – will be looking at enhancing cost cutting initiatives to ensure a brighter year in financial 2021.

ARB's lighting division – which also includes recently acquired Radiant and Cathay – saw revenue up 4% to R675 million. But operating profit switched down 19.5% to R28 million.

The revenue growth can be considered disappointing since the sales figure included recently acquired Radiant's turnover for a full 12 months. ARB directors said the sluggish revenue increase was mainly attributable to the delivery



challenges experienced by the division during the third quarter as the consolidation of the Johannesburg warehouses resulted in unnecessary congestion in the operations. This impacted service delivery.

Once the consolidation issues were sorted out, the lighting division had to deal with

the complications of the Covid-19 lockdown. Six weeks of trading were lost.

Directors said once the lockdown was reduced to level 4, the cost and effect of operating protocols continued to constrain operations in the fourth quarter.

One bright spot was that the lighting division was over-

stocked at the end of 2019. This enabled the division to meet customer demand when the supply chain from China was severely interrupted during January to March. This overstocking situation was also helped the exchange rate deterioration, which made it significantly more expensive for importers of these lighting products.

ARB directors noted that revenue from the lamps was still being negatively affected by the changes in technology – with the newer LED products being more durable and less expensive.

They said the lack of minimum prescribed technical specifications has resulted in an unregulated mar-

ket, which has allowed lower quality lamps to compete in the consumer market where price is the major consideration for buyers.

The operating overheads in the lighting division increased by 8.9% – which appears satisfactory considering that Radiant accounted for a full 12 month trading period. But ARB directors did note that Covid-19 precluded the lighting division from extracting operational cost savings from warehouse consolidation.

ARB believed the restructuring of the lighting segment was now largely finalised. "The rightsizing of the business for the anticipated new normal should result in a significant reduction in the cost base."

Oil & Gas Conference & Exhibition returns to Luanda

THE Angola Oil & Gas Conference & Exhibition will return on 15-16 June, 2021, after its 2020 programme was postponed due to COVID-19 restrictions. Organized in partnership with the African Energy Chamber, the event is endorsed by the Ministry of Mineral Resources and Petroleum.

The organisers say that the second edition of the Angola Oil & Gas Conference & Exhibition will expand in size, scale and prestige. "Anchored by a VIP program of senior government officials and global CEO's, Angola Oil & Gas 2021 will be the premier gathering place

for deal-making and networking."

Discussion points include a focus on the post-COVID-19 reality of the Angolan energy landscape, offshore and onshore oil and gas exploration and licensing, the new marginal fields bid round, gas monetization, doing business in Angola and digitalization and technology. New to the conference will be a Digitalization and Technology forum; a showcase on the exhibition floor of advanced technology pioneered in Angola.

The inaugural event that took place in June 2019 saw more than 1 700 delegates, 67 speakers, and nearly 50 exhibitors.

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New range of isolation gaskets for oil and gas sector



EVOLUTION™ fully-coated isolation gaskets meet the demand from the oil and gas sector, for sealing and isolation products offering improved leakage rates and safe and reliable performance in high-pressure applications.

BMG has recently launched EVOLUTION™ fully-coated isolation gaskets that meet the demand from the oil and gas sector, for sealing and isolation products offering improved leakage rates and safe and reliable performance in high-pressure applications.

BMG's new EVOLUTION isolation gaskets have been developed

by Garlock Pipeline Technologies, incorporating advanced gasket technology and design benefits, into one robust system, for dependable pipeline isolation.

Key features of EVOLUTION isolation gaskets include easier installation, tight sealing, high-temperature operation, zero permeation, hydro-testing isolation, fire-safety and

chemical-resistance. These gaskets also have low emission values to meet stringent environmental and safety standards. "Garlock isolation gaskets, which are unaffected by moisture or humidity, are the first gaskets of their kind, to be fully-encapsulated and this is a major advantage in tough pipeline installations," says Wayne

Holton, BMG's business unit manager, Bearings, Seals and Gaskets division. "EVOLUTION isolation gaskets, with a thinner, 3 mm retainer, are easy to install without damage and do not have the creep relaxation problems which are often associated with conventional Glass Reinforced Epoxy (GRE) isolation gaskets. "Although standard

GRE gaskets - which use a leak-to-seal technology - provide efficient isolation and sealing in some applications, we have found that as operators need to drill deeper, GRE materials become vulnerable over time, as they are subjected to degradation from aggressive media in the pipelines.

"EVOLUTION's proprietary material coating eliminates the need for costly exotic cores, as there is no exposure of metal to aggressive media. These gaskets, with high-dielectric strength, are abrasion and impact resistant, while providing chemical resistance to H₂S steam, CO, CO₂ and other chemicals often found in oil and gas pipelines."

EVOLUTION isolation gaskets - which encompass Gylon ID seals, with resistance to oil and gas chemicals - allow the gasket to be hydro-tested in the pipeline, with no compromise on its isolation properties.

The new full-coating encapsulation, with a 316LSS core, comprises pressure-energised seals and metallic-coated C-rings for advanced sealing, also enabling the gasket to withstand extreme temperature swings in the flange. For improved safety in the oil and gas industry, integrated fire-safe Inconel 718 seals are standard.

Other features include a built-to-match pipe bore and a short moment arm. The robust glass-reinforced handle is made of an abrasion, impact and UV resistant thermoplastic material.

Extensive sour media testing of EVOLUTION gaskets show there is zero permeation and no degradation of the gasket. These gaskets have also been subjected to fire, abrasion, scratch and impact tests. Steam and chemical exposure testing of the coating confirms these gaskets can efficiently handle the demands of a typical pipeline installation.

Garlock Pipeline Technologies is a leading manufacturer of critical-service flange systems, spring-energized jacketed seals and electrical flange isolation kits for the oil and gas, water/wastewater, chemical, energy, construction and infrastructure industries.

BMG's Garlock high-performance seals and sealing systems also include metallic and Gylon gaskets, oil seals, bearing isolators, expansion joints and butterfly valves. Components extend from a standard sealing ring, available from BMG stock and ready to install, to customised designs, which are fabricated to specific requirements.



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15 000 of Fastenright's bolts, nuts and screws were used in the restoration of this iconic landmark in Milnerton.

No tin, aluminium or diamonds here – just stainless steel!

TEN YEAR ANNIVERSARIES are usually celebrated with either tin, aluminium, or diamonds, but in Fastenright's case, it has to be stainless steel. They have built their business to become the leading supplier with the largest variety of stainless steel fasteners in the Western Cape – probably in the country.

"Our stockholding of ±10 000 different items plus accessories in various grades of stainless steel makes us the ultimate one stop shop for stainless steel fasteners. And whether the customer wants one or two, or two thousand items, we can supply!" says managing director Rainer Lutz.

He mentions that the company specialises only in stainless steel products with 95% of the products imported and manufactured to internationally recognised specifications such as DIN and ISO standards.

The company has seen a steady increase in the demand for stainless steel fasteners over the years. This is due to their favourable long-life cycle and corrosion resistant properties in coastal climates as compared with standard carbon steel fasteners.

Fastenright supplies fasteners to a wide variety of industries including maritime manufacturing and transport, engineering, construction, manufacturing, packaging as well as hygienic applications in the food and beverage industry.

Fastenright's product range includes fasteners from 1.2 mm to 64 mm and is continuously under review to meet customer requirements by adding different sizes and items. New additions to the extensive fastener range include timber construction screws, helicoil type thread repair inserts and stainless steel chains.

"Fastenright's mission has always been to become the best stainless steel fasteners distributor in South Africa. We want to add value to our customers by delivering service excellence through brilliance; to build long term relationships with our employees, customers and suppliers.

"Excellence in Stainless Steel" is more than just our headline, it is the philosophy our company strives to maintain" says Rainer.

"We diligently monitor, maintain and increase our stock and product range in both grade 304 and 316. This is performed on a regular basis to continually meet our customers' requirements.

"Over the years, we have built up an extensive product range and stock holding of stainless steel fasteners and related products such as stainless steel wire rope, hose clamps, anchors, turnbuckles, rivets, rivet nuts and security fasteners amongst others" said Rainer.



Arch for Arch is a striking monument in honour of Archbishop Desmond Tutu – held together with Fastenright's screws.

"We started off in our Mail Street premises in Western Province Park with just five employees and two warehouse units. This increased to three in 2016 and we now have expanded again with a further unit bringing our warehouse and product storage space to four units or 2 000 m² under roof. Our staff complement has grown substantially and we offer counter sales and a fast, local delivery service utilising our fleet of bakkies."

Keeping track with specialised software

"We manage our four stock warehouses extensive inventory and sales with a unique software system that was initially locally developed for fastener distributors and is a RSA success story, being used throughout the world as a control medium for small parts manufacturers and distributors.

"This software allows us to efficiently and precisely manage our large quantity of stock to ensure we fulfil orders quickly and accurately and maintain inventory levels and security" says Rainer.

The success of this software has resulted in its successful integration within the pipe and metal manufacturing industries.

Maritime fasteners

"We stock one of the widest ranges of marine grade 316 stainless steel fasteners for the South African maritime transport and marine manufacturing industry. These fasteners are used in a broad range of applications ranging from harbour, waterfront and dock construction to bridge and boat building.

"As such, we are a proud supplier to South Africa's largest boat builder with all their stainless steel fastener requirements and have done so for many years. They pride themselves on being an international leader in the manufacturing of top-quality sailing and power yachts. Therefore, the supply of top-quality, reliable and non-corrosive fasteners play an important role in helping them meet their objectives" he explained.



Three musketeers

Rainer, with Eric Hasselbach and Bernd Rabus, are the three bolt & nut specialists that founded Fastenright in 2010. Together they represent a combined industry experience of nearly 100 years.

Upon opening the doors, they decided to specialise in stainless steel fasteners with the aim to become South Africa's chosen and most trusted supplier.

Based on this decision developed the philosophy of providing expert customer service, superior stock holding and competitive pricing. This focus has won the company service excellence awards almost every year from various customers in many different industries.

Fastenright's customer base is extensive – from DIY users to manufacturers/factories to Re-Sellers.



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MANY THANKS TO ALL OUR LOYAL CUSTOMERS

THE BEE IN MY BONNET COLUMN

The editor ruminates...

Hypocrisy by any other name is a double standard

A recent press release from NJ Ayuk, Executive Chairman, African Energy Chamber (www.EnergyChamber.org) entitled *Mozambique LNG project could be transformational - if western environmentalists don't interfere* gave me an issue to ponder.

In the name of acknowledging climate change and protecting the planet and future generations, should those that finance fossil fuel development and exploration be sent to the (LNG) gas chambers?

If the contents of the

African Energy Chamber press release are indeed factual, then the director of *Friends of the Earth*, Jamie Peters would probably be the one that opens the taps.

To quote NJ Ayuk: *French oil major Total acquired the project and finalized project funding in July, even in the face of recent terror attacks in northern Mozambique's Cabo Delgado province, where Total's LNG plant will be constructed.*

That's why it's so disheartening to learn that a UK-based environ-

mental group is pursuing actions that could jeopardize the project's timely progression, all in the name of preventing climate change. Friends of the Earth has said it will initiate a legal challenge against the UK's decision to provide \$1 billion in funding for the Mozambique LNG project.

While I wouldn't dream to criticise Mr Peters seemly impeccable Green credentials and his passion for a more just society, his idealism appears fostered from a comfortable academic envi-

ronment. According to his bio on LinkedIn (which he penned) he hasn't had what some might call 'a proper job' where a profit motive is involved, nor has he had any practical experience in African upliftment, so pontificating about a Mozambique LNG project that could positively impact millions of people in our sub-continent, from the comfort of a cossetted environment 10 000 km away is a bit rich.

I'm sure Mr Peters strives for a perfect world – don't we all

– but the realities of Africa – drought, flood and pestilence – is a reality in which millions live their daily lives. Millions have also perished though natural disasters and those caused by the largely Western countries exploitation of Africa's natural resources, proxy wars and political interference.

Development and investment in infrastructure will bring upliftment to many millions of mud hut and shack dwellers in this region, providing jobs, food, shelter

and the opportunity for education and improved health care – surely nothing there that would wrangle Mr Peter's lofty ideals? Sure there will be corruption and money laundering et al but the positives will outweigh the negatives and LNG is a much cleaner burning fuel that say coal or diesel.

I wonder how Mr Peters heats his home in winter? Odds are it's by gas fired central heating which is by far and away the preferred energy source for heating in the UK. And

that gas is LNG, piped hundreds of kilometres from the North Sea.

Norway's economy is based on North Sea LNG and oil extraction and German society and industry absolutely depends upon LNG from the Russian Nord Stream gas fields in Vyborg.

Why I wonder is it OK for Western nations to benefit from the widespread use of LNG when it is not OK for Africans to do so? We don't live in a perfect world Mr Peters; so is it, do as I say, not as I do Mr Peters?

A reader writes...

Dear Editor,

I refer to the article "Is it stupidity or just plain ignorance or both?" I find it mind-boggling that in today's world of information overload, we can still have narrow thinking like this.

As you rightly say, politics is a problem in times like this, because each one only punt "their own" point of view. Even science has been politicized. You see, the number of so-called Covid deaths are completely overstated. To give but one example. In our neighbouring town there was a gentleman terminally ill with cancer. Three years ago doctors gave him less than 6 months to live. He managed to be with his family for three more years, but when he passed away, the cause of death was stated as Covid-19. There are many cases like that.

I prefer to look at both sides of the

picture. In his book *7 Habits of Highly Effective People* Steven Covey talks about the same picture that can be seen as a young girl or old lady, and he elaborates on that. Nothing can be more true than the Covid-19 so-called pandemic. Yes, there is a virus, and yes, some people unfortunately died of it. But most Covid-19 "deaths" recorded are "with Covid-19", not OF Covid-19.

Have you ever wondered how it is possible for South Africa to have in excess of 650 000 cases of Covid-19 but only one case of Flu this winter? This poses the question: if we believe this, is it stupidity, plain ignorance or both? As my neighbour rightfully put it: He said his mother gets the flu every second year. She goes to the doctor, gets some medication and goes home. They have never tested for what kind of

flu strain she has. A few days later she feels better. If she were to get the flu this year, she will be tested and probably diagnosed with Covid-19. Is it not true that Covid-19 has flu-like symptoms?

The propaganda machines of this world don't distinguish between dying OF or dying WITH Covid-19. But let the figures to the talking. Not the hyped-up numbers you mentioned in your article, but the true figures. Have a look at Italy. Most of those who died were of age, an age where people will normally die of a series of illnesses. Studies in America showed that the death rate OF Covid-19 (where the virus was the primary cause of death) is far less than the historic death rate of flu. Populating the numbers will also show you that the median average of people in America who died WITH Covid-19

is 78. The same age as their life expectancy - co-incident?

We have 45 000 people dying in South Africa from TB every year. Have you ever asked why we don't have a running total of people with TB, a highly contagious viral infection? Why don't we have a national lockdown to prevent the spread of TB? You see, if we were to publish the running number over decades this number will dwarf that of Covid-19. Why don't we have a running total – and daily publication of – people dying WITH HIV and daily tally of new HIV infections? Who keeps a daily tally and do daily reporting of the number of children being killed by means of abortion?

Do you not find it strange that ONE virus gets this amount of attention? Who keeps tally of the millions of people who lost their livelihoods? Those who committed sui-

cide, those who lost everything, those going to bed hungry. And this because of the lockdown...? Who keeps a tally of those who died because they could not get proper medical attention due to hospital beds being reserved for POSSIBLE Covid cases? You see, this is where ignorance or stupidity comes into play. If we were to take the emotions out and let the numbers to the talking, then there is no reason for panic and even less for these stupid lockdowns. They cause more damage than the virus.

Why does companies like YouTube, Facebook, Twitter, etc. censor what we see? Why do they censor everything that does not fit in with the pandemic narrative? Since when are they medical experts? Why do they silence and discredit people like doctors Mikovits and Buttar? These specialists' videos

are being blocked and they get discredited, but nobody has bothered to discredit the facts they gave. Why?

Have you done some research on how much money the online shops, the IT companies, the data companies, the search engines made during this time? Interesting that these are already the richest people on earth, getting richer during the pandemic and lockdown. Don't you find that strange? Let the numbers to the talking, then you decide which is conspiracy and which not, which is stupidity and which is ignorance. Choosing to ignore the facts that are right in front of us is both stupid and stubborn ignorance. There is none so blind as those who do not want to see.

By the way, is COVID not a known military operation?

Gerhard Cronje

The Editor responds.

I'm sure Mr Cronje is right in that some Covid-19 deaths have been mis-attributed, and the elderly and those with pre-existing conditions are more vulnerable, but is this deliberate misinformation and if so, to what end?

But the point of my article was that it seems illogical not to practice safe distancing, wearing a mask and washing or sanitising ones hands in a pandemic. I didn't mention being for or against the lockdown, or the economic consequences.

Is Covid-19 part of a broader conspiracy, created by some clever individuals to become rich?

Perhaps best summed up by 16th century philosopher, Niccolò Machiavelli who said "Never waste the opportunity offered by a good crisis". Someone somewhere will always benefit from a disaster.

Trailer used as mobile blood bank



The new Emergency Vehicle Conversion that Serco built for the South African National Blood Service.

A Serco-built trailer has been converted into a mobile blood donation centre for use outdoors at a variety of locations including big events, shopping centres and in the community.

The trailer was built with window apertures and interior partitions for Emergency Vehicle Conversion (EVC), the company which did all the conversion essentials and extras to make it user-friendly for their client, the South African National Blood Service (SANBS).

The vehicle has already been used at a variety of events and was due to be at the 2020

Rand Show in Johannesburg and on the Durban beachfront during the Easter holiday period but the COVID-19 lockdown scuppered those plans.

EVC, based in Boksburg in Gauteng, converts vehicles to specification for use as ambulances, emergency services vehicles, mobile clinics, camper vans, and mobile offices, among others.

EVC Sales Manager Jonathan Greenhill says he was approached by SANBS who were looking for a mobile unit fitted out and equipped to ensure donors enjoy and feel comfortable using

the facility - similar to the good experience standards experienced at the blood services' fixed site centres.

"We called in Serco – they had been close neighbours of ours in Boksburg before they moved to their new premises – and decided on the insulated trailer best suited for our pur-

poses.

"Working with the basic vehicle they built for us, we added the flooring, self-contained solar-powered electrical system, air-conditioning, plumbing, furniture, and other equipment. The unit is also wheelchair-friendly and has facilities for the disabled," said Greenhill.

The World Health Organization has announced that dogs cannot contract Covid-19. Dogs previously held in quarantine can now be released. To be clear, WHO let the dogs out.

Operational equipment continues to arrive at SA's port terminals

VITAL pieces of new operational equipment keep arriving across Transnet Port Terminals (TPT). The latest batch includes 15 haulers for the Durban Multipurpose Terminal (MPT) and Ngqura Container Terminal (NCT), each receiving seven and eight haulers respectively. The Cape Town and Durban Container terminals also recently took delivery of six rubber-tyred gantry cranes, four and two respectively. All purchases form part of the company's response

to industry calls for the replacement of ageing equipment.

TPT has invested R2 billion this current calendar year in equipment. With a fortified maintenance strategy in place, the acquisition of the assets is supported by plans to ensure equipment is available and reliable to service operations around the clock. The boost in equipment also makes provision for running scheduled maintenance without any impact to running operations.

Responsible for load-

ing and offloading cargo aboard vessels calling the seven SA ports across 16-sea cargo and three inland terminals, TPT operations target four major market sectors namely: automotive, containers, bulk and break bulk. While most terminals will be receiving replacement equipment, the acquisitions are also aimed at creating capacity that will enable each terminal to handle an overflow of cargo from another - this way improving the service offering to industry.

To date, the Port Elizabeth Container Terminal has taken delivery of two mobile harbour cranes in April. The Cape Town Container Terminal also took delivery of four straddle carriers in April and August, with the balance arriving before end of September. Durban MPT now boast two additional empty container handlers and seven reach stackers for container handling.



Women can be truck drivers too



WOMEN have been the hardest hit by the coronavirus in the jobs sector and this economic devastation has now led to women seeking alternative modes of employment. Arnoux Maré, Managing Director of Innovative Learning Solutions encourages more women to consider the transport industry as an option.

The National Income Dynamics Study-Coronavirus Rapid Mobile Survey (Nids-Cram) found that of the 3 million jobs lost because of COVID-19, 2 million of those jobs were held by women. "The transport industry is a viable option for women looking for a stable working environment," says Maré.

Women's employment too often remains either within traditionally female occupations or within the domestic (97%) farming sectors. They are often concentrated within positions which are low paying, and which have high rates of turnover.

According to the Nids-Cram, the transport industry shed about 17 000 jobs from the pandemic and pundits have estimated that the sector needs about 15 000 commercial

truck drivers annually.

"These conditions make the transport sector ripe for exploring. Through professional truck driver training programmes, such as those provided by Innovative Learning Solutions, more women can fill up these vacancy gaps and secure their futures," says Maré.

He says the reason why women often do not consider a career in the transport sector is linked to old perceptions of the industry, dated gender-role stereotypes and lack of access to quality training. Maré admits that the transport industry in the past used to be synonyms with males. But the industry has since opened to accept more women candidates.

With over 11 000 truck drivers under Maré's employ, he says training is fundamental for any truck driver, novice or expert.

Studies have also found that women truck drivers are better at lowering running costs such as fuel consumption and mechanical failure. They also outperform their male counterparts when considering safety and their adherence to the rules of the road,

explains Maré.

"Like any industry, the transport sector has challenges that workers often have to overcome such as long hours and working in solitude. But routes, deliveries and the overall logistics of the industry are designed around the driver to mitigate fatigue and increase safety," continues Maré.

He says employing more women is not only the right thing to do in terms of creating gender parity, but it is also better for the economy.

According to the United Nation's research, when more women work, economies grow. Women's economic empowerment boosts productivity increases economic diversification and income equality in addition to other positive development outcomes.

"As more women look outside of their normal scope of employment, the transport industry should be one of the industries in their line of vision. The sector offers amazing benefits and provides job security at a time when the unemployment rate is so high, especially for women," concludes Maré.

Belhar CBD housing development enters student accommodation phase

STUDENT accommodation has broken ground at the Belhar CBD project says Western Cape Minister of Human Settlements, Tertuis Simmers.

"The sod turning marks an important step in the Belhar CBD project. From the outset, the aim of this development has been to demonstrate what an integrated, mixed-use development could look like. This is so, as this development consists of various types of residential units, which includes Social Housing, FLISP units, subsidised housing units for Military Veterans, and the student accommodation.

"The sod turning is a critical step, particularly since the development is surrounded by two of Cape Town's biggest tertiary institutions, namely the University of the Western Cape and the Cape Peninsula University of Technology (CPUT), Bellville campus.



Artist impression of completed Belhar CBD student accommodation blocks.

There are also smaller colleges within the vicinity of the development.

"I'd like to encourage the contractor to ensure that the high standard we've already seen in this project is maintained. This project holds various benefits and includes green initiatives, such as heat pumps and window sills, manufactured from recycled material. In addition, borehole water is utilised for building purposes

as well as LED street lamps. Furthermore, the units are installed with pre-paid electricity and water meters to curb resource wastage.

"I'm looking forward to returning to this development at beginning of 2022 to handover the first of these student units."

The total development of Belhar CBD consist of more than 3 500 units. The student accommodation component consists of three modern multi-

storey buildings, consisting 2 720 beds, which equates to 684 units. The cost of student accommodation is R540 million.

"As the Western Cape Government, we are committed to accelerating human settlement delivery, while promoting social inclusion through the development of integrated, resilient, safe and sustainable human settlements in an open opportunity society," added Simmers.

RFA launches available loads service



RFA Chief Executive Gavin Kelly.

WITH demand for road freight plummeting and increasing costs for trucking companies amidst the stringent Lockdown restrictions, trucking

companies are under increasing pressure to transport goods when their trucks are not filled to capacity, have empty vehicles standing or have "dead legs" / empty hauls one way.

To assist its members and the industry the Road Freight Association (RFA) has launched an online platform on its website which details available loads/capacity and vehicles. Anyone can list for free - RFA members will be able to view all the details online.

RFA Chief Executive Gavin Kelly said: "Operating a trucking company is complex and challenging at the best of times. With COVID-19 and Lockdown however, it has become even tougher. Truckers need to deliver goods to their clients, but with dwindling volumes, some are being forced to deliver at a loss. Our new facility enables members to consolidate their loads and move goods more efficiently and cost-effectively. It makes perfect business sense!"

The system is easy to use and available 24/7: all members need to do is list the

details of the available trucks or loads they have or need (type of vehicle required, date required, area and route) and provide their contact details. All details are fully visible to RFA members and members can engage with each other directly. "There is no middleman and the RFA makes no commission - nor do we charge any fee," says Kelly.

Why do they call it the novel coronavirus?
It's a long story....

Exceptional safety record

AS a company that carries out the majority of its projects and services in high-risk environments, Babcock's ongoing safety accolades prove that it does not pay lip service to safety, and that every employee in the organisation matters.

In 2018 Babcock's commitment to safety earned the company a Health and Safety award in the SEIFSA (Steel and Engineering Industries Federation of South Africa) Awards for Excellence. The award acknowledged Babcock's

Ntuthuko Engineering business for reaching 1 793 888 man-hours worked with zero lost-time incidents on a high-risk half-station shutdown project at a local power station. The immensely risky project involved the concurrent overhaul of three boiler units at a power station in the Free State, with an average of 700 people per boiler working above and below each other at height, in dark and constrained areas.

At the end of 2019, Babcock recorded a zero disabling injury incident rate (DIIR) across all its business units, with six million hours worked over the



The BNE team celebrating safety achievements at the Health and Safety Awards event held in Gauteng in 2019.

previous 12 months without a lost-time injury.

Babcock's Ntuthuko Engineering business achieved an exceptional 15,5 million safe man-hours worked on various sites for 33 months, from August 2017 to April 2020.

"All our major construction sites, as well as our fabrication facilities, achieved more than 1 000 days without a lost-time injury, with one of our sites recording more than 4.7 million hours without a lost-time injury – a world class safety performance," says Welma Prinsloo, Managing Director

at Babcock Ntuthuko Engineering.

The business unit's General Manager SHERQ, Mpho Matshane, says that this is an unheard of achievement for a business that is operational in a very high-risk construction environment, and that relies on a workforce where at least 90% of the man-hours are worked by contingent labour resources, some of whom have never been exposed to high safety standards or high-risk environments.

"This, together with other challenges such as managing 11 different languages, cul-

tural diversities and stress factors, made Babcock's safety achievement all the more significant," says Matshane.

She attributes this exceptional safety milestone to leadership visibility and responsibility contributing towards a well-trenched safety culture.

"The safety culture at Babcock is owned by the leadership within the organisation; leaders that make themselves visible, show a passion for safety and have a positive attitude that is contagious across the whole business unit."

Simple, easy-to-use ATS solution

THE Lovato ATL500 ready-to-use Automatic Transfer Switch (ATS) is available from ElectroMechanica (EM) for automatic or manual switching of the load in position I (line 1), 0 (neutral, load not supplied) or position II (line 2), which means there is no need to program any setting on the controller whatsoever.

The Lovato ATL500 comes with built-in NFC connectivity for programming via Android smart devices, both tablets and smartphones, via the Lovato NFC App. This innovative app does not require any connection cable and even operates if the controller has no power supply. The app allows the following to be configured accurately and quickly:

- System parameters: Rated system voltage, rated frequency, type of wiring, voltage control mode
- Password protection for access to the settings
- Changeover settings: Priority line selection, interlock times, feedback delays, etc.
- Protection thresholds

Transfer between the different lines is managed by contactors and motorised changeovers. It monitors three-phase voltage inputs from two sources and only connects to the output line that is within the limits. Controller LED indication provides for a simple and clear visualisation of the status of the overall ATS system. Automatic or

manual operating mode is selected by means of controller push buttons that also command the manual switching of the load in position I (line 1), 0 (neutral, load not supplied) or position II (line 2), which means there is no need to program any setting on the controller whatsoever.

The Lovato ATL500 comes with built-in NFC connectivity for programming via Android smart devices, both tablets and smartphones, via the Lovato NFC App. This innovative app does not require any connection cable and even operates if the controller has no power supply. The app allows the following to be configured accurately and quickly:

- System parameters: Rated system voltage, rated frequency, type of wiring, voltage control mode
- Password protection for access to the settings
- Changeover settings: Priority line selection, interlock times, feedback delays, etc.
- Protection thresholds



and tripping delays: minimum/maximum voltage, minimum/maximum frequency, phase sequence, asymmetry, etc.

- Functioning of the programmable digital inputs and outputs
- Functioning of the potentiometers
- Alarm properties

For each line, the Lovato ATL500 monitors the status of the voltage and the frequency to detect if the line is available and that all the parameters are within the correct limits. The ATL500 completes the range of ATS controllers available from Lovato by means of a basic solution for customers who need a simple and easy-to-use device.

Have some broadband – it's good for you

THE 2020 lockdowns have fundamentally changed the way business operates with new operational models allowing remote working. Broadband connectivity is essential to achieve this and allow remote access in real time. It provides economic and social benefit and should increasingly be considered as part of delivering public services to communities.

Frost & Sullivan has recently undertaken a study on the socio-economic benefits of broadband investment to the local economy in South Africa. Focus was placed on various segments in the socio-economic landscape that impact both citizens and also business. These included health, education, energy, water, manufacturing, tourism, agriculture, business services and public services.

New advancements in technology are also driving the need for connectivity to promote economic growth. With the 4th industrial revolution we are witnessing increased adoption of technology into manufacturing allowing

greater control, real time access/tracking to allow greater efficiency and minimise down time, with predictive analysis.

The study reveals:

- Many independent school learners were supported through remote learning solutions, using tablets, smartphones or computers. This required connectivity and brought about a disparity, especially in the public school sector, where the majority of learners did not have access to connectivity to allow implementation of a broader remote learning platform. This highlighted the inequality in the education system and presents an even greater argument that connectivity may be needed as a public service.
- A significant amount of health-care provision has moved online with use of technology to mitigate the severity of the Covid-19 outbreak. The key learnings from Covid-19 was that online health

screening and consultations limits the spread of infectious disease also allowing rural communities access to equal healthcare as those in urban areas. Better connectivity allows more success in using contact screening technology, whereas dissemination of information to the connected citizen allows a greater ability to be informed and protect oneself from infection.

- Government and private sector response was a key factor in alleviating the impact of lockdowns. In Kenya, high-altitude internet balloons were used, beaming 4G to rural areas after the government fast-tracked regulatory approval. Globally internet providers increased speed and capacity at no cost to the user. The responses strengthen the argument that connectivity should be viewed as a public good.

There are numerous

success stories where connectivity has positively impacted various sectors. In India connectivity at rural clinics was related to a 14% lower mortality rate and the cost of eye care are remote clinics in India was reduced by up to 35% with proper connectivity. The use of remote learning applications to supplement normal classes increased student's test scores by 30% in a study conducted in North Carolina. The economic benefits extend to rural areas and SMME's, where evidence suggests that providing connectivity to rural farmers in India allowed them to increase their turnover by 8% due to greater information and access to markets. Connectivity could significantly improve turnover ratios for small and micro enterprises in rural areas of South Africa.

Utilising input-output analysis it was determined that investing R500 million in broadband infrastructure could potentially provide 4 300 direct and indirect jobs to the South African Economy.

World's biggest O₂ production site to changes hands



IN LINE with its plan to reduce its emissions of CO₂, Sasol has signed an exclusive negotiation agreement for Air Liquide to acquire the biggest oxygen production site in the world - located at Secunda, Mpumalanga. In this context, Air Liquide would operate the 16 air separation units (ASU) of this site, with an installed capacity of 42 000 tons/day, in addition to the unit it already operates and would launch a multi-year plan to modernize these facilities. In addition to the benefits this would bring in terms of safety, reliability and efficiency, the solution provided

by Air Liquide would allow, in coordination with Sasol, a targeted reduction of 30% to 40% in CO₂ emissions arising from the oxygen production by 2030. The amount of the initial investment would be approximately R8.5 billion.

The parties aim to negotiate final agreements within the next months. These agreements will be subject to approval by the relevant authorities.

Outsourcing oxygen production to Air Liquide would improve safety, reliability and efficiency, in particular from an energy standpoint thanks to the implementation of highly mastered oper-

ational practices, state of the art technologies, modernization investments and digital capabilities to optimize the management of these assets and the energy consumption.

In addition, it is the intention to secure large quantities of renewable energy in line with the call for a Sasol tender to supply the Secunda site with 600 MW of renewable energy. The implementation of all these solutions would allow Air Liquide to reduce by 30% to 40% the CO₂ emissions linked to oxygen production by 2030, in line with Sasol's commitment to lower its carbon footprint.

Industry lobby the US Government to make Africa backslide on plastics

The efforts by the American Chemistry Council (ACC) would undo progress that Kenya and other African states have made to address plastic pollution

THE American Chemistry Council has lobbied the US government during the COVID-19 pandemic to use a US-Kenya trade deal to expand the plastics industry's footprint across Africa. Documents obtained by Uearthed - Greenpeace's (<https://www.Greenpeace.org/africa/en/>) investigative journalism platform - through the Freedom of Information Act separately show that the same lobby group, which counts Shell, Exxon, and Total among its members, also lobbied against changes to the international Basel Convention, which put new limits on plastic waste entering low and middle income countries.

"Africa is at the forefront of the war on plastics, with 34 out of 54 countries having adopted some regulation to phase out single-use plastic," said Fredrick Njehu, Greenpeace Africa Senior Political Advisor. "The Kenyan government should not backslide on the progress made in its plastic-free ambitions by folding to pressure from fossil fuel giants, because it stands to derail the progress made across the entire continent."

The ACC wrote to US Trade Representative Officials, stating, "Kenya could serve in the future as a hub for supplying U.S.-made



chemicals and plastics to other markets in Africa through this trade agreement." The ACC also calls for the lifting of limits placed on the plastics waste trade, which experts believe would circumvent the new Basel Convention rules.

In a separate letter (<https://bit.ly/3hPutha>) to the Chairman of the US International Trade Commission, the ACC states that the trade agreement will be an "important model" for other African states. The letter reads, "With this foothold, the United States can play an influential role in shaping trade policy across Africa," and that it will enable the US to "build a platform for U.S. chemical manufacturers to expand exports to enter new growth markets throughout sub-Saharan Africa."

"It is shameful but not surprising that struggling fossil fuel giants are lobbying for an expansion of

plastic pollution - there is a ban on the use and manufacture of single-use plastic carrier bags and recently a ban on plastic in protected areas. This trade deal could turn Kenya into a dumpsite and diminish what the country has achieved. We are petitioning the Ministry (<https://bit.ly/31FOssU>) of Trade to say no to this deal," continued Njehu.

Oil companies, including Shell, Exxon, and Total -- alongside consumer goods companies like PepsiCo and Procter & Gamble, are members of the industry's Alliance to End Plastic Waste, which has committed to spend \$1 billion toward waste management efforts to prevent plastic pollution in places like Africa and Asia. Despite these public commitments, the ACC, which represents some of these companies, argued in the documents that such infrastructure will require continued plastic exports because a circular economy requires ample feedstock. The ACC told Uearthed that they were concerned about how the restrictions could impede exports from low and middle income countries to those with more infrastructure capacity

Distributed by APO Group on behalf of Greenpeace.

their polluting plastics footprint into the African continent to keep their profits flowing," said Greenpeace USA Senior Plastics Campaigner Kate Melges. "These companies hope to continue dumping single-use plastics on communities around the globe, despite their known impacts to the environment and public health. Making public statements about ending plastic pollution while quietly lobbying to allow Africa to be used as a plastic dumping ground is next level hypocrisy and greenwashing."

The efforts by the ACC would undo progress that Kenya and other African states have made to address plastic pollution. Kenya passed one of the toughest laws on the production, sale, and use of plastic bags in 2017, and recently expanded on it to outlaw plastics in protected areas.

"Kenya has made great strides to reduce

More than R1 billion spent on commissions of inquiry for such meagre dividends

MORE than R1 billion. That's the cost of various commissions of inquiry in recent years, most of them investigating corruption.

The granddaddy of them all is the Zondo Commission of Inquiry into state capture, which has been allocated an additional R130 million to complete its work by March 2021. This is on top of the roughly R700 million spent so far on the inquiry since its formation in early 2018.

Total cost of Zondo Commission: R830 million.

Number of corrupt officials in jail: 0.

To be fair, Zondo has not completed its work and arrests will surely follow. In June this year, Deputy Chief Justice Raymond Zondo asked the Hawks to account for the lack of progress made in recovering the R2.4 billion paid by Passenger Rail Agency of SA (Prasa) to Swifambo Rail Leasing for locomotives that could not be used because they were too tall for the rail tracks.

Moneyweb reports there were eight arrests related to the looting at VBS Bank, and four executives from Tubular Construction and Eskom were arrested late last year in relation to claims of corruption around contracts awarded for the building of the Kusile Power Station.

That's about it. A dozen arrests, but no convictions as yet. And a few people lost their jobs.

Is this a decent return on investment on the roughly R1 billion spent on commissions of inquiry over the last few years? Let's take a look.

Marikana Inquiry cost R153 million

2012 was a low point for the SA Police Services, when 34 mine-workers were shot and 78 wounded during a violent strike at Lonmin's Marikana platinum mine in North West province. A Commission of Inquiry was set up in 2012 and sat through till 2015. It was chaired by retired Judge Ian Farlam, and in 2015 issued its findings, which included recommendations of a further inquiry into the fitness of senior police officials to hold office, and referred the killings and assaults to the Director of Public Prosecutions for further investigation.

Retired Judge Robert Nugent chaired the

Seriti Commission into arms deal cost R130 million

Open Secrets reports that the Seriti Commission in Inquiry into the arms deal, which ran for four years, cost taxpayers more than R130 million. It is reckoned that the arms deal cost South Africa R65 billion, and Judge Willie Seriti, who chaired the inquiry, was accused by more than 40 civil society organisations of conducting a whitewash of corrupt dealmaking by senior political figures in collaboration with international arms companies. Corruption Watch and Open Secrets accused Seriti of failing in his duty to act impartially, failing to hold accountable those accused of corruption and ignoring key evidence. In August 2019 the North Gauteng High Court set aside the findings of the Seriti Commission for its "manifest failure" to hold those responsible for the arms deal to account.

PIC Inquiry cost R54.5 million

The Commission of Inquiry into the PIC was set up in 2019 to investigate any impropriety surrounding investment decisions made by the Public Investment Corporation (PIC). The cost of the commission came to R54.5 million. The PIC manages more than R2 trillion in funds, predominantly on behalf of public sector workers.

The Commission found multiple irregularities relating to loans and share swaps made to the Sekunjalo Group, and recommended a forensic review of all process involved in transactions with Sekunjalo. Further irregularities were found in the PIC's R1 billion investment in a Mozambican oil plant called S&S Refinery, and a R9.4 billion equity and loan funding transaction to Steinhoff International Holdings. A reading of the final report shows numerous violations of internal policies and irregular funding to business deals, some of them clearly "deals for pals." The PIC was also heavily invested in the VBS Bank, which was found to have looted municipalities around the country.

Nugent Commission of Inquiry cost R8.8 million

Retired Judge Robert Nugent chaired the

Commission of Inquiry into tax administration and governance at the SA Revenue Service, at a total cost of R8.8 million. Nugent rounded on former tax commissioner Tom Moyane who had seized control of Sars and "dismantled the elements of governance one by one."

The findings are scathing, and point to a pattern of governance failures and weakening revenue collection under his watch. President Ramaphosa fired Moyane in 2018 as a result of the Nugent findings.

A 2014 benchmarking exercise by the International Monetary Fund found that Sars was world class in 15 of 27 categories, and only one rung below good international practice in one of the remaining 12 categories. It was a place of higher calling for many skilled professionals eager to build a new democratic SA, says Nugent's report.

But by March 2018 it was a shadow of the organisation lauded by the IMF. It reeked of intrigue, fear, suspicion and mistrust. Moyane installed CCTV cameras to spy on his staff, some of whom covered the lenses for fear of ending up in disciplinary hearing for a misdemeanour.

Mokgoro Board of Inquiry into National Prosecuting officials cost R3.6 million

The Mokgoro Board of Inquiry into the fitness of advocates Nomgcobo Jiba and Lawrence Mrwebi to occupy the top positions in the National Prosecuting Authority cost the country R3.6 million. Jiba was accused of being politically captured by former President Jacob Zuma.

Overall, a rather poor dividend on the more than R1 billion spent over recent years on various commissions of inquiry.

Edited commentary provided by Dear South Africa (DearSA), a non-partisan South African non-profit organisation which facilitates public participation in all government administrative processes, policy formation, amendments and tariff structuring. The full version can be found at <https://dearsouthafrica.co.za/newsletter/more-than-r1-billion-spent-on-commissions-of-inquiry-for-such-meagre-dividends/>

TPT 'optimistic' about SA's citrus season

SOUTH AFRICA'S citrus export season is progressing amid COVID-19 challenges according to Transnet Port Terminals (TPT), with new equipment soon to boost operations across the Port Elizabeth, Durban and the Ngqura

TPT has prepared for a 13% increase in citrus volumes this year. The Citrus Growers Association's (CGA) attributed this year's growth to new orchards coming into production and good rain across some regions. "We remain confident in servicing industry well despite the impact of the global pandemic. The fruit industry has remained a focus since the beginning of citrus season last month," said Siyabulela Mhlaluka, General Manager: Sales and

New Business Development at TPT. He added that the workforce has worked since the beginning of lockdown.

Season preparations require sufficient plug points across all container terminals as well as human capital. "We have made provision for additional plug points to ensure reefer handling, leasing generator packs as back up in some areas of the business," said Mhlaluka.

Earlier constraints resulted in the container terminals across TPT operating at an average of 75% capacity. The available numbers were impacted by a number of employees with chronic medical conditions, compromised immune systems and those that were 60 years and above, in line with the special meas-

ures implemented arising from the government regulations.

The Port Elizabeth's two new mobile harbour cranes have been commissioned and handed over to operations. Equally, Durban Container Terminal (DCT) Pier 2 would have taken delivery of 23 of its 45 new straddle carriers from the end of July. "Regular industry engagements and integrated planning leaves us optimistic. The guided levels of operation over Level 5 cannot be isolated. Over a two-month period, the Level 5 lockdown regulations restricted the movement of cargo," said Mhlaluka, adding that it was now all systems go.

The current R2 billion investments in replacement equipment

will see an additional four rubber-tyred gantry cranes for CTCT arriving in November this year. A total of 22 additional straddle carriers will be delivered to DCT Pier 2 in December and two rubber-tyred gantry cranes for DCT Pier 1 in the same period. "We have a robust plan for replacing equipment across our terminals through to 2024 and as we have promised to industry, we are tracking according to plan".

South Africa ranks 16th in terms of world fruit production; accounting for over 50% of the country's overall agricultural exports, according to Fruits SA. This is a total contribution of about R43 billion annually to the country's Gross Domestic Product.



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Service and range makes an institution



Starting from a small office in Cape Town CBD, the company name Pienaar Brothers was registered in 1962. Over the years they have grown to one of the largest suppliers of Personal Protective Equipment in Southern Africa. Currently it has 10 branches throughout the Northern, Western, Southern and Eastern Cape and KZN, located in Cape Town (head office), Wellington, Worcester, Saldanha Bay, George, Mossel Bay, Port Elizabeth, East London, Durban and Kathu.

The company – a level 3 BEEE contributor – is proud of its reputation, stock holding and service delivery to its customers. A comprehensive range of personal protective equipment is supplied to a diverse spectrum of industries including Mining, Manufacturing, Oil & Gas, Agriculture, Construction, Fishing and Food industry.

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Over the years Pienaar Brothers developed their own range of products that cater for a number of industries, one of them is the well-known Raven Spectacle range. It also has close relationships with number of international suppliers and provides premium PPE products from 3M, Bova, LeMaitre, Wayne, Neptune, Profit, Uvex, Honeywell, DuPont and CAT amongst others.

Pienaar Brothers recently completed a major revamp of its retail outlet at its Paarden Eiland premises -22 Auckland Street - and invites customers to view its comprehensive range of PPE approved gloves, workwear, safety footwear, eye protection and respirators – all in one modern and accessible retail outlet that provides for all industry.

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“Quick, reliable and easy access to your crane information and how that impacts your

lifting equipment’s safety, performance, maintenance and operation, is critical for positive corrective intervention - and all it takes is sensors and a modem attached to the crane to enable the data to start flowing” said Emil Berning, Kone Cranes MD.

“The key to any lifting equipment’s operational success is the

identification of safety or production risks, the establishment of proper preventive maintenance schedules and the correction of operator errors” said Berning.

TRUCONNECT Remote Service

TRUCONNECT is a suite of remote service products and applica-

tions to support maintenance operations and drive improvements in safety and productivity. TRUCONNECT Remote Monitoring collects condition, alerts/faults, usage and operating data from crane control system and sensors on an asset. Remote Monitoring data is aggregated at yourKONECRANES.

com along with inspection and maintenance data enabling a comprehensive view and analysis of equipment condition, maintenance and operation.

yourKONECRANES

Whether for a single crane or an entire fleet, the information and data on the yourKONECRANES customer portal can be used to make a telling difference on the performance of your equipment and how it is managed. Having all your crane maintenance and usage information in one place makes it easier to manage your high-cost capital equipment.

The yourKONECRANES customer portal streamlines data access by organizing large volumes of information - including inspection and maintenance findings, TRUCONNECT data, asset lists and service spend - into easy-to-read graphs and charts in a single location.

A valuable feature of yourKONECRANES is the Business Review section. Service KPIs, spend information and TRUCONNECT alerts and usage summary can be viewed for any selected time frame. This information is used during our consultative process for an in-depth assessment of the service relationship - looking at progress, feedback and documented value.

Further information available from: Jan Nel, Service Sales Manager, jan.nel@konecranes.com

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LiFePO4 battery packs

CHASE Technologies is supplying customised lithium iron phosphate (LiFePO4) battery packs to forklift supplier, Masslift Africa, the sole distributor of Mitsubishi forklifts in Southern Africa. The battery packs are assembled at the Alrode factory of CHASE Technologies and supplied to Masslift Africa to install as a specific customer requirement.

The power source now offers all of the benefits of electric forklifts, with none of the historic issues related to lead acid batteries.

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SA high-lift expertise for the Americas

A Canadian order for South African high-lift cranes suggests that word of local manufacturing expertise in this specialised field is spreading, with consulting engineers JDS Energy & Mining Inc of Vancouver directing that Condra high-lift machines be ordered for a Botswana diamond mine.

The order was placed via a Johannesburg-based buying house in August. Manufacture at Condra's main works is about to begin.

The two high-lift double-girder electric overhead travelling cranes are of different configura-

tion and design. The larger of the two, for the winder house, will be a 60/15ton crane of 30-metre span with a lifting height of 25 metres on the 60ton main hoist and 26,2 metres on the 15-ton auxiliary. There will be dual-speed movement throughout this crane; on the long-travel, cross-travel and lift.

The second crane, for the mine's headgear, will be a 20-ton machine with a span of 11 metres. Movement along the extreme lifting height of 60 metres will be aided by variable-speed drive on the hoist, allowing quickest possible vertical

travel across the distance of the lift as well as very slow speeds for accurate load positioning. Dual-speed drives will manage movement on the long- and cross-travel.

Delivery of the completed cranes to site is scheduled for the second quarter of 2021, a delayed date caused by Covid-19. The pandemic has extended the time requirement for site mobilisation at the mine.

This is the second time that JDS Energy & Mining Inc has specified Condra lifting equipment. Last year, an overhead crane and five hoists (two of

them articulated) were manufactured to specifications defined by the Canadian consultants for the Bonasika bauxite project in Guyana, South America.

Management at Condra believes that there is growing overseas market awareness of the company's capability in high-lift. Generally recognised in central and southern Africa as the leader in this segment, Condra high-lift machines have also been installed at a dam in Chile for hydroelectric turbine maintenance.

The Canadian order



The factory floor at Condra's Johannesburg works.

means that there are now centres of recognition on both American continents.

Commenting on the new order, a Condra spokesman said that he thought a competitive

price and rapid response times during the tender process had contributed to a successful close.

GLTC attains ISO 9001: 2015 and ISO 45001: 2018 certification

GOSCOR Lift Truck Company (GLTC) is celebrating its latest achievement: the attainment of ISO 9001: 2015 and ISO 45001: 2018 certification. The audit and confirmation of this accreditation was in February 2020. ISO 9001: 2015 and ISO 45001: 2018 is an integrated management system (IMS) which combines all aspects of an organisation's systems, processes and standards into one system. This merger allows a business to streamline its management, save time and increase efficiency by addressing all elements of the management system as a whole.

The latest certification follows several other accreditations the company received in recent years. The company set the ball rolling in 2016 when it successfully achieved ISO 9001: 2008. In 2018, GLTC went on to successfully upgrade from ISO 9001: 2008 to ISO 9001: 2015, while it also attained the



GLTC attains ISO 45001 certification. From left Heather Morgan, Anthony Fouché, Cecil Oates and Thando Khumalo.

OHSAS 18001 certification almost at the same time. The company, at the time, became the only forklift company in South Africa to have both these accreditations.

"This has been a long journey that started way back in 2016 with the aim to achieve the ISO 9001 Quality Management System accreditation. This was awarded and in 2018 we aimed for and

added OHSAS 18001 Occupational Health & Safety Management to our long list of accreditations. This base allowed for management buy-in to push ever forward to achieve the latest ISO 9001: 2015 and ISO 45001: 2018 Integrated Management System (IMS) certification," explains Cecil Oates, MD of GLTC.

"At GLTC we have always believed that ISO

is not only a standard, but a good business management tool. All businesses need to have systems, so why not follow an internationally recognised standard that tells us which systems are important and all the aspects that need to be considered. Ultimately, each company has to define its own systems that are suitable to its business and then follow the system and improve it as you go," he adds.

ISO 9001 / OHSAS 18001, reasons Oates, is now a minimum requirement for most company tenders, so for GLTC the ISO 9001: 2015 and ISO 45001: 2018 IMS not only ensures that the company stays one step ahead of its competitors, but also protects both its staff and valued customers.

With that said, Oates says getting the certification is one thing, and now is only the start of a journey to build on a process of continuous improvement.

Combi-CS pedestrian stacker wins IFOY Award

COMBILIFT is a winner at this year's IFOY Awards 2020 – one of the most prestigious and hotly contested international awards in the materials handling industry which honours the best products and solutions of the year. The company won the Warehouse Truck Lowlifter Category with its innovative Combi-CS pedestrian counterbalance stacker.

The Combi-CS is the only pedestrian counterbalance stacker that will operate in a conventional reach truck aisle for space saving and productive storage and handling. It features Combilift's unique, internationally patented and award winning multi-position tiller arm which can be turned to the left or right of the unit to position the rear drive

wheel, allowing the operator to remain in the safest position – at the side of the machine rather than at the rear as is the case with other pedestrian stackers. This ensures optimum visibility of the load and surroundings as well as guaranteeing maximum safety in areas where other personnel or members of the public may be present.

IFOY founder and Executive Chairperson of the IFOY Jury Anita Würmser said: "Special times require special solutions and

this year's IFOY Awards were dedicated to the best innovations in intralogistics and moreover to the people who make intralogistics happen."

Finalists' products underwent stringent IFOY audit and innovation checks by industry experts and journalists from leading logistics media from 19 countries also tested and evaluated the equipment for qualities such as technology, design, ergonomics, safety, marketability, customer benefit and sustainability.

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Why paper is the more responsible packaging choice

MANY people don't realise that paper is a renewable resource. They know it comes from trees but fail to understand that these trees are farmed in plantations in South Africa or come from sustainably managed forests in northern hemisphere countries.

"New trees are planted to replace harvested ones – this is what gives wood and anything made from its renewability," explains Francois Marais, manager of Fibre Circle, the producer responsibility organisation which manages extended pro-



ducer responsibility programmes on behalf of the paper sector.

Another important aspect is that paper

stores carbon. "Through the natural process of photosynthesis, trees absorb carbon dioxide and store the carbon.

The carbon remains locked up in the wood, even when it's processed into paper, and further when it's recycled!" says Marais.

"No other packaging material can boast these green credentials," he adds.

Inherently sustainable, completely recyclable

As the world looks for low-carbon, sustainable materials for packaging, companies are making the move towards paper. However there are some things that paper can't do that glass or

plastic can.

In the case of beverage cartons, a multi-layer substrate is required give this growing form of packaging its function. The paperboard provides the stability while layers of polyethylene and aluminium provide liquid barriers and protection against light, odour and oxygen.

"In South Africa, beverage cartons are 100% recyclable," notes Marais, adding that while there are only two mills with the technology to process this material, collections take place nationally.

Recyclability requires volume and value

Three quarters of a beverage carton comprises paperboard which is separated from the other layers during the pulping process and used as pulp for paper packaging such as cartonboard. The plastic and foil layers are extracted as a separate stream and can be fashioned into various long-life products, from planks, pallets and outdoor furniture, to school desks and roof tiles.

As the demand by brand owners and retailers for paper products

increases, so too will the demand for recyclable products such as beverage cartons.

"When recyclables are difficult to collect, their value for a waste collector is low," says Marais. "One cardboard box, plastic bottle or soda can isn't worth the effort for a collector; one tonne of beverage cartons or cardboard boxes from one location every week is a different story."

"And it's why we have to work together as a sector to ensure that our industry's products and their end-of-life is managed well."

Range of compostable products - credible alternative to landfilling

THE UK has stringent targets set by the EU for recycling of plastic packaging materials. However, flexible packaging materials are often unsuitable for recycling due to their multilayer lamination or co-extrusion nature, making it impossible for the recycler to separate the materials.

Until now...

Parkside Flexibles have filled this vital gap in the market by developing a range of compostable products which are a credible alternative solution to landfilling.

Parkside became the first flexible packaging manufacturer to produce multilayer laminates that can be dis-

posed of in a home or industrial composting environment.

These products have been awarded the Vincotte OK Compost and OK Compost HOME accreditation – which is a first for the UK flexible packaging market and comes after years of work at the Normanston site.

The duplex and triplex laminates have undergone rigorous testing and have been proven to break down under specified conditions within a 12 week (industrial) and 26 week (home) period.

The success means that environmentally aware brand owners, packers, retailers finally have the choice



of flexible packs that can be disposed of by consumers, avoiding landfill and any detrimental effects on the environment.

The range of laminates which have been launched under the Park-2-Nature brand name, are initially being targeted towards the coffee bag market where many brand owners have been requesting sustainable solutions for their flexible packaging but is also suitable for a great many different food products such as dried fruit and confectionery.

The aesthetics of the Park-2-Nature packs are designed to be comparable to standard high quality flexible packaging laminates

providing great shelf appeal, which will drive sales for retailers. The oxygen and moisture barrier performance of the product is designed to deliver extended shelf life and minimal product waste – again, similar to other flexible packaging laminates.

Having compostable paper and film barrier laminate substrates is a big step forward for the industry and opens up significant opportunities for Parkside to develop business with customers working with green, organic and environmentally sensitive brands.

With manufacturing facilities in Europe and Asia, Parkside are able to offer this finished product on a global basis.

Automatic bagger range

THE Autobag Pace-Setter PS 125 and PS 125 OneStep Tabletop Automatic Baggers efficiently bag and seal products. These hand load machines bring simplicity, versatility and value to low- to mid-volume production environment.

Operating at speeds up to 25 bags per minute (15 BPM OneStep version), these machines offer innovative engineering in a straightforward, tabletop design. The PS 125 features a small footprint of 560 x 482 mm, and weighs just 37 kg. The quiet, all-electric design does not require compressed air to run.

The Autobag PS 125 is simple to operate, with a user-friendly display that enables easy access to operating parameters, job set-up, job storage, and on-board system diagnostics. The unique, locking turntable links with the AutoThread™ feature to provide ergonomic handling and bag changeover. Poly bags are automatically indexed, loaded by hand, then sealed using the Push-to-Seal™ automated sealer function, a standard



footswitch, or via automatic cycle control.

The PaceSetter PS 125 OneStep includes the same conveniences of the standard PS 125 with the addition of a built-in PI 412™ imprinter. It features next-bag-out printing technology that is ideal for short run and order fulfillment applications such as pharmacy or catalogue orders. High resolution graphics, text and bar codes can be printed on the bag, eliminating the need for a separate labelling operation. The printer features a tilt-back print head for easy maintenance, and the optional AutoLabel™ label design software simplifies label creation.

System-matched Autobag pre-opened bags-on-a-roll is conveniently available in

sizes 267 mm wide and 432 mm long. Pairing these systems and polybags offer an exceptional packaging solution for your hand load applications.

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CCBSA grows its solar power product despite Covid-19 delays



COCA-COLA Beverages South Africa (CCBSA) has ramped up its solar power generation capacity, totaling seven out of 13 manufacturing facilities now using solar power

around the country, as at the end of August. The company's target is to install solar power at 12 of these plants by the end of 2020.

In 2018, CCBSA initiated a renewable energy project as part of its sustainability commitment and strategic objectives, focusing on solar power at its manufacturing plants. The company began rolling out solar photovoltaic panels at its plants located across

the Free State, Eastern Cape, Gauteng, KZN and Elgin, Western Cape. The company aims to generate up to 18 313 MWh per annum, or 11% of the company's total electricity demand based on 2019 usage, with completion initially scheduled for mid-year 2020.

"Due to delays as a result of the Corona virus pandemic, a total of only 1 860 MWh of solar energy had been

generated by the end of August across all CCBSA plants," says CCBSA's Manufacturing and Technical Director, Henry Peek. "While this is behind our initial projections, we are well on our way to reaching (and surpassing) our 2019 total generation of 2 905 MWh, as we have an additional three plants generating solar (up from four in 2019)."

CCBSA's Premier

plant (in KwaZulu-Natal), as well as the Bloemfontein Tannery plant and Bloemfontein Gutsche plant commissioned their solar systems in 2020 with additional sites to be commissioned by year end. These added to the Devland, Heidelberg, Pretoria and Midrand plants that were already producing solar power.

Engineering teams are now preparing to complete additional

projects at the company's Phoenix, Lakeside, Wadeville, Polokwane and Elgin sites.

"In order to make better use of this additional capacity, the next phase of our project will be to engage with municipalities to explore power export agreements, so that this much-needed energy can go back into the national grid for our communities to benefit from green energy," he adds.

Modules to control fire dampers

CARLO Gavazzi has extended its product offering by launching a range of fire damper modules. These addressable modules have been designed to control the different types of fire dampers on the market (spring return & drive open/close).

Fire dampers are mandatory and are used to prevent fire and/or smoke from spreading through a building's ventilation system in the event of a fire. The fire damper actuator can be monitored and

controlled from a central controller panel, either to implement mandatory regular checking and/or to allow fire fighters to open/close the individual fire dampers in groups according to the firefighting strategy.

Kevin Sheldrake, Carlo Gavazzi's Business Development Manager explains: "With this launch we are able to provide customers with a dedicated damper control solution utilising bus-based technology, which reduces drastically

the cabling & installation cost. Commissioning time is also reduced as all damper modules are discoverable and programmed from a single point – no need to visit each damper location to set the addresses or make operational adjustments"

For applications where only damper status is required (no control) the SBB4I product provides the perfect solution in the form of a simple junction box with a transparent lid,

for clear visibility of the LED status indicators. There is enough space within the enclosure to accommodate ground terminals and live connections.

Carlo Gavazzi's typical customers include installers, engineering consultants, building owners, commercial buildings, schools and hospitals.

Contact Kayma Automation and Energy (Pty) Ltd. T 011 425 2055 Email corine@kayma.co.za

Electrical loggers help reduce facilities' energy costs

ENERGY is significant cost at any industrial facility, and while managers view energy as an unavoidable expense, it's really a variable cost that can be monitored and managed, significantly improving the bottom line.

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Connect® compatible. Data can be viewed from anywhere via the Fluke Connect mobile App, potentially reducing the number of times a technician must open a panel while wearing full protective equipment.

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Building Africa base with local partners

“THE key to sustainable growth in Africa is partnering with locally owned companies who have proven track records, are technically sound, have a strong market knowledge and business culture aligned with our own”, Taylor Milan, Africa business development executive at Zest WEG.

The company, a fully owned subsidiary of WEG, currently has 28 appointed partners in 22 sub-Saharan African countries outside of South Africa, and is expanding its footprint into new sectors across the regions. With extensive manufacturing and assembly facilities in South Africa, Zest WEG is driving its African growth strategy through local partnerships with carefully selected Value-Added Resellers (VARs).

“The local content mandate is playing an increasingly important role in the supply of equipment and services into the formal business sector across the African continent,” says Milan. “It brings services closer to the customer, while empowering local business and building local economies.”

He highlights that the company’s VARs are also chosen for their technical and operational capability and capacity to offer customers more of Zest WEG’s portfolio of products and services.

“While our early offerings focused primarily on electric motors, the company now promotes a comprehensive portfolio of electrical products and solutions,” he says. “These include geared motors, low and medium voltage drives and automation, panels, MCCs, E-houses, power and distribution transformers, mini-substations, a selection of traditional and renewable and hybrid power generation solutions as well as electrical infrastructure and mobile solutions.”

Milan notes that the business is also diversifying beyond mining into other sectors, notably oil and gas. On a global level, WEG has been active in this industry for many years and has built a strong industry specific product portfolio and knowledge base. Other sectors where gains are being made in sub-Saharan Africa are agriculture, general industry, water, cement and utilities.

The company’s on-the-ground presence has been strengthened recently with the appointment of estab-

lished local company Panaco as its VAR in the Katanga region of the Democratic Republic of Congo, Magare Company Limited in Tanzania, and Repelectric in Kenya with a number of other appointments currently being finalised across

sub-Saharan Africa. “Zest WEG’s Africa network is also increasing the number of local repair facilities that meet OEM standards,” Milan says.

“It is of considerable benefit for customers to have localised WEG-accredited repair faci-

ties in-country,” he says. “This increases local support, while ensuring that equipment repairs are carried out in accordance with WEG specifications to deliver the performance and longevity that customers and OEMs expect from WEG products.”



Zest WEG on a copper Mine in Kitwe, Zambia.

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The SAFEhouse Association is a non-profit, industry organisation committed to the fight against sub-standard, unsafe electrical products and services.

Activist groups threaten Arctic drilling backlash



By Jennifer A. Dlouhy at Bloomberg

MORE than 250 environmental and indigenous groups are warning some of the world's biggest energy companies of a backlash if they participate in a government auction of Arctic refuge drilling rights, saying that neither the planet nor their shareholders can tolerate the risk of oil exploration in one of the world's fastest-warming places.

The organizations, which represent at least 27 million members, made their initial push Thursday in letters asking the heads of Exxon Mobil Corp., Chevron Corp., ConocoPhillips and Hilcorp Energy Co. to forswear Arctic refuge drilling rights. The effort mirrors a lobbying campaign that already drove five of the six largest U.S. banks to rule out financing oil development projects in the region and signals the kind of public scrutiny awaiting companies that pursue drilling in the Arctic National Wildlife Refuge.

"Any company that bids on leases or expresses interest in destroying the Arctic

Refuge for oil will face a major public backlash and long-lasting damage to their reputation," warned the groups, including the Wilderness Society, Natural Resources Defence Council and Sierra Club. "The reputational, environmental, climate and economic risks of drilling in the refuge are not worth the potential harm such calamity can do to your brand."

The campaign comes as the Trump administration charts a possible sale this year of oil and gas leases in the refuge's 1.56-million-acre coastal plain, a rugged and remote area the size of Delaware populated by polar bears, caribou herds, Arctic foxes and more than 200 species of birds. Congress is requiring the government sell oil leases there before Dec. 22, 2021, and the Interior Department last month finalized a sweeping plan to put the entire coastal plain up for grabs.

Though the area is estimated to contain as much as 11.8 billion barrels of technically recoverable crude, few companies may be eager to look for as low oil prices force

them to scale back spending and growing concern about climate change drives industry sustainability pledges.

Environmentalists' new pressure campaign focuses on four companies viewed most likely to seek out refuge drilling rights anyway. Hilcorp, Exxon Mobil and ConocoPhillips already produce oil and gas throughout Alaska's north slope. And Chevron partnered with BP Plc to drill the only test well ever bored in the refuge more than three decades ago.

The activists also are planning to court asset managers, insurers and reinsurance companies with appeals capitalizing on the unpopularity of Arctic drilling, concerns about environmental justice and shareholder pressure to build more sustainable energy portfolios.

Moves to extract oil from the refuge would exacerbate the climate crisis, violate the human rights of indigenous Alaskans who live off the land and are "fraught with financial risk," given the likelihood of long legal battles over refuge leases, the groups say.

Geofencing solution to enhance crew safety in offshore mining

ORANGE Business Services, and De Beers Marine South Africa, have jointly installed and tested a customized IoT solution to provide geofencing to maintain safe working distances for crew around the heavy machinery involved in marine diamond mining operations. The new solution was successfully piloted on board the MV Mafuta, currently the world's largest offshore diamond mining vessel owned and operated by De Beers Group.

Diamond mining vessels bring crew and heavy machinery into relatively close proximity, and De Beers is committed to ensuring the highest standards of operating safety for all personnel. The Orange IoT solution was developed in response to De Beers' 'zero harm' objectives. It followed an initial engagement and joint exploratory workshop with the Orange Business Services team in South Africa and focused on IoT technologies, such as Bluetooth Low Energy locators and wearable sensors, as a precision crew locator tool, integrated with on-board antennas and an Orange software engine.

In the pilot, Orange

Business Services imported the Mafuta's AutoCAD files and undertook an on-board site survey to map antenna locations to geofence a predetermined area on the vessel. Ten crew members were equipped with wrist sensors. If one of the crew breached the geofenced area on-board the vessel, the ship's bridge was alerted immediately.

De Beers Group Technology SA, an R&D arm of De Beers Group, is now further exploring additional applications, such as a breach alert function to link the sensors directly to the mining machinery via a SCADA (Supervisory Control and Data Acquisition) control system and PLCs (Programmable Logic Controllers), to facilitate a failsafe cut-off in the event of a breach in the geofence.

Gerhardus Theron, Vessel Manager of the MV Mafuta said: "De Beers Marine Namibia has a very clear aim of 'zero harm' across all our operations, and we are constantly looking at ways of enhancing employee safety and especially around the heavy machinery required for diamond recovery operations. The initial engagement consultation and joint workshop with the team from Orange Busi-



ness Services was very productive and quickly identified the potential for an IoT solution to ensure the wellbeing of personnel on-board the vessels. We quickly moved to a pilot phase, which has now confirmed the potential of this innovative approach that we could embed within our existing safety processes and procedures."

"This smart IoT solution developed with De Beers is a great example of innovating and co-creating with our customer. The geofencing pilot has already proved

successful in one of the most challenging heavy industrial environments - a floating diamond mine at sea, with prolonged exposure to strong vibration and corrosive saltwater. The next phase of its development will aim to refine the interface and data collection capabilities, and include testing a trigger function to deactivate machinery in the event of a breach of the geofence by a crew member," said Keith Matthews, Country Manager for South Africa, Orange Business Services.

French trio aims to slash pipeline inspection costs

By Adis Ajdin

FRENCH tubular solutions specialist Vallourec is working with its compatriots Forssea Robotics and iXblue to develop a pipeline inspection solution combining subsea drones and the

use of visual markers, removing the need for surface vessels.

Traditionally, the inspection of subsea pipelines and structures requires the use of a surface vessel with acoustic positioning used to monitor the deployment of autonomous underwater vehicles (AUVs)

or remotely operated vehicles (ROVs).

These subsea vehicles then collect the required information – such as a pipeline's general aspect and route, anode consumption, free span, burial and crossing areas – using observation sensors.

In order to reduce

pipeline inspection operational costs, Vallourec, iXblue and Forssea decided to develop a solution using visual markers directly integrated on subsea pipelines that enables vessel-free subsea navigation.

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City makes the case against increases in Cape Town port tariffs

The Mayoral Committee members for Economic Opportunities and Asset Management Alderman James Vos, and Transport, Alderman Felicity Purchase, have written to the national Minister of Transport Fikile Mbalula, and the Ports Regulator to make the case against any increase in port tariffs. Businesses simply cannot afford to absorb any more costs. Any increases will certainly lead to business closures and job losses. In these difficult times, businesses need support, not more costs.

THE Ports Regulator of South Africa issued the Tariff Methodology on 6 March 2020 to be used to determine the Transnet National Ports Authority (TNPA)

revenue. Using this, the TNPA determined that a tariff increase of 19,74% for the 2021/22 financial year is required, and a subsequent adjustment of -0,29% in 2022/23 and -7,86% in 2023/24.

However, the economic performance projections used in the TNPA's application are based on data collected during the pre-COVID period and therefore, do not take into account the economic devastation brought by the lockdown measures on businesses and our economy.

Reducing port costs and improving efficiencies is not only critical in times of relative normality, but in the current COVID-19 context, it is vital that the pursuit

of these key objectives should be accelerated.

'I oppose any port tariff increases, especially during these times, because now more than ever, we must assist Cape Town products to reach key markets to help our companies to expand and create jobs. Through extensive interactions with business port users, exporters and importers, City officials have compiled the following list of challenges faced by businesses, including a weak national economy, a weakened currency, forced and self-imposed shutdown of business activities and the loss of shelf-space for many locally based exporting companies to competitors in other markets,' said Alderman James

Vos.

'The scale of COVID-19 impact on businesses is not yet fully known, but it is clear that the business sector is under significant strain. That is why we have developed key interventions designed to retain and expand business in Cape Town,' he said.

Alderman Felicity Purchase said: 'The Regulator's objective now should be to bring port costs down, in line with other international ports, guided by comparative studies. Numerous authoritative studies have found that maritime trade in South Africa is time-consuming, cumbersome and costly in comparison to global benchmarks.'

The Global Pricing Comparator Study



(GPCS) 2019/2020 prepared by the Ports Regulator of South Africa found that container cargo dues are still 233% above the sample average and that terminal handling charges (THC) are also at 117% above the sample average.

'If there was ever a time to not increase costs, in line with findings of the Regulator's commissioned study that time would be now. The TNPA should look at the existing budgets at current tariff levels to fund its operating requirements while at

the same time, ensuring that it is affordable and progressive for port users.

'At the end of the day, we cannot afford to increase the already high port tariffs – it would be catastrophic,' said Alderman Purchase.

Maersk drops Safmarine brand

TWENTY ONE years since its acquisition of Safmarine, A.P. Moller - Maersk has announced that the Safmarine brand would be integrated into Maersk – a move which brings to an end an era for the South African line which was established in 1946.

The purpose of the move, says Maersk, is to "improve end-to-end service delivery and enhance customers' access to the global

integrated offering".

The same applies to Damco's air and LCL (Less than Container Load) services which will be combined with Maersk's logistics and services products.

"These changes represent a major step towards becoming an integrated container transport and logistics company, connecting and simplifying customers' supply chains," according to Vincent Clerc, CEO of ocean &

logistics.

"With the integration of Safmarine, we can present Safmarine customers with the full ocean and supply chain offering and more scale," said Clerc.

"Since Maersk uses its own assets it will not pursue the ocean FCL multi-carrier product (NVOCC) as a general offering," he added.

The Safmarine and Damco brands will no longer be marketed by the end of 2020.

In terms of Hamburg Süd, Clerc said the back offices would be merged but the lines would continue to be marketed as separate brands with a differentiated service model.

At the time of the acquisition both Safmarine and Maersk made it clear that the multi-brand strategy would remain in place.



Reducing emissions with COX diesel outboards

THE CXO300 diesel outboard from innovative COX Powertrain complies with the latest emission standards. As a result, the 300hp engine which recently entered production in the UK is available in South Africa and can be used to power vessels destined for Europe & USA.

The CXO300 has been certified in accordance with the strict requirements of EPA Tier 3, RCD II and is approved for both recreational and commercial boats. IMO 2 certification has been applied for and is imminent. The CXO300 features a very efficient combustion system. It is fuel-efficient and produces significantly lower carbon dioxide emissions than comparable petrol-powered outboards.

The CXO300 service life is expected to be up to three times longer compared to corresponding petrol outboards and offers service intervals of every 250 hours.

Its low fuel consumption makes the CXO300 the optimal engine for planning boats with many operating hours and long-range requirements. Compared to a petrol outboard, the CXO300 is 25% more fuel efficient which means from a sustainability, maintenance and total cost of ownership point of view it is very positive.

With a peak torque of 650 Nm and limited to 4 000 r/min, the CXO300 provides outstanding performance and manoeuvrability while running quietly with minimal noise & vibration.

"Diesel is more often commercially available and safer to handle than petrol. As for larger boats, it is practical to have only one fuel source on board the mothership. A single fuel policy is becoming the norm in the oil & gas industry and will eliminate costly safety protocols on large vessels requiring the use of a fast rescue / tender ves-

sel currently using petrol outboards", says Arjan Hertong, Commercial Sales Engineer at Seascope Services.

For marine professionals, the CXO300 enhances the working environment by offering longer range and more reliability which reduces downtime.

Plans for a COX Demo is in motion and Seascope Marine Services are working towards launching this demo programme in early 2021. For Demo program details or any further information please contact Jamie De Jong Tel + 27 21 511 8201 email jdejong@seascopemarine.co.za or Arjan Hertong Tel + 27 21 511 8201, email ahertong@seascopemarine.co.za

For more information about Seascope Marine Services (Pty) Ltd: <http://seascopemarine.co.za>

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KSB MegaCPK.

Chemical pump sets high standards

SINCE its introduction more than two decades ago, KSB's MegaCPK pump has changed the way chemical companies throughout the world pump dangerous and volatile materials.

The proven standardised chemical pump to DIN EN ISO 2858 / ISO 5199 and Directive 94/9/EC (ATEX) is especially used for handling aggressive liquids in the chemical and

petrochemical industries where it provides a safe and reliable means of fluids transfer.

According to KSB's Dylan Mitchell, this is as a result of impeller trimming for energy savings

which results in up to a 10 % improvement in efficiency.

He says the range has a modular design system with a variety of pump sizes, materials and components. Gland packing with single and double standardised mechanical seal or cartridge seal also available.

"We even have a choice of "medium duty" bearing bracket designs with a cylindrical roller bearing as a radial bearing and a double angular contact ball bearing as a fixed bearing or users can specify our "economy" bearings which are arranged as floating ball bearings. Hydraulic systems are available for standardised flow rates or high-performance variants depending on the customer's specification Dylan says.

He adds that KSB's MegaCPK has been designed for ease-of-maintenance with back pull-out design for quick and easy access which is a milestone in standardised chemical pumps.

"The wide range of sizes, materials and features for almost any application including temperature extremes, volatility of materials being pumped and widely differing chemical compositions make the Gold Standard in the industry.

For more information contact Annett Kriel, Tel: (011) 876 5600, Email: Annett.Kriel@ksb.com, Web: www.ksbpumps.co.za



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Solenoid vs ceramic valves



LIONEL Maasdorp, MD at Allmech, South African manufacturer of boilers and supplier of water treatment components says switching from a solenoid valve to a ceramic ball valve can help to cut down on costs, while improving performance.

"Various industries, including water treatment and agriculture, make use of ceramic ball valves for a multitude of applications, usually where the demands on the valve exceed the capacity of conventional valve materials," says Maasdorp.

Construction transport safety vital to reduce R352m spend



Safetember aims to reduce the almost R352 million spent on MVAs in construction industry.

SOUTH AFRICA has one of the worst overall motor vehicle accident (MVA) rates in the world, according to the latest World Health Organization's road safety report published in 2018. The report revealed that there are around 1 million accidents per year and 31.9% fatalities per 100 000 people.

Deon Bester, Occupational Health and Safety Manager at Master Builders Association Western Cape (MBAWC) says that according to Federated Employers Mutual Assurance Company (RF) (Pty) Ltd (FEM) - the workmen's compensation insurer for the

building industry - 929 of these accidents per year involved people working within the construction industry. "While this may seem low, the cost per accident is detrimental.

"FEM's latest statistics that show the total number of vehicle crashes in the construction industry amounted to 4 602 from January 2015 to December 2019, which cost a whopping R 351 945 735.00 with 66 883 workdays lost," he adds.

In order to address health and safety issues, FEM started a campaign several years ago called "Safetember" which was targeted at reducing the high num-

ber of accidents with the focus of the first campaign being on motor vehicle accidents (MVAs) in the construction industry. "The campaign was aimed at making policyholders more aware of the current situation and sought to find ways to address the problem. This campaign now encapsulates all the health and safety issues related to construction, including the MVAs which account for around 10% of all injuries related to construction work," said Bester.

"The allowable method of the transportation of workers in the back of a goods vehicle ('bakkie') is very

clearly described in the legislation and, as such, enforcement of this legislation remains one of the fundamental issues."

This legislation essentially means that you are not allowed to carry people in a goods vehicle such as a bakkie or truck unless there is a barrier high and strong enough to prevent them from falling out during an accident. If seated, the barrier must be at least 350mm and if standing it must be at least 900mm high. Any tools or goods must be carried in such a way that they cannot fly around and injure the passengers during an accident.

"My own experience while travelling on our major highways is that it is rare to see one of these vehicles that fail to meet the safety guidelines being pulled off the road by law enforcement officials," adds Bester. "It is my contention that there needs to be a specialised licensing procedure for anyone who transports employees in the load bay of a bakkie. This would go far to make the drivers aware of the dangers they pose to the persons seated on these vehicles and should help reduce the high number of accidents currently experienced in the industry."

Ammonium nitrate: Fear around the world as nations consider their own huge stashes of chemical

By Tim Wyatt of the Independent (UK).



Photo credit: Sky News.

THE devastating explosion of 2 750 tons of ammonium nitrate in Beirut has raised fears about similar stockpiles of the fertiliser in other nations.

In the wake of the blast that killed more than 150 in Lebanon's capital, authorities in the southern Indian city of Chennai say they have seized 740 tons of the highly explosive chemical.

Customs officials said the consignment had arrived in the port city in 2015, purchased by a chemicals firm from another state in India, but was impounded because of an alleged breach of import rules and stored at a facility some 20 km outside the city.

Officials said that while there are no residential neighbourhoods within 2km of the freight station where the ammonium nitrate was being stored, it had been decided after the Beirut incident to move it to a safer location.

"The seized cargo is securely stored and safety of the cargo and public is ensured considering the hazardous nature of the cargo," customs officials said in a statement late

on Thursday.

Other stockpiles of the chemical, which is commonly used both as a fertiliser and in mining operations, have raised concerns in Australia.

One plant which can store as much as 12,000 tons of ammonium nitrate is located just 3 km from the central district of the New South Wales town of Newcastle.

Orica, the company which owns the facility, said that there had never been any incidents in the plant's 51-year history and insisted safety measures including fire-resistant storage and tight government regulations meant there was no risk.

A separate fertiliser plant just 500 m from the inner harbour of Port Adelaide, in South Australia, raised concerns as long ago as 2013. Locals and the state government eventually persuaded the company which owned the plant to move it

elsewhere and today the firm, Incitec Pivot, said their relocated plant did not store ammonium nitrate for the mining industry, but only fertiliser for farmers.

Experts say there is a very low risk of any similar disasters occurring in Britain.

Most ammonium nitrate in Britain also has less than 28 per cent nitrogen, which renders it much less dangerous.

A spokesperson for the Health & Safety Executive said: "The storage of ammonium nitrate in Great Britain is subject to a robust regulatory framework, which considers the hazards posed by storage, product safety and measures to deal with emergencies."

"As with all industrial disasters around the world, we will take on board any significant findings from the investigation as and when they emerge."

Health and safety achievers awarded



Among the winners at this year's ASPASA ISHE awards were Emmanuel Abraham, previous Lafarge Stanger quarry manager and current Lafarge Ridgeview quarry manager, Niel Els, Lafarge area manager and Alexandra Wynne, current Lafarge Stanger quarry manager.

Health and safety of miners remains a top priority amid the Covid-19 pandemic and inspired surface mining industry association, ASPASA, to continue with its annual health and safety awards even in these trying circumstances.

Rather than a formal ceremony the association opted for a large-scale online meeting with all winners and stakeholders present to share in the achievements recipients. In line with previous years, the awards also proved the growing move towards establishing safer working environments and reflected a significant average score increase over the previous year.

According to independent auditor, Marius van Deventer, the overall audit scores of all ASPASA members audited during 2019 and the vast majority of participants increased their audit scores over the previous year. "It seems unfair to single out only a few winners this time, but these are truly deserving winners in an industry-segment that is widely acknowledged as the best in the industry for HSE."

The ASPASA ISHE Audits of 2019 Award winners were:

Top performer
Raumix Aggregates Crushco



Top independent performer
Midmar Crushers

Consistency in achieving Show-place status for 5 years or more

- Afrimat Harrismith (7 years)
- Afrisam Newcastle (12 years)
- Lafarge Stanger (5 years)

Most improved operations

- Afrimat Dingwell
- Afrimat Palmiet
- Afrimat Bethlehem

Health and Safety Management Awards for outstanding commitment

- Raumix Aggregates – Johann Pretorius
- Lafarge – Elton Goosen
- Lafarge – Peter Eddie
- Afrimat – Brian Wevell
- Afrimat – Steven Jansen van Vuuren

Health and safety Officer

- Charity Mujuru – Raumix Aggregates Willows
- Willem Msiza – Raumix Aggregates Alfa Sand
- Manqoba Moyana – Lafarge Nelspruit
- Laurencia Maphumelo – Midmar Crushers

Operations Manager – Health and Safety

- Anthony Bowen – Lafarge
- Theo Pretorius – Lafarge

Health and Safety Service Provider Excellence

Noshcon – Paul Chamen and Ronelle Affinand

Certificates

Anashree Maharaj – Health and Safety Officer PPC
Marienky Lebudi - Health and Safety Officer PPC

A faulty injection system can stop your genset



Specialist repairs on a generator diesel injection system underway at Reef Fuel Injection Services.

WITH load shedding expected to return with South Africa's gradual move out of a Covid-19 lockdown, standby diesel generators need to be checked – especially their diesel fuel injection systems.

“Diesel generators that have been standing idle – or which have low working hours – can often experience fuel injection problems,” says Reef Fuel Injection Services manager Warren Hauser. “This can lead to the generator not starting at that critical time when mains power goes down.”

Hauser urges genset owners to have their systems checked regularly and maintained correctly, especially when there are long periods of inactivity such as the recent lockdown.

“Faulty diesel fuel systems can also lead

to more serious engine damage, even failure, when they are not running optimally while power is being drawn,” he says. “The subsequent engine repair costs – not to mention the associated business disruption – far outweigh the costs of professional maintenance.”

Hauser also highlights the danger of diesel becoming contaminated by water and dust when it stands for a long time without being used. Another risk is that the containers employed to bring diesel to the genset tanks can bring contaminants. This will undermine the performance of the fuel injection systems, which in turn affects the genset's reliability.

For genset owners experiencing problems, Reef Fuel Injection Services offer specialised

expertise to pinpoint the fault on diesel fuel injection systems, and to provide a quick and cost effective solution. With state-of-the-art workshop facilities and mobile equipment, the company remanufactures CAT diesel fuel injection systems and is an authorised service agent for all leading manufacturers of diesel fuel injection systems – including Bosch, Delphi, Denso and Stanadyne.

Reef Fuel Injections Services provides OEM-approved testing as well as quality remanufacture and calibration of all these fuel injection systems – with experience spanning a wide range of sizes of power generation units from single-cylinder engines up to large 20-cylinder units.

Avoid bearing failures with proper lubrication

BEARINGS are a fundamental component of mechanical equipment and centre on the idea of reducing rolling friction to allow parts to move without being destroyed. Reducing friction can contribute to higher performance, better energy consumption and less wear and tear, meaning that proper maintenance and care of bearings is essential to get the best out of machinery and prevent extensive and critical equipment failure.

There are numerous reasons bearings can fail, including rust, overheating, wear and fracturing. Many of these issues can be resolved through the correct use of lubrication. Lubrication Engineers (LE) South Africa estimates that improper lubrication causes 20% to 30% of bearing failures. Here are some of the best ways to avoid common causes of bearing failure.

Incorrect lubrication

If the wrong lubricant is used for a particular application, including not being sufficiently

durable for the operating conditions, it can contribute to bearing failure. A good lubricant can help prevent rust, reduce friction and support optimal performance. LE's National Marketing Manager, Callum Ford says that a good lubricant supplier will be able to advise the correct lubricant to use for any application, and will often provide after sales support for any troubleshooting at a later stage.

Contamination

If lubricants get contaminated by water, chemicals or residue from cleaning solvents, they perform less effectively in a bearing component. To avoid contamination, it's important to ensure regular maintenance of equipment, and to avoid contaminating lubricants. One of the best ways to do this is to opt for automated application of the lubricant, which removes human error. Accessories like oil sight glasses and desiccant breathers can also

ensure you have an understanding of your lubricant condition at all times and that any moisture contaminating your lubricant is removed.

Heavy viscosity

Many engine bearing failures are also caused by using an oil that is too heavy in viscosity. When it is cold, a heavy-weight oil will not flow or pump readily. When pumped from the crankcase, it may stay in the upper end of the engine and not return quickly to the pan.

“When this happens, engine bearings become starved for lubrication and wear prematurely or fail,” explains Ford. “Premature turbocharger bearing failure is directly related to this oil starvation problem. To avoid both types of failures, good-quality multi-viscosity engine oils have been developed to include “flowability” for low temperatures.”

Ford says that LE's oil consumption reducers and drain extend-



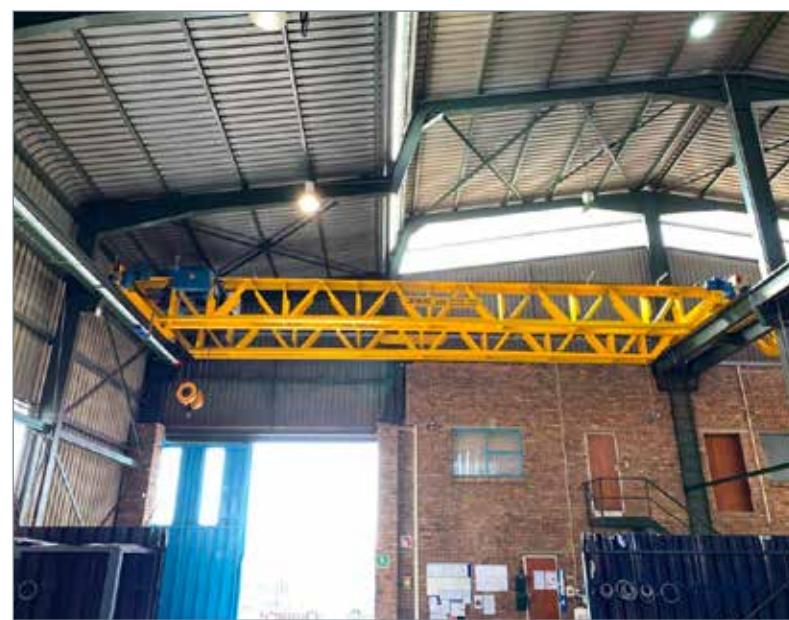
Damaged bearing.

ing additives improve fuel efficiency, reduce wear and provide all-season, all-weather performance.

In general, early or premature bearing failure can be detected during scheduled inspections through an established maintenance programme. These inspections will help reduce dirt and debris contamination, assess lubricant performance, and catch early wear patterns before total failure, which will save money in the long-term through reduced maintenance and downtime costs.

For more information, visit www.lubricationengineers.co.za.

Single and double v girder cranes supplied



HARCLIFF Mining Services has chosen Demag Cranes to supply two 25-ton double V girder cranes and one 6.3-ton single girder crane at their newly acquired factory in Meadowdale, Germiston.

The cranes have been successfully installed and are supported by Demag Service Agreements.

In addition to inheriting a 12-year-old Demag crane that was still working well, they required further crane equipment for this increased capacity. “After meeting with our Demag specialists, it was established that with their proposed factory layout changes, one of our single girders and two of our double V girder cranes would meet their requirements satisfactorily” said Emil Berning, Managing Director.

The recent installation of the cranes at Harcliff Mining Services was conducted over a weekend in order to be COVID-19 compliant in terms of meeting the various protocols such as social distancing and

working in a clean and sanitized environment.

EKKE Single Girder Crane

The single-girder overhead travelling crane with solid girders comes in two variants:

The EKKE overhead travelling cranes with welded box-section girders and the EPKE overhead travelling cranes with rolled profile girders. They offer a choice of controls: Besides

cable connected control pendants, the D3 generation of radio controls offers safety, reliability and convenient operation.

ZVKE Double V Girder Crane

A significant feature of the V-type crane is the reduced weight of the crane girder compared with cranes that have box-section girders. This results in potential load capacity gains for overhead travelling cranes which can be equipped

with rope hoists that have higher load capacities. This means that a ZVKE double-girder crane can transport heavier unit loads than a crane which has a box-section girder – without exerting a higher load on the crane runway and building superstructure, which enables existing buildings to be utilised even better. The cost benefits that can be achieved for new buildings are due to the use of optimised supports and foundations.

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Minimising labelling downtime and rework

LAUNCHED in May 2020, Markem-Imaje's 2200 Production Interface, locally available from Pyrotec Pack-Mark, reduces the risk of rework and recalls. It does this by minimising the scope for operator error since label data and formats can be more easily controlled.

Downtime is reduced thanks to the ability to preview and adjust labels digitally, and a large intuitive touchscreen that helps operators work faster.

With downtime, rework and recalls eating into profits, manufacturers need to minimise these elements. The 2200 Series Print & Apply labelling system for cases and pallets has long been proven

to save up to six days' downtime per year. The launch of the Production Interface builds on this achievement by incorporating new features that limit the potential for operator error, speed up changeovers even further, and reduce the likelihood of rework and recalls.

Traditionally, labels are created and stored away from the production line. Untrained or distracted operators can make mistakes by picking the wrong product label and/or inputting the wrong data from the remote location. With no label preview function at printer level, mistakes can only be spotted once printing has begun. This results in production stops and

rework and undetected can lead to recalls.

The Production Interface minimises the scope for mistakes and accelerates changeovers. It also makes case and pallet labelling less resource-intensive to manage, freeing up operators to do other, higher priority activities.

The improved storage capacity means labels can now be more effectively stored en masse at printer level with limited image editing capabilities. This protects layout and data integrity, while increasing speed. For even greater accuracy and efficiency, enhanced connectivity also makes it easier for label formats and

data to be retrieved on demand from a remote location directly to the printer via the CoLOS® information management system.

Incorrect label selection by operators can also be eliminated by enabling keyboard-free label selection and variable data updating through a connection to a hand-held barcode reader that can be linked to a production manifest.

The Production Interface's large touchscreen shows exactly how variable content will appear on the printed label. If needed, operators can easily make six types of minor adjustments, such as label position and print contrast, digitally via the interface. With

other labellers, setting changes can be so difficult to access that operators commonly resort to manually moving the printer product sensor that could result in equipment damage and personal injury.

The highly streamlined and intuitive, full colour interface also makes it quicker and easier to switch between jobs and deal with other printer issues. Operators are no longer distracted by extraneous detail of limited use in day-to-day printing.

Available in 261mm or 396mm touchscreens, colour-coded printer statuses are more visible at a distance so problems can be spotted and addressed without delay.



Warnings and alerts can easily be viewed in the user's chosen language, which also speeds up problem resolution, without needing to look up complex error codes.

The entry-level Production Interface controls one 2200 Series Print & Apply system while the advanced version can handle two on

the same or different lines. The CoLOS® Line Terminal variant can manage up to four printers of any type (not just print & apply) while also deploying other applications, such as COLOS® Mark & Read and CoLOS® Printer Performance, for the ultimate solution in accuracy, traceability and efficiency.

E-commerce spike leads to major investment in warehouse space

A massive spike in online sales during the Covid-19 crisis is expected to fuel unparalleled growth in e-commerce operations in South Africa. The general rule of thumb is that e-commerce requires three times the logistics space of traditional storefronts. "Therefore it is reasonable to assume that we will see a much greater investment in warehouse space to support local e-commerce. In addition to this, warehousing demand might be accelerated by the growth of e-commerce in the rest of Africa," comments Paragon Group Director Estelle

Meiring.

Improvements in racking, logistics and building technology have seen an increase in warehouse clear eave heights, often as high as 15 m, as well as an increase in yard depths, sometimes in excess of 45 m. "We have also noticed more requests for cross-docking and an increase in the number of warehouse doors required, as inputs and outputs are maximised," reveals Meiring. There is a strong move towards sustainability, specifically the installation of photovoltaic panels to reduce reliance on external power supply and cut

costs over time. Other key sustainability features include natural light, better building insulation and water conservation. Security remains a major concern.

Another emerging trend is on-demand warehousing, dubbed the 'Uberisation' or 'WeWork' of warehousing, which sees services and space acquired on a 'pay-per-use' basis. This method of warehousing gives customers more choice and flexibility over location, cost and supplier, either as a complete substitute to owning warehouses, or as a partial replacement when a new warehousing

location becomes necessary.

"The emergence of on-demand warehousing serves as a response to the increasing number of supply chain challenges that businesses are up against," points out Meiring. Many users of warehouse space do not want long-term leases in a period of inventory fluctuation and uncertainty. Predictions are that even South Africa's larger retailers will need immediate space for both slow and fast-moving goods while they assess their long-term distribution plans.

The Cape Town market remains

unique in that it still has prime vacant land for the development of large distribution warehouses in close proximity to Cape Town International Airport. These sites are centrally situated to consumers, and are an ideal location for online sales related warehousing, distribution and fulfilment. Additional Western Cape areas that show a lot of promise are the Belville South and Brackenfell and Western Coast nodes. Other parts of the country expecting a major uptake in recently developed industrial

areas are Midrand and Pomona in Gauteng and Riverhorse Valley in KwaZulu-Natal.

An interesting trend in the US is that e-commerce and omni-channel retailers are expanding their distribution networks, working from multiple, smaller distribution warehouses closer to customers, rather than from a centralised distribution centre, due to changing demand. Where five-day delivery times were once considered standard, consumers now routinely expect next-day or even same-day delivery. In line with

this, Amazon has now started acquiring some failed malls, using the land to develop online fulfilment centres.

"This makes a lot of sense, as these malls are perfectly located close to consumers and major transport routes," argues Meiring. "Although our e-commerce industry is a lot less mature than that of the United States, it would be interesting to see if we will follow the same trend in years to come, which might change the way we see distribution centre nodes in future," concludes Meiring.

The vertical lift module (VLM) flexible storage system

THE vertical lift module (VLM) is said to be the most flexible storage system on the market today. It can be altered and adapted as business processes change. A VLM is an enclosed system of vertically arranged trays, controls and an extraction platform that delivers goods to a workstation. There are five features of a Shuttle® VLM that make it the most flexible storage device around.

1. Modular Design - VLM's have a modular design allowing the location, height, and configuration to be easily changed as an organizations business evolves.

2. Dynamic Tray Allocation - CubeStar® technology combines both hardware and controls using dynamic storage allocation to maximize the

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The system determines the best position in the machine based on the least amount of spaced required.

3. Multiple Access Openings - The VLM can be equipped with several access points to link work zones together and maximize productivity. With multiple access openings in one unit, facilities can receive materials on one level and extract them on different work zone levels, eliminating the need to have to deliver materials from one floor to another. For example, workers on the third floor can access goods stored within the VLM

by workers on the first floor, eliminating traveling up and down stairs all day.

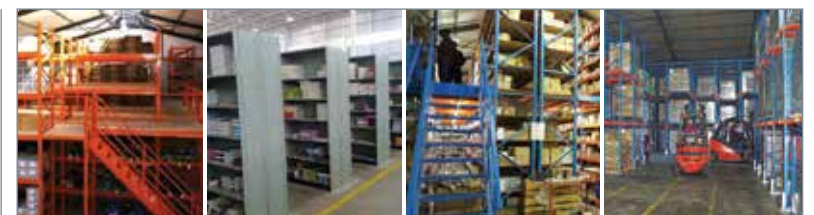
4. Intelligent Tray Storage - The intelligent tray feature of the VLM improves the efficiency of a picking operation. The VLM automatically tracks the number of times specific trays are accessed by the operator. Trays accessed most frequently are stored closest to the VLM's access opening for faster delivery, decreasing wait time and increasing operator productivity.

5. Dual Tray Delivery - VLMs also allow for dual tray delivery to speed picking efficiencies. While an operator is working to retrieve a part from a tray currently in the access opening, the VLM extractor moves behind the closed shutter

doors to pre-position the next tray required for picking. When the operator is finished with the current tray, the VLM delivers the next tray waiting behind the shutter doors before retrieving the current tray. This eliminates the operator wait time between picks. Pre-position picks keeps the VLM one step ahead of the operator, something that isn't possible with other picking systems.

For more information visit www.KardexRemstar.com

So many coronavirus jokes out there, it's a pandemic.



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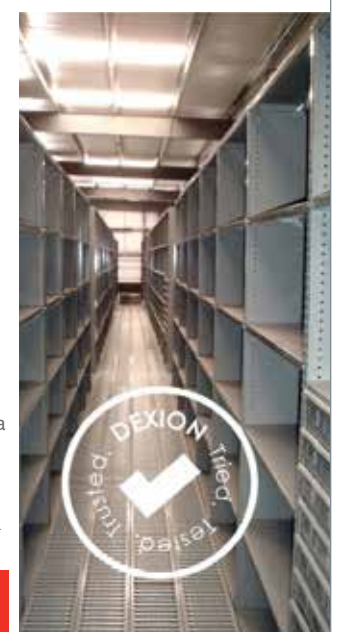
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Paint retailers now need skills as well as products

THE online training South African Paint Manufacturing Association (SAPMA) offers for retail sales personnel is now more important than ever, says Tara Benn, executive director of SAPMA. The training culminates in the paint and hardware store staff becoming Certified Paint and Coatings Advisors.

Benn says pre-virus research had shown that the sales volumes of retailers are directly proportional to the technical and application expertise of sales staff and their ability to offer professional advice to DIY consumers and paint contractors. "Now, facing vastly increased competition caused by the Covid-19 lockdowns, retailers are operating in a new environment. They will need both expertise as well as products to survive," Benn states.

SAPMA's on-line training is open to all retailers, including non-SAPMA members, and can be downloaded from the SAPMA website www.sapma.org.za. After each module is studied, trainees must pass an on-line assessment of the lesson before being allowed to proceed to the next of a total of 10



modules.

"Once a trainee has successfully completed the 10 modules, he or she must pass an overall assessment of the modules studied before SAPMA issues a Certificate of Competence. The training videos acquired under licence are not transferable to other parties," Benn explains.

She says the modules were formulated in collaboration with the Chemical Industries Education and Training Authority (CHIETA) and cover the use of correct painting systems, selecting materials and tools to be used, plus important health and safety advice.

The modules offer

training in the painting of:

- Gutters and downpipes;
- Internal and external plastered walls;
- Concrete roof tiles;
- Gypsum board ceilings;
- Window frames;
- Palisade fencing;
- Bathroom tiles;
- Metal roofs;
- Exterior walls; and
- The varnishing and sealing of external wood.

For further information, e-mail training@sapma.org.za or visit www.sapma.org.za and click on the "Education and Training" tab.

SA paint industry part of global anti-lead conference



Tara Benn, executive director of SAPMA.

THE SA Paint Manufacturing Association (SAPMA) has been asked for input for a major global conference dealing with the hazards of leaded paint.

Tara Benn, executive director of SAPMA, has been attending preparatory online

meetings with the World Coatings Council (WCC) to provide input on the situation in South Africa for the WCC's presentation on September 30 at a major online conference to be attended by governments and industry associations from all over the world, including SAPMA.

The conference has been organised by the United Nations Environment Programme (UNEP) in support of the "Global Lead Paint Alliance". UNEP and the World Health Organisation (WHO) serve as the joint secretariat for this international alliance to have lead paint laws in place in as many countries

as possible. The target date for this was to have been 2020 but the Covid-19 pandemic has affected the proposed implementation target date.

SAPMA's Benn has been updating the WCC on South Africa's revised legislation on lead in paint as well as on local testing facilities and government commitment.

WCC president, Andy Doyle, earlier this year told the SAPMA online annual general meeting that South Africa stood out both in consumption and influence among the 60 countries that make up the Middle East and Africa Chapter of the WCC.

Heavy duty chemical supplement

WHEN Lubrication Engineers (LE) developed its L-X Heavy Duty Chemical Supplement (2300), the aim was to create a product that would help to keep engines clean and reduce frictional wear by combating carbon, varnish and gum deposits that prevent an engine from operating at maximum efficiency. L-X does just that, and it's also the perfect lubricant for cleaning and lubricating hand-held firearms.

"L-X is a combination of oils and chemicals carefully formulated for use in vehicle petrol engines," explains Callum Ford, National Marketing Manager at LE South Africa. "It increases power through a more efficient combustion of the fuel, which also

helps to improve fuel economy. The same factors that ensure it protects engine parts make it an excellent firearm lubricant for handguns, rifles, and shotguns. In an engine, L-X works by physically permeating the metal surfaces and adding a sacrificial layer to protect rings, plugs, pistons, valves, carburetors, and fuel injectors from heat, corrosion and acids. In handheld firearms, the product cleans and lubricates in one go."

Ford says that L-X not only reduces internal friction in firearms, but also cleans dirt and contaminants from exposed metal surfaces and displaces moisture from metal pores. "This protects metal against wear, corrosion and deposits that can



Automatic rifle cleaning.

build up over time," he says. "It will help keep firearms in tip-top condition, whether they are used regularly for hunting or kept as a precautionary measure."

L-X mixes thoroughly with fuel without any agitation and is an EPA-registered fuel additive for petrol engines. It's used for trucks, buses, auto-

motive fleets, agricultural and heavy-duty machinery, marine and stationary engines, bulk fuel storage tanks, outboard motors, movers and chain saws, among others.

L-X can also be used on chains and as a flushing agent (mix 5 to 10% in oil; then run unloaded at operating temperature. Drain while hot).

New coating solution prevents media build-up in safety equipment

PROSHIELD™, a new coating solution from Protectoseal that prevents media build-up in vapour control safety equipment, is now available in southern Africa through sole distributor, Energas Technologies.

As chemical and related processing technology becomes more complex, the need for safe and efficient support equipment for these operations has become more critical. With that in mind, Protectoseal, a global manufacturer of safety products, has developed its PROSHIELD, a fluoropolymer-based coating option that – when properly applied to a company's vapour control products – results in a smooth, nonporous surface with a low coefficient of friction.

This surface condition minimises the retention and attachment of condensed vapours from the stored liquid media. Droplets that form on the coated surface are able to rapidly drain back into the tank before polymerisation can take place. Laetitia Jansen van Vuuren, Product Engineer at Energas Technologies, explains that PROSHIELD may be a

good option to consider for applications where sticky media and/or the tendency for unwanted build-up may hinder the proper operation of the vapour control equipment.

Controlling unwanted build-up

This coating has been successfully tested in one of the most 'build-up prone' environments – in styrene monomer storage tanks. Styrene monomer is a building block in the plastic industry, yet it is a volatile, flammable liquid that – if not inhibited properly – tends to polymerise.

A leading global supplier of resin chemistries for composites and cast polymers was facing operational difficulties due to a rapid and frequent build-up of polymerised styrene in their vapour control equipment.

Protectoseal recommended an end-of-line pressure/ vacuum conservation vent offered with its PROSHIELD coating option. The coating was applied to all wetted surfaces with the primary objective of controlling or reducing polymer formation.

The trial unit was



This coating has been successfully tested in one of the most 'build-up prone' environments - in styrene monomer storage tanks.

successfully field-tested for over 10 months and exhibited little to no build-up during that period. The PROSHIELD coating option helped the client significantly reduce their maintenance costs and completely eliminated unnecessary replacements. Overall, the solution facilitated the achievement of a safer storage tank operation.

Value propositions

Jansen van Vuuren explains that PROSHIELD offers two value propositions to the end-user: enhancing process safety as well as lowering maintenance and overall operating costs. "In the styrene monomer stor-

age application, polymerisation often results in unwanted material build-up on the vapour control equipment – hindering its proper operation," she says.

"The maintenance required for the removal of the hardened styrene is a time consuming, manual process which, if not executed properly, often results in unintended damage to the vent itself. The overall cost to properly maintain this equipment under these unfavourable operating conditions can be a significant concern. With the arrival of the new PROSHIELD, this is a problem of the past," concludes Jansen van Vuuren.

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Roman Rock Lighthouse celebrates 159 years of service



The lighthouse underwent several changes to its appearance, or daymark: originally, the lower half of the tower was painted black and the upper half white; between 1888 and 1902 the colour scheme was changed to red and white bands (as shown above); and on 15 November 1929 it was changed to all white with a red lantern house and dome. The lantern house and dome were later changed to white (TNPA Archives).

THE Roman Rock Lighthouse celebrated 159 years of service during Heritage Month. The lighthouse – the fifth oldest in South Africa, and the only one that has been erected on a rock that is awash almost continuously at high water – was first lit on the night of 16 September 1861. The 14-metre circular cast-iron tower is painted white with a white lantern house. The optic produces one flash every 6 seconds with a range of 20 nautical miles and is powered by a solar photovoltaic system.

The lighthouse is made of cast-iron segments bolted together, and a deep circular trench had to be cut in the rock for the foundation. It took four years to complete the installation, as only 962 hours could be spent on the rock due to the rough seas, bad weather and the fact that the rock is accessible only at low tide in calm water.

The original optic consisted of eight single-wick burners set in silvered metallic reflectors, that provided a white flash that was visible for twelve miles. It was rotated by a weight-driven machine, which was manually operated. Two men were on duty at a time, with a relief crew ashore. Crews were changed every week, weather permitting, and were required

to take with them oil to power the light, as well as food and water for cooking and hygiene requirements. Transport between the shore and the lighthouse was by means of a small row boat, and later by motor boat. Helicopters were introduced in the 1960s, and the protruding gangway was used as a platform onto which the visiting technical personnel and equipment were lowered.

The lighthouse became fully automatic on 25 March 1919, with the installation of an acetylene gas apparatus that was controlled by a sun-valve. The gas accumulators were replenished every six months, and a staff presence was no longer required at the lighthouse.

A decision was taken to electrify the light, to increase its intensity to make it more visible against the growing background illumination. A wind-driven generator was initially proposed, but was abandoned due to serious mechanical damage discovered during the trial at nearby Cape Point Lighthouse. The alternative was to obtain electric power from the local municipality by means of a submarine cable, with a small diesel generator to provide emergency supply if the cable was damaged. The improved light, together with a new lantern house with a glass reinforced plastic design, was commissioned on 5 March 1992.

The submarine cable was damaged more than once, and the protruding gangway at the lighthouse had corroded to such an extent that it became a safety hazard. In 1994, a helipad was installed on top of a freestanding stainless-steel tower on a separate protruding rock, and solar power replaced the mains supply. The solar modules were mounted on the 13-metre walkway linking the lighthouse and the helipad.

This unique lighthouse is one of 45 operational lighthouses along the coast of South Africa, from Port Nolloth on the West Coast to Sodwana Bay on the East Coast. Transnet National Ports Authority (TNPA), through its Lighthouse and Navigational Systems business unit, is mandated by the National Ports Act No 12 of 2005 to provide, operate and maintain lighthouses and other Marine Aids to Navigation (AtoNs) along South Africa's coastline.



The Roman Rock Lighthouse celebrates 159 years of service this Heritage Month (Gerald Hoberman).

Airbus aims for hydrogen-powered plane by 2035

Clean by 2035?

AIRBUS is aiming to put the world's first hydrogen-powered commercial plane into service by 2035, the European aircraft maker's boss said in remarks published recently.

Hydrogen is a clean fuel, emitting only steam, but whether it is green depends on the carbon footprint of the fuels used to produce it.

France and other European countries are investing billions of euros in the development of green hydrogen, with the highly polluting transport industry a prime area for its intended use.

"It is our ambition to become the first aircraft maker to enter such a plane into service in 2035," Airbus CEO Guillaume Faury told Le Parisien newspaper.

The development of decarbonised hydrogen fuel is a "priority axis of development" for Airbus, he said.

The manufacturer has already been using hydrogen technology to power its satellites and the Ariane rocket.

Developing an aircraft that uses carbon-free fuel would not require "any

major technological breakthrough", Faury said.

The production technology would, however, still need around five years to reach maturity, and suppliers and industrial sites would need another two to be ready, he said.

"We could therefore implement the programme around 2028," he said.

Aviation generates up to three percent of the world's emissions of carbon dioxide, the main driver of climate change.

Hydrogen use would require some major design changes for aircraft, as the fuel requires about four times the storage space of kerosene for the same energy content.

The French government has earmarked 1.5 billion euros (\$1.75 billion) for the development of carbon-free aircraft as



part of a support plan for the aviation sector, which has been brought to its knees by the fallout from the coronavirus pandemic.

Overall, France is planning to invest seven billion euros in the development of hydrogen solutions, with neighbouring Germany setting aside nine billion.

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- Hydraulics, Pneumatics & Fluid Control
- Lighting & Illuminating
- Logistics & Supply Chain Management
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- Projects in Progress
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- Pumps & Valves
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- Wire, Rope Hoist, Sling, Chain

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CAPE Business News

Chairman:

Rudi Leitner
rudi.leitner@hypenica.com

Publisher:

Pieter Meiring
pieter.meiring@cbn.co.za

Editor:

Robin Hayes
editor@cbn.co.za

Production Manager:

Elise Jacobs
elise.jacobs@cbn.co.za

Online Editor:

Jadine Gracie
jadine.gracie@cbn.co.za

Sales Team:

Heather Ferreira
heather.ferreira@cbn.co.za

Robin Dunbar

robin.dunbar@cbn.co.za

Shaun Austin

shaun.austin@cbn.co.za

Subscriptions:

subscriptions@cbn.co.za

Cape Business News

sales@cbn.co.za

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Uselessness and pain in Mzansi

“I see the world is catching on to our Ungovernment,” mused The Prof while slowly drawing on his pipe, as usual right under the No Smoking sign. “The same government they once lauded with dewy lashes.”

“I do not agree!” protested Big Ben with widening nostrils. “What sort of word is ‘ungovernment’ and what are you talking about anyway!”

The pondering Prof, not a man to jump to conclusions or to anything else, gave this the required thought and concluded, “Very quick you are today, Benjamin my dear boy, very quick, I commend you: Your instincts are spot-on.”

The usual confederation of convivial conversationalists were congregating in the local Pub & Grill, now replete with draft beer and happy hours despite the scheming of Nkosazana Mini-Zuma and that person under the hat.

“Let’s begin with your first question,” continued The Prof. “As you know, being yourself a loyal cadre deployed to our town council, the ANC’s constant goal in their People’s War was to make the country ungovernable. They did not succeed, much to their relief when they themselves became the government and found everything in good working order. Or so I thought at the time.

“But, as has now been confirmed beyond doubt by their farcical handling of the Covid-19 pandemic – whereas they gloriously failed to make South Africa ungovernable while undermining the government, they ingloriously succeeded in making Mzansi ungovernable while being the government.”

“Useless!” enthused Jon the joker.

“They richly deserve to be called the Ungovernment,” proceeded the interrupted Prof, “they have earned it.”

“Hmm, well...” considered Big Ben, momentarily distracted by The Prof’s complimentary statecraft, “...What? Where’s the ungovernable?”

“Oi! Boyo!” assisted Colin the Golfer, “government ‘governing’ the ungovernable. Ungovernment? Geddit?”

“Give that man a Bell’s!” grinned Miss Lily, beaming peace and goodwill to all present and giving The Governor the gap for another round to keep his paying customers happy. Cash flow never enters his mind; he says so himself.

The ever curious Luke the Dude was still not satisfied, despite the full draft beer in his hand. “What about that other thing you said, Prof? What’s the world catching on to?”

“Oh that,” The Prof remembered, “it’s something I read in *The Spectator*. You must know the venerable old magazine from your time in London. Its journalists have caught on to the oddity that affirmative action, as understood and accepted in the rest of the world, is not at all the same thing as the AA – they call it ‘employment equity’ – enforced by the Ungovernment. In Mzansi the goal is not to level the playing fields for minorities; on the contrary, it is to kick minorities off the playing field with the grimy boot of race discrimination.”

We all glared at Big Ben. He got the message and stroked his hackles back into place.

“That one. Fast talker Jimmy Manyi,” remembered Jean-Jay. “He wagged his finger at what-he-call? Coloureds? Say they mustn’t complain about not getting employed or promoted in the Cape, and African blacks getting the jobs. Coloureds, that one says, are in ‘oversupply’ in the Cape! Merde! They were told to EFF off to other provinces to find jobs!”

“Well remembered!” laughed Bob the Book, “Manyi-ki also praised the Employ-

ment Equity Act as ‘very good’ for South Africa. Sure, as long as you look like him! And certainly not good for the running of the country.”

“Useless!” repeated Jon the Joker, “Trevor Manuel handed him a comradely snot klap and he is very quiet these days.”

“We have enough other Luthuli House geniuses to take his place,” reminded Irene the Queen. “My favourite is the Minister of Surprise, Lindiwe Zulu – the highly paid Cabinet Cadre notorious for wondering who could have thought that people would get hungry during the lockdown. And who then failed to implement a solution, with the collaboration of her food-stealing comrades.”

“They even tried to stop charitable South Africans who jumped in and fed the hungry by their thousands,” reminded Miss Lily. “This is more than failure, it’s government by malice.”

“Useless!” insisted Jon the Joker, “this while the Command Centre was making lists of what we may and may not buy as grown-up citizens. No sandals! No fried chicken! No hot food! T-shirts only if you swear to wear them under your shirt! Here we have patients running the asylum.”

“Speaking of crazy,” pondered Colin the Golfer, “what’s this about a woman in Port Elizabeth being prosecuted for point-

ing a handgun? I mean, what would you do, Boyo? She was being harassed and threatened by an EFF gang rioting at the local Clicks store. I saw the video.”

“Then the EFF issued a statement condemning the ‘white woman,’” noted Jon the Joker. “Petrol bombing? Nahh, that’s OK. Arson? OK. Destruction? OK. Physical violence? No problem. But self-defence against racist rioters? Not allowed by the Ungovernment. We’ll see what the court finds.”

Luke the Dude has been waiting almost patiently. “What did *The Spectator* say, Prof?” he now demanded.

“Oh, just the logical,” informed the learned one. “They noticed, objectively and correctly, being *The Spectator*, that if ANC-style affirmative action were ever effected in Britain, 90 percent of the jobs in Scotland would be held by Englishmen. Obviously, as 90 percent of the UK is English.

“Same thing the ANC is determined to engineer in South Africa. Which explains why so many high-paying jobs are filled but not done.”

“The trade union Solidarity takes them on,” Stevie the poet completed the picture, “with commendable success in the courts. But the ANC is set in its prejudice.”

“Racist prejudice!” bristled Jean-Jay. “We cannot let it be. Meanwhile the genocide on

OPINION

ON THE CONTRARY



Pieter Schoombie

our farms continues. Also here in the Western Cape, where my forefathers were farming while our attackers’ forefathers were on the other side of the Fish River. Now, while we and our mothers and our children are being murdered, mutilated and worse, the police minister is shouting at the victims!”

No one spoke. Our friend’s pain was disturbing.

The Prof stood up and placed his hand on the farmer’s massive shoulder. “Mon Ami, not now, s’il vous plait?”

Jean-J looked him in the eye, took him by both shoulders and hugged him. “Mon Ami,” he said.

E-mail: noag@maxitec.co.za

New martyr to the truth about climate alarmism

SUCH is the stranglehold on contrary information on humankind’s negative impact on the environment, that most people would have missed an extraordinary confession of a prominent climate change advocate that everything he and others have been advocating for the last 20 years was --- nonsense.

The confession comes not from some swivel-eyed loony but from a passionate life-long environmentalist who was showered with praise and public honours when he was propagating the official environmental creed.

His name is **Michael Shellenberger** * and so well regarded at one time that as an energy expert he was asked by the United States Congress to provide objective expert testimony, and invited by the United Nations Intergovernmental Panel on Climate Change (IPCC) to serve as an Expert Reviewer.

Mr Shellenberger’s bombshell confession came in the form of a book called, appropriately, *Apocalypse Never: Why Environmental Alarmism Hurts Us All* in which he apologised to the public for propagating lies and falsehoods throughout his 30-year career as an environmental activist.

Things he once believed in but now knew were falsehoods were numerous and listed. In his own words:

- *Climate change is happening. It’s just not the end of the world. It’s not even our most serious environmental problem.*
- *Humans are not causing a “sixth mass extinction”*
- *The Amazon is not “the lungs of the world”*
- *Climate change is not making natural disasters worse*
- *Fires have declined 25% around the world since 2003*
- *The amount of land we use for meat — humankind’s biggest use of land — has declined by an area nearly as large as Alaska*
- *The build-up of wood fuel and more houses*

near forests, not climate change, explain why there are more, and more dangerous, fires in Australia and California

- *Carbon emissions have been declining in rich nations for decades and peaked in Britain, Germany and France in the mid-seventies*
- *Adapting to life below sea level made the Netherlands rich not poor*
- *We produce 25% more food than we need and food surpluses will continue to rise as the world gets hotter*
- *Habitat loss and the direct killing of wild animals are bigger threats to species than climate change*
- *Wood fuel is far worse for people and wildlife than fossil fuels*
- *Preventing future pandemics requires more not less “industrial” agriculture*

He will join previous honest environmentalists now regarded as heretics such as the founder of Greenpeace who left the organisation when it decided to lobby for a ban on chlorine which would have had horrific public health consequences, and the man who started the modern environmental movement with his Gaia hypothesis which postulated that the Earth was a self-correcting organism. His sin was to say that the only way to counter rising CO2 levels in the atmosphere was nuclear power generation.

Mr Shellenberger now joins martyrs to Truth like Galileo whose crime, it will be remembered, was to say that the Earth went around the Sun and not vice-versa.

This is a remarkable book for many reasons but the one that is particularly damning is the section in which he nails the appalling behaviour of journalists and politicians in blindly following the propaganda of environmental zealots and explains why he himself stayed silent.

THE OTHER SIDE OF THE COIN



Keith Bryer

Again in his own words:
Until last year (2019) I mostly avoided speaking out against the climate scare.

But mostly I was scared. I remained quiet about the climate disinformation campaign because I was afraid of losing friends and funding. The few times I summoned the courage to defend climate science from those who misrepresent it I suffered harsh consequences.

And so I mostly stood by and did next to nothing as my fellow environmentalists terrified the public. I even stood by as the news media tried to destroy the reputation and career of an outstanding scientist, good man, and friend of mine a lifelong progressive Democrat and environmentalist Because his research prove(d) natural disasters aren’t getting worse.

But then, last year, things spiralled out of control.

...The world’s most influential green journalist.... Called climate change the “greatest challenge humans have ever faced” and said it would “wipe out civilizations.” Mainstream journalists reported, repeatedly, that the Amazon was “the lungs of the world,” and that deforestation was like a nuclear bomb going off.

As a result, half of the people surveyed around the world last year said they thought climate change would make humanity extinct. And in January, one out of five British children told pollsters they were having nightmares about climate change....

I thus decided I had to speak out.

And so he has done. What is most appalling about this is that he probably risks his job, his former friends, and his reputation for having done so.