JULY 2016 | R95.00

FOCUS

ON TRANSPORT AND LOGISTICS

FOCUSONTRANSPORT.CO.ZA

MEDIUM-WEIGHT MAGIC!

FAW 8.140 FL has an impressive first year!

TRANSPORT: an industry of lies?

GREY FLEET MANAGEMENT: know what it is!

RFA 2016: woes getting worse?

AN OPEN-TOP TRIP down memory lane

CONTENTS

Published monthly by
Charmont Media Global
Unit 17, Northcliff Office Park, 203 Beyers Naude Drive, Northcliff, 2195.
P O Box 957, Fontainebleau, 2032, South Africa
Tel: 011 782 1070
Fax: 011 782 1073 /0360

EDITOR
Charleen Clarke
Cell: 083 601 0568
charleen@focusontransport.co.za

ASSISTANT EDITOR
Gavin Myers
Cell: 072 877 1605
gavin@charmont.co.za

SUB-EDITOR
Jeanette Lamont
Cell: 083 447 3616
jeanette@charmont.co.za

JOURNALIST
Claire Rencken
Cell: 082 559 8417
claire@charmont.co.za

Zelmarie Goosen
Cell: 076 909 5814
zelmarie@charmont.co.za

INDUSTRY CORRESPONDENT
Frank Beeton
Tel: 011 483 1421
Cell: 082 602 1004
frankb@econometrix.co.za

TECHNICAL CORRESPONDENT
Vic Oliver
Cell: 083 267 8437
voliver@mweb.co.za

PUBLISHER
Tina Monteiro
Cell: 082 568 3181
tina@focusontransport.co.za

ADVERTISING SALES
Margaret Phillipson
Cell: 083 263 0451
margaret@focusontransport.co.za

Atish Ramachul
Cell: 061 320 2210
atish@focusontransport.co.za

CIRCULATION MANAGER
Bev Rogers
Cell: 078 230 5063
bev@focusontransport.co.za

DESIGN AND LAYOUT
Nelio da Silva
nelio@focusontransport.co.za

PRINTING
Camera Press

CHARMONT MEDIA GLOBAL

INTERNATIONAL TRUCK OF THE YEAR 2014 ASSOCIATE MEMBER

FOLLOW US
facebook.com/focus_mag
twitter @FOCUSmagSA

Lies, lies and MORE LIES!

Politics can be a strange thing. As I write this, the world is reeling in shock – thanks to the much-maligned Brexit. Meanwhile, European truck makers fear something equally scary: the introduction of an emissions tax. The two phenomena – Brexit and the tax – have something in common: a "distortion" of the truth ...

Shame, I do feel a tiny little bit sorry for the completely misinformed Brits who voted in favour of the Brexit. Many are crying wolf now, claiming that the politicians lied to them, and yes, they most certainly did – repeatedly. It's what politicians do in order to win votes, protect their reputation or acquire large homes.

In the case of the Brexit, the most brazen of lies was that the £350 million (R7,1 billion) normally allocated to the European Union each week would, instead, be available for the United Kingdom's (UK's) National Health Services. Another was that European Union (EU) membership costs Britain £55 million (R1,1 billion) a day. Actually it's £17 million (R345 million).

In fact, Camp Brexit sprouted so many lies that Nick Clegg, the former deputy prime minister of the UK, accused them of coming up with a sinister plot.

"Nigel Farage, Nigel Lawson, Michael Howard, Boris Johnson and the rest of the Brexit crew are ... just making things up. If their heart tells them they don't like a fact, they merrily make up another one. Every time anyone reasonably points out the risks of yanking ourselves out of the world's largest marketplace, they yell that it's 'Project Fear'. Yet, they have come up with their very own project: Project Fib," he wrote, just prior to the referendum, in the *London Evening Standard*.

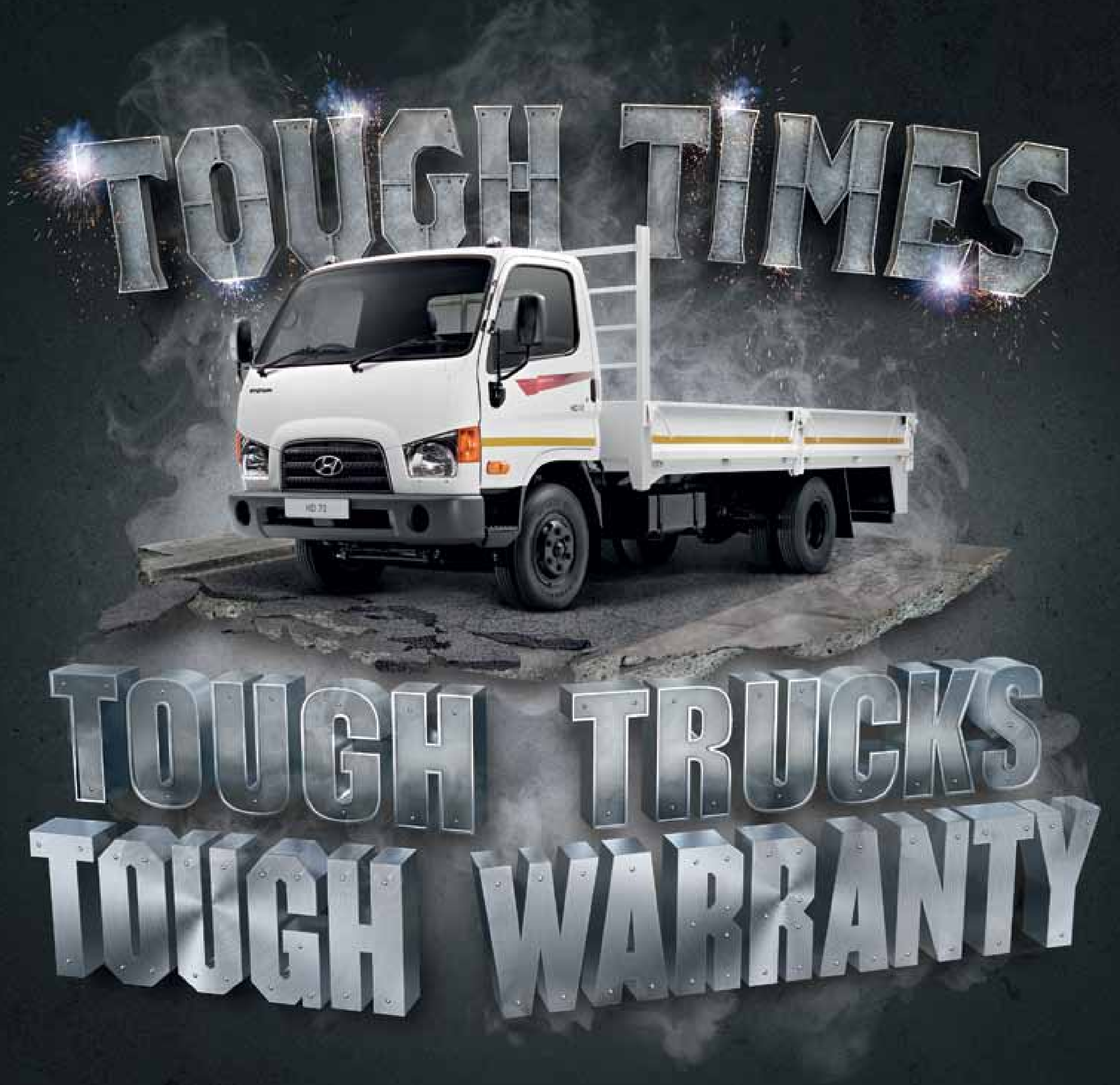
Well, now the commercial vehicle industry is facing its very own Project Fib: blatant lies surrounding the fuel economy and CO_2 emissions of trucks. Incredibly, one non-governmental organisation (NGO) is claiming that truck manufacturers have made absolutely no progress when it comes to fuel economy or emissions in recent times.

"Truck emissions are on the rise. Currently accounting for a quarter of road transport emissions, road-freight emissions are forecast to continue increasing up to 2030. Meanwhile, new truck fuel efficiency – and thus CO_2 emissions – has stagnated since the mid-1990s," Transport & Environment (T&E) states on its website.

Lest you have not heard of this NGO, it is "an independent pan-European association with scientific and educational aims, with no party political affiliation and devoid of any profit-making motive". T&E is no small fry – its most recent annual budget amounted to €3 721 577 (R63 billion), thanks largely to funding from "foundations and other grants".

"Lorry-makers have made no progress on fuel economy in 20 years," confirms Carlos Calvo Ambel, policy analyst at T&E. "This lack of progress and the cartel accusations show lawmakers that manufacturers can't be trusted."

The accusations to which he refers relate back to November 2014, when the European parliament levelled formal cartel charges against the continent's biggest truck manufacturers: DAF, Daimler,



During tough times, the tough prevail. That's why no matter how mammoth the task or large the payload, the resilient and reliable HD72 backed by a solid 3-Year / Unlimited Kilometer Warranty will make sure that no job ever gets the better of you, no matter how tough it might be.

Visit your nearest dealer today, test drive the HD72 and discover just another reason to buy a Hyundai.

www.hyundai.co.za/commercial-vehicles

HD72

HYUNDAI COMMERCIAL VEHICLES | NEW THINKING. NEW POSSIBILITIES.

Iveco, MAN/Scania/VW and Volvo/Renault. The companies are accused of price-fixing between 1997 and 2011 and also of delaying the introduction of new emission technologies. If they are found guilty, these companies could face the highest cartel fine in EU history – as much as several billion euros.

Reinforcing its point, T&E quotes figures – from the highly respected *Lastauto Omnibus*, a German trucking magazine – which appear to substantiate its argument.

However, as a clearly incensed Wolfgang Bernhard, member of the board of management of Daimler AG, Daimler Trucks & Buses, noted at the International Press Workshop in Frankfurt last month, the quoted figures pertain to completely different routes – and are thus meaningless. “They are not comparable numbers; this is intentional misinformation,” he told **FOCUS**.

“They are claiming that this whole industry is fast asleep and this thinking is influencing the minds of policy makers and regulators in Brussels! These so-called ‘facts’ are forming opinion. It is ludicrous and irresponsible. They are formulating new regulations as a result – and these are going to make our lives really miserable.

“These people are free-loading agents who can do anything they want. They can tell their lies and form opinion and regulations can result! I would like to encourage you to look into your archives and report the true numbers,” he urged.

So I did exactly that. First, I took a look at T&E’s figures. They do somewhat smack of the Brexit “facts”. For instance, they compare the 1990 Scania R113MA400A (21.4 *l*/100 km) to the 2014 Scania R450LA (21,8 *l*/100 km) and the 1990 DAF FT 85.400 (20,0 *l*/100 km) with the 2014 DAF XF 440FT (20,8 *l*/100 km). The engines aren’t the same – let

ABOVE: Matthias Wissmann, president of the German Association of the Automotive Industry, points out that truck manufacturers have achieved fuel consumption reductions of around 60 percent per tonne-kilometre since the 1970s.
TOP RIGHT: Long trucks, which have reduced CO_2 output per tonne transported by up to 25 percent in field trials in Germany, would be kinder on the environment than mandatory CO_2 limits.
RIGHT: Wolfgang Bernhard, member of the board of management of Daimler AG, Daimler Trucks & Buses, says claims that the industry is “fast asleep” are false.

alone the test routes.

We all know that fuel consumption is affected by many factors: aerodynamics, drive train design, rolling friction, vehicle handling, weather, topography and load ... so one cannot simply compare truck A to truck B.

Plus, they are cherry picking; we need to look at emissions, too, and not just fuel consumption ... and those are almost universally lower throughout the industry.

Then I looked at just some of the good things that the industry has achieved. It's impossible to write about them all; that would mean dedicating this entire issue of **FOCUS** to my column, but, just in case we have all forgotten, here are just some highlights:

- According to the European Motor Manufacturers' Association (ACEA), the fuel consumption of European trucks – and, with that, CO_2 emissions – has dropped by 60 percent since 1965. Furthermore, regulated emissions have been slashed to near-zero levels (they're down 98 percent since 1990).
- Daimler has reduced the fuel consumption of its Mercedes-Benz Actros by 15 percent since 2011. At the same time, it has reduced nitrous oxides by more than 80 percent and particulates by more than 50 percent.
- The new Euro-6 Iveco Daily offers fuel savings of up to eight percent.
- Renault has upgraded its already fuel-efficient T this year to make it two percent more efficient.
- Volvo Trucks has just announced a new concept vehicle, the Volvo Concept Truck, which cuts fuel consumption by more than 30 percent.
- Scania's Ecolution concept has seen customers enjoy as much as a 25 percent improvement in fuel economy.
- MAN's EfficientLine cuts fuel consumption by 6,57 percent.

I'm not even going to start on the many billions invested in "green" technology – and the hugely impressive results that our industry has attained ...

T&E is insisting on mandatory CO_2 limits for new European trucks (as per cars and vans in South Africa and the EU and trucks in the United States (US), China and Japan). Obviously, exceed those limits and taxes apply. I'm not saying that CO_2 limits are a ridiculous notion. I do think that one needs to be fair, though, and consider the facts of the matter.

Perhaps there are better solutions? ACEA believes that changes to legislation – as opposed to a carbon tax – would be far more beneficial to the environment. "For instance, by allowing the cross-border use of longer combination vehicles in Europe, which is already common practice in the US, truck manufacturers would be able to improve fuel efficiency by 14 percent," it points out.

One trucking CEO laughed out loud when I told him about the supposed 20-year hiatus in our industry. "What do they think that we have been doing for the last two decades?" he responded.

But these claims are clearly no laughing matter. "Our industry is frequently blamed for doing too little for the environment. Some claim we didn't do anything at all in the past 20 years. I state very clearly: that accusation is false – and it does not become true by repetition," Bernhard insisted.

ACEA agrees. "Contrary to some allegations, which are clearly lacking scientific evidence, European truck manufacturers are on track to reduce the fuel consumption of new trucks by 20 percent in the period from 2005 to 2020 – translating into an annual reduction rate of around 1,3 percent. An independent study by research institute Transport & Mobility Leuven has confirmed this figure," a spokesman tells **FOCUS**.

Will the lawmakers in Brussels agree? Or will they follow the lead of 51,9 percent of Brits – and be taken in by Project Fib? Only time will tell ... F

AARTO
a no go?

The South African transport industry has a recurring bugbear: the Administrative Adjudication of Road Traffic Offences (Aarto) Act. Although not in force yet, the Act continues to draw much negativity from the industry

GAVIN MYERS

After a few quiet years, I seem to be writing much about Aarto these days. In May, following the earlier South African Bus Operators Association (Saboa) conference, I reported that Japh Chuwe, registrar and CEO of the Road Traffic Infringement Agency (RTIA), announced to delegates that the Act would roll out nationally during government's 2016/17 financial year, which began on April 1.

Of course, it hasn't "hit the streets" yet. However, the RTIA and Department of Transport (DoT) are both firm in their commitment to finally implement the system this year.

At the 2016 Road Freight Association (RFA) Convention – find all the details on page 12 – National Minister of Transport Dipuo Peters conveyed her belief that: "Aarto will allow for the identification and punishment of habitual offenders."

It would seem, though, that the transport industry disagrees. Representing the industry at the Convention's Aarto panel discussion were Gavin Kelly, RFA technical and operations manager; Alan Dunn, consultant: Unitrans Supply Chain Solutions; Patrick O'Leary, publisher and managing editor of *Fleetwatch*; and Hugo Pienaar, RFA board member and director of employment practice: Cliffe Dekker Hofmeyr, who chaired proceedings.

The men were highly critical of the Act.

"We want to take bad drivers off the road, so, in principle, the points system is good," began Kelly. "But Aarto was designed to remove the criminal prosecution procedure and make it administrative – it forces you to give up your common-law rights. You can elect to go to a designated traffic court, but none exist at the moment.

"The minister sees Aarto as one of three silver bullets that are going to solve the lack of road safety. We won't be able to take all the problems off the road with Aarto. We need to focus on proper traffic policing!" said Kelly.

O'Leary was equally dismissive. "The system works in countries that are ethical. It's not going to work in South Africa; we can't get existing legislation right. We're operating in a culture riddled with corruption ... Aarto is going to create a new breed of bribers who won't want to lose their licence when they know how many points they'll lose.

"Our small to medium operators are not first-world operators. They don't care about managing and maintaining their fleets properly."

That begs the question: how will professional transport companies be affected if the system is implemented?

Dunn said: "We will need an industry-wide set of standards. Companies, their customers and suppliers need to change their mindset and be aware of the consequences of infringements. Human-resource contracts will need to be reviewed and disciplinary process decided upon. If drivers lose their jobs, families will be affected. Supervisors, as well as workshop, finance and administrative staff will all need awareness training."

It was interesting that, while the industry vociferously expressed its disapproval of the system (although one delegate did ask if just the idea of the system might not drive positive behaviour change), the one-liner by Minister Peters was all she had to say on the subject ...

Was she cautiously broaching the topic ahead of the panel discussion? Is she uncertain that the system will, in fact, be implemented this year? We'll have to wait to find out. After all, we've been waiting for Aarto since 1998. F

VEHICLE RISK management

In this tough and highly competitive road transport market, truck owners and operators cannot afford to ignore the daily basic function of vehicle risk management

The function of risk management involves much more than preventing vehicle crashes, it embraces the entire comprehensive package of all the vital basic components that lead to a world-class, economically viable transport operation.

The manager, who is responsible to carry out the function, needs to analyse, assess, manage and monitor all forms of risk – daily.

Ideally, the job of managing the vehicle risk function of a fleet of commercial vehicles should be executed by the transport manager, as he is the person closest to the daily operations and best suited for the job. He must, however, have the full backing and support of the senior management in the company. Without this support, the function of vehicle risk management will fail.

Checking and inspecting a number of basic functions and procedures will highlight tell-tale signs that could be the start of a component failure, which could result in an unnecessary and expensive roadside breakdown, or a vehicle crash. Drivers should be taught how to identify these signs.

Scheduled and well-documented daily pre-trip inspections go a long way to ensure the fitness and safety of the vehicle. The pre-trip inspection must cover all the basic safety-critical items.

Once the vehicle leaves the yard, the driver is in full control of all the operating costs (like fuel, tyres and maintenance) and, therefore, the management of the driver must be a high priority on the manager's risk-control sheet.

With the current unacceptably high accident rate and the growing number of irresponsible and reckless road users, truck operators have to manage and educate their drivers on ways to avoid road crashes, as well as on how to care for the vehicle that they drive.

It is not only some irresponsible drivers that cause accidents, deteriorating road surfaces also lead to road crashes, for example. A driver's lack of knowledge of the road traffic regulations and poor understanding of how to operate the vehicle can also result in accidents. At the very least, this results in higher operating costs for the operator.

Take fuel, for example, which represents approximately 40 percent of the total operational costs of vehicles in long-distance operations today. Daily monitoring of fuel usage and cost is, therefore, essential.

To achieve good fuel consumption, the vehicle must be driven in a proper manner, so monitoring the fuel consumption after every trip is a necessity.

The fuel consumption of each vehicle needs to be checked every day and measured against a benchmark. When the consumption is higher than the benchmark, an immediate investigation must be undertaken to determine the cause, and action to rectify the problem must follow.

Managing and controlling fuel consumption also results in other big financial savings. The driver cannot obtain optimum fuel consumption if he or she abuses the vehicle. When the vehicle is driven professionally and optimum fuel consumption is achieved, saving on maintenance and tyre costs automatically occurs. F

One of this country's most respected commercial vehicle industry authorities, VIC OLIVER has been in this industry for over 50 years. Before joining the FOCUS team, he spent 15 years with Nissan Diesel (now UD Trucks), 11 years with Busaf and seven years with International. Do you have a comment or thought you would like to share based on this column? Visit www.focusontransport.co.za and have your say!

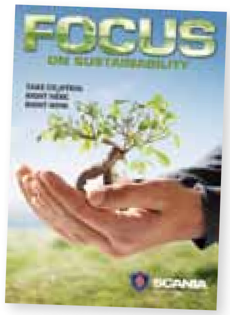
GLOBAL WARMING EFFORTS APPLAUDED

The Scania booklet on sustainability and global warming, which went out with your May issue, was a real eye opener.

Please pass on my congratulations to Scania for taking the responsibility and initiative to address this serious problem.

Vic Oliver
Vic Oliver & Associates

We will certainly pass your message on, Vic. We agree wholeheartedly – the issue is one that needs to be tackled with fervour. We are happy to add that Scania is not the only original equipment manufacturer with this issue on its priority list, so, hopefully, the collective effort of the industry will bring about the change that is needed – ed.



NON-GENUINE DOESN'T MEAN NO GOOD

In response to the article on vehicle parts published in the June issue of **FOCUS**:

A vehicle is a big investment, so obviously we want to know we're getting the best possible quality when it comes to parts, which is why many motorists are duped into believing their vehicle should have nothing less than original equipment manufacturer (OEM), or genuine parts.

We've seen recent adverts on television that try to reinforce this myth, but the truth is, in some cases, aftermarket parts are an improvement on OEM parts.

Market research indicates that the quality of aftermarket parts has increased over the past decade, raising confidence among workshop owners, service technicians and motorists alike.

Indeed, the often misused terms "aftermarket" and "genuine" parts are, as the article states, confusing to say the least. Aftermarket companies analyse weaknesses in OEM parts and, through a process of reverse-engineering, they are able to eradicate weaknesses and flaws.

Another plus for motorists is that there are lots companies that make aftermarket parts – more variety means a better price and the parts are readily available.

The Motor Industry Workshop Association (MIWA) is at the forefront of lobbying for change and legislation regarding the "Right to Repair" initiative in South Africa. Right to Repair has been advocated and legislated in many first-world countries since the early 1980s. It promotes consumers having the right to choose where to have their vehicles serviced, maintained and repaired, at competitive prices, in the workshop of their choice.

Les McMaster
Chairman of the Motor Industry Workshop Association (MIWA)

DIFFERENT VISIONS CONVERGE ON A SHARED ROAD

A common theme has emerged from the recent round of "State of the Province" speeches delivered by the nine Premiers. All provinces emphasised the need for investment in infrastructure to support the future growth of the regional economies. The underlying message was that we should not neglect critical investments in strategic infrastructure that will buttress the inevitable period of growth down the line.

The value of an effective and modern primary road network is often taken for granted and leaders tend to prioritise their spending on social infrastructure and services that bring immediate and visible benefits to communities. Yet, none of these projects can be delivered without the presence of an adequate and sustainable primary road network.

The importance of timeous maintenance of road infrastructure cannot be overemphasised. On the national road network, (managed by the South African National Roads Agency (Sanral) since 1998) it costs about R75 000 per kilometre per year to maintain roads to international standards. When backlogs accumulate in critical maintenance areas, repairs can cost up to R210 000 per kilometre.

Sanral has the experience, capacity and technical know-how to manage the bulk of the national and provincial road networks in the country. Toll roads make up a mere 15 percent of its road portfolio. And, although it is essential to maintain these high-volume roads for sustainable economic growth, the bulk of Sanral's value is reflected in its ability to manage and maintain a safe and reliable road network countrywide that enables provinces to deliver on the visions they have to improve the quality of the lives of their residents.

Koos Smit
Engineering Services Executive, Sanral

First year, SECOND POSITION

The medium-weight FAW 8.140 FL range was launched in May 2015 and now, a mere year later, it is ranked second in the five-tonne truck segment

On introduction, FAW Vehicle Manufacturers SA lauded the 8.140 FL as "the lowest-cost-per-tonne" vehicle in its category. Today, the company has endeavoured for it to remain one of the most affordable and efficient trucks available in this category.

"One of the reasons for the impressive market share in such a short period has been the FAW 8.140's proven performance and low operating cost," says Cheng Zhang, marketing and strategy manager at FAW Vehicle Manufacturers SA.

"The FAW 8.140 FL carries all the hallmarks for which FAW trucks are renowned, namely: strength, reliability, easy operation, and, most importantly, delivering on the promise of a 'truck built in South Africa, for Africa'."

The company's decision to introduce a vehicle into this class was strategic on many levels; with customer demand, market opportunity and FAW's drive to become a household name across the continent being some of the driving factors.

"Our market analysis confirmed the need for a vehicle as durable and rugged as our heavy and extra-heavy trucks, but with smaller dimensions to handle a different working environment," says Zhang.

According to FAW, it has become imperative that the most cost-effective combination drivetrain is engineered to deliver the best levels of efficiency and durability, for a business environment where total cost of ownership is always top of mind.

The 8.140 FL was, therefore, redesigned and re-engineered to be perfectly suited to local conditions. The FAW team paid special attention to cost efficiency combined with the best possible payload and the best turnaround time, as well as quality build standards.

Imported from parent plants as semi-knocked-down kits, the cab, chassis, axles and other sub-assembly components, together with the imported Cummins engine and ZF transmission, are all assembled in FAW's plant in Coega, Port Elizabeth.

"The FAW 8.140 FL is a 'true-blood South African', built locally and uniquely engineered for the African environment," Zheng reiterates.

Given the sales statistics, it is clear that the recipe is working. For example, the Euro-3, 3,8-litre Cummins ISF engine underwent advanced thermal engineering,

enabling it to run at higher operating temperatures, while reducing the size and cost of the vehicle's cooling system.

Further, the modular architecture of the engine has proved its worth with easy access and single side servicing – all reducing operating costs.

The FAW 8.140 FL has also proved to be suitable for a wide range of applications and body configurations; including drop-side, van-bodied, tautliner, roll-back and dry-freight or insulated-body transport.

Zhang asserts: "When FAW SA launched the 8.140 FL truck range, we set the bar high, literally 'throwing down the gauntlet' in this segment. A year on our market position proves that the FAW brand delivers on its promise."

TROUBLE
on the horizon?

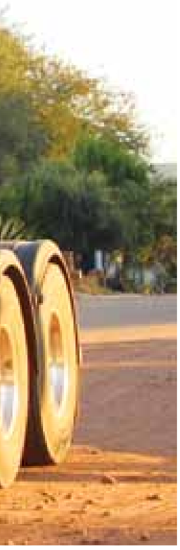
Certain key themes cropped up at the 2016 Road Freight Association (RFA) Convention, reports GAVIN MYERS. In addition to debate on policies that will affect the industry, economic, labour and safety concerns crept in

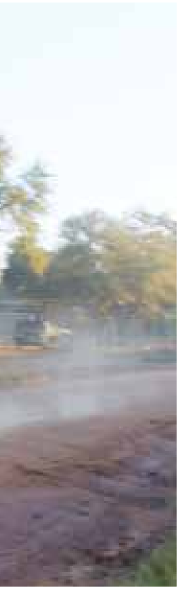
In 2015, trucks moved 1 450-million tonnes of bulk commodities (20-million tonnes of this was moved by truck due to a lack of rail services). The industry employs 130 000 people, while a contribution of roughly seven to eight percent of gross domestic product (GDP), amounting to R130-million rand, is made by deliveries by operators transporting for gain, financing from banks and fuel purchases.

This is the picture of the South African road transport industry painted by Sharmini Naidoo, CEO of the RFA. On the face of it, the numbers are quite promising.

Naidoo warns, however, that operators could see themselves in severe difficulty due to: the draft BB-BEE code for the road freight industry; steps that are being taken to move trucks off the road; the introduction of the Administrative Adjudication of Road Traffic Offences (Aarto) Act, which will open a whole new can of worms; and the fact that artificial measures, which will make road freight less attractive and more expensive, are afoot.

The RFA Convention 2016 set out to draw attention





to these concerns and educate operators about the threats facing their businesses.

Minister of Transport, Dipuo Peters, delivered the keynote address. Regarding overloading, the minister noted that not enough is being done to address the issue.

"Overloading is severe; sometimes up to and over 100 percent, with some operators budgeting for admission of guilt fines. Damage to roads costs the economy billions of rand. This cannot continue unpunished and has to stop … self regulation is crucial. Implementing the Road Traffic Management System (RTMS) shows you have nothing to hide and don't want to be policed – that is what we want."

LABOURING OVER LABOUR

Labour issues in South Africa are nothing new. However, according to Ian Macun – director of collective bargaining at the Department of Labour – folks in the transport and logistics sector might have to get used to some different scenarios in future.

Is that a good thing? Well, it depends … Macun began: "There are certainly a lot of problems in our labour relations and bargaining; violence, economic impacts, short-termism. We are examining ways of strengthening collective bargaining to stabilise labour relations and affect behaviour in conflict resolution and strike action. This would no doubt have a positive effect on collective bargaining."

According to Macun, the number of South African bargaining institutions declined between 1992 and 2014 from 87 to 44. However, employee coverage went up from 735 000 to 2,5 million, which would suggest an increase in collective bargaining activity. During 2015, the private sector bargaining councils covered 1,4 million employees, while those in the public sector covered 1,1 million.

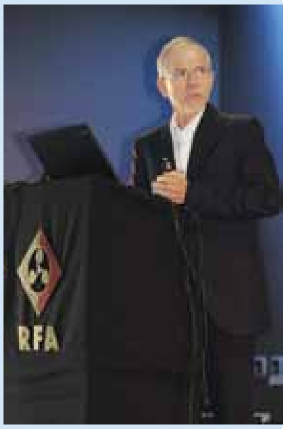
"Coverage has risen more rapidly in the public sector, while the private sector has been more stable," Macun added.

The manufacturing sector is key; employing some 1,75 million people, represented by 17 councils that cover 36 percent of the workforce. The transport sector employs 922 000 people, represented by three councils with a 22-percent coverage.

Regarding representativeness of councils, the road freight trade unions make up 45-percent coverage, with employer representation at 43 percent. In the Motor Industry Bargaining Council the numbers are 36 and 61 percent respectively.

"Compared to international trends, our policy environment for collective bargaining is pretty stable and likely to remain so with one big exception: the possible introduction of the national minimum wage," Macun noted.

This, he said, is a real unknown. "It's not a question of if, but, rather, of when. It might not be a bad thing, depending on how we set it and what the exemptions are, but for the future of collective bargaining this will be the big issue.



"If we land up with high minimum wages it will undermine sector-level arrangements currently negotiating lower minimum-wage levels, and it could destabilise institutions. If it is instituted, most unions could 'sit back'."

What are the likely future scenarios for public-sector collective bargaining? Macun discussed two possibilities. "Some feel there could be growth in collective bargaining, but I think it's unlikely in the short to medium term. What concerns me is the scenario of decline."

In such a scenario, the first indicator will be a weakening on the part of the trade union movement. A second is employer resistance. Third would be a move to plant-level bargaining, (mining is a key example). The final factor in this scenario would be a weakening of bargaining councils as institutions and an inability to perform their duties.

"A more positive scenario would be the continuation of collective bargaining," suggested Macun. "Collective bargaining would need to retain its present coverage and that could require strengthening through the amalgamation of councils. Coverage could then increase, but would not be substantial. For bargaining just to continue will require support and action by all players."

"I sincerely hope that in the Road Freight Bargaining Council there will be a commitment to a continuation scenario to the point where the minister has no discretion. The ball is in your court to get the levels up to that point," he concluded.

Regarding road to rail, she stated: "Department of Transport policy is driven through the national freight logistics policy, which aims to ensure effective and efficient movement of goods with a balance between road and rail.

"Cargo that is not time-sensitive should be moved to rail – we are still engaging with those who have concerns. It's not about which mode is correct – road will always be there – an integrated approach does not allow one to be better than the other," she emphasised.

So far so good (somewhat), but then the minister struck a nerve. "The Department, in close cooperation with provincial traffic authorities, is

MAKING SAFETY A CERTAINTY

In the trucking industry, safety is an issue that requires much attention. As Sharmini Naidoo, CEO of the RFA, stated: "Truck accidents amounted to only 4,8 percent of the total accidents over the 2015 December holidays – but their impact, to both operators and other road users, is much bigger. Every accident reported damages the industry's credibility."

Con Roux, commercial manager at the N3 Toll Concession (N3TC), spoke about how accidents

Roux (left) and Halliwell are both managing different risks for the benefit of the industry.

affect the efficiency of the N3. He was joined by Tom Halliwell, CEO at Libra Brokers, who spoke about how managing risks – such as driver fatigue – can reflect meaningfully on the bottom line.

The N3 is South Africa's busiest leisure and economic corridor, and the N3TC's role is to finance, design, construct, operate and maintain the route. Up to 40 000 vehicles use the route on peak days, of which heavy vehicles account for 35 percent. Yet fatalities on the route decreased by 43 percent between 2011 and 2015.

"Road safety is a brute of a problem … one crash can change all the progress made," he added.

To illustrate his point, Roux referred to a small crash on Van Reenen's pass, which, alone, was estimated to cost the economy R15 million. "I believe, however, that one of the biggest costs of crashes is the reputational cost to the industry and consequent failure to attract suitable entrants."

Roux elaborated with an anecdote about a student he lifted from Van Reenen to Harrismith, who commutes every day by hitching a lift with trucks. "He said that, without fail, every time he talks to a driver they tell him they fear for their life every time they drive. This is morally indefensible."

Roux noted that 73 percent of crashes on the route are due to human factors, including distraction and fatigue.

"Fatigue is more serious than we think," said Halliwell, explaining that 84 percent of the rand value paid out by Libra was made up by "own damage" claims, implicating a driver. Fatigue was the largest contributing risk element of those claims; accounting for 35 percent.

It would stand to reason that reducing fatigue will substantially lower insurance claims and the knock-on effect of higher premiums and vehicle downtime. To prove the point Halliwell discussed a case study undertaken with a Libra client.

Between 2012 and 2015, the client's claims grew from around R1 million to R11 million. Similarly, its insurance on goods in transit grew from nearly R500 000 to almost R7 million in the same period.

A risk assessment was undertaken and a risk management programme implemented. All trucks were grounded from 22:00 to 04:00; the salary structure changed for new drivers; the employment process was upgraded; and 24-hour monitoring (including speeding) was implemented.

The results, explained Halliwell, were immediate. "With the risk management programme we only focused on fatigue. The claims loss ratio went from 235 percent (horrific for any insurance company) to 42,3 percent after only four months."

With the N3TC continuing its good work, and more fleets taking risk management as seriously as Libra has illustrated, we can only hope that the credibility of the trucking industry will one day be restored.

RIGHT: Minister of Transport Dipuo Peters comments on the establishment of a transport economic regulator.
BELOW: Serious conferencing by day, but singing, dancing and drumming by night.

currently developing the national road safety strategy. Interventions include peak operating time restrictions *[an issue of great concern at the 2015 RFA Convention, still open for comment – ed.]*, tightening of roadworthy testing, raising the standard of professional driving permits, and implementing legislation to deal with fatigue management," she noted, before pulling out her truck-shaped salt shaker ...

"A key recommendation from our freight strategy is the establishment of a single transport economic regulator. A draft bill has been completed and the medium-term target is to establish it through the relevant legislation by December 2016.

"We believe the regulator will help us deal with the freight sector – establishing appropriate institutional and regulatory structures to prevent pricing abuse in captive markets – and ensure fair conditions for intermodal competition."

When questioned from the floor as to the strategic rationale of the permit system, the topic was somewhat brushed off: "Has deregulation assisted us to get where we want to be? Our challenge has been to accurately get road-freight information.

"This must be a matter of discussion to better manage road freight; we want to try to regulate the transport fraternity and know what is moving on the road. The idea is to be able to issue a permit to a particular vehicle transporting a particular cargo on a particular corridor."

Troubled times ahead? "Penalising an industry that adds so much value is an injustice ..." scorned Naidoo. "The industry is not acknowledged for its contribution and true worth. It has taken many years for the industry to fine tune its processes in order to deliver slick and professional services."

Here's hoping no irrational decisions that could change that for the worse are pushed through unchecked. F

WHAT ABOUT THE MONEY?

"Who's in business to lose money?" asked economist, Mike Shussler as he painted a rather bleak picture of the current local economic situation. Shussler was joined by investment economist at PSG Capital, Dawie Klopper, who added more from a global perspective.

Both speakers echoed a humbling sentiment – global economies and equity markets are struggling, and the knock-on effect in South Africa (combined with our own economic maladies) is not particularly rosy.

"Last year saw the quickest drop in commodity prices since 1932; prices of free-market commodities are at a 42-year low ... World commodities are on downward trend and it's not good for South Africa," commented Shussler.

What are some of the causes? A primary factor is the sheer amount of uncertainty in the world. Global socio-political tension (for example, migrants into Europe, elections in the United Sates (US) and the threat of ISIS) together with concerns about growth in US, China and Europe are foremost.

Said Klopper: "The International Monetary Fund (IMF) has reduced its growth forecast around the world. America's predicted growth is at 2,6 percent. Growth in China has also slowed. China has overinvested in infrastructure, so does not have a big demand for commodities, pushing the decline in commodity prices."

Shussler added: "There is a major disconnect between production levels and prices at the moment. There is too much steel and too much oil ... the world has 50 days of oil production in storage.

"Gas, solar and wind power are cheaper (and cleaner) than coal – the demand of oil and coal for electricity generation is in decline. Coal isn't coming back; commodity structures are changing."

We're already seeing such effects locally and in the transport industry, noted Shussler. "Road transport is under pressure and has been in decline for ten months. Ports and bulk commodities are down 5,8 percent since September; iron ore and coal are projected to drop, which will affect rail and ports profits. Rail payload is experiencing its biggest decline in the last 15 to 20 years.

Klopper (left) and Shussler do not expect big things from South Africa's economy anytime soon.

"It's no wonder Transnet wants to push into fast-moving consumer goods and the permit system is on the cards – rail is under severe pressure and profits need to be protected!" he exclaimed.

Is it all bad news? Can the South African economy recover? Shussler was soberingly realistic: "The next five years are going to be hard – for most industries the focus will be more about keeping jobs than creating them. Our growth in gross domestic product (GDP) forecast is between 0,4 and 2,6 percent by 2018."

This is worrying when unemployment is already severe at 25,4 percent. "Targets set in the 2016 budget must be achieved. It will be tough, and if we don't succeed a downgrade will be a possibility. However, I am confident the rand can strengthen again," noted Klopper.

Shussler's conclusion? Success is not impossible. "A crisis is what gets one working on a solution, forces us to face facts and to talk. Part of the solution will be to 'get real' ... One only addresses structural problems when under pressure. Things will get better."

DriveCam's proven technology and superior service offers fleet operators significant benefits.

SUBSTANTIAL COLLISION CLAIMS COSTS REDUCTION

PREDICTIVE ANALYTICS TO MEASURE RISK AND PREVENT UNDERWRITING LOSSES

ONGOING DEVELOPMENT IN DRIVER SCIENCE

CONSIDERABLE FUEL & MAINTENANCE COSTS REDUCTION

PROACTIVE SERVICE TO ASSIST CLIENTS IN MANAGING RISK AND IMPROVE THEIR BOTTOM LINE

DriveCam® is the world's leading fleet risk mitigation company, combining cutting edge technology and analytics to predict and prevent unsafe driving, protect drivers, reduce on-road risk and operating costs. Much more than a camera monitoring device, it is a comprehensive, fully integrated driver behaviour management solution that offers unparalleled levels of risk identification and profiling. And by protecting drivers and reducing risk, you're increasing your bottom line.

Use the proven past to protect your future with DriveCam, powered by Lytx, the only company that has analysed the driving behaviours of over 450,000 drivers in more than 1200 fleets worldwide.
Simply put, there's nothing else quite like it.

lytx DriveCam™

Enquiries: 0860 105 417

DriveRisk™
MANAGE • MOTIVATE • MITIGATE™

www.driverisk.com

Feeling USED?

In our 2015 report on used vehicles we learned that sales within the used market were growing substantially. Is this still the case? **FOCUS** goes truck shopping

Paul Kempenaar, director of Boksburg-based used truck dealership Truck World, explains that the dealership's stats show a 32-percent increase in sales from January to June.

"Normally, in an election year, the markets go down. Clearly, most companies and buyers are focusing on their own interest and not what is going on in the country's politics," he relates candidly.

There must be more to it than that, though? "With the rand/dollar over the R15 mark, most new commercial vehicle prices are extremely high. Running costs with lower bank repayments and current contract rates make used vehicles favourable," he says.

Ronald Melville, used-vehicle sales manager at Scania South Africa, adds, however, that sales are "not where we would like them to be". Despite this, he says that buyers have a lot of choice.

"There are many very good vehicles on the market, which creates a lot of competition. It's more of a buyers' market; the high level of competition in the market adds cost effectiveness, meaning repayments are cheaper."

So, buyers have the choice of a huge number of vehicles, which begs the question; how can you ensure you're buying a good one?

Having been in the game for 20 years, Kempenaar attests that reputable private dealers like Truck World practise selective buying, so as to offer the best, cleanest, most reliable stock they can. Furthermore, each unit undergoes a service, has its brakes done and lights checked – among other things – before being sent for a roadworthy test.

"Providing peace of mind guarantees return business," he notes.

Melville advises buyers to make sure the vehicle they want to buy fits the application for which it is going to be used.

"The attractiveness of the initial purchase price is a common mistake – buying the wrong vehicle for the wrong application lands up costing more in the long run. Further, if the truck will travel more than 15 000 km a month, then a low-kilometre used vehicle should be purchased. A high-kilometre truck doing high mileage each month will not be cost effective as downtime will increase," he suggests.

What else should buyers look out for? Melville adds that buying on auction can be risky as you may not be made aware of defects, and there is also little back up.

Clean, re-sprayed trucks could be hiding defects. The condition of the interior is normally a tell-tale sign of whether or not the previous owner and/or driver had respect for the vehicle. In addition, purchasing a vehicle with a service history will add peace of mind. F

Will REDISA DIE?

Following Minister of Finance Pravin Gordhan's 2016 Budget Speech there has been debate around the announcement of new taxes and levies. A case in point is the tyre levy. Will this replace the existing Recycling and Economic Initiative of South Africa's (Redisa's) waste management fee, which has been in place for the last three years? In fact, does Redisa have a future? HERMANN ERDMANN, CEO of Redisa, explains

Redisa is not a government body and is, therefore, not aware of what the proposed tyre levy entails. The Redisa Plan is the outcome of collaboration between government and the private sector. The Department of Environmental Affairs (DEA) drove legislation enabling the establishment of the Plan.

Through the waste-management fee, Redisa's plan makes local manufacturers and importers of tyres accountable for what they produce. It creates a system that ensures that waste tyres are recycled, thereby reducing the adverse effect on the environment, while developing new products from recycled materials. The net effect has important upstream and downstream implications, which are promoted by Redisa.

WHAT IS THE DIFFERENCE BETWEEN TAX AND THE WASTE-MANAGEMENT FEE?

Understanding the difference between the Redisa waste-management fee and tax is critical to ensure the ongoing success of this new recycling development.

Tax is a compulsory contribution to state revenue, levied by government on workers' income and business profits, or added to the cost of some goods, services and transactions. Money collected from taxes goes into the general fiscus.

The waste management fee, on the other hand, is

paid by producers to offset the cost of dealing with tyres once they reach end-of-life. The Redisa Plan does not determine that consumers carry the cost: it is up to tyre producers whether and how they recover their cost.

A critical difference is that this money is directly and specifically applied to dealing with the product and building the recycling industry. These funds are managed responsibly, in an audited and accountable fashion, making this system far more effective than a tax-based system where funds are diluted into the general Treasury pool without being ring-fenced.

It is important that Redisa collect the waste management fee, because this allows it to change the fee structure that producers and importers of tyres pay according to an environmental rating system currently being developed. To this end, Redisa is building a tyre Product Testing Institute to test tyres and environmentally rate and certify each type of tyre. Currently, the waste management fee paid to Redisa is standardised at R2,30 per kilogram.

Once an environmental rating system has been developed and linked to tyre homologation standards, Redisa will be in a position to set a new pricing structure. This will allow those tyres manufactured using better environmental standards to have a lower fee, while those tyres that produce more adverse environmental effects when manufactured will have a higher fee.

This capacity to introduce a differentiated fee structure is absolutely fundamental to the Redisa business model, because it creates an upstream incentive for tyre manufacturers to change their production methods to cleaner technology and lower environmental impacts.

This means that, in the long-term, if all tyre producers start using production methods that are fully cradle-to-cradle certified, then the waste-management fee charged in South Africa will reduce to zero as the associated environmental impact will be zero.

HOW DOES THE MANAGEMENT FEE DIFFER FROM PLASTIC BAG TAX?

The levy on plastic bags was introduced in 2004 to encourage reuse and recycling, while mitigating the environmental impact of plastic bag pollution.

One of the key challenges of the plastic bag tax is that the funds collected go directly to the government fiscus, and the DEA has to apply to Treasury to recoup monies in order to develop the promised recycling industry.

A non-government organisation (NGO) called Buyisa-e-Bag was set up as the implementation arm, but was wound up in 2011 without being able to achieve its objectives. The organisation was originally responsible for establishing the plastic recycling industry, with the intention of creating and supporting the expansion of collector networks, setting up rural collection companies, working with NGOs to increase capacity in rural areas, and help to create jobs.

A study by the Council for Scientific and Industrial

DUNLOP'S NEW DISTRIBUTION FACILITY

Dunlop South Africa's new purpose-built warehouse in Cato Manor, Durban, has allowed the company to acquire a firm grip on its escalating distribution needs locally and into Africa.

The new 12 500 m² site, which has storage capacity for more than 200 000 tyres, adds to a series of investments being made by Dunlop's parent company, Sumitomo Rubber South Africa (SRSA). The site was developed in five months and is leased to Dunlop by Durban-based commercial property developer Newlyn Group.

SRSA's flagship Dunlop brand, as well as its Falken and Sumitomo tyre brands will be housed at the new premises.

SRSA CEO Riaz Haffejee says the move from the previous location in Sydney Road, Umbilo, which had been occupied for 80 years with Dunlop House being preserved as a heritage building, was spurred by the increasing demand for products in the rest of Africa, as well as to cater for anticipated growth in the supply of tyres to the automotive manufacturing sector.

"The investment made in systems, planning, technology and infrastructure will now easily position us to accommodate this demand. We are proud to announce the beginning of a new era for Dunlop," Haffejee adds.

The property will house a 650 m² technical examination centre for on-site consumer quality testing in addition to the 7 200 m² bonded warehouse facility. More than 200 temporary jobs were created during the construction phase of the development, coordinated with the help of the local ward councillor.

Research (CSIR) reported that in the financial year ending in February 2006, only seven percent of the levies collected actually got paid to Buyisa-e-Bag, so it is perhaps not surprising that the organisation shut down with little to show for its efforts.

In contrast, when the Redisa Plan was legislated, Minister Molewa emphasised that the waste management fee collected would not end up in the general fiscus, and that it would be the responsibility of those introducing the waste (for instance tyre manufacturers and importers) to pay for the remediation of the resulting waste. The advantage of this system is that Redisa is 100-percent accountable for what happens to the funds. Strict corporate governance practices and audit requirements ensure these funds are utilised according to the mandates set out in the Plan.

Without the waste management fee being used as prescribed in the Redisa Plan, the new tyre recycling industry would not have been established, and the creation of jobs, small businesses and other socio-economic benefits would not be possible.

SO WHAT NEXT?

South Africans generate more than 108-million tonnes of waste per year and only ten percent of this is recycled. Redisa has always believed that by looking at waste differently, from a circular economy perspective, it can be used to grow the economy.

The reality is that most businesses do not see the waste that comes from their products or operations as their problem, and few factor the cost of recovering and recycling this waste into the manufacturing cost. By providing the mechanism that allows industry to meet its "extended producer responsibility" requirements, Redisa ensures that the product manufacturer is responsible for the entire lifecycle of the product – and especially for the recycling and final disposal thereof.

The Product Testing Institute is an important enabler of the circular economy in the tyre industry. This is an exciting approach that will eliminate threats to the environment and resources, and will positively contribute to the growth and development of the economy.

The circular economy approach could be used successfully to recover and recycle plastic waste, as well as waste from agriculture, organic chemical processes and mining operations, to name a few. This would generate major socio-economic and environmental benefits, going far beyond what has already been achieved in the waste tyre sphere.

The Redisa Plan has proved to provide a solution to government at no cost to the fiscus, and drives gross domestic product (GDP) and employment growth. F


bandag
Sync - 10715 - Focus

A GREY area

Imagine a company director being held liable for an accident that happens with a vehicle belonging to a staff member. The scenario is not as farfetched as it sounds. We explore the concept of "grey" fleet management

A "grey" fleet is simply the term used to describe any vehicles that do not belong to the company, but which are used for business travel. This might include a vehicle purchased via an employee ownership scheme, a privately rented vehicle, or a vehicle privately owned by an employee.

When these vehicles are driven on company business, often in return for a cash allowance or fuel expense, they are then considered to be part of the grey fleet – and, as such, fall under the responsibility of the employer.

David Molapo, head of fleet management at Standard Bank, states that the concept is not well known in South Africa. He adds, however, that the approach is fast becoming a norm in the developed world.

In the United Kingdom, legislation has been introduced that requires each business to ensure that the vehicles belonging to the company are inspected for their safety and road-worthiness, as well as any vehicle belonging to a staff member that happens to be used for business purposes.

"Not surprisingly, the idea of a business having a grey fleet is not well known in South Africa, where the art and science of managing a company's formal fleet is not yet all that well developed. This is more so in smaller companies that do not have a dedicated fleet manager," says Molapo.

The suggestion of having any management obligation over the vehicles belonging to staff members, apart from compensating them for when they use them for work, is, at best, likely to draw a blank stare from most local fleet managers, and, at worst, protest over the thought of the added responsibility.

The results of a recent research project commissioned by Standard Bank Fleet Management seem to bear this out.

The Fleet Management Excellence 2015 survey, conducted among a mix of 60 South African fleets of passenger and light commercial vehicles, found that only seven percent of them had ever inspected the vehicles belonging to their grey fleets for safety. An annual inspection of such vehicles is considered best practice.

The research was drawn from a model of fleet management excellence, and measured the key indicators of a well-run fleet. Apart from annual vehicle safety inspections, the model puts forward

a further three requirements for managing a company's grey fleet:

- Keeping a register of all the vehicles owned by staff members and used for business purposes. Only 15 percent of the fleet managers in the survey said they kept such a register.
- Keeping a register of the drivers' licences of staff members who use their own cars for business purposes. Again, only 15 percent of the research participants recorded this information.
- Insuring grey fleet vehicles for business travel. Only 13 percent of the surveyed fleets conformed to this requirement.

Given the lack of legal obligation on South African companies to manage their grey fleets, the issue of insuring staff-owned vehicles for business travel is likely to be the main driver of the grey fleet concept, and the idea that at least some company responsibility is required beyond compensating staff members for kilometres travelled. Some insurance policies will not pay out in the case of an accident in which a private vehicle was used for business purposes.

The research suggests, however, that South African fleets have some way to go. Only about a third of South African fleet managers are proactive enough to keep systematic track of the risks to which the company-owned vehicles are exposed, let alone their grey fleet. It seems, therefore, that, for now, most local companies will only become aware of the insurance issue – and their grey fleet obligations – after an accident.

"The value of the Fleet Management Excellence research is that it provides a comprehensive model of a well-run fleet, including grey fleet management. This research provides a benchmark to fleets of how they compare with their South African peers," says Molapo.

Here are some tips for developing an effective grey fleet management policy:

1. ASSIGN RESPONSIBILITIES

One of the key reasons why the grey fleet is often overlooked is that no one individual is deemed responsible for its management. In organisations where a fleet manager is responsible for running the company's fleet, this is likely to be the best person to assume this responsibility. Otherwise, finance and human resources (HR) departments should work together to appoint an individual to take responsibility.

Establishing a working group to assist with the development and implementation of a grey fleet policy is recommended. The following departments may be involved in determining and implementing a policy:

- human resources;
- finance;
- health and safety; and
- environment/sustainability.

It is important to gain buy-in from key stakeholders in the organisation. Actions to consider include:

- establishing a small working group of stakeholders to help develop the overall strategy and individual measures;
- engaging senior managers in the process so that they understand and support any changes;
- allowing employee input to influence the recommendations; and
- supporting HR in communicating the changes and new policies to employees.

2. BENCHMARK THE EXISTING GREY FLEET

Benchmarking is a crucial step when developing a grey fleet policy. Drivers should be asked a number of questions concerning their journeys, the costs associated with their travelling and management of their vehicles.

3. IMPROVE ACCURACY OF GREY FLEET DATA

If the abovementioned information isn't available, then grey fleet records are inadequate and data collection procedures should be reviewed so that an accurate picture of the grey fleet can be developed.

Once the policy has been formulated and has been effectively communicated to all employees, an action plan can be drawn up to reduce the mileage driven in grey fleet vehicles. F

SCANIA FMS
sets the pace

The Scania Fleet Management System (FMS) is turning out to be a great success for Scania South Africa. We find out what potential it holds for operators

In September 2014, Scania South Africa introduced the Scania Fleet Management System as standard fitment on every new truck. **FOCUS** broke the news in the June issue of that year and now, two years down the line, Scania Fleet Management is proving its worth and moving from strength to strength.

Within two years, just over 4 000 Scania vehicles have been connected to the system.

"Application-wide – from distribution to long haul or mining and construction – Scania FMS is ideal for all business owners who wish to maximise the uptime potential of their fleet," begins Faried Arnold, connected and driver services manager, Scania South Africa.

"Scania FMS allows you to view how the drivers and vehicles in your fleet are performing and what contributing factors are costing you money. You are able to proactively identify potential problems, improve service planning, monitor driver behaviour and optimise routes," he explains.

The system is available in two flexible packages, which Scania has tailored to best suit its clients' business requirements. The overall goal is to provide information quickly, which is accurate, reliable and user friendly – with an efficient team on hand to assist with queries.

Monitoring is the basic package. It sends the operator weekly, monthly and yearly reports, via email. The reports present a basic fleet overview with general performance indicators. The main benefit of this package is that it shows, at a glance, how each vehicle is performing and which ones require special attention – without the need to wade through long lists of data.

One can also access the Scania Fleet Management portal, from where service planning can be managed. Fault reports can be combined with planned maintenance and sent as a work order to the workshop. The service planning function provides an overview of all the equipment in a fleet, along with maintenance plans; including a calendar for keeping track of maintenance and repairs.

At the other end of the scale is the Control package. "This is an advanced set of services suitable for fleet owners who want to utilise the benefits of vehicle and driver follow-up, but also want to support their transport process with operational information," Arnold explains.

In addition to the functions offered by the Monitoring package, the more popular Control package allows fleet managers access to traffic-light, fuel, exception and environmental reports. It also displays live fleet position information and tracking and allows geofencing perimeters to be set.

"Furthermore, both packages are integrated with the Scania Fleet Management app, while the Scania Messaging Service effectively complements our Control package. This extra service offers quick and easy communication across your workforce through instant messaging. For further peace of mind, the system also offers traceability and safe storage of historical communication," Arnold adds.

"With the rising costs of running a fleet, we are pleased to offer a system that is more than capable of assisting our clients to increase uptime. The technology in our vehicles, combined with the reliability of FMS, results in accurate, beneficial information 24-hours a day," Arnold concludes. F

LIVE DEMONSTRATIONS AND INTERACTIVE DISPLAYS AT ELECTRA MINING AFRICA

As the largest trade show in Southern Africa and ranked as one of the world's largest mining shows, Electra Mining Africa is a premier networking event where over 850 local and international exhibitors will showcase their latest products and services.

Taking place from September 12 to 16, at the Expo Centre in Johannesburg, the trade exhibition will provide the local mining, construction, power and energy, as well as transport and related industries with a valuable platform for engagement, collaboration, interaction and networking.

"Many exhibitors will launch new products at the show, and there will be daily live demonstrations of machinery and equipment, interactive product displays, simulation booths and technical presentations," says Gary Corin, MD of Specialised Exhibitions Montgomery, organiser of the show.

An exciting addition this year is the free-to-attend seminar programme, which is being run in association with SAIMechE. Topics will cover latest technologies and solutions to help delegates run sustainable, productive operations. The seminars will provide an excellent learning platform with industry specialists sharing their knowledge and expertise.

The South African Institute of Mining and Metallurgy (SAIMM), Women in Mining South Africa (WIMSA) and the Lifting Equipment Engineering Association of South Africa (LEEASA) will be hosting informative and topical conferences at Electra Mining Africa. A Southern African Development Community (SADC) Conference will focus on opportunities in Africa.

"Many professionals visiting the show will use Electra Mining Africa to network, exchange ideas, share information and develop partnerships," concludes Corin.

Times are TOUGH in construction

Conditions were challenging for the South African construction industry in 2015, and the forecast for 2016 has not been optimistic either. CLAIRE RENCKEN investigates

There is no doubt that large and small companies in the construction industry are facing plenty of challenges. According to *Construction Review Online*, the top five challenges facing the construction industry in Africa are:

1) The constant rising cost of projects:
This is as a result of the rise in prices of steel and oil, caused by the weakening of the local currency against the dollar. Most companies quote for a project, only to realise later that it has cost more than they budgeted for.

2) Corruption issues:
The construction industry in Africa has suffered at the hands of corrupt individuals and organised crime. Some companies, for instance, are allegedly paying top African government officials to receive tenders. This has brought the construction industry into disrepute.

3) Lack of skilled labour:
When construction opportunities arise in African countries, contractors are often forced to look for skilled labour from other counties – these employees usually demand higher-than-average salaries. Currently the continent is unable to produce enough skilled labour and professionals who have the ability and knowledge to handle this work.

4) Safety on site:
With the large number of incidents involving employee injuries in the industry, companies are now spending more on insurance and compensation.

5) Capital supply constraints:
It is getting tougher for construction companies to get financing, as investors are losing confidence in the industry.

WHAT DOES THIS MEAN FOR THE TRANSPORT INDUSTRY?

Construction companies are also facing the same challenges as found in other industries concerning their fleets. An increase in the fuel levy, another rise in interest rates and the new consignor/consignee legislation all load more costs onto an industry that is already struggling to remain profitable.

Standard Bank business vehicle and asset finance head, Toni Fritz, recently stated that transport operators competing for market share, in an environment dominated by shrinking profit margins, will respond in various ways to the increased costs created by these major changes.

"Small and large operators who would normally consider buying new trucks will now probably lengthen their replacement cycles to avoid the higher costs of replacing vehicles. However, this will have implications on maintenance costs, which increase as vehicles become older.

"For smaller operators, in particular, that are working on the fringes of the industry and at low margins, these costs could lead to reduced maintenance, which is a concern when the roadworthiness of vehicles is taken into account," says Fritz.

Also, coping with an increased fuel price will, most likely, see transport costs being passed on to customers. However, in regions where competition is tough, many operators will be forced to absorb the additional cost – again with an impact on maintenance and road worthiness, she notes.

"One cost that still has to be quantified is the cost of new consignor/consignee legislation. This will demand certain standards from transport operators moving more than 500 t of freight a month," says Fritz. "Despite the legislation's focus on reducing the overloading of vehicles and damage to roads, while also demanding that operators be insured – changes that are to be lauded – the costs of adhering to the law will, undoubtedly, have an impact on the industry."

Therefore, now more than ever, the onus will be on original equipment manufacturers to provide a premium service to their customers. This includes, but is not limited to, optimal return on investment, reduced running and maintenance costs, fuel efficiency and comprehensive warranties. F

EQUIPMENT TRAINING SOLUTIONS FROM CAT SIMULATORS

Simulator training provides a way for students to become familiar with, and gain understanding of, machine controls, while learning proper operating procedures, before training on actual machines.

A variety of training exercises designed to address each of the skills associated with operating actual machines are represented in different work environments, such as construction and mining.

By uniting simulated worksite applications and conditions with realistic controls, Cat Simulators provide hands-on learning in a safe and economical way to enhance traditional operator training programmes. Experienced operators can also benefit from simulator training by refining skills to increase production levels.

Some of the benefits of training with Cat Simulators are:

- Train any time – day or night, regardless of weather conditions;
- Costs are reduced;
- Several operators can be trained on multiple machines at the same time;
- Operator training performance can be tracked through built-in testing; and
- Difficult manoeuvres can be practised repeatedly until fully mastered.

Revved-up RUSSIA

Russia: the land of breathtaking palaces, fermented potatoes, cute fluffy hats and kamikaze drivers – at least according to *Facebook* and *YouTube*

South Africans tend to be a little sceptical about the skills of other nations who claim to have the craziest road conditions – and drivers – in the world. What are the reasons behind Russia's reputation for causing such terror among those tourists who dare to get behind the wheel?

Russia has the same basic road laws as South Africa. The Russians have, however, also developed a driving culture where all rules are up for negotiation, rarely enforced, and the traffic police seem as open to "donations" as ours are. So, at face value, South Africans should have an intuitive understanding the rules of Russian roads, but don't get too confident just yet.

The sheer size of Russia and its extreme temperatures play a huge role in the terrible reputation of that country's drivers. At 17 098 242 km², Russia is 14 times bigger than South Africa and temperatures can vary between 40˚C and -40˚C.

This means that road maintenance is an enormous task. The drastic changes in temperature can cause roads to crack, and the spiked tyres, which are necessary to drive when roads are iced over, also do a lot of damage to the roads – which then becomes a hazard once the ice thaws in spring.

No surprise then that Russia is always several steps behind in keeping up with repairs. In many cases repairs aren't even attempted. When repairs are undertaken, however, the Russian authorities are notorious for creating chaos in the process. For example, in 2010, construction on the main road leading to Moscow's international airport lead to such delays that passengers and pilots alike regularly missed their flights.

Something we have in common with the Russians is our obsession with fast and powerful cars. This has created a cocktail of V8 power, long deserted roads covered in black ice and peppered with cracks, potholes and unexpected gaps where the road surface has disintegrated entirely. Throw in drivers who simply love to prove they're faster than anyone else, and we're starting to understand why Russia may just be ahead of South Africa in the "dangerous driving" category.

What about road rage? Here again, the Russians seem to have the upper hand. Not only are their roads more treacherous and cities more gridlocked than ours, but, until recently, vehicle insurance was not required when purchasing a car in Russia.

This created a whole eye-for-an-eye sub-culture, whereby the victim of a minor bumper bashing, or parking-lot mishap, would simply return the favour by damaging the offending vehicle to their satisfaction.

It is, therefore, surprising that the willingness to help stranded drivers is where the Russians truly put us to shame ... it's a common sight to see road users helping others at accident sites, offering someone a tow or a lift, and even stopping to help push vehicles off the road in freezing weather.

In a country where you can freeze to death in mere minutes, the "crazy" Russian drivers instantly become good Samaritans when the chips are down. It will be a great day when South Africans accept this challenge. F

RUSSIAN MARKET IN A REAL PICKLE!

The Russian commercial vehicle industry portal, *Comtrans.biz*, reports that the Russian commercial vehicle market ended 2015 in a deep crisis. Sales across all segments and manufacturers were down.

LIGHT COMMERCIAL VEHICLES (LCVs)

In 2015, the Russian market, according to research company Autostat Info, sold just 84 775 LCVs. By December, sales were 46,6 percent lower year-on-year.

The leader of the segment, GAZ, ended the year 33,7 percent down from the year before, yet increased its market share from 34,8 to 45,6 percent. The most popular model in the LCV market was the company's Gazelle NEXT – with 12 971 units sold, down from 2014 by 35,5 percent.

TRUCKS – MEDIUM AND HEAVY COMMERCIAL VEHICLES

These segments of the Russian market suffered more than any of the others. During the year, sales were down 44,4 percent to 47 264 vehicles.

Despite a drop in sales of 34,5 percent, KAMAZ remained the leader in the truck segment; selling 17 384 trucks and celebrating a market share increase of 8,4 percent to 40,6 percent. The KAMAZ-65115 sold a total of 4 144 units to be the top-selling truck in 2015.

BUSES

Compared to other segments, the case of bus manufacturers is not so bad – overall sales fell "only" 23,5 percent, to 8 881 units. In December, the market dropped 43,3 percent, with just 904 new buses sold.

The leader of the new-bus market in 2015 was PAZ, despite sales of the brand falling by 23,6 percent, from 6 458 to 4 935 units. It's share of the bus segment rose by 7,5 percent to 67,4 percent.

At the end of 2015, analysts predicted a further fall in sales of commercial vehicles across all segments for 2016. By the end of the first quarter of this year, truck sales had fallen 23,1 percent. However, analysts say that, even with the drop in sales during March compared to the same period of last year, the bottom of the market has, in principle, been achieved.

However, the recovery is expected to be long and difficult while there are no signs of the Russian economy overcoming its recession.

IS NIKOLA ONE
the future of long-distance trucking?

In his monthly review of global news for local truckers, FRANK BEETON takes a look at an important new direction for line-haul trucking, revives the Ford Cargo story with new developments, and discovers an interesting twist that almost changed Volvo's South American strategy

To most people, the name "Tesla" relates to the Californian-based company that builds and sells electric cars, and is associated with South African-born entrepreneur Elon Musk. However, the name actually derives from Nikola Tesla, a Siberian-American inventor, electrical engineer, mechanical engineer, physicist and futurist, who lived from 1856 to 1943.

According to *Wikipedia*, he was best known for his contribution to the design of the modern alternating-current electricity supply system. He was also famous for his showmanship, with a reputation for being something of a "mad scientist", but he eventually earned immortality when the General Conference on Weights and Measures named the SI unit of magnetic flux density the "tesla", in his honour.

It was, therefore, understandable that Tesla Motors would adopt his name for their innovative and pioneering foray into electric car manufacture and marketing. However, when an American visionary, Trevor Milton, decided some years ago to leave the position of CEO at the natural-gas storage technology company, dHybrid Systems, and start his own business in Utah, in the United States of America (USA), to design and manufacture electric vehicles, energy storage systems and electric-vehicle drivetrain components, he tapped the other half of Tesla's name and called it the Nikola Motor Company.

During May, Nikola revealed details of the Nikola Zero, a four-seat 388 kW (520 hp) 4x4 electric utility task vehicle, and (of greater interest to readers this column) the Nikola One – a most intriguing pioneering design for a line-haul truck-tractor. At this point, neither vehicle exists "in the metal", with working prototypes still under construction, but the Nikola One concept is of considerable interest.

Nicola One emerges

The initial published renderings of Nikola One reveal a sleek three-axle prime mover, with a cab layout that could be termed semi-forward control, and not the long-bonneted conventional design so enamoured of American truckers.

This is an interesting choice in itself, as some observers have recently put forward the view that short-nosed truck cabs could become the universal choice in years to come, and rule out the disparity in truck

> Nikola claims that running costs will be roughly half of those incurred by a conventional diesel truck.

Nikola One, if successful, could bring a totally new shape, and technology direction, to long-distance trucking.

design that has made it necessary for manufacturers to keep unique North American products alive, while much of the world considers forward control (cabover) to be the most cost-effective configuration. The Nikola cab is claimed to be 30-percent larger than the current norm, and to be highly efficient in terms of aerodynamic shape.

However, it is the technical specification that really sets Nikola One apart from the current truck design norm. First, the series-hybrid drivetrain works through six individual electric-wheel motors delivering a collective output of more than 1 490 kW (2 000 hp), and 5 016 Nm of torque.

Electrical power is drawn from a liquid-cooled 320 kWh lithium-ion battery pack, which is recharged by a 400 kW gas turbine charger, plus regenerative power returned from the wheel motors when they are employed in the retardation mode. The turbine is described as "fuel agnostic", implying that it can run on petrol, diesel or natural gas.

A potential game changer?

This 6x6 driveline configuration removes the need for conventional gearbox, propeller shaft, differential or axle fitment, with a resultant saving in tare mass. Electronic control of the speed and torque of each individual wheel motor enables "torque vectoring", which optimises cornering, retardation, traction and tyre life.

The battery pack is also used to power the cab's full-sized refrigerator/freezer, climate control, infotainment display, microwave oven and television. Nikola claims that running costs will be roughly half of those incurred by a conventional diesel truck.

The design incorporates a unique all-round independent suspension system, developed in conjunction with automotive component supplier Meritor, which is intended to provide a high level of driver comfort. The gross combination mass (GCM) rating is typical of a US Class-8 truck tractor at 36 t.

There can be no doubt that, if it lives up to its originator's claims, Nikola One has the potential to severely shake up the line-haul truck market. While the original design is very specifically aimed at North American operators, there is no good reason why the same principles should not be applicable elsewhere, and the electrical nature of its systems should fit well with autonomous vehicle thinking.

Nikola Motor Company is also advocating the operation of Nikola One in "fleet convoy and virtual hitch" with up to six rigs running in close-coupled convoy (which equates to the topical platooning philosophy). Production of this revolutionary product is planned to commence at Nikola's Utah plant within 24 to 36 months.

MORE NEW FORD CARGO TRUCKS FOR ARGENTINA

The watching brief that we maintain on the South American truck and bus scene continues to deliver stories of considerable interest. Back in 2011, we started following news of Ford's new Brazilian Cargo truck range, which eventually led to linked stories in such diverse areas of the world as Turkey and China.

As we had anticipated, there has been no massive global revival of Ford's formerly extensive heavy truck involvement, but rather a steady roll-out of products into selected markets, notably in South America.

We recently read of a range expansion for Cargo in Argentina, which has given us some additional insight into that product line-up.

The original eleven-model Brazilian New Cargo

range was powered by Cummins ISBe4, ISBe6 and ISC diesels ranging from 125 to 235 kW (170 to 320 hp), rather than Ford's own nine-litre Ecotorq diesel employed in the Turkish equivalent, presumably in accordance with South American market preferences.

The South American range included 4x2, 6x2 and 6x4 configurations, covering the gross vehicle mass (GVM) spectrum from 13 to 23 t, with GCM ratings up to 56 t. The driveline specification was completed by Eaton six-, eight- and 12-speed transmissions and Arvin Meritor drive axles.

The importance of the Brazilian market, and those of its neighbouring Latin American nations, can be gauged by the fact that global truck and bus manufacturers are fully prepared to develop unique products specifically for manufacture and sale in that region.

The Brazilian market alone for commercial vehicles over 3,5 t GVM was historically worth around 150 000 units per annum, but recent economic tribulations dragged that down to 71 655 units in 2015.

New Cargo variants

Notwithstanding the reduced demand, Ford has continued to develop and expand the Cargo range. Late in 2013, it introduced two new truck-tractor models, designated 2042 and 2842, to the Brazilian market.

These differed from previous Cargo models in being equipped with 309 kW (420 hp) FPT (Iveco) Cursor engines, thus deviating from the policy of using Cummins engines to power the range up to that point.

The 2042 (4x2) and 2842 (6x2) are rated at GCM ratings of 49 and 56 t, respectively, and both are equipped with 12-speed automated ZF Astronic transmissions. Standard equipment includes ASR automatic traction control, ABS braking with EBD, with electronic stability control optional on the 2842.

In response to the implementation of the Euro-6 emission standard in Argentina on January 1, Ford Argentina added these two models to its previous eight model Cargo line-up.

It is very difficult to imagine how far Ford will go, in a global sense, with the New Cargo range, but its commitment in providing a comprehensive medium/heavy truck product line-up to its selected target markets has been impressive.

The engine selections – which now include Cummins and Fiat-family FPT units in South America, Ford's own Ecotorq in Turkey, and licence-built Ecotorq power units produced by the joint venture with Jiangling in China – indicate a high degree of flexibility in thinking.

However, the faltering economy and vehicle market in Brazil, which has inevitably led to under-utilised

Ford's New Cargo range has continued to expand in South America, and recently added FPT Cursor power to its specification list.

Volvo's plans to underpin its South American VM line-up with a more basic range have reportedly been scuppered by Brazil's economic downturn.

production capacity, may be good cause to consider exploiting additional new markets for the models built there.

VOLVO DROPS PLANS FOR SECOND BRAZILIAN BRAND

The Brazilian economic woes have had another interesting outcome. According to reports in the overseas media, the Volvo Group was planning to introduce a second truck brand in Brazil; to offer a simpler, lighter and more affordable range alternative to the premium and technologically advanced Volvo line-up.

However, the recent market collapse, which resulted in losses for *Volvo do Brazil*, and underutilised capacity at the company's recently modernised Curitiba plant, have reportedly caused the cancellation of these plans.

Back in 2013, we reported extensively on Volvo's fourth-generation VM range for Brazil and Latin America. This was a forward-control (cabover) truck, available in 4x2, 6x2, 6x4, 8x2 or 8x4 configurations, with GVM ratings up to 29 t.

We noted the extensive utilisation of bought-in components in the VM execution, including diesel engines ranging from 164 kW (220 hp) to 246 kW (330 hp) from MWM International Motores (a Navistar group company), six-, nine- and ten-speed transmissions from Eaton, Meritor rear axles, and Brazilian-manufactured SIFCO front axles.

The historical importance of the South American market in volume terms, and its unique operational characteristics, justified the use of outsourced proprietary components that were acceptable to the local operating community.

However, the cost benefits of using these locally procured components clearly did not fully satisfy Volvo's marketing objectives, hence the plans to create a more basic product for Brazil, and presumably, South America.

A South American opportunity for Eicher?

In our 2014 assessment of global truck manufacturers, we said inter alia: "The (Volvo) Group's main issue, going forward, appears to be over-concentration by its principal brands at the upper end of the payload spectrum … and alternative sources for entry-level products, such as Eicher in India and Dongfeng in China, are coming more sharply into focus".

We have not read that either Eicher or Dongfeng products were under consideration for the South American strategy, but we had heard that Eicher was on the planning horizon for South Africa up to the end of 2015. There has been no further news since then, so we can only imagine that the Group's subsequent absence from the local medium commercial vehicle (MCV) market segment is the result of some obstacle that subsequently emerged.

Volvo's potential global truck industry leadership position, which emerged as a serious possibility once the partnership deal around Dongfeng Commercial Vehicles was finalised, still has some work ahead. This will include reducing the product concentration mentioned above.

If we look at the situation in South Africa as a microcosm of the global situation, the Volvo Group enjoyed an 18,3 percent reported share of the total market over 3,5 t GVM in 2014, the last year in which UD's U41 MCV range was fully available, and a broader range of Renault trucks was on offer. Since then, U41 has run out, and Renault has been repositioned as a specialist construction-vehicle brand.

During the first quarter of 2016, and despite a very strong recent showing by Volvo and UD's EHCV models, the Volvo Group's overall market share had declined to 15,8 percent.

It should also be noted that the Group's strong current participation in the cruiserweight heavy commercial vehicle (HCV) segment of the local market is totally dependent on UD products, so it is imperative that consolidation of its market share will hinge on continued availability of these models, suitably updated to follow market demands, or, alternatively, a fully competitive replacement range. F

Global FOCUS is a monthly update of international news relating to the commercial vehicle industry. It is compiled exclusively for FOCUS by Frank Beeton of Econometrix. Do you have a comment or thought you would like to share based on this column? Visit www.focusontransport.co.za and have your say.

Still the ONE TO HAVE?

When Ford launched the new-generation Ranger in 2011, the 2,2-litre models were our pick of the bunch. Following its recent refreshment, GAVIN MYERS heads out in the 2.2 XLS 4x4 double cab to find out if that's still the case

It's hard to believe that the current Ford Ranger has been with us for more than four and a half years. In that time, the range was expanded and received numerous spec upgrades to keep abreast of the competition. At the end of 2015, the Ranger received its biggest upgrade yet, as Ford introduced its mid-life facelift.

And what a facelift! Even on the mid-spec XLS models, which lack the bold statement made by the swathes of chrome adorning the XLT versions, the new Ranger stands out from the crowd. Its grille and mirrors, finished in a matte grey hue, complement the angry, no-nonsense persona of the facelifted model.

Ford saw no need to mess with the rest of the Ranger's design (and we agree) and, like the previous 2.2 XLS, this model rides on 255/70 R16 wheel and tyres.

The interior of the Ranger has received a refresh to match the bold exterior. The new dashboard creates a greater sense of space thanks to its broad horizontal design, while the revised audio system (no touch screen on the XLS, but the display is colour) and ventilation controls feel bang up to date.

Interior space is something the Ranger has never lacked – it's excellent for a double-cab bakkie, especially in the back. The large front seats are exceptionally comfy, too, especially on long journeys.

The seat fabrics and interior plastics used on the XLS are of good quality and hard wearing, but do look a bit "industrial" in some areas.

The 2,2-litre, four-cylinder Duratorq TDCi engine has received a marginal power boost, too. It now produces 118 kW and 385 Nm of torque. While it's still completely up to the task, this engine is beginning to show its age – being less refined than some newer diesels on the market. Likewise, the six-speed manual gearbox retains the somewhat heavy and notchy feel, and this was perhaps a missed opportunity for Ford to refine the shift action.

(This engine can now be pared with a six-speed auto, and Ford has recently revealed an all-new 2,0-litre diesel engine – which promises new levels of efficiency, performance and refinement – that will make its way into all Ford light-commercial vehicles – ed.)

Nonetheless, handling and ride comfort are top-drawer and our unit proved to be a refined and capable long-distance cruiser on a 500 km round trip to a conference in Limpopo. All-round visibility is good, aided by an optional reversing camera.

This model's gross vehicle mass is 3 200 kg, while the gross combination mass is impressive at 6 000 kg. The payload is quoted at a competitive 1 001 kg. During our time with the Ranger, we recorded a fuel consumption figure of 8,7 ℓ/100 km.

Priced at R490 000 the Ranger 2.2 XLS remains as capable as ever and is certainly now one of the best-looking bakkies you can buy. The price includes a four-year/120 000 km comprehensive warranty, five-year corrosion warranty, three-years of roadside assistance and a five-year/100 000 km service plan. F


THE TRUCKING
BUSINESS IS A BATTLE.
AND ONLY THOSE
WHO ADAPT WIN.
Castrol
VECTON
LONG DRAIN
10W-40 E7
20L
Up to 40% better performance
than industry standards*
Rising costs. Demanding customers. Stiff competition. The commercial transport business isn't easy. But now you have an ally – new Castrol Vecton. Its unique System5 Technology™ adapts to changing engine conditions and helps maximise your truck's engine performance in 5 key areas. Fuel consumption, oil consumption, oil drain interval, component life and power. So no matter how fierce the business conditions, Castrol Vecton helps you and your fleet emerge victorious.
www.castrolvecton.com
WITH
SYSTEM5
TECHNOLOGY™
IT'S MORE THAN JUST OIL.
IT'S LIQUID ENGINEERING.
Castrol
VECTON
*In independent laboratory tests, Castrol Vecton performed up to 40% better than API and ACEA industry standard limits across oil thickening, piston deposits, soot handling and wear and corrosion. See www.castrolvecton.com

MAN BUILDS FOR THE FUTURE

MAN Truck & Bus South Africa and MAN Sub-Equatorial Africa have embarked on a strategy to leverage synergies between the two regional divisions. The first step in the process was the relocation of its head office to new premises in Modderfontein, Johannesburg.

A key component of the company's plan for the future is a renewed management board. Markus Geyer has assumed the role of MD of MAN Truck & Bus SA and MAN Sub-Equatorial Africa by appointment of MAN AG. Geyer's experience with MAN in South Africa and Africa goes back to 2004 when he oversaw the company's global repair and maintenance division.

Joining Geyer on the management board of MAN Truck & Bus SA are financial director Arshad Hassim and non-executive director Sarah Luthuli. Ian Seethal, head of network development, has added the position of head of marketing communications (South Africa and Sub-Equatorial Africa) to his portfolio. Robert Clough is head of MAN Sub-Equatorial Africa.

"The streamlining of our management structure extends to our proprietary dealerships in Centurion, Pinetown and Cape Town, where we have created branch manager positions to elevate decision-making power at the point of sale," explains Geyer.

MAN Financial Services, a joint venture between ABSA and Volkswagen Financial Services, will also relocate to the new headquarters.

"Having all strategic business units in one building enables us to easily share business intelligence between operational divisions. It also enhances efficiency in dealing with customer requirements.

Opening the new MAN head office are (from left): Markus Geye, Ian Seethal and Arshad Hassim.

"After a period of consolidation, which saw a great amount of effort and good work lead to the introduction of genuine market-driven solutions, we now have an unprecedented degree of unity and focus that extends across all areas of our operation," concludes Geyer.

IVECO TURNS BLUE

The Blue Transport Company – a division of Bertling Logistics South Africa – has taken delivery of five Iveco Trakker 440 single-reduction tractors, coupled to Afrit tri-axle trailers on air suspension, and is putting them straight to work on the road to the Copper Belt.

"Combining the off-road Trakker's steel suspension with the 12-speed ZF AS Tronic gearbox and single-reduction drive from the on-road highway trucks, results in a nice combination of on- and off-road ability," explains Martin Liebenberg, Iveco head of sales – Southern African Customs Union.

"Trakker has been a successful product in the African market, due to its ruggedness and set up," says Liebenberg. "The fact that Iveco SA manages all right-hand drive countries up to Tanzania is critical for us to be able to offer the required service and parts support," he adds.

All these factors ended a year-long decision process for Blue Transport Company, which enjoys the benefits of full-maintenance contracts with the new vehicles.

The trailers feature 1 000 ℓ belly tanks, while the truck holds and 600 ℓ. Running general mining goods to the Copper Belt and bringing back some produce from the mines takes 25 to 30 days.

"We believe in Africa and South Africa despite the doom and gloom. There is a lot of opportunity if you look for it," says Ian Strydom, regional director, Bertling Logistics South Africa.

COMBINING CUTTING-EDGE TECHNOLOGY FOR A BETTER ENGINE OIL

Drivers who spend most of their time on the road, while in control of a massive vehicle, should be focused on driving safely – and not worrying about whether their truck will get there safely.

Shell says that the company is determined to further strengthen its position as one of the best-selling heavy-duty diesel engine oil brands in South Africa and worldwide.

It plans to do this with a completely new range of Shell Rimula products. The corporation considers Shell Rimula one of its solutions that gained it a foothold as a global leader in power and energy.

"Shell is renowned for being a leader in innovative technology," says Anton Niemann, general manager sales: commercial lubricants at Shell. "The new enhanced Rimula portfolio reflects our investment in research and development, proving our commitment to delivering real benefits to our customers."

The new product features Shell's unique Dynamic Protection Plus Technology. This combines its proprietary PurePlus Technology – a process that converts natural gas into crystal-clear base oil – with Adaptive Additive Technology to provide outstanding protection for modern heavy-duty diesel engines.

"This latest innovation enables the new Rimula R6 LM to offer up to 53-percent better protection against engine wear and deposits, especially cam wear, and up to 45-percent lower oil consumption," Niemann adds.

WABCO RHINO DRAW NEARS

The Wabco SA team launched its rhino incentive competition in February, at which time the company adopted a white rhino at the Somkhanda Game Reserve in KwaZulu-Natal for a year. Although the incentive competition ends at the end of July, the sponsorship of the rhino, named Wyatt by the Wabco staff, continues until Feb 2017.

"Our sponsorship goes towards the protection and surveillance of Wyatt and other rhinos in the reserve. Rhino poaching flares up in the news every so often, but unfortunately remains an everyday reality. We at Wabco felt it would be a very worthwhile cause in which to be involved," says Wabco SA MD, Enoch Silcock.

Participating Wabco customers are receiving fluffy Wyatt rhino toys on a monthly basis. Each rhino has a tag with a number and these will go into a draw on August 15. The lucky winner will receive a three-night stay for four people at the Rhino River Lodge – a private game lodge on the banks of the Msunduze River within the Zululand Rhino Reserve.

This reserve hosts both black and white rhinos as well as an impressive array of birds and animals, including the big five.

COMMERCIAL VEHICLE SALES REPORT FOR MAY 2016

Note: For the time being, Great Wall Motors SA (GWM) and Mercedes-Benz SA (MBSA) will only report aggregated sales data. The GWMSA and MBSA commercial vehicle market split volumes are estimates based on historical trends and forecasting techniques. The totals listed below do not include MBSA figures.

Light Commercial Vehicles < 3 501 kg	Total: 13 446
AMH	583
Fiat Group	20
Ford Motor Company	2 868
GMSA	2 041
GWM	94
Jaguar Land Rover	9
JMC	28
Mahindra	159
Mazda South Africa	43
Mercedes-Benz SA – estimate	15
Mitsubishi Motors SA	7
Nissan	1 982
Peugeot Citroën SA	15
Renault	9
Suzuki Auto	23
TATA	110
Toyota	4 837
Volkswagen SA	603

Medium Commercial Vehicles 3 501 – 8 500 kg	Total: 684
AMH	22
Fiat Group	2
Ford Motor Company	12
GMSA	180
Iveco	48
JMC	11
Mercedes-Benz SA – estimate	178
Peugeot Citroën SA	3
TATA	13
Toyota	178
Volkswagen SA	37

Heavy Commercial Vehicles 8 501 – 16 500 kg	Total: 463
FAW	98
GMSA	141
Iveco	15
MAN	22
Mercedes-Benz SA – estimate	47
TATA	35
Toyota	79
Volvo Group Southern Africa	73

Extra-Heavy Commercial Vehicles > 16 500 kg	Total: 681
Babcock DAF	6
FAW	25
GMSA	27
Iveco	40
MAN	58
Mercedes-Benz SA – estimate	329
Powerstar	45
Scania	166
TATA	15
Toyota	40
Volvo Group Southern Africa	259

Buses > 8 500 kg	Total: 96
GMSA	1
Iveco	12
MAN	54
Mercedes-Benz SA – estimate	18
Scania	21
TATA	5
Volvo Group Southern Africa	3

*Source: National Association of Automobile Manufacturers of South Africa (Naamsa).

A NEW GENERATION OF GTX

Castrol has unveiled its new-generation GTX range of vehicle oils, which includes the Diesel 15W-40. Designed especially for diesel engines, the 15W-40 fights everyday problems such as soot and harsh deposits. These deposits thicken engine oil, block oil ways, cause wear and decrease performance.

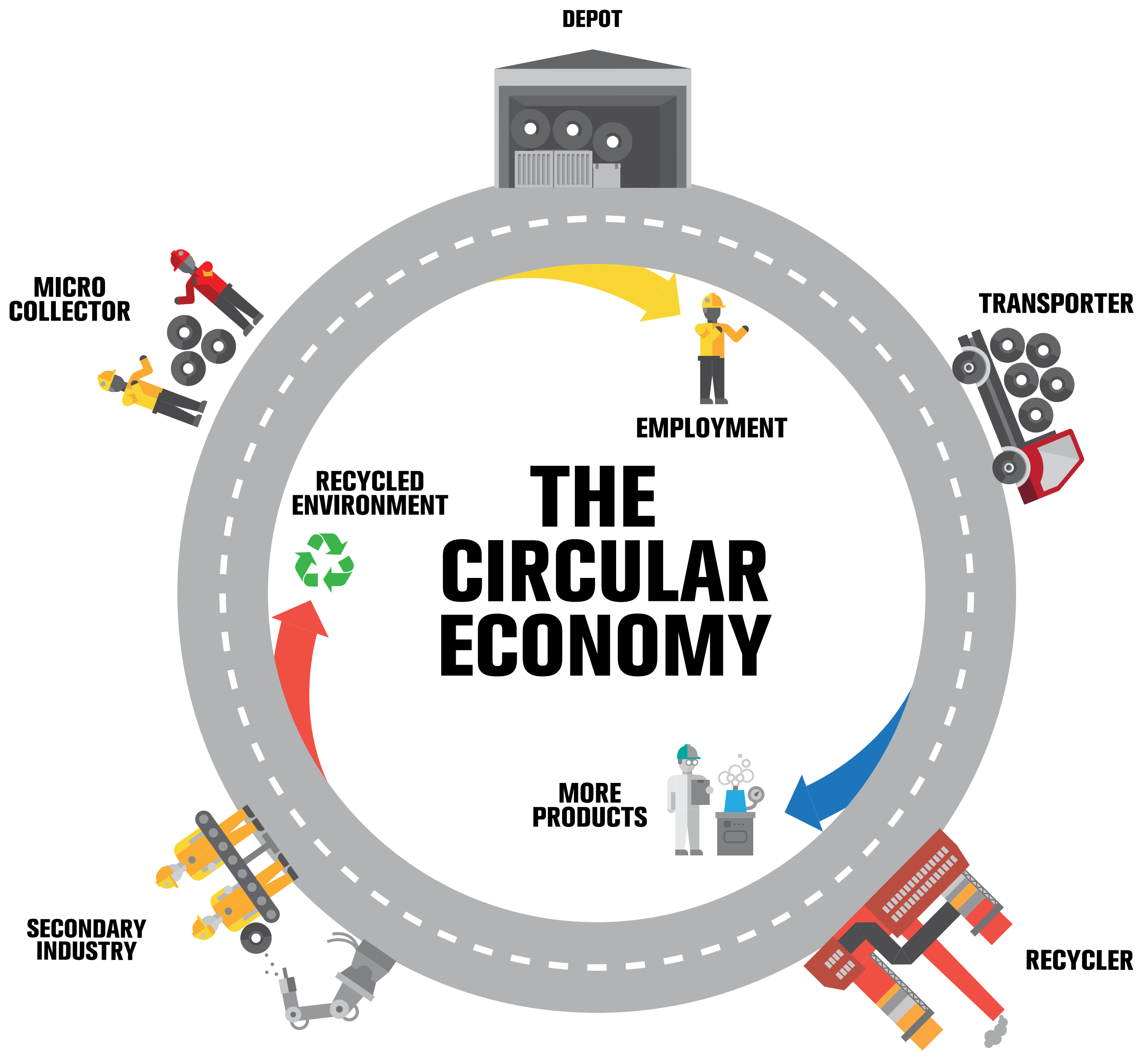
David Bouet, managing director for Castrol Africa, says: "The 15W-40 is engineered to help clean away and protect against harmful diesel engine deposits. Along with outstanding wear protection, it also helps prevent the oil from thickening."

The new generation of oils uses variant synthetic technology and includes the GTX Ultraclean 10W-40 and the GTX 20W-50. The range also uses a double-action formula to help clean away old sludge and protect the engine against the formation of new sludge, thereby helping engines to perform at optimum levels for longer. Ultimately, this helps extend the engine's life.

He adds: "The new generation of Castrol's GTX introduces a robust engine lubricant portfolio suitable for use across Africa's vast and unique car parc, and to suit our variable fuel and road conditions. We, at Castrol, have never been more excited about an oil change."

The products are available in South Africa at all reputable auto accessory stores and workshops.

REDISA IS LEADING THE CIRCULAR ECONOMY



WASTE INTO WORTH

REDISA NPC
RECYCLING AND ECONOMIC DEVELOPMENT INITIATIVE OF SOUTH AFRICA

REDUCING TRANSPORT RISK

Risks are part of any industry; the trick to minimising them is to know how to manage them successfully.

According to Lucky Maluleke, health safety and sustainability executive at Imperial Logistics, risks in the transport industry must be constantly considered and mitigated. These include environmental factors such as severe weather conditions, fires, temperature control, accidents, driver fatigue and the inappropriate operation of equipment.

"In addition to these risks, there are the constant threats of hijacking, armed robbery, theft and pilferage, which affect all commodities being moved. Transport companies must also ensure that they comply with tax and regulatory laws," he states.

He further explains that there are five "pillars" employed by Imperial Logistics to mitigate risk: technology, partnerships, intelligence, procedures and communication.

The technology used by Imperial Logistics includes tracking devices, CCTV cameras (both covert and overt), tracking and jamming devices, in-product tracking and unique vehicle identification.

"Imperial Logistics also utilises specialised high-security locks on cargo doors, with modifications to prevent forced entry. Customised trailer doors prevent access with a bolt cutter, and other innovations include fifth-wheel trailer locks," Maluleke says.

He adds that the group leverages technology to develop detailed pre-departure checklists and pre-determined routes, as well as for continuous risk analysis of routes. Drivers also undergo advanced security awareness training that features hijack simulations.

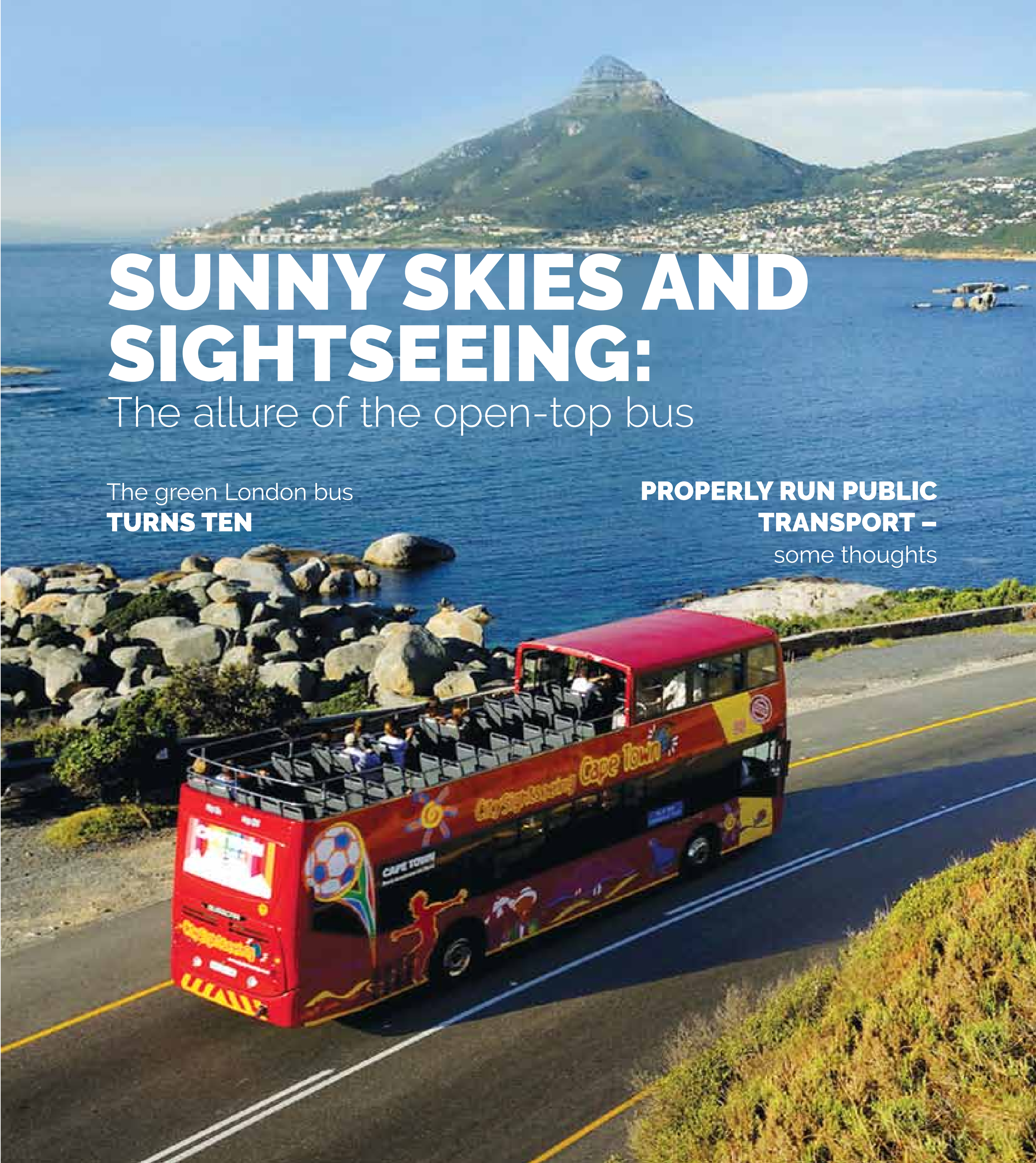
Imperial Logistics places great value on the second risk-mitigating pillar: partnerships. "The relationship between the logistics service provider, the specialised security provider and the client is critical, particularly when high-value loads are accompanied by armed guards," Maluleke stresses.

He insists that strict adherence to procedures is an integral part of managing transport risk. "There can be no compromise when it comes to conforming to standard operating procedures."

The final pillar is communication. "There must be constant communication between the driver and control room. WhatsApp groups are often used to share information on hot-spot areas and for incident reporting. Speed dialling enhances communication efficiency, along with push-to-talk phones, with predefined words to indicate a security threat," he says.

FOCUS

ON BUS AND COACH



SUNNY SKIES AND SIGHTSEEING:

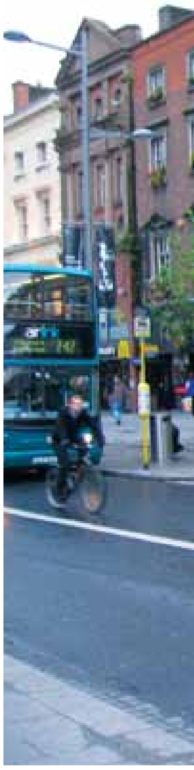
The allure of the open-top bus

The green London bus
TURNS TEN

PROPERLY RUN PUBLIC TRANSPORT –
some thoughts

OPEN-TOP origins

A post-war, open-top bus with a chequered history, residing at the Irish National Transport Museum, inspired MICHAEL CORCORAN to explore open-top buses from bygone days



One of the most familiar sights in cities all over the world is the open-top bus. Full of camera-clicking tourists, laughing school children and various others groups, they travel global streets all year round, with several operators competing for business.

Making an enormous contribution to the tourism industry, the open-top bus is associated in most people's minds with happy days out and victory parades for successful sports teams, or to honour some other special occasion. They weren't always around, however, and how they arrived on the scene and then proliferated is worth recording.

In the late 1920s, some (mainly obsolete) open-top, double-deck buses operated during the summer months in British seaside resorts. They proved to be very popular and were eventually replaced by somewhat newer vehicles. These, in turn, gave way to more modern buses – and so the line lived on. Among these was one with a very chequered history, which ended up at the Irish National Transport Museum.

The highly regarded Hants & Dorset Motor Services, which operated in the Bournemouth area, removed the 1937 Brush-built body from an old Leyland chassis in 1945. It was rebuilt as a 59-seater with an open top on an AEC-engined Bristol chassis, registered FRU 305 (Fleet No. 1108) and operated some 18 years before sale.

It came to Ireland in 1969 as an advertising bus for Jacobs Biscuits, and later, Calor Gas. It was bought by the Museum in 1975 to save it from the scrap yard and made a journey of fame in September 1977 when it carried the victorious Dublin GAA All-Ireland football team on their tour of honour from the Mansion House (official residence of the Lord Mayor of Dublin) to the general post office. It is believed to be the first open-top bus used for a victory parade in the Irish Republic.

No. 1108 subsequently served at several other celebrations and was stored in Stack A, the famous Rennie building, also known as the Crimea Warehouse (now the CHQ Building) at the Custom House Docks in 1991.

Over a public holiday weekend, vandals broke in and damaged several vehicles, including No. 1108, which had all its windows broken and two pillars damaged when a lorry was driven into it.

Regarded by the Transport Museum as the progenitor of Irish open-top buses, No. 1108 is currently in secure storage awaiting repairs. The Museum also has a second open-top bus; an AEC Regent donated by Kavanagh's of Urlingford.

There was little further interest in open-top buses until the establishment of Dublin Bus in 1987, after which such vehicles, modern Leyland Atlanteans, were converted and proved most successful.

Bus Eireann also converted a vehicle for Cork. Today, several companies are in competition for the lucrative open-top trade and many have invested in brand-new vehicles – a trend that would have been regarded as very risky only a few years ago.

Apart from the cities and towns in the British islands, very few open-top buses were to be found until a few years ago. Today they are working in nearly every large city throughout Europe and the United States – and further afield.

Rome and San Francisco are thought by many to be the natural home of the full open-top buses. Seeing left-hand drive open-top buses with the door on the "wrong" side looks odd, but they are proliferating.

As the weather can often be unreliable, especially in places such as England and Ireland, open-top buses can sometimes be a risky choice for passengers. Such considerations led to the appearance of the partly open-top bus, which has a section at the front under a normal roof section.

Some open-top buses are convertibles – they have detachable top sections containing the roof and side windows, which can be fitted for winter use. However, this idea is not entirely new, as it was pioneered in Britain more than 50 years ago.

There are many variants of this, but, for some passengers and operators the concept of an open-top bus should be simply that: open to the sky, but with the option of escaping downstairs if the weather changes.

Not all open-top buses are used for transporting passengers. The most obvious alternative use is for tree lopping, a requirement for many bus companies operating vehicles along routes with low trees, especially at stops where the bus has to pull into the kerb very close to roadside trees. F

As regular readers of **FOCUS** know, this magazine has been appointed an associate member of the International Truck of the Year (IToY)! **FOCUS** is the sole South African magazine to have joined this prestigious body. One of the advantages of this association is access to exclusive articles, specially written for **FOCUS** by ITOY jury members. This is one such article.

INTERNATIONAL TRUCK OF THE YEAR 2014 ASSOCIATE MEMBER

GREEN BUSES
gaining ground

A decade ago, the first hybrid buses in London entered service. CLAIRE RENCKEN explores the subsequent developments in terms of low-emission, more environmentally friendly buses

There are 1 500 hybrid buses, 22 electric buses and eight hydrogen buses currently operating in London – out of a total bus fleet of 8 600. The first hybrid bus was introduced in March 2006, and over 300 were in passenger service by July 2012. The world's first double-deck hybrid bus was introduced in London during January 2007.

Hybrid-electric buses use a combination of an electric battery pack and a diesel engine to provide power, and produce around 40-percent less carbon dioxide (CO_2) emissions than traditional diesel-engine buses. Energy generated during braking is used to charge the batteries of hybrid vehicles.

Other low-emission buses have also been used in London. Three buses powered by hydrogen fuel cells were used from 2004, but have since been withdrawn; eight are now operating on one of the routes. An ethanol-fuelled double-deck bus was operated by Transdev London in 2008 and 2009.

Transport is responsible for around 20 percent of London's CO_2 emissions; buses make up five percent of the transport total. Converting London's entire bus fleet to hybrid vehicles would reduce CO_2 emissions by around 200 000 t per year.

The city has set a target of a 20-percent reduction in emissions by the year 2020. Transport for London (TfL) has committed to the use of electric or hydrogen buses for all 300 single-deck buses in Central London, and the use of hybrid buses for all 3 000 double-deck buses in the same area. This is as part of the Ultra Low Emission Zone scheme.

The introduction of hybrid vehicles in London has received praise from the Low Carbon Vehicle Partnership, which awarded TfL the first ever Low Carbon Champion Award for Buses in July 2010.

So, what about South Africa? Bus companies are aware of the relatively high carbon footprint being left by the bus industry, but also stress that the use of public transport reduces personal car usage (thereby reducing exhaust emission in that sector) and provides mobility to roughly 220 000 individuals on a daily basis.

We may not be on par with London, but the big players are addressing the issue. Take Golden Arrow Bus Services (GABS) in Cape Town, for example. The robust recapitalisation of the GABS fleet, through the acquisition of 500 new buses since 2002, has provided a basis for operational efficiencies and decreased emissions. The latest model buses boast Euro-3 specifications.

THE ABILITY TO MAKE IT HAPPEN

The main benefits of these low-emission, alternative-fuel technologies is that they are less harmful to the environment. "Noise pollution is also reduced as the engines are quieter in operation. The tail-pipe emissions are lower than Euro-5 or Euro-6 engines with better fuel consumption," says Shane Henry, head of Bus & Coach at Mercedes-Benz South Africa.

Henry adds that the maintenance requirements of these vehicles are also reduced thanks to the modern, cutting-edge technology, which reduces waste and makes them even more eco-friendly.

However, South Africa's current legislation requires vehicles to meet only the Euro-2 standard, which was introduced in 1998. It therefore significantly lags behind international trends.

Original equipment manufacturers (OEMs) are still

Johannesburg's Metrobus fleet of 70 energy-efficient buses has been in service for around a year.

doing their bit, though; offering the best technology and after-market assistance that they can to help local bus operators reduce their fuel consumption and emissions.

A further sustainable contribution is the attainment of the Green Building accreditation status of Golden Arrow's newly opened Southgate depot. All aspects of the design and construction of this depot took cognisance of resource-efficient processes. The building features energy-saving lighting, solar-powered heating and air-conditioning. In addition, it draws its electricity supply from the wind-powered Darling grid.

In Johannesburg, Rea Vaya (the city's bus rapid transit system) has also been lauded for its climate-friendly initiatives. About a year ago, Metrobus's new fleet of energy-efficient buses was unveiled at the Milpark depot. The 70 buses included 40 new dual-fuel buses and 30 existing buses that had been rehabilitated and converted to use both diesel and compressed natural gas (CNG).

According to Isuzu, its buses boast product specifications that emphasise environmental performance, and are well positioned to meet the needs of bus operations, while also adhering to local regulations.

Similarly, Scaina notes: "Scania's commitment to minimising environmental impact goes beyond the vehicles running on the roads. From world-leading technological developments and efficient production, to cost-effective operation, optimised servicing and repairs, as well as responsible end-of-life treatment, Scania takes the entire vehicle life-cycle into consideration."

Wellington TROLLEYBUSES come off the wires

FRANK BEETON reports on what could be considered the next generation of trolleybuses

Despite a widely held perception that they went out of fashion many years ago, trolleybuses still continue to pop up in various parts of the world, even in the British area of influence within which they were once so popular.

The operational disadvantages of being tied to, and dependent on, an overhead power supply have been well documented. Yet, trolleybuses still offer environmentally clean, silent and smooth operation as their main benefits, and some operators have chosen to live with the limitations in order to still provide their customers with those advantages.

One such operator is Infratil-owned NZ Bus, which is the largest operator of urban bus services in New Zealand, with a 1 000-strong fleet in the Auckland and Wellington areas.

The evolution of new driveline technologies has raised the possibility of maintaining the advantages of electric bus operation, while eliminating the operational limitations, and removing the unsightly overhead catenary power-supply infrastructure needed to support trolleybus services.

It was recently announced that NZ Bus had contracted Wrightspeed – a California-based manufacturer of range-extended electric-vehicle powertrains – to supply its Route 500 technology for a retrofit programme involving the 60-strong trolleybus fleet currently operating in Wellington.

The Wrightspeed hybrid "package" includes a multiple fuel-capable Fulcrum gas-turbine generator, on-board battery pack and individual geared-wheel traction motors – which will enable the trolleybuses to operate independently of any overhead power supply.

Readers will have noted that this concept's basic features, and some of its claimed benefits, are remarkably similar to those of the Nikola One line-haul truck described in this month's Global Focus on page 34.

However, the important difference between the two is that the first converted Wellington trolleybuses are scheduled to be back in regular service before the end of 2016, whereas the first Nikola One has yet to appear in tangible form.

Interestingly, NZ Bus has mentioned that the potential ability to deploy converted trolleybuses to other parts of New Zealand is an important benefit of this programme. Consideration will be given to converting other bus types to the Wrightspeed system once it has been fully evaluated under operational conditions, and found to be suitable for NZ's rigorous road conditions.

In our view, this type of turbine/electric hybrid offers the advantages of clean operation without much of the technical complexity that goes with the various combinations of internal combustion engines, mechanical or fully automatic transmissions, in-line electric traction motors and live drive axles that have evolved over recent years.

The multifuel capability of the gas-turbine engine is also a massive benefit in countries, such as South Africa, that still lack an availability of clean fossil-derived fuel.

It is not clear whether there are any associated issues with the heat and noise generated by the gas turbine, but we understand that considerable experience has already been gathered with similar hybrids in waste-collection applications, which have many similarities to bus operation.

It is worth noting, however, that both of these turbine hybrid examples have been developed by concerns outside of the mainstream motor industry, and it will be interesting to see if any future support for this concept is eventually forthcoming from that quarter. F

Stop pouring CONCRETE!

This month we ask: what's really needed to properly plan public transport?

So, bring on the feasibility study. Last month's column ended with that sentence. We were referring to the Gautrain's next feasibility study (FS) which is now long overdue. Back in February 2015, Gautrain CEO Jack van der Merwe was quoted as saying that it "should be completed by January (2016)".

While we wait, let's look at another FS. It is a small one, but indicative of our dysfunctional transport set-up. Tucked away in the classified section of the *Star* of May 25 is a notice from Ekurhuleni Municipality, calling for public comment on its intention to "assess, review and explore the most appropriate mechanism to deliver its municipal bus services". The notice is "required by section 78 of the Municipal System Act 32 of 2000".

Suddenly we are confronted with section 78 (which requires municipalities to consult the public when deciding to offer a service through an "external mechanism"). I have no recollection of Ekurhuleni invoking section 78 before it started construction on its bus rapid transit (BRT) system (known as Harambee). I don't recall Johannesburg doing it either. Indeed, Johannesburg's BRT planners not only ignored public input, they stonily rejected it – but that will have to be a subject for another time.

The mystery deepens when we go back to the *Sunday Times* of April 17, where Van der Merwe assures us that "when the Metrorail upgrades and the three BRT networks all become fully operational, the whole integrated system will click together".

If that is true, what is the point of doing a section 78 review? Ekurhuleni is one of the three BRT "networks" referred to, but another astonishing discovery is that its website shows that Harambee fizzles out in Tembisa, and goes nowhere near the Gautrain station in Midrand. Surely this would be essential before any "integrated" system can "click together"?

None of these inconsistencies have bothered the promoters of the Gautrain, though. The campaign to soften us up for further expansion of the Gautrain is now in full swing.

There is more spin in the *Business Day* of May 11, where CEO Van der Merwe confidently assures us that: "The Government's commitment to developing public transport is expressed in the Integrated Transport Master Plan. Gautrain 2 will start from Mamelodi ... It will also feed Lanseria ... And we will go underneath the city to the M2 highway..."

No mention of section 78 there!

By the way, Van der Merwe himself is also destined for bigger things: "A veteran of the transport sector, he is in consideration to head a long-overdue and much-needed transport board. It will oversee transport services across the country in an effort to find solutions to harmonising systems and mobility".

Sorry, but before we start overseeing transport services all over the country, we need to find people who know something about running standard buses, which, according to now-missing Annexure F, is the most suitable form of transport for low-population-density areas. Some background in sorting out minibus-taxi issues might also help. I don't know of anyone in South Africa with that kind of expertise.

So let's be sceptical about the integrity of the entire Gauteng Transport Plan, let alone the upcoming FS. These are merely cover-ups, while the engineers pour concrete all over the province. There is no Annexure F. There are no details of bus routes. There is nothing about short-term implementation, integrated fares or schedules.

My suggestion to Ekhurhuleni is to quietly drop its call for input (which it will probably ignore anyway). Rather, it should reorganise its existing bus service to integrate better with the Metrorail stations and eliminate the duplication of the bus service along Jules Street with Johannesburg Metrobus. Does the Boksburg depot still shut down at 16:00?

We should rather be asking the saintly MEC for transport in Gauteng, Ismail Vadi, to start cracking the whip in his dysfunctional department and rein in the promoters of the Gautrain, who shrewdly positioned it beyond the reach of section 78.

Going back to 2015, Van der Merwe announced: "We are considering running an additional short train on the busiest section, from Centurion to Sandton. It will only travel between those two stations." The bosses of the Gautrain also need to demonstrate some expertise in running standard buses.

Here's a tip: Combine the Gautrain feeder routes C1, M1, M3 and S3 into one long route linking Centurion and Sandton. It will be a slow trip – around 120 minutes – but it will at least demonstrate that Gautrain has a clue about organising bus routes, something which it has notably failed to do so far.

There's more to running public transport than pouring concrete all over the place and doing meaningless "public comment" exercises. F

Vaughan Mostert lectured on public transport issues at the University of Johannesburg for nearly thirty years. Through Hopping Off, Mostert leaves readers with some parting food for thought as he continues his push for change in the local public transport industry.

BUS STOPS

PUBLIC TRANSPORT GROWING

The use of public transport in the European Union (EU) has reached its highest level since 2000, with a total of 57,9 billion journeys made in 2014, according to a new study released in June by the International Association of Public Transport (UITP).

Says Alain Flausch, UITP secretary general: "In 2014 we saw the first return to growth since the start of the economic crisis in 2008. This could be linked to the economic pickup or a shift to public transport."

The highest total demand in 2014 for bus, tram, metro city trains and suburban rail was recorded in Germany (10,9 billion journeys), the United Kingdom (UK) (7,7 billion) and France (7,6 billion). Between 2013 and 2014, France, Italy, Poland and the UK led growth with a combined increase of 600-million journeys.

Of the 57,9-billion public transport journeys made in 2014, 55,8 percent were by bus, 16,1 percent by metro, 14,5 percent by tram and 13,6 percent by suburban rail.

The developments mask significant national variations, however, which are quite closely linked to national employment figures. Seventeen EU countries saw higher ridership in 2014, compared to 2010, but only seven (Austria, France, Germany, Lithuania, Malta, Sweden and the UK) had sustained growth. Bulgaria was the only country where ridership dropped every year since 2000.

Encouragingly, countries such as Spain, Ireland and Italy – which have been impacted by the crisis – saw a return to growth in 2014. In EU capital cities, the average annual percentage growth in demand (2010 to 2014) was highest in Brussels; demand per capita is approximately 2,5 times higher in capital cities than the national average.

"On an average working day in the EU, urban and suburban public transport carried 185-million passengers with an average urban dweller making three public transport journeys per week," says Flausch.