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Western Cape benefits from businesses sourcing R200 million in products from local suppliers

Fund connects buyers with provincial suppliers, shortening supply chains and creating new industrial capacity from Cape Town to Gqeberha.



Localisation Support Fund (LSF) CEO Irshaad Kathrad.

By Larry Claasen

THE Localisation Support Fund (LSF) has managed to get local companies to source R200 million worth of previously imported products from businesses based in South Africa.

The LSF was established as a direct response to the gap between South Africa's localisation policy talk and real investment, said CEO Irshaad Kathrad. It was born from President Cyril Ramaphosa's Economic Reconstruction and Development Plan (ERRP) tabled in October 2020, which identified strategic localisation as a priority after COVID-driven global supply chain disruption. The idea was to get more local suppliers so as not to be vulnerable to similar disruptions in future.

"One of the key things that was part of that was strategic localisation, recognising that because there was this dislocation in supply chains globally, we needed to focus on building our capability," said Kathrad.

The LSF's efforts to develop a more robust supply chain comes as the latest crisis in the Middle East is leading South African businesses to source more of their products locally.

Speaking at an S&P Global event earlier this month, Valterra Platinum treasury head,

Chris Daniels said it was trying to diversify its supply chain by "leveraging local manufacturing and suppliers."

By bringing in local companies, the mining company not only made its supply chain more resistant, it also boosted the economy.

"We will continue to look for ways to develop going businesses, local developments and opportunities from a supply chain perspective," Daniels said.

A long time coming

Though there has always been a lot of talk about getting businesses to source more of their products locally, until the creation of the LSF, which was established in 2021 as a non-profit company (NPC) and public benefit organisation (PBO) funded by the private sector, there has been no implementing agent. "The core purpose is to turn policy intention into tangible outputs where investment is flowing and, you know, widgets are coming out of factories in South Africa," said Kathrad.

The LSF's efforts are paying off. "So far we have been able to bring about R200 million worth of production back to South Africa. These were goods that were previously being imported, that are now being produced in factories in the Western Cape, Eastern Cape, Gauteng, and KwaZulu-Natal," he said.

Raising awareness

One of the main reasons companies are not looking to local suppliers is that they are not aware of the domestic alternatives. This is why the LSF puts a lot of effort into putting business decision-makers in the same supply chain in contact with each other. This sees it trying to connect manufacturers, raw material suppliers, and buyers to unlock "stuck investments."

"We get involved in what I like to call facilitation work, which is, how do we put the right people in the room so that we can get a productive conversation going," Kathrad said.

To get the right people in the room, the LSF does extensive research into who the correct role players are that need to come to the table,

and what the commercial incentives to localise are.

When it comes to commercial incentives, its research has found that there are a variety of issues that would lead companies to localise, like eliminating currency volatility and shortening their supply chains.

Effective research

The LSF also compiles research reports that support evidence-based decision-making and highlight opportunities to strengthen local manufacturing. It, for example, released reports on developing the sorghum biofuel value chain, reindustrialising the wool sector, and the commercialisation of the industrial hemp sector.

Aside from its research work, it also deployed industrial, chemical, and process engineers into factories around the country to localise production.

"We have done this in the clothing industry. We supported Cape Union Mart in helping them to localise some of their production for their Poetry run. We have worked with the likes of Unilever in helping them to localise some of their supply chains."

Building capacity in this way has also helped local businesses adapt quickly to changes in the market.

The clothing industry is back

Kathrad noted that clothing retailers especially liked using local manufacturers. It gave them an edge against foreign competitors, in that they can send garments back to the factory for alteration if they are not selling and can also do smaller batch runs.

In February, it released a feasibility study that assessed the potential for expanding local garment manufacturing. It found that retailers indicated a willingness to source up to 81 million additional garments per year locally by 2030, representing approximately R8 billion in annual manufacturing output. If realised, this could increase local sourcing by around 20% and support up to 34,000 additional jobs in formal manufacturing, with further upstream and community-level multiplier effects.

Renewable energy tariffs could cost businesses more at night - Discovery Green

Discovery Green cautions that a cheap solar deal may come with a nasty surprise after dark



By Larry Claasen

BUSINESS leaders should be careful when it comes to agreeing to power contracts that lock them into a renewable tariff plan which does not take into account the need to be supplied at night, cautions Discovery Green.

Discovery Green, a division of the Discovery Group that offers electricity trading and energy consulting services, says the market is becoming increasingly dynamic when it comes to tariffs and power generation.

This, however, means businesses that need a 24/7 supply of electricity have to consider not only the electricity rate they have negotiated with solar energy providers during the day, but also the rates they will be charged by wind energy providers at night.

The introduction of independent solar providers into the energy market has enabled businesses to buy electricity at a cheaper rate than what they can get from a municipality or from power utility Eskom. But looking only at cheaper solar power without considering how much more expensive wind power can be could have far-reaching financial implications, said Discovery Green executive director and actuarial research and development head, Dan Ginsberg.

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Renewable energy tariffs could cost businesses more at night



By Larry Claasen

BUSINESS leaders should be careful when it comes to agreeing to power contracts that lock them into a renewable tariff plan which does not take into account the need to be supplied at night, cautions Discovery Green. Discovery Green, a division of the Discovery Group that offers electricity trading and energy consulting services, says the market is becoming increasingly dynamic when it comes to tariffs and power generation.

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executive director and actuarial research and development head, Dan Ginsberg.

Assuming that all renewable power, regardless of how it is generated, will bring down electricity prices is a dangerous assumption. "The most important thing that business leaders have to take into account is that they should not make a financial decision based on the world as it looks today," Ginsberg said.

He pointed out that, although wind can provide power throughout the night, it is expensive to install. At the same time, wind has to compete with solar

during the day, which for its part is pushing energy prices down when the sun is up. This means that to get a return on investment, wind providers have to charge higher prices at night.

In the long term, looking to Eskom to provide supply at night is not the answer, as the power utility is planning to shut down several of its ageing coal-fired plants in the next decade. The government's plan is to replace the coal plants with wind power, but this is dependent on Eskom's commitment to roll out 14,000 km of transmission lines that will connect renewable projects to major economic centres.

"We can solve the generation problems, the private sector can do some great work... But we need all hands on deck in terms of solving transmission quickly."

Turning to batteries also does not provide a complete answer, as they can provide a maximum of only four hours of power, which cannot cover a 12 to 14 hour night without

massive, cost-prohibitive oversizing.

Ginsberg also advises companies to be careful when concluding solar power contracts, as they could find themselves locked into tariff deals in a market where prices are decreasing. He gave the example of how the increase in solar providers has had a marked impact on electricity markets in Europe and Australia.

"At times, the daytime price is not even zero, it's negative, because there is so much energy being pushed onto the grid from solar that people are being paid to ramp up demand, because the grid can't cope with all the energy being pushed onto it."

For its part, Ginsberg said Discovery Green was finding a lot of interest from business when it comes to using its services. Business leaders understand that they don't have all the answers when it comes to a changing electricity market, so they are happy to turn to them to find a solution that works.

Sea Serpent USV ready for orders after successful Saudi Arabia delivery and sea trials

By Larry Claasen

IT has been a long road for Eddie Noble. The founder of Noble Concentric Solutions first started exploring unmanned vessels back in 2012, after watching the fruitless search for the missing Malaysian Airlines flight MH370.

At the time, Ocean Infinity, the company conducting the search, was

looking to use 16 underwater vessels with sonars to detect the plane wreckage. Ocean Infinity approached a Cape Town company Noble was working for at the time to develop remote control and unmanned vessels but technology to develop them was not ready.

A few years later, Noble decided to flesh out the idea, and at the Africa Aerospace and Defence Expo, he met with a Saudi Arabian delegation that was interested in the concept.

The Saudis initially thought the price to develop and build the vessel was too high but after seeing the effectiveness of the use of drones in the war in Ukraine, he approached them to see if they were still interested.

They were, and the same Saudi client eventually took delivery of the first Sea Serpent in October 2026. "We did all the sea trials and the tests, everything in South Africa, in Port Elizabeth. Of course, it was built by a shipyard there called Legacy Marine, a very good yard."

The Sea Serpent operates at what the International Maritime Organisation classifies

as Level Four autonomy — the highest tier, where the vessel effectively thinks for itself.

"The boat will do everything in terms of the law, the collision avoidance and all of that, the rules, we call rules of the road," Noble explained.

That does not mean there is no human involved. "There is still somebody watching it," he said, sitting at a ground control station. But the boat handles navigation, obstacle avoidance and compliance with international maritime rules on its own.

The business case for an unmanned vessel over a crewed one is stark. Noble draws a direct comparison to a 35 metre patrol boat used for oil and gas protection in Nigeria.

"That boat's around \$6,5 million. It's got three very expensive, big engines. It's using a lot of fuel. It's got a crew of 23, which you have to pay for and feed all the time, versus a \$1 million (R16,35 million) boat, which has one, maybe two smaller engines, and uses hardly any fuel. And you don't have any of the food and crew."

"This thing can sail



around and do the exact same job for a fraction of the price," he said.

For a basic surveillance model focused on port or border security, Noble puts the price between \$600,000 and \$800,000. "Just a boat with a camera system and that's it," he said.

While the Sea Serpent was born out of a security application, Noble sees a wide range of uses. "Search and rescue is a big one," he said. "You're not putting the people in the vessel."

Firefighting, hydrographic work and port control are also on the list. "Illegal fishing is a big one," Noble added.

"These boats can detect trawlers, and you can follow them. And with a very good camera system, you can record what they're doing. And with their position information that they're in

our local waters, that's legal information that you can take them to court and win."

One of the technical breakthroughs for the Sea Serpent was solving the problem of beyond-line-of-sight communication. Radio works only as far as the eye can see. For over-the-horizon control, Noble turned to Starlink.

"I need 80 megabits," he said. "I've got Starlink." The system delivered speeds of around 340 megabits per second. "It was absolutely fantastic."

Though Starlink still has to get a licence to operate in South Africa, Noble explained that he is using an international roaming licence, which means that "as long as it's not in one place for longer than two months, it will continue working."

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Electric Vehicle market in South Africa gains momentum but policy gaps threaten growth



CHARGE's EV charging station in Wolmaransstad

By Larry Claasen

ELECTRIC Vehicles (EV) sales are gaining momentum in South Africa but more needs to be done on the part of the government to develop the local market.

TransUnion's Q4 2025 Mobility Insights Report said though the EV market was still in its early stage, it gained momentum in 2025. It, for example, said that sales reached about 16 700 units, which was nearly 19 times the 2021 volume, and now accounted for 4% of new passenger vehicle sales.

"What is encouraging is that the government recognises the importance of electric mobility."

"Growth was driven primarily by hybrids and plug-in hybrids now dominating the mix; fully electric vehicles remained niche, concentrated in premium segments," said the report.

Despite this growth, the current policy framework did not fully address the market affordability of vehicles, by making EVs more affordable, and the roll-out of charging infrastructure, said Joubert Roux, co-founder and

chair of CHARGE, an EV charging station group.

Though Roux said the government has taken some important first steps, particularly on the manufacturing side, with incentives aimed at attracting EV production into South Africa, he noted that support remained incomplete.

Roux wanted the state to reduce import duties, provide tax incentives, or rebates to spur on the market. He argues that just providing production support is not enough to support the sector.

"You cannot incentivise production on one hand while constraining adoption through high import duties and limited infrastructure support. The opportunity now is to align policy across the full value chain so that demand, infrastructure, and industrial development move together."

This view was echoed in TransUnion's report, which also said more could be done to support the EV market. "South Africa lagged global and regional peers in penetration and policy certainty, even as infrastructure expanded and industry participants — OEMs and Chinese entrants alike — prepared for a gradual shift to electrification," it said.

Despite the uneven approach to EV support, Roux said the gov-

ernment was open to hearing what the industry had to say on how it could support it.

"What is encouraging is that the government recognises the importance of electric mobility. Where there is still work to be done is in translating that intent into implementation certainty, particularly around infrastructure deployment, regulatory clarity, and timelines. For infrastructure investors, clarity and predictability are as important as policy direction."

He noted that countries like the US and many across Europe have recognised charging infrastructure as strategic national infrastructure, not just a private-sector add-on. This framing was important as it unlocks long-term capital and accelerates rollout, he added.

In spite of the uneven government support, TransUnion and Roux said periods of fuel price volatility has driven interest in EVs. This, along with the expanding charging networks has also supported growth in the market.

TransUnion said the EV fleet could reach 35,000 to 45,000 vehicles by 2030 making up 10%–15% penetration of new passenger sales — higher if policy and localisation accelerate.

This growth came despite growing fire safety concerns around

lithium-ion batteries. And when it comes to heavy-duty electric vehicles, a recent study found that the upfront cost of a battery electric truck was two to three times that of a diesel truck.

In spite of these challenges, there was still growing demand for EVs. Roux said expanding the charging networks was key to growing the market as "consumers are unlikely to adopt EVs at scale until they can see and trust the network."

This was why CHARGE was focusing on building ahead of demand along high-traffic national corridors, where utilisation is most predictable.

"We are not building speculative urban charging; we are developing a national backbone network, starting with key logistics routes like the N3," said Roux.

Another way CHARGE was trying to build support for the EV market, was by getting freight and logistics companies to adopt the technology.

"Through partnerships with fleet operators and aggregators, we are able to secure consistent, predictable utilisation from electric delivery and long-haul vehicles operating on fixed routes. This creates an immediate commercial base for each site, independent of early passenger EV adoption," said Roux.

This model is starting to prove its worth as its Wolmaransstad site has already demonstrated proof of concept and has been operational for over a year. "The next phase along the N3 builds on that with infrastructure designed to support both passenger vehicles and electric freight."

As Roux puts it: "In effect, freight demand underwrites the early network, while passenger adoption scales on top of it, allowing the market to develop in a structured and investable way."

Malmesbury Bypass completes West Coast Freight Corridor



By Kris van der Bijl

THE Malmesbury Bypass opened this month at a total construction cost of R693 million, completing a strategic freight corridor that links the Port of Saldanha and its Industrial Development Zone directly to the N7, N1 and N2.

For the Western Cape, a province whose three-year infrastructure budget of R39.7 billion is 80% larger than Johannesburg's and nearly double that of eThekweni, the bypass is both a freight intervention and a statement of intent about where the province's economic weight is being directed.

The 34-month project was, despite common joking assumptions about the civil construction industry, delivered within its planned budget.

It created 305 work opportunities during construction, with 40 local enterprises and 15 emerging contractors participating in the works.

Multiple freight options for Western Cape businesses

Jandre Bakker, Director of Operational Support at the Western Cape Government, noted that the bypass is not designed around any single freight category.

The route supports industrial, logistics, abnormal load, and future freight movement, while removing heavy vehicles from Malmesbury town itself.

The bypass, therefore, relieves a bottle-

neck that has historically constrained the movement of oversized loads between the coast and the interior, a constraint with direct implications for the kind of large-scale industrial and energy projects the Saldanha Bay IDZ is designed to attract.

Why the Saldanha Bay Freight Route Connection?

Saldanha Bay was identified as a strategic national growth node on the basis of three converging assets: the port, the Industrial Development Zone (IDZ), and its position along the Saldanha-Northern Cape Development Corridor.

Significant public and private investment has followed that designation, spanning port expansion, industrial development, energy-related opportunities, and freight logistics infrastructure.

The bypass strengthens the freight and economic linkages between the West Coast and inland markets that make that investment viable.

For Freeport Saldanha, the road's significance is competitive rather than operational.

Conray Joseph, responding on behalf of Freeport Saldanha, the Saldanha Bay Industrial Development Zone Licencing Company frames it in terms of investor confidence:

"For a port-based Special Economic Zone, reliable connectivity is central to competitiveness, investor confidence and ease of doing business."

Joseph identifies

marine services, green energy, manufacturing, engineering, logistics and warehousing as the sectors that stand to benefit most directly from the improved corridor, while noting that road infrastructure must be complemented by continued progress in port access, rail efficiency, energy security, and serviced industrial land.

Ease of doing business in the Western Cape

To say that the construction of a road from the interior to a major port will assist economic activity in the region is to state the obvious.

The Western Cape Government Department describes it in terms of reduced transport costs, shorter travel times, and the investment signal that reliable connectivity sends to the private sector.

For businesses operating along the West Coast corridor, the bypass reduces the friction that has historically made Saldanha Bay a more difficult proposition than its strategic assets would otherwise justify.

But perhaps the less obvious signal is this: a R693 million public infrastructure project, delivered within budget across 34 months, in a province managing a R39.7 billion infrastructure programme.

For private investors assessing whether the Western Cape can execute at scale, that track record is a good metric of the successes of government and business projects.

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Allmech improves boiler performance and reduces capital costs at Warmbaths Forever Resort



Following Allmech's boiler water treatment at the Warmbaths Forever Resort, there was less corrosion in the boiler and less scale detected on the inner tubes.

TWO coal-fired boilers sit at the heart of daily operations at the Forever Resort in Warmbaths, South Africa. As a business known for its heated pools and guest comfort, reliable boiler performance is essential. However, the resort was battling inefficiency, high coal consumption and excessive chemical use.

Inspection revealed corrosion and scaling, with boiler restoration likely to require significant capital investment. The resort then sought a second opinion from Allmech, a leading local supplier of boilers and water treatment solutions, to review the water treatment setup.

Investigating the root cause

On assessment, Allmech found that a demineralisation plant was supplying feed-water to the mid-pressure coal-fired boiler. Allmech Managing Director Lionel Maasdorp explains that highly purified water may seem like the ideal choice, however, "clean" demineralised water absorbs mineral from whatever it comes into contact with. In a carbon steel boiler system, that can accelerate corrosion in the boiler shell, tubes and condensate lines.

"Considering the

water was being used for a mid-pressure coal-fired boiler, we did not agree with the demineralised water," Maasdorp says. "Water that clean can be corrosive in the boiler and pipes."

Low pH levels compounded the problem, particularly in the condensate lines, where oxygen-related corrosion was evident. Steam traps were clogging with rust particles. The resort was in the process of replacing some metal pipework with PVC to mitigate the effects, but when the boiler was opened it was clear that acid wash and repairs to boiler tubes were required. Forever Resorts decided to relook their system requirements and setup and asked Allmech to step in.

After analysing the incoming raw water, Allmech recommended discontinuing the demineralisation process and instead repairing and optimising the site's softeners. This reduced unnecessary chemical expenditure and allowed for a more appropriate treatment strategy.

The team commenced treatment using Allmech A103, a blended boiler treatment designed for mid-pressure systems, which performs several functions simultaneously:

- An oxygen scavenger removes dissolved oxygen.
- A pH booster stabilises and elevates alkalinity.
- A polymer keeps suspended solids in suspension so they can be removed through controlled blowdown.
- A vapour-phase component carries over in the steam to protect condensate lines from corrosion.

At weekly check-ins, Total dissolved solids (TDS) were monitored, blowdowns adjusted, and chlorine and pH levels in the condensate were closely tracked. Over time, test results began to shift in the right direction and pH levels increased. Rust particles in the feed tank decreased, while corrosion stabilised.

Visible results

After the first year under Allmech's treatment programme, visible corrosion had already reduced. Maasdorp says some debris remained, likely originating from previously damaged condensate lines.

On recommendation from the original equipment manufacturer, another acid wash was undertaken, although Allmech did

not believe this was essential.

The most recent inspection showed that the tubes were spotless. "There was only evidence of old scale that had flaked off in a hard-to-reach area. There were no signs of excessive corrosion, and the particles that had previously been present in the feed tank were no longer there," says Maasdorp.

A clean boiler eliminates the need for further acid washing – a harsh and destructive process – thereby extending the lifespan of the asset.

Operational impact

For Jean Nel, Boiler Manager at the Forever Resort, the improvements have been significant. "The boiler was more efficient, with less coal usage," he explains. "There was less corrosion in the boiler and less scale detected on the inner tubes from the time Allmech took over the boiler water treatment."

Chemical efficiency has also improved and Nel believes the risks to longevity have been effectively addressed.

Maasdorp credits the site team for their role in the turnaround. "I am always proud when a client's team works well with our staff. A good team working together helps to look after a company's assets and livelihood by reducing unnecessary costs."

With the right treatment strategy and disciplined monitoring, boiler water chemistry becomes an asset protection tool rather than a recurring repair risk.

For more information, visit www.allmech.co.za, Lionel Maasdorp, Managing Director, Tel: 011 849 2731, Email: lionelm@allmech.co.za

THE BOTTOM LINE

Building industry regulation in South Africa - balancing growth, compliance and worker protection

By Adrian Ephraim

AS South Africa searches for ways to stimulate economic growth and create jobs, few debates have become as polarising as the role of regulation. Business groups often argue that excessive bureaucracy and compliance requirements are slowing investment and placing pressure on companies, particularly smaller firms. Yet leaders within the building sector warn that the conversation risks oversimplifying a far more complex issue.

According to the Building Industry Bargaining Council (BIBC) Cape of Good Hope, the real question is not whether regulation should exist, but how it can remain practical, balanced and effective in supporting both economic sustainability and worker protection.

For Danie Hattingh, spokesperson for business at the BIBC, there is a clear distinction between inefficient bureaucracy and appropriate regulation.

"One creates unnecessary obstacles, while the other creates predictability, accountability and fairness," says Hattingh. "In a labour-intensive industry such as construction, those principles are essential for long-term sustainability."

The debate comes as South Africa's construction sector continues to face rising costs, economic uncertainty and sluggish growth. While Hattingh acknowledges that compliance burdens can be challenging for smaller businesses, he cautions against treating all regulation as a barrier to growth.

"There are practical reforms that can ease pressure on low-risk businesses without weakening the protec-



tions that workers rely on," he says. "Reducing unnecessary administrative burdens should not mean removing safeguards around fair wages, worker safety or basic employment standards."

The distinction matters in a sector that remains one of South Africa's largest employers, creating opportunities for entry-level workers while providing pathways into skilled trades. At the same time, the industry continues to grapple with labour exploitation, informal employment and unsafe working environments.

According to Hattingh, these problems often emerge when businesses attempt to reduce costs through unregulated labour practices.

"The pressure on businesses is real," he says. "However, exploitation cannot become the solution to economic challenges."

One growing concern is the use of undocumented and vulnerable workers through informal labour networks and labour-only subcontracting arrangements. The issue was highlighted recently during a joint enforcement operation involving the Department of Home Affairs and the Border Management Agency at a large residential development, where authorities found that most workers on site were foreign nationals.

Hattingh stresses that the concern is not nationality but the conditions under which workers are employed.

"The problem arises when vulnerability be-

comes a business model," he says. "Workers who are underpaid, unprotected and easily replaceable create a labour market that is ultimately unsustainable."

Industry observers note that informal employment practices often contribute to poor workmanship, reduced accountability and increased safety risks. These consequences can ultimately affect property owners, investors and insurers who bear the costs of substandard building practices.

"There are no examples anywhere in the world where exploitation consistently produces high-quality outcomes," Hattingh argues. "Poor labour conditions and poor building standards often go hand in hand."

International experience reinforces the point. In Australia, concerns around defective building work, subcontracting abuses and inadequate oversight have generated significant public debate, with the costs affecting homeowners, developers, insurers and the broader economy.

For Hattingh, the lesson is clear.

"Appropriate regulation, properly enforced, creates stability and trust in the market," he says.

As South Africa seeks policies that support economic growth and job creation, the building industry's experience suggests that the challenge is not choosing between regulation and growth, but ensuring that regulation supports both.

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The technology helping South Africa's cold chain stay efficient and resilient

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Businesses operating across the cold chain are increasingly adopting lithium-ion battery technology and advanced Battery Management Systems to improve operational efficiency, reliability and productivity and ensure precise temperature control is maintained.

WITH revenues expected to grow from roughly R103.6 billion (USD 6.3b) in 2023 to over R328.9 billion (USD 20b) by 2030, South Africa's cold chain market is growing at a compound annual growth rate (CAGR) of between 18% and 20%.

Largely driven by agricultural exports and pharmaceutical demand, the industry relies on consistent power supply to ensure temperature-sensitive goods arrive at their destinations unspoiled.

In this respect, businesses operating across the cold chain are increasingly adopting lithium-ion battery technology and advanced Battery Management Systems (BMS) to improve operational efficiency, reliability and productivity and ensure precise temperature control is maintained.

Alex Campbell, Area Sales Consultant at Industrial Power, a division of CFAO Equipment, highlights that any interruption in

power or fluctuations in cooling performance can lead to product spoilage, financial losses and regulatory risks for the growing cold chain industry.

"While South Africa's energy supply has stabilised significantly, localised outages due to illegal connections and overloaded infrastructure still occur, requiring ongoing vigilance and back-up plans. Lithium-ion and intelligent battery packs are helping organisations address these challenges with greater confidence and sustainability."

Lithium-ion batteries provide faster charging, longer operational life and higher energy efficiency. "Their ability to maintain consistent power output through energy density makes them particularly valuable in demanding cold storage environments, where equipment such as forklifts, pallet jacks and refrigeration systems must operate continuously and reliably," notes Alexander.

One of the major advantages of lithium-ion technology is reduced downtime. Rapid-charging capabilities allow battery-powered equipment to return to service quickly, eliminating lengthy charging cycles or battery swap outs. This greatly improves workflow continuity, enabling warehouses and distribution centres to maintain higher productivity levels.

Campbell points out that unlike standard battery options, Industrial Power guarantees a lifespan of 20,000 hours, resulting in 3,000 to 6,000 charge cycles at over 80% energy density over battery lifetime, reducing total cost of ownership over time.

He cites the example of 32 Toyota 2.5 Ton Forklifts powered by 52V554Ah Balancell lithium-ion batteries that were deployed at a customer over a five-year period. "The result was more than 19,000 average operating hours per unit and

an impressive R9.8 million in operational cash flow improvements."

Battery packs designed for cold chain applications offer improved durability and performance in low-temperature environments. Advanced thermal management capabilities help maintain stable operation in refrigerated and frozen conditions, ensuring uninterrupted performance across the supply chain.

Key to these innovations is the BMS, a critical technology that monitors and protects battery performance in real time, continuously tracking parameters such as voltage, temperature, charging cycles and state of health to ensure batteries operate safely and efficiently.

By intelligently balancing power usage and preventing issues such as overcharging, overheating or deep discharge, a BMS significantly extends battery lifespan and reduces maintenance requirements. This not only lowers total cost of ownership but also enhances operational reliability for businesses that depend on uninterrupted cold chain performance.

Campbell says South Africa's agricultural exports reached a record high of more than R266 billion in 2025, while the pharmaceutical industry's market revenue was estimated at approximately R157.7 billion.

"The growth in these sectors highlights the need to invest in smart energy solutions. The operational impact of Lithium-Ion technology, combined with intelligent energy management and inherently safe chemistry strengthens supply chain performance and ensures the safe delivery of temperature-sensitive products on time locally and to markets around the world," he concludes.

Why high performers don't stay comfortable

By Joni Peddie, CEO of Resilient People



IN previous decades, consistency was rewarded.

You built expertise. You followed proven systems. You stayed in your lane. Stability was seen as strength.

Today? Adaptability is the competitive advantage.

We are leading and working in a world of AI acceleration, economic pressure, digital overload, and constant change. And yet many people still cling to comfort zones that quietly limit growth, innovation, and performance.

The truth is this: High performers do not stay comfortable for very long.

That does not mean they live in chaos or burn themselves out chasing hustle culture. It means they understand something important: growth and comfort rarely coexist for extended periods of time.

Complacency is dangerous because it often looks highly functional. It can look like:

- doing things the way they have always been done;
- avoiding difficult conversations;
- staying busy instead of being strategic;
- relying on past success instead of future readiness;
- protecting certainty instead of encouraging curiosity.

And this is where many organisations quietly get stuck.

The human brain naturally prefers certainty and predictability. That is helpful for survival. But in fast-changing environments, it can become a liability.

When leaders become too comfortable, teams often follow.

Innovation slows down. Energy drops. People disengage.

And eventually organisations find themselves reacting to change instead of shaping it.

One leader I worked with realised this in a very practical way. Every executive meeting followed the same pattern. The senior team presented updates. The CEO gave answers. People nodded. Meetings ended quickly.

Efficient? Yes. Innovative? Not really.

Eventually, the CEO made one small but powerful change. Instead of giving immediate answers, he started asking: "What are we not seeing?" "What would a younger customer say about this?"

"What if our competitor solved this first?"

At first, the room went quiet. People were uncomfortable. But over time, discussions became more honest, creative, and commercially useful. The team stopped protecting certainty and started exploring possibility.

That is adaptability in practice.

One of the biggest misconceptions in leadership is believing that high performance is purely about capability and efficiency.

It is not. Sustainable high performance is about adaptability.

The leaders and teams that thrive today are not necessarily the smartest people in the room. They are the people most willing to learn, unlearn, and stretch beyond familiar thinking patterns.

Importantly, adaptability should not create fear-based cultures where employees constantly feel exhausted. The best leaders create what I call "safe stretch environments" - spaces where people feel supported enough to challenge ideas, learn from mistakes, and grow.

Too much comfort leads to stagnation. Too much pressure leads to burnout. Adaptive leadership requires managing both.

So how do leaders avoid the complacency trap?

Here are three practical questions worth asking yourself and your team:

1. What are we tolerating because addressing it feels uncomfortable? Sometimes the biggest growth opportunities are hiding inside the conversations we keep postponing.
2. Where have we confused experience with adaptability? Past success does not automatically prepare us for future disruption.
3. Are we rewarding compliance or curiosity? The future belongs to organisations where people are encouraged to think, question, and contribute ideas.

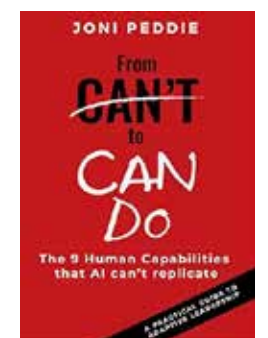
High performers understand this.

They continually stretch their thinking. They remain teachable.

They stay curious. Because in today's world, the organisations that thrive will not simply be the strongest or the smartest.

They will be the most adaptable

Joni Peddie Author: "From CAN'T to CAN DO - 9 human capabilities that AI can't replicate." CEO: Resilient People LinkedIn: Joni Peddie



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HOW SEAFOOD DISTRIBUTORS ARE GAINING MORE PALLET SPACE IN THE SAME COLD ROOM



Mobile racking installation within a seafood cold storage facility

EVERY SQUARE METRE OF FROZEN STORAGE COUNTS

As imported seafood volumes continue to grow, distributors are under increasing pressure to maximise storage capacity while maintaining product integrity and cold-chain compliance. For facilities operating at temperatures as low as -25°C, expanding warehouse space is open costly and impractical. The solution lies in optimising the storage space already available.

Recent Barpro cold storage projects demonstrate how the right racking solution can unlock valuable pallet positions without the need for facility expansion.

“ Every square metre of frozen storage counts. Businesses that maximise existing space gain a competitive advantage without the cost of expansion. ”

MOBILE RACKING: MAXIMISING EXISTING SPACE

A rapidly growing seafood distributor required additional pallet capacity within an existing cold room. Rather than expanding the facility, Barpro implemented a mobile racking solution that eliminated multiple fixed aisles and created a single movable access aisle.

The result was a significant increase in storage density while maintaining safe and efficient access to stock. By maximising the existing warehouse footprint, the client was able to accommodate growing import volumes without increasing building size.

HIGH-DENSITY STORAGE WITH REFURBISHED MOBILE BASES

A second seafood supplier required a cost-effective solution for high-volume frozen storage. Barpro combined drive-in racking with refurbished mobile bases to create a high-density storage system capable of substantially increasing pallet capacity while reducing capital expenditure.

The project demonstrated that professionally refurbished mobile bases can deliver the same operational benefits as new equipment while offering considerable cost savings.



Drive In Racking system



Refurbished mobile base installation

KEY TAKEAWAYS FOR COLD STORAGE OPERATORS

- Increase pallet density without building expansion.
- Optimise existing warehouse footprint.
- Reduce storage costs per pallet position.
- Refurbished mobile bases provide a cost-effective alternative to new equipment.
- Proper planning and coordination remain critical for successful cold storage projects.

THE BARPRO ADVANTAGE

Whether through mobile racking, drive-in systems or refurbished storage solutions, Barpro helps seafood distributors maximise frozen storage capacity, improve operational efficiency and support future growth without unnecessary facility expansion.



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IMPROVE SAFETY

ENHANCE EFFICIENCY

REDUCE COSTS

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OUR PRODUCTS & SERVICES

MOBILE RACKING SYSTEMS

High-density storage solution that eliminates wasted aisle space and increases storage capacity by up to 100%.

SHUTTLE RACKING

Semi-automated system using a shuttle to transport pallets within the racking, offering high-density storage and improved efficiency.

DRIVE-IN RACKING

Ideal for high-volume storage of similar products with fewer aisles and maximum use of available space.

PALLET LIVE STORAGE

First-in, first-out (FIFO) system that improves stock rotation and picking efficiency – ideal for fast-moving products.

MEZZANINE & CASE PICKING SYSTEMS

Create additional floor space for storage, offices or picking areas without building extensions.

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SADC ministers meet over food security and blue economy



THE Southern African Development Community (SADC) met in May to boost the region's blue economy, which it says is underdeveloped and has the potential to create 250,000 jobs.

The SADC secretariat convened the 8th Project Technical Committee Meeting of the Programme for Improving Fisheries Governance and Blue Economy Trade Corridors in the SADC Region (PROFISHBLUE Project) from May 21–22, 2026, in Harare, Zimbabwe.

total production is very low, below 3 million tonnes, which is 2% of global production.

This is despite the SADC region boasting two large marine ecosystems (LMEs) that abound with rich transboundary fisheries resources comprising multiple marine commercial species of tuna, hake, squid, octopus, horse mackerel, abalone, shrimp, prawns, and lobsters.

The PROFISHBLUE Project's overall goal is to promote sustainable management of fisheries resources

250,000 direct and indirect jobs.

Over the past four years, the initiative has delivered key milestones, including enhanced institutional capacity, cross-border trade facilitation, and the rollout of critical infrastructure such as One Stop Border Posts and Vessel Monitoring Systems.

During the two-day meeting, participants reviewed progress, validated technical outputs, and addressed challenges in implementation across member states. Discussions placed special emphasis on shaping the upcoming regional fisheries and aquaculture agenda, guided by insights and recommendations from the committee.

The meeting brought together representatives from six SADC Member States – Democratic Republic of Congo, Madagascar, Malawi, Tanzania, Zambia, and Zimbabwe – alongside international partners including the Food and Agriculture Organisation (FAO), World Wide Fund for Nature (WWF), United Nations Industrial Development Organisation (UNIDO), WorldFish, and the African Organisation for Standardization (ARSO).

Opening the ses-

sion, Khumo Morake-Makhaleleme of South Africa, chairperson of the meeting, emphasised the importance of collective action to strengthen fisheries governance and combat illegal, unreported, and unregulated (IUU) fishing.

Ndapanda Kanime, Senior Programme Officer for Natural Resources and Wildlife at the SADC Secretariat, stressed the collective responsibility of Member States to harness the sector's potential through effective policies, infrastructure, and stakeholder engagement.

The meeting also spotlighted ongoing efforts to improve hygiene facilities, strengthen infrastructure, and facilitate trade corridors – essential components for ensuring fisheries sustainability and economic growth. Delegates emphasised the importance of long-term impact, noting that project outcomes must benefit countries well beyond the lifespan of the current initiative.

As the meeting concluded, stakeholders expressed optimism about the future of fisheries governance in the region. The strategies discussed will inform regional policy and resource mobilisation, reinforcing SADC's commitment to sustainable development and economic diversification.

The 8th PROFISHBLUE Project Technical Committee Meeting marks a significant step forward in advancing the blue economy agenda in Southern Africa, promoting regional cooperation, sustainable resource management, and economic resilience for generations to come.

Lucky Star sees fourth-quarter supply breakthrough as Pacific season opens and Namibia tilts toward quota

By Larry Claasen

OCEANA'S canned fish icon, Lucky Star, is banking on three global sourcing streams and a local quota top-up to end its self-imposed sales drought before year-end

Oceana expects a substantial improvement in product availability in the fourth quarter as the North Pacific fishing season gets under way, Namibia readies its first meaningful sardine quota in years, and Morocco edges toward lifting an export ban that has choked off supply to the group's canneries.

The outlook, sketched by Oceana Group CEO Neville Brink during the half-year results presentation, points to a sharp production recovery by December after two quarters of running the business in allocation mode and deliberately limiting promotional activity to conserve inventory.



three months ahead but a visible restocking path thereafter.

Morocco and Mauritania, the other main offshore sourcing base, are also showing early signs of easing. A two-year lean spell in small pelagic catches is turning, and recent landings have overshot the processing capacity of domestic canneries. An export ban remains in place, but Brink signalled confidence it could be unwound after the Eid holiday.

Closer to home, Namibia's sardine biomass is staging a strong re-

ta allocation. Brink believes the initial 52,000 tons total allowable catch was set too low because the research vessel Africana sailed late. A top-up allocation later this year would further ease the local raw material squeeze.

While the near-term remains constrained, Brink warned that "quarter three will be a low stock" and the business will have to "manage that stock very carefully" — the forward pipeline is the fullest it has been in 18 months.

The brand's strategy is also broadening beyond canned fish, providing a second growth vector. Lucky Star's canned meat lines are running at maximum output, a national noodle rollout is building a full value chain investment case, and a new product category launch is slated for the fourth quarter.

Brink acknowledged that the current shortage is a "short-term blip" and signalled that the brand would shift back to volume growth once raw material flows recover. "There's plenty of room for growth," he said, pointing to the recovery in Namibian biomass and the brand's ongoing push into the UK and Ghana.

For the market, the outlook boils down to a timing bet: whether the Pacific harvest, the Moroccan policy shift, and the Namibian quota all land in time to restock Lucky Star's cans before the summer shelf rush. Brink appears to have placed his orders on all three fronts.

"Its intervention will promote competitiveness in the retail and wholesale fish trade as well as facilitate cross-border trade, providing an estimated 250,000 direct and indirect jobs."

The goal of the PROFISHBLUE Project was to strengthen regional cooperation, improve fisheries governance, and develop sustainable trade corridors within the blue economy sector.

The project was created as a way to commercialise the abundant fishing resources in the region. Though there is a large diversity of species and raw material supply, the

within the blue economy context in order to improve food and nutritional security, create employment through value chain activities, facilitate intra-regional trade, and build adaptive capacity.

Its intervention will promote competitiveness in the retail and wholesale fish trade as well as facilitate cross-border trade, providing an estimated

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Across three sites, 18 VEGAPULS C 21 80 GHz radar sensors and three VCCS13e cabinets deliver smart, maintenance-free level measurement.

VEGA smart sensors help petroleum wholesaler improve safety, monitoring and process control

SAFETY is critical when managing petroleum storage tanks, where spills can result in lost product, costly EPA cleanup requirements, operational downtime, and reputational damage. After a point-level switch failure caused a significant spill at

one of its facilities, a fourth-generation petroleum wholesaler in Michigan partnered with VEGA to upgrade its tank level monitoring system using smart 80 GHz radar sensors, continuous level measurement, remote monitoring, visual feedback,

and integrated alarms.

Instead of simply replacing the failed switch, the company implemented a smarter inventory management and overflow prevention system designed to improve safety, visibility, and operational efficiency across 18 bulk storage

tanks at three facilities. Transport trucks regularly refill and distribute heating fuels, commercial oils, industrial lubricants, and related petroleum products from the sites across Michigan, Indiana, and Ohio, making accurate level measurement and inven-

tory visibility essential to smooth operations.

Partnering with VEGA for a complete monitoring solution

The petroleum wholesaler's research to find a comprehensive measurement solution led them to VEGA, following which a local VEGA representative visited, listened to their requirements, and provided an on-site demonstration of a potential solution.

After further evaluation, the wholesaler opted for non-contact 80 GHz radar level measurement technology combined with an inventory management and alarm system. They purchased 18 VEGAPULS C 21 radar sensors and three VCCS13e central visualisation cabinets, one for each of their locations.

The VEGAPULS C21 offers a non-contact, maintenance-free measurement. The level sensor utilises 80 GHz technology for precise and dependable measurements, while the 80 GHz frequency allows for a more focused beam angle, ultimately resulting in a stronger signal return, even with fluids that have poor reflective qualities.

The VCCS13e serves various functions in inventory management applications, including the ability to power up to 30 connected devices. Its large touchscreen displays local visualisations of level measurements for up to 10 vessels simultaneously, and an external alarm light and horn alert users to up to four different alarm points per sensor.

Improved safety and a smarter system

VEGA assisted in commissioning the radars and an inventory management and alarm system at each of their three sites. With the new, more reliable measurement system implemented, the company has enhanced safety and efficiency in their operations.

The company has invested in advanced technology, forming a strategic partnership with VEGA which has a deep understanding of the company's specific needs and provides continuous support for all aspects of level measurement and inventory management.

For further information, contact Miguel Petersen, Marketing manager, VEGA Instruments & VEGA Controls. Email: miguel.petersen@vega.com Website: <https://www.vega.com/en-za>

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VEGA HOME OF VALUES

Brady industrial label printer reduces maintenance downtime

IN any industrial facility, the period between powering down equipment and restarting production directly affects operational efficiency. To minimise this downtime, South African maintenance teams are increasingly using a portable industrial label printer from Brady Corporation that produces clear, durable identification for faster and safer maintenance work.

When a technician arrives at a machine, the ease with which they can identify parts and safety hazards directly impacts how quickly and safely they can complete their work.

Brady's portable industrial label printer: The value of clear information

Efficiency is often lost because of "hidden" information. If a worker has to walk back to an office to check a manual for a specific part number or a circuit location, the facility is losing time.

"Lean maintenance involves creating a visual workplace," says Farah Montenegro, Local Product Expert of Brady Corporation. "By using high-performance identification solutions like those printed by the i4311 industrial printer operations can place critical data exactly where it is needed. Durable labels that resist grease, chemicals, and UV light ensure that whether a machine is serviced today or two years from now, the instructions remain clear. This reduces the search time that often delays repairs."

What sets the i4311 apart is its exceptional portability combined with a rare 4-inch wide printing capability. Built for rugged environments, its extended battery life powers through consecutive shifts without a recharge. The printer streamlines setup with a versatile selection of pre-sized and continuous labels. Furthermore, its cutting-edge connectivity ensures seamless compatibility across devices, letting teams print instantly via Bluetooth or Wi-Fi from a smartphone, tablet, or laptop at the job site.

Improving the Lockout/Tagout (LOTO) process

Lockout/Tagout (LOTO) is a life-saving procedure, but it is also a common bottleneck. A disorganised LOTO process can lead to confusion and long delays. To improve efficiency without cutting corners on safety, facilities are adopting standardised identification methods that incorporate

clear legibility, photo integration and QR codes.

This visual tracking is vital across the plant. Essential assets requiring strict labelling include electrical control panels, wire markers, piping identification, and lockout/tagout tags. The i4311's 4-inch wide format allows for easy transition from

component tagging to inventory management and facility signage, producing barcode labels, GHS chemical markers, Lean/5S floor strips, and safety signs. This makes it an indispensable tool for EHS and operations managers, electrical contractors, and OEM manufacturing sectors looking

for a flexible cable, wire, and panel identification solution without slowing down operations.

Brady Corporation believes that the most successful South African plants will be those that treat safety and efficiency as the same objective. "High-quality identification solutions are not just

about compliance; they are a fundamental part of a lean maintenance strategy. By ensuring every component is clearly and durably marked, companies protect their workers while keeping their production lines moving at peak performance," concludes Montenegro. <https://www.brady.eu>



Brady Corporation's i4311 industrial label printer—powered by LabelSense™ technology.



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Refinery water wash solutions improve corrosion control and refinery efficiency



Spray Systems Co. spray nozzles improve water wash performance in refinery applications.

SPRAY nozzles from Spraying Systems Co., represented in South Africa for more than 75 years by Monitor Engineering, improve water wash performance in refinery applications by helping remove salts, chlorides and contaminants from hydrocarbon streams. Effective water wash systems are critical for preventing corrosion, salt deposition and equipment fouling in refinery units such as Crude Distillation Units (CDU), Fluid Catalytic Cracking Units (FCCU) and hydrotreaters.

"With over 90,000 products, Spraying Systems Co. provides custom solutions, testing, and validation."

Advanced water wash spray nozzles for demanding refinery conditions

Monitor Engineering offers specialised hydraulic and two-fluid

spray nozzles optimised for harsh refinery environments:

- FullJet® Full Cone Nozzles, especially Maximum Free Passage (MFP) versions, deliver uniform coverage with large droplets at lower pressures. They resist clogging from particulates, making them ideal for VGO wash bed spray headers and overhead water wash. Wide spray angles ensure overlap and prevent dry zones that cause coke formation.
- WhirlJet® Hollow Cone Nozzles provide excellent wall filming and small-to-medium drops for continuous overhead water wash. They help dissolve salts and apply corrosion inhibitors effectively.
- FloMax® H Two-Fluid Nozzles use hydrogen and air for atomisation in hydrotreaters. These produce finer droplets for superior chloride

scrubbing and uniform distribution, outperforming simple quills or standard nozzles that cause maldistribution and wall wetting.

Spray nozzles for refinery reliability and efficiency

Proper nozzle selection and injector design, often with Computational Fluid Dynamics (CFD) modelling, optimise drop size, coverage, and placement. This minimises excess free water, reduces erosion/corrosion, improves scrubber efficiency, and boosts throughput while cutting maintenance and chemical use. Spraying Systems Co injectors, lances, and quills comply with ASME standards for high-pressure, corrosive conditions.

In CDU overhead systems, water wash injection prevents acidic corrosion. In FCCU main fractionators and cokers, it controls salts and cools vapours. Advanced modelling ensures at least 20-25% free water for effective contaminant removal without pooling or carryover.

With over 90,000 products, Spraying Systems Co. provides custom solutions, testing, and validation. Their expertise helps refineries enhance reliability, sustainability, and safety in demanding water wash applications.

For specific refinery needs, consult Monitor Engineering for CFD analysis and tailored injector fabrication.

Contact Monitor Engineering's Managing Director Grant Orsmond at grant@monitorspray.co.za

<https://www.spray.com>

Karoo shale gas revival gains momentum as South Africa lifts development moratorium

By Larry Claasen

The government is not only moving to lift the moratorium on shale gas development but has also allocated R48,1 million specifically for the implementation of the Karoo Shale Gas Project.

Minister of Mineral and Petroleum Resources, Mr Gwede Mantashe, said in his budget 2026/27 speech in May that the country was committed to energy exploration as it "was overly dependent on imported refined petroleum products."

Mantashe's remarks followed the government's announcement in March that it planned to lift its long-standing moratorium on shale gas development. The moratorium was put in place in 2011 to allow for the creation of environmental and hydraulic fracturing (fracking) regulations. At the time, environmental groups welcomed the pause, citing concerns over water contamination and seismic activity, while industry bodies argued it stifled investment.

The move to lift the moratorium is the latest indication by the government that it wants to deal with the roadblocks holding up energy exploration. The moratorium announcement, for example, came after Minister of Forestry, Fisheries and the Environment, Willie Aucamp, said his department was moved to end "decision paralysis" on offshore oil and gas exploration appeals. "We have a legal and constitutional obligation to take decisions that promote inclusive economic growth and job creation, without compromising our constitutional mandate of protecting our environment," Aucamp said.



Minister of Mineral and Petroleum Resources, Mr Gwede Mantashe.

The lifting of the moratorium opens the way for the development of shale gas resources in the South African Karoo Basin, which is estimated at 370 trillion cubic feet (Tcf), according to the Petroleum Agency SA (PASA).

After years of delays, the Karoo Shale Gas Project is gaining momentum, as PASA – a service provider to the Department of Mineral Resources and Energy – issued a tender in February to assess how much of the gas can be recovered.

PASA said at the time that it sought "to appoint a suitably qualified and experienced service provider to develop and apply a valuation methodology for determining the recoverable amount of shale gas-related intangible assets recognised under Shale Gas Phase 2 of the Karoo Basin project."

According to PASA, the Karoo Shale Gas Project comprises five

work packages: Karoo Deep Drilling; Petroleum Resource Evaluation; Baseline Groundwater Monitoring Network; Risk Assessment of Abandoned Wells; and Baseline Seismicity Monitoring Network. Each package is designed to address specific technical and environmental challenges, ensuring that any future extraction meets rigorous safety standards.

Though shale gas in the Karoo has long been seen as an answer to South Africa's energy needs, the country has recently begun exploring the extent of petroleum resources in the Karoo. In late 2025, the government said it had completed the first phase of its investigation into the extent of petroleum resources of the Karoo for possible extraction. It said at the time that it had concluded 85% of Phase 1 of the survey for its Shale Gas Project in the Karoo Basin following what

it described as the discovery of "microseepage of oil in the basin."

The move to explore for gas and petroleum in the Karoo and offshore came as there was growing concern in government not only about securing supply but also about the sharp rise in crude oil prices resulting from the crisis in the Middle East.

Mantashe said in his budget speech that the government had sufficient fuel supply to meet demand, but becoming more self-sufficient was something the country had to embrace when it came to energy security.

"It is neither sustainable nor just for a country with significant mineral and petroleum potential, such as ours, to remain exposed to external supply shocks in this manner," he said.

He added that petroleum security was not a theoretical debate, but an economic necessity and a national imperative.



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Dockyard offers a one-stop shop where all requirements for ship repair can be met. Workshop facilities are geared to support a range of vessels of different sizes and different hull structures such as frigates, fishing vessels, submarines, survey boats and yachts. Our dry dock has even accommodated the expeditionary vessel SA Agulhas.



SERVICES OFFERED:



Vessel and Facility Maintenance and Repairs – Dockyard's workshops are powered by highly skilled and effective personnel who ensure the necessary solutions for the maintenance and repair of vessel hulls, propulsion plants, primary systems, mechanical auxiliary systems, electrical systems, electronic systems, weapon systems, and offshore facilities.



Fabrication Solutions – A wide range of machining services, including turning, milling, boring, honing, and drilling, are provided to enable the production of low- to medium-precision components. Additionally, Armcor Dockyard runs a foundry that facilitates the casting of non-ferrous metals. The chemical cleaning bay (2mx2mx2m bins), spray booth (13x4.8m), and blast booth can assist parts that need surface preparation (11x6.5m).



Engineering Services – A materials testing facility is part of Armcor Dockyard and provides a variety of services, including corrosion surveys, non-destructive testing, condition-based testing, and metallurgy.



Docking and Carnage Services – The Armcor Dockyard is made up of a deep-water port, covered repair sheds, graving dock, and synchro lift, all of which can provide the access needed for maintenance and where equipment must be removed and installed. The site is equipped with 2 sheds where weather critical work can be performed, and includes water and electricity supply for all vessels on the hard.

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Mobile firefighting trailers strengthen fire protection in hazardous industrial areas

Effective risk mitigation in petrochemical plants, refineries and tank farms



Firefighting trailer with FireDos monitor, delivering a powerful, full jet.

INDUSTRIAL facilities such as petrochemical plants, refineries and tank farms face significant fire risks that demand rapid emergency response. FireDos firefighting trailers provide a mobile fire suppression solution for firefighting and cooling operations in hazardous areas, offering flexible deployment where fixed fire protection systems may be unavailable, inaccessible or require additional support.

performance, but also by their robustness and reliability. Manufactured from high-quality materials, the trailers are designed to withstand the most demanding operating conditions over the long term. They can be rapidly deployed and are simple to operate.

These mobile extinguishing systems can be customised to meet specific application requirements. Depending on the risk scenar-

monitor to enable precise and targeted firefighting, these trailers are particularly suitable for fighting fires in areas that are difficult to access or for cooling objects from a safe distance. When equipped with a 24-volt power supply and radio remote control for operating the monitor from a distance, they provide additional safety for personnel.

- Fire trailer with FireDos foam proportioner: Fire suppression trailers equipped with a **FireDos proportioning system** offer the option of mixing water with foam agent to ensure effective firefighting. These systems are particularly efficient when fighting liquid fuels and offer improved extinguishing performance.
- Fire trailer with FireDos proportioner, FireDos monitor and foam agent tank: This trailer combines the functions of monitors and proportioning systems and has an additional foam agent tank. It offers
- Fire trailer with FireDos monitor: Equipped with a powerful **FireDos**

Fire protection remains a major challenge in chemical and petrochemical facilities where highly flammable substances are processed and stored

DoseTech Fire, the FireDos partner for Southern Africa, pioneered the first firefighting trailer of its kind in South Africa for a petrochemical industry client. Designed for firefighting with water and foam, these mobile firefighting units provide an effective supplement to stationary fire protection systems. They help facilities strengthen emergency response capabilities while significantly reducing personnel within the risk zone, thereby enhancing safety during firefighting and cooling operations.

FireDos firefighting trailers: Robust and reliable

The FireDos fire suppression trailers are characterised not only by their flexibility and

maximum flexibility and performance and is ideal for complex firefighting scenarios.

Mobile firefighting systems: Critical in petrochemical facilities

Fire protection remains a major challenge in chemical and petrochemical facilities where highly flammable substances are processed and stored. DoseTech Fire notes that petrochemical plants are increasingly making use of mobile extinguishing units because of their versatility and flexibility and as back up to fixed systems.

Supporting tank farm and industrial fire protection strategies

In industrial plants, fire extinguishing trailers are used to fight fires and protect critical facilities and buildings. They offer a fast and efficient means of suppressing fires and preventing major damage.

In tank farms, they are often used to combat tank fires and to cool neighbouring tanks. Their mobility and versatility ensure a quick and effective response to different types of fires.

Skid units and roll-off containers for specialised applications

In addition to firefighting trailers, DoseTech Fire supplies other portable firefighting solutions, including firefighting **skid units** and water/foam roll-off containers.

Every area in every industry faces specific fire protection requirements. For this reason, DoseTech Fire offers FireDos solutions that are specially tailored to the needs of their customers and the extinguishing scenarios.

Learn more at <https://www.firedos.com/fire-departments/fire-trailers>



Fire trailer with proportioner, monitor and foam agent tank. For more images of trailer types, follow this link: <https://www.firedos.com/fire-departments/fire-trailers>

South Africa gas cliff threatens industry as calls grow for urgent state action

By Larry Claasen

SOUTH Africa's industrial gas consumers are calling on the government to meet with them as part of their efforts to avert the "gas cliff."

The Industrial Gas Users Association of Southern Africa (IGUA-SA) says it wants to work with the government to come up with joint solutions as a way to secure the supply of gas into the country. The term "gas cliff" refers to the sudden and severe reduction in gas availability expected once Sasol begins limiting supplies from its Mozambique operations to its Secunda facilities.

"South Africa must also confront the gas cliff with urgency and clarity."

IGUA-SA is looking at ways to ensure that its members continue to get a supply of gas once Sasol starts limiting supply to its Secunda operations from Mozambique in June 2028. Sasol has been the country's primary industrial gas supplier for decades, but declining reserves in Mozambique have forced it to prioritise its own feedstock needs.

Without this supply, there are concerns that industries that directly employ 70 000 people and contribute between R300 billion and R500 billion annually to the economy would be severely affected. Sectors such as chemicals, ceramics, glass, metals, and food processing are particularly dependent on a reliable gas supply for their furnaces and production lines.

Though the government has said it takes the gas cliff seriously, IGUA-SA executive officer Jaco Human said it has not met with the state on the matter in about two years.

In its recently updated Gas Roadmap for South Africa 2025–2042, IGUA-SA reiterated its call for the government to work with it to come up with a solution to the looming gas shortage. The roadmap outlines a series of urgent interventions, including the develop-



ment of liquefied natural gas (LNG) import infrastructure and the acceleration of regional pipeline projects.

It noted that "the gas shortfall is not inevitable – it is a solvable national challenge. Success depends on urgent alignment between government and industry to aggregate demand, provide sovereign or state-sponsored guarantees through blended-finance and shared-risk platforms, and commit to executable LNG and regional gas development programmes."

It wants to see the creation of a Presidency-mandated National Gas Task Team empowered to deliver an integrated action plan by 2026 that bridges the short-term gap while building long-term resilience. Such a task team would, according to IGUA-SA, have the authority to cut through bureaucratic silos and fast-track decisions.

For his part, despite underlining the seriousness of the issue, there was no mention of setting up such a task team in Minister of Electricity and Energy Kgosisentho Ramokgopa's budget speech in May.

"South Africa must also confront the gas cliff with urgency and clarity. Gas supply constraints affect industrial users, petrochemicals, manufacturing, investment decisions and regional energy logistics. They also affect the ability of the electricity system to access flexible and dispatchable capacity," said Ramokgopa.

The roadmap said it needed "political sponsorship and leadership to address this challenge," but had yet to see evidence of this. "The response to the gas cliff remains fragmented, with no clearly empowered national vehicle to align priorities, resources, and

timelines," the document added.

It argues that the setting up of a National Gas Task Team would provide much-needed coordination between the state and the private sector, as it would have the authority to coordinate between different departments, regulators, state entities, and industry participants across the entire gas value chain.

Though the government has responded to the crisis with the Integrated Resource Plan (IRP2025), the Gas Master Plan, and Gas Cliff mitigation statements, IGUA-SA said these responses were "aspirational in nature," as they needed an operational framework. Without such a framework, there was no way to put these plans into action.

Though the industry has responded to the crisis by creating a platform company, or aggregator, that would source gas on behalf of IGUA-SA, it said it still needed government support. "The private sector cannot bear the full burden of risk required to secure new gas infrastructure and supply without government support. Collaborative intergovernmental solutions are essential for safeguarding industry and the economy," the roadmap said.

The aggregator, named GasHub, was created in November 2025. According to the roadmap, it creates the market scale necessary to attract international LNG suppliers and secure favourable long-term supply agreements. IGUA-SA says it provides critical risk diversification, spreading supply chain vulnerabilities across multiple sources and supply routes while maintaining the operational flexibility each member requires for their specific industrial processes.

World Environment Day: Five years on, South Africa's EPR system is showing what partnerships can achieve

By Polyco CEO
Patricia Pillay

EVERY year, World Environment Day reminds us that environmental progress is not driven by policy alone. Real change happens when governments, businesses and communities work together to build systems that make sustainable behaviour possible in everyday life.

This year's theme, focused on climate action, is a reminder that environmental resilience depends not only on ambitious targets, but on practical systems that reduce waste, strengthen local economies and keep valuable resources in circulation.

In South Africa, one of the most important shifts towards that kind of circular economy began five years ago with the introduction of Extended Producer Responsibility (EPR) regulations. Widely regarded as one of the country's most significant waste management reforms, EPR fundamentally changed how industry participates in the recovery and recycling of packaging waste.

The regulations, introduced in 2021 and implemented from 2022, require producers to take responsibility for the post-consumer packaging they place on the market by funding collection, recycling and recovery systems through Producer Responsibility Organisations (PROs). More specifically, member companies contribute an EPR fee for every tonne of packaging produced, a direct, tangible commitment to the full lifecycle of their products.

It is this collective contribution that makes the infrastructure, innovation and community-level collection work possible. Five years later, the impact of this is becoming increasingly visible, and none of what has followed would have been achievable without member support.

Across the country, PROs, municipalities, recyclers, waste reclaimers and community organisations have collectively expanded recycling infrastructure, improved collection systems and created thousands of economic opportunities across the recycling value chain.

At Polyco alone, more than R531 million has been invested into recycling education, infrastructure and col-

lection initiatives since the implementation of mandatory EPR. Over 216 projects have been supported nationally, helping divert more than 789 000 tonnes of plastic

waste from landfill and the environment.

But perhaps the most important lesson from the first five years of EPR is not simply the volume of waste divert-

ed. It is the recognition that environmental systems work best when they are collaborative, localised and inclusive.

One example is the iThemba Phakama 4Ps

(People, Public, Private, Partnership) programme implemented in partnership between

Continued on P14



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PVC

6
PS

2
PE-HD

4
PE-LD

5
PP

7
OTHER

Polyco PRO NPC is South Africa's best producer responsibility organisation (PRO) focused on plastic packaging. Our mandate is to implement an extended producer responsibility (EPR) scheme that ensures that members meet their regulatory requirements while investing in the infrastructure, people and systems needed to build a thriving circular economy.

Glass recycling packaging: A powerful driver of South Africa's circular economy

By The Glass Recycling Company
CEO Shabeer Jhetam

AS South Africa works towards a more sustainable future, the conversation around packaging is rapidly evolving. Businesses

are under increasing pressure to reduce waste, improve recyclability, and demonstrate measurable environmental action. At the centre of this shift is the circular economy, a system designed to keep materials in use for as long as possible

through collection and recycling.

Within this ecosystem, glass packaging continues to stand out as one of the country's strongest circular economy success stories. Glass is 100% recyclable and can be recycled endlessly with-



Through continued investment in glass recycling initiatives, infrastructure support, and industry collaboration, TGRC ensures that more glass is recovered and returned to the manufacturing process.

out any loss in quality or purity. A glass bottle recycled today will become another bottle tomorrow, reducing the need for virgin raw materials and helping divert waste away from already overburdened landfill sites.

However, the impact of glass recycling extends far beyond environmental benefits alone. It is also an important economic enabler. South Africa's recycling value chain supports thousands of livelihoods, from collectors and transporters to entrepreneurs, buy-back centres, and manufacturing operations.

According to TGRC's latest research, South Africa's glass recycling sector provides approximately 50 000 people with income-generating opportunities, many within vulnerable communities where access to formal employment remains limited.

Therefore, glass recycling should not only be viewed as a sustainability initiative, but as part of a broader economic opportunity for South Africa.

TGRC, together with its members and partners, continues to play a key role in strengthening the country's glass collection ecosystem. Through continued investment in glass recycling initiatives, infrastructure support, and industry collaboration, the organisation ensures that more glass is recovered and returned to the manufacturing process.

Industry support remains critical to maintaining and growing South Africa's circular economy. TGRC members, including glass manufacturers Ardagh Glass Packaging and Isanti Glass, play a vital role by purchasing used glass, creating the demand that keeps the recycling system functioning and enabling collected glass to be transformed into new bottles and jars. In addition, TGRC's mem-

bers, which include leading players across the beverage and food sector, contribute through the payment of EPR fees towards building the systems that enable glass to be collected and recycled. Their ongoing commitment helps create a more sustainable packaging landscape while supporting income generation opportunities and economic activity across the recycling value chain.

This level of industry commitment is becoming increasingly important as businesses face growing pressure to demonstrate measurable sustainable behaviour.

Consumers are paying closer attention to the environmental impact of products they buy, while regulatory frameworks such as Extended Producer Responsibility (EPR) are driving greater accountability across industries. Businesses that actively invest in circular systems today are likely to be better positioned for the future.

For producers, retailers, hospitality businesses, and brand owners, packaging choices are becoming increasingly strategic. Glass packaging offers businesses an opportunity to align product quality with sustainability commitments in a visible and credible way.

Businesses in the hospitality sector in particular, have an opportunity to influence recycling behaviour at scale. Restaurants, bars, hotels, and eventing venues generate large volumes of glass packaging waste daily.

With the right recycling support and collection systems in place through TGRC, these businesses can play a meaningful role in improving collection rates while strengthening their own sustainability

<https://theglassrecyclingcompany.co.za/>

World Environment Day: Five years on, South Africa's EPR system is showing what partnerships can achieve

Continued from P13

Polyco and the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP).

The initiative connects schools, households and local recycling systems through school-linked collection hubs, where learners bring recyclable materials collected from their homes and communities. Schools receive financial returns from the material collected, creating an additional income stream that can be reinvested into infrastructure and educational priorities.

The programme reflects a broader shift taking place within South Africa's recycling economy where waste is increasingly being viewed not simply as an environmental problem, but as a resource capable of creating social and economic value when the right systems are in place.

During the 2026 expansion phase, the programme was rolled out to an additional 14 low-income and no-fee schools across the Western Cape, bringing the total number of participating schools to 31. This year's rollout is expected to reach an additional 13,700 learners and over 380 educators. Since launch, the programme has collected more than 40 tonnes of recyclables and reached over 30,000 learners and more than 900 educators across participating schools.

Similar systems are being developed elsewhere across the country through buy-back centres, mobile collection units, waste reclaimer support programmes and municipal partnerships funded under the EPR framework.

Importantly, these initiatives are helping demonstrate that climate action does not only happen at global summits or through large-scale infrastructure projects. It also happens in schools, neighbourhoods and communities where people are given practical opportunities to participate in the circular economy.

At the same time, the first five years of EPR have also highlighted areas where the system still needs to evolve.

While significant progress has been made, challenges remain around outdated recycling infrastructure, unreliable munic-

ipal collection systems, non-compliance by some obligated producers and the integration of informal waste reclaimers into formal recycling systems.

The next phase of EPR implementation will therefore require deeper collaboration between government, industry, municipalities and communities. Not only to strengthen collection and recycling systems, but to ensure that the economic opportunities created through recycling are more inclusive and sustainable over the long term.

There is also growing recognition that clearer regulatory alignment and greater implementation certainty will be important to sustaining momentum. Industry stakeholders have participated in multiple public consultation processes on proposed amendments to the EPR regulations, with many of these discussions focused on improving coordination, strengthening enforcement and refining operational aspects of the framework.

This ongoing engagement between government and industry is an important part of ensuring that the system continues to mature in a way that is practical, scalable and responsive to the realities on the ground.

What the past five years have demonstrated is that South Africa has already laid important foundations for a more circular economy.

The challenge now is not whether EPR should exist, but how to strengthen and expand it so that more communities, municipalities and sectors are able to participate meaningfully in the system.

World Environment Day is often framed around the urgency of environmental threats. But it is also an opportunity to recognise the systems, partnerships and local initiatives already created that are helping build more sustainable communities.

South Africa's EPR journey remains a work in progress. But five years in, it is increasingly clear that when government, industry and communities work together, environmental responsibility can also become a driver of economic opportunity, local resilience and long-term climate action.

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Paper industry sustainability in South Africa drives Net Zero, biomass energy and water savings

By Larry Claasen

THE Paper Manufacturers Association of South Africa (PAMSA) says its members are committed to being net zero by 2050. The sector, which employs 150,000 people and contributes R60 billion a year to GDP, has seen members like Mpact, Mondi and Sappi introduce a range of ambitious water and energy reduction programmes that will enable them to reach their target.

Mpact, for example, has installed 1,7MW of solar PV across 14 sites, with more in the pipeline — already supplying over 5% of the company's total electricity consumption.

For its part, Sappi's water abstraction — the process of removing or diverting water from natural sources like rivers, lakes, streams, or underground aquifers — at its Tugela Mill dropped by about 30% through process modifications, water reuse, and closed-loop systems.

On the whole, pulp and paper mills are also increasingly generating their own power through co-generation using biomass — a carbon-neutral fuel — with several mills producing more than half their energy needs from biomass sources. Sappi's Ngodwana Energy plant burns up to 35 tons of biomass per hour to generate electricity fed directly into the national grid, for instance.

Mpact achieved a 9,5% reduction in energy use and an 11,43% drop in CO₂e emissions per saleable ton in 2023 against its 2019 baseline, and Mondi improved energy efficiency by 7% over four years.

PAMSA member operations are required to develop five-year energy management plans tied to carbon budgets and a long-term Net Zero journey.

Mills also recycle water up to ten times within a single production cycle. Efficiency gains have been so aggressive that some operations are now seeing impacts on paper quality — a sign the industry is hitting the ceiling of conventional water-saving methods.

PAMSA executive director Jane Molony said the industry is also using lignin, a class of complex organic polymers derived from black liquor, which itself is a byproduct of the chemical pulping process, to generate electricity.

It does this by blasting the lignin into a recovery boiler, which generates steam and drives a turbine. The use of lignin in generating electricity is more environmentally friendly, as it is 40% more carbon efficient than using coal.

Aside from being used to generate electricity, lignin is also being used as dust suppressant, agricultural products and as a drill-

ing lubricant.

Molony pointed out that the use of pulp is becoming more widespread and can be found in a growing range of consumer products. "You can end up eating pulp in yoghurt. And in lipstick, there's a cellulose-based product in there."

When asked if tree-based products can be compared to crude-oil derived products, Molony pointed out that unlike tree based products, those derived from oil are not renewable.

"We grow it. We plant it. That's what's so exciting about it."

Molony said the local paper and pulp industry supports the Vienna Call for Action, an accord adopted at the Global Summit on Advancing Sustainable Forest-based Bioeconomy Approaches earlier this year.

The country took a leading role with the accord, as it was co-chaired by the governments of Austria and South Africa. The initiative provided a blueprint under the United Nations (UN) umbrella to shift global markets away from fossil fuels and toward a sustainable, wood-based circular bioeconomy.

For its part, PAMSA sits on the Advisory Committee for Sustainable Forest Industries, which is part of the UN. "It's the only private sector committee that actually gives input into these sorts of policies," Molony said.

E-waste compliance remains low as enforcement begins

By Kris van der Bijl

FEWER than one in 10 electronics producers in South Africa are meeting their obligations under the Extended Producer Responsibility (EPR) regulations.

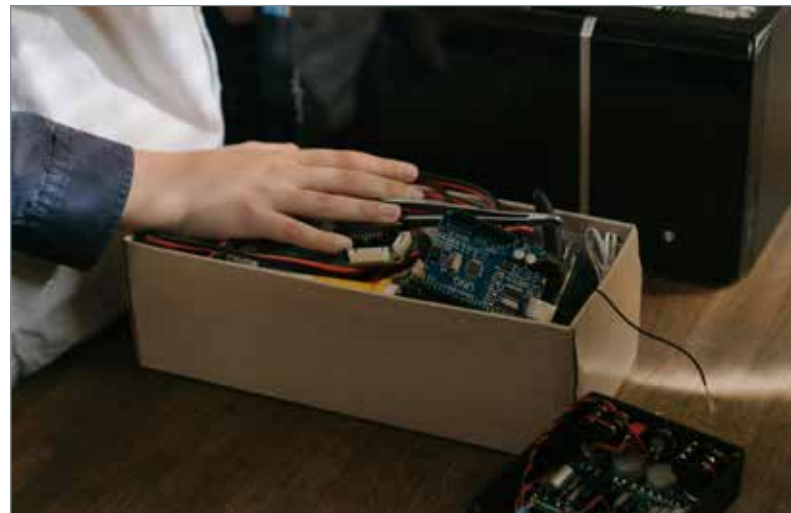
This is according to the E-Waste Recycling Authority (ERA), one of the Producer Responsibility Organisations (PROs) registered to administer the scheme.

The sector has widely treated 2026 as the year a grace period closed, reading the gap between the 2021 deadline and visible enforcement as time to prepare. The ERA CEO Ashley du Plooy, however, disputes that any grace existed.

"ERA does not agree with the notion that there was a grace period," he told CBN, noting that producers have been obliged to comply and report since the regulations took effect on 5 November 2021.

Weak enforcement keeps compliance low, and low compliance keeps ERA too underfunded to widen the net.

The slow movement against non-compliant firms, it says, reflects the Department of Forestry, Fisheries and the Environment (DFFE) gearing up rather than any concession. Late registration has been excused only where a producer gives an adequate reason.



The scale of the shortfall sits behind that position. ERA estimates there are between 3,000 and 6,000 producers of electrical and electronic equipment, lighting and batteries in the country.

About 350 have registered on the government's SAWIC system, and ERA believes only around half of those are fully compliant through a PRO.

ERA itself accounts for a large share of the compliant group, with around 104 members.

The regulations now carry gazetted collection and recycling targets backed by penalties that range from fines to suspension of trading rights.

A funding gap that limits the e-waste system

Low compliance feeds directly into the capacity of the scheme. PROs such as ERA are funded by levies on registered producers.

Compliant producers paying those fees are reluctant to contribute more, while non-compliant producers contribute nothing, which du Plooy says constrains its spending on

collection infrastructure, education and awareness, and limits the scale at which it can treat e-waste.

In effect, weak enforcement keeps compliance low, and low compliance keeps ERA too underfunded to widen the net.

Du Plooy adds that producers often cite a lack of visible enforcement action against non-compliant firms as a reason the rate remains low.

Telkom shows what e-waste management can look like

Among the larger producers in the frame is Telkom, registered with the DFFE and operating through the E-Waste Association of South Africa (eWASA) as its PRO.

In Financial Year 2025 the company recovered 8,276 tonnes of e-waste, up from 6,458 tonnes the previous year, driven, according to their media spokesman, by the decommissioning of legacy network equipment.

But these e-waste recovery initiatives run through internal Openseve and BCX initiatives that sit out-

side the formal EPR framework.

Telkom says it sets no separate internal recovery targets for them.

Performance against the gazetted EPR targets, it says, is monitored and reported through eWASA rather than by Telkom directly. The tonnage shows activity, but the compliance question is one the company shirks back to its PRO.

And when asked how it engages the businesses generating e-waste from its products (think the old office phones rolled out in most offices), including any marketing of its FY2025 Trade-In programme to those customers, the company pointed to partnerships with Original Equipment Manufacturers and said the detail was still being finalised.

Telkom at least reports volumes and channels its recovery through accredited partners, which places it ahead of the unregistered majority.

ERA's wider concern is again the roughly nine in ten producers outside the scheme, whose e-waste enters no compliant stream at all.

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How retail take-back schemes support EPR compliance and packaging circularity

SOUTH Africa's packaging sector is under growing pressure to improve recycling, reduce landfill waste and meet Extended Producer Responsibility (EPR) requirements. Retail take-back schemes won't solve everything, but for certain material streams, they're one of the more practical tools available right now.

What retail take-back schemes actually do

The concept is straightforward: give consumers or business clients a structured way to return used packaging through stores, distributors or supply-chain collection points, so materials can be sorted for reuse, recycling or safe disposal rather than flowing into general waste.

Where it gets complicated is execution. A

take-back point that's inconvenient, poorly signed or accepts the wrong materials, generates contaminated feedstock which can be worse for recyclers than no collection at all. The difference between a scheme that works and one that ticks a compliance box usually comes down to detail: is the downstream processor confirmed before the bins overflow? These aren't glamorous questions, but they matter more than the branding on the collection unit.

Supporting Extended Producer Responsibility (EPR) compliance

South Africa's EPR framework places clear obligations on producers to fund and implement collection, sorting, recycling and recovery systems for

identified products, including paper, plastic, glass and metal packaging, as well as harder streams such as polystyrene, multilayer packaging and label backing papers.

The EPR Waste Association of South Africa (eWASA) works with producers across sectors to implement systems that connect compliance obligations to measurable recovery outcomes. Often by identifying which materials are falling through the gaps and designing targeted collection to close them.

Improving recovery and addressing harder streams

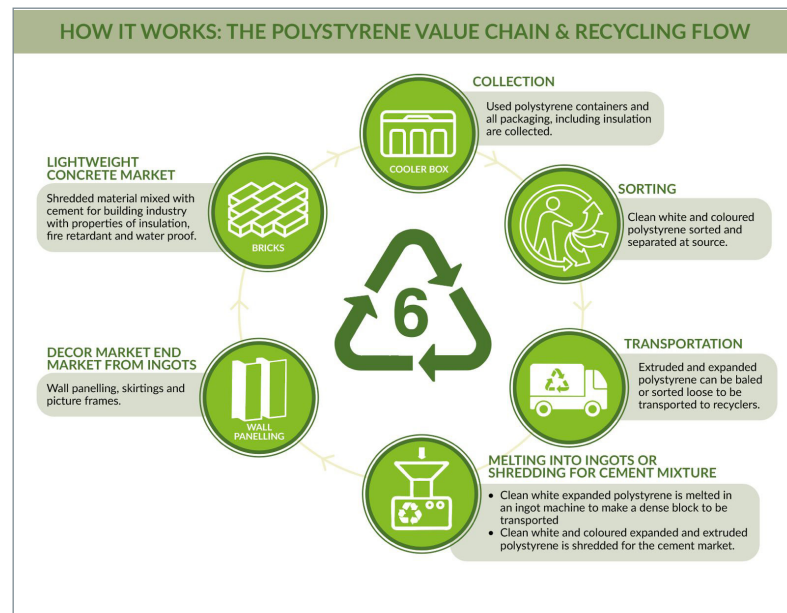
Paper and packaging already have established recovery channels, but specialised fractions need focused attention. Label release liner, for exam-

ple, is generated in concentrated volumes by printers, converters and brand owners, making it well suited to dedicated take-back models.

Polystyrene and multilaminates illustrate why targeted collection matters. EPS protective packaging from appliances accumulates quickly at retail level, but back-of-store consolidation, especially where reverse logistics already exist, can recover it efficiently. Multi-laminate films require separate routes linked to specialised processors; a scheme without a confirmed collector and recycler is a liability, not an asset.

Making it work

Effective take-back depends on coordination between producers, retailers, transporters, recyclers, municipali-



ties and informal collectors. The schemes that hold up share common traits: they're convenient, communication is specific about what's accepted and how it should be prepared, and downstream partners are confirmed

before launch. Retail take-back is one part of a wider EPR system. When designed with honest logistics planning and the right partners, it improves material quality, supports recycling targets and reduces

landfill pressure. When treated as a compliance exercise without operational follow-through, it creates more problems than it solves.

Learn more at <https://ewasa.org/>

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eWASA is a registered Producer Responsibility Organisation (PRO) in the following sectors:
Electrical and Electronic Equipment: 19/7/6/E/PRO/20210512/001
Lighting 19/7/7/L/PRO/20211123/004 | Paper and Packaging: 19/7/5/P/PRO/20211123/022
Portable Batteries: 19/7/5/P/PRO/20230710/045 | Lubricant Oils: 19/7/7/L/PRO/20240429/053

Could your packaging supplier be your fishing rod?

SOUTH Africa's entrepreneurial landscape is thriving. Across the Western Cape, small businesses are transforming ideas into products, launching new brands and finding innovative ways to compete in increasingly crowded markets.

They know that being taught how to fish and being given a fishing rod, is much better than simply being given a fish. Yet many packaging suppliers just sell the fish – their packaging item, with little support in terms of how best to store, use and recycle the item throughout its life cycle.

This is where Polyoak Packaging Sales Warehouses are making a meaningful impact.

For many small and medium-sized enterprises, sourcing packaging can be a challenge. Minimum order quantities, long lead times and limited access to industry expertise often create barriers to growth.

Polyoak's Sales Warehouses address these challenges by providing businesses not only with quality packaging, but also supporting their business development with technical knowledge and the flexibility needed to grow at their own pace.

In the Western Cape,

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www.polyoakpackaging.co.za

Polyoak operates sales warehouses in Ottery and Worcester, strategically positioned to serve entrepreneurs, emerging manufacturers and established businesses across the region. These facilities offer a practical solution for companies that need access to packaging without the complexity and upfront investment in moulds, often associated with large-scale procurement.

What makes the model particularly valuable is that it supports businesses at every stage of their journey. A start-up producing artisanal food products, a growing agricultural enterprise or an established manufacturer launching a new product line can all access packaging solutions suited to their specific requirements.

Rather than being viewed simply as distribution points, the ware-

houses function as business enablers, helping customers move products to market more efficiently and professionally, by providing advice about food safety through tamper evidence and best practice guidance on decoration options to ensure the pack can be recycled at end of life.

As one of South Africa's leading packaging manufacturers, Polyoak is committed to developing innovative packaging solutions that support circular economy principles while maintaining the functionality customers expect.

By providing local access to a wide range of packaging products through its Sales Warehouses, the company helps businesses make informed decisions that support both commercial success and environmental responsibility.

Polyoak launches South Africa's first Eco-Flat Wine Bottle to cut carbon emissions and transport costs

Developed with Packamama, Safripol and Stellenbosch Vineyards, the recycled PET bottle improves supply chain efficiency, reduces carbon emissions and supports South Africa's circular economy.

POLYOAK Packaging, in partnership with Packamama, Safripol and Stellenbosch Vineyards, has introduced the novel Eco-Flat Wine Bottle to the South African wine market, offering a lightweight and space-efficient packaging format designed to support sustainability targets and improve supply chain efficiency for wine producers.

Eco-flat bottle weighs up to 80% less than glass

Manufactured locally by **Polypet**, part of Polyoak Packaging, the 750ml Eco-Flat Wine Bottle is produced using Packamama's patented flat-bottle design and weighs just 63 grams, making it up to 80% lighter than a traditional glass wine bottle. The reduced weight and distinctive flat profile enable significant efficiencies in transport and storage, helping producers to lower logistics costs while reducing associated carbon emissions.

Recycled PET content supports circular economy goals

The bottle is produced using **AspireR25**, a recycled PET (rPET) resin developed by Safripol. **AspireR25** contains 25% locally sourced post-consumer rPET, collected and recycled in South Africa and converted into premium-grade material for wine bottles. The bottle is converted at Polyoak's world-class manufacturing facility in Cape Town, ensuring consistent quality and reliable supply for the wine industry.

Life cycle assessment (LCA) data for PET bottles clearly demonstrates that replacing virgin PET with recycled PET delivers substantial environmental benefits across key impact categories, including reductions in carbon emissions, energy consumption and resource use. By incorporating post-consumer recycled content, the Eco-Flat Wine Bottle contributes to a more circular packaging solution, whilst

supporting the broader sustainability goals of the wine sector.

Local manufacturing strengthens South Africa's recycling value chain

Importantly, the utilisation of locally sourced recycled material also actively sustains local jobs by creating market demand for post-consumer resin, strengthening South Africa's recycling value chain and supporting the development of a circular plastics economy.

The Eco-Flat Wine Bottle is available in dead leaf green and colourless formats and can be paired with a range of closure colours, offering flexibility for producers across different wine styles and brand portfolios. An integrated oxygen barrier provides a shelf life of up to 24 months, making the format well suited to all still wines produced for easy drinking.

The flat bottle format also delivers measurable supply chain efficiencies. The design allows bottles to be cross-packed

and flat-packed, improving space utilisation throughout distribution. Compared with traditional glass bottles, the format is up to 40% more space-efficient per pallet, enabling greater transport density and reducing the overall carbon footprint of wine shipments.

Sales Executive for Polyoak Packaging, Roger Kerr notes that the introduction of the Eco-Flat Wine Bottle represents an important step for the industry. "The wine sector is under increasing pressure to reduce its environmental impact while maintaining product quality and brand integrity. By combining recycled materials with a more efficient bottle design, the Eco-Flat Wine Bottle provides producers with a practical packaging

solution that delivers both sustainability and operational advantages."

Designed for modern wine distribution and export markets

The innovation has already received industry recognition, with **Polyoak Packaging** being a nominee in the Western Cape Economy Innovation Awards, hosted by the Cape Chamber of Commerce and Industry. This acknowledgement highlights the role of the Eco-Flat Wine Bottle in advancing sustainable packaging innovation while boosting the competitiveness of South African wine producers.

With global markets increasingly focused on carbon reduction and responsible packaging, the Eco-Flat Wine Bot-



The Eco-Flat Wine Bottle and closure are 100% recyclable to drive circular economy.

tle provides the South African wine industry with a scalable, locally produced packaging alternative that aligns with evolving trade requirements while strengthening the country's circular economy.

For further information, contact Michelle Penlington, National Executive: Marketing and Sustainability at Polyoak Packaging on +27 21 7109200. Visit www.polyoakpackaging.co.za

Plastics SA drives collaborative action for cleaner rivers and oceans ahead of World Oceans Day 2026



UNDER the theme "Catalysing Action for Our Ocean & Climate," Plastics SA is intensifying its efforts to prevent plastic pollution from reaching South Africa's rivers, streams and oceans through a series of collaborative river catchment projects across the country.

The United Nations' World Oceans Day campaign calls for urgent collective action to protect ocean health and climate stability, while supporting the global target of protecting at least 30% of the world's oceans by 2030.

Central to Plastics SA's approach is the belief that protecting the environment is a shared responsibility and one that starts with every individual, business, municipality and organisation playing an active role.

"It starts with me" has therefore become a powerful call to action underpinning Plastics SA's river catchment initiatives, encouraging South Africans to take ownership of their actions and participate in efforts to ensure cleaner rivers, streams and oceans for future generations.

According to Douw Steyn, sustainability director of Plastics SA, collaboration and community ownership are critical to the long-term success of any environmental initiative. "Cleaner oceans begin with cleaner rivers, cleaner streets and cleaner communities. We cannot solve pollution in isolation. It requires collaboration across the entire value chain: government, industry, Producer Responsibility Organisations, NGOs, businesses,

schools and communities all have an important role to play. Ultimately, it starts with each one of us taking responsibility for our actions," says Steyn.

Rather than implementing standalone projects, Plastics SA's role is to coordinate the various role-players already active within river catchments, helping align resources, expertise, infrastructure and community participation to create sustainable solutions with long-term impact.

The organisation works closely with municipalities, environmental organisations, Producer Responsibility Organisations (PROs), waste management companies, schools, recyclers, local businesses and community groups to assess each catchment area and identify practical interventions that can reduce waste leakage into waterways and oceans.

Plastics SA is also engaging with PROs such as Petco and Polycy, schools, local businesses and recycling partners to help improve collection volumes and strengthen recycling systems within the area.

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Bio360 Africa 2026 to take place on 17 to 18 June 2026 in Johannesburg



BIO360 Africa 2026, the flagship expo and conference for Africa's bioenergy and bioeconomy sectors will take place on 17 to 18 June 2026 at the Gallagher Convention Centre, Johannesburg.

Bio360 Africa 2026

will focus on accelerating bioenergy, the circular bioeconomy, and carbon solutions across the continent. The event will bring together industry leaders, policymakers, researchers, project developers, investors,

and technology providers from across Africa and internationally.

Organised by Bioenergy Events and Services (BEES) in collaboration with the Southern African Biogas Industry Association (SABIA), the

main event runs from Wednesday, 17 June to Thursday, 18 June 2026, followed by specialised site tours on Friday, 19 June 2026.

The site tour has been designed to show how bioenergy solutions are being deployed in practice, across different scales and operating environments. It will showcase the St Camillus Primary School Biogas Project, the Bronkhorstspuit Biogas Plant, and Rob-Inson Deep's Landfill Gas-to-Energy facility.

The conference will feature two parallel conference streams, including keynote addresses, technical presentations and expert panel discussions. The programme is designed to facilitate practical collaboration between stakeholders and to accelerate the deployment of viable bioenergy solutions across African markets.

Bio360 Africa 2026 will feature over 60 international and regional companies showcasing innovations in biogas, biomass CHP, liquid biofuels, biochar, clean cooking, and carbon dioxide removal (CDR) across a 2,500 m² floor space

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- Biomass and biochar
- Circular economy initiatives
- Carbon reduction and sustainable energy development

For more information:
<https://www.bio360-africa.com/form/640>

SA Plastics Pact launches ambitious 2030 targets for South Africa's circular economy

By Adrian Ephraim

CAPE Town hosted a milestone moment for South Africa's circular economy on 1 June 2026 when the SA Plastics Pact officially launched its 2030 targets at GreenCape's Foreshore offices, with Minister of Forestry, Fisheries and the Environment Willie Aucamp delivering the keynote address.

The event brought together some of the country's most influential brands, retailers, packaging manufacturers and recyclers under the same roof as the government minister responsible for regulating them. Founding members including Pick n Pay, Woolworths, Spar, Tiger Brands, Unilever and Heineken were joined by business members spanning the full plastics value chain, from Coca-Cola Beverages South Africa and PepsiCo to recyclers Extrupet and Atlantic Plastic Recycling.

Minister Aucamp used the occasion to signal that government sees itself as a participant in this process, not just an observer.

"I am proud that my Department has been part of the SA Plastics Pact since its launch in January 2020 and here we are again in 2026, to not only celebrate the achievements of this important initiative to date, but to also plan and collaborate for its next chapter," he said.

"The launch of the SA Plastics Pact 2030 is a declaration of intent to achieve more. It signals our collective determination to move beyond business as usual and towards a future in which economic growth, environmental sustainability, and social inclusion go hand in hand."

The SA Plastics Pact, which launched in 2020 and now counts 53 member organisations, has seen member companies invest over R4-billion since inception to redesign the packaging landscape and scale local recycling capacity.

The 2030 targets represent what the Pact



describes as a major structural shift toward systemic, upstream, and midstream interventions across South Africa's plastics value chain.

The four targets are substantive. Members have committed to a 20% intensity reduction in virgin fossil-fuel-based packaging, 100% of rigid plastic packaging designed for recyclability, 70% of flexible plastic packaging designed for recyclability, and a 55% output recycling rate for plastic packaging.

That last target carries particular significance. Roan Snyman, project manager of the SA Plastics Pact at GreenCape, explained the methodological shift it represents.

"In the past we measured what arrives at the recycling facilities, but often a lot of that still goes to landfill. This new target measures what actually leaves the recycling facility to be made into new products. We want to understand where the value goes, because that is what we want. We want the materials to be part of the economy."

The dedicated target for flexible packaging is also new. Flexibles, think crisp packets, sauce sachets and multi-layer pouches, are among the most difficult materials to recycle anywhere in the world. Snyman was candid about it.

"Even globally it is hard to solve. It is small, it is multi-layered often. But there is a lot of work going on."

Central to achieving the 2030 ambitions is the roll-out of Plastic Reboot, a global five-year project active in 15 countries, deliv-

ered in South Africa through a partnership between UNIDO, WWF South Africa, the CSIR and GreenCape, with a specific focus on circular solutions in the food and beverage sector. WWF South Africa CEO Morné du Plessis, who introduced the project at the event, called on Pact members not to get complacent despite the progress made.

Saloshnee Naidoo, Circular Economy Programme Manager at GreenCape, said the launch marked a shift in maturity for the initiative.

"The SA Plastics Pact has reached a point of maturity where ambition is increasingly being translated into measurable, cross-sector action. With the formal launch of the 2030 targets alongside Minister Aucamp, we are sharpening our focus on the deep systemic changes necessary to drive South Africa toward a truly future-fit, resilient plastics economy."

On the question of who still needs to join the conversation, Snyman was direct. Membership remains voluntary, and not every company placing plastic on the South African market is in the room.

"It is still an ambitious initiative. Some companies it will not appeal to, and that is just the honest truth. But as far as we can, we try and deliver the value that those companies need."

With new working groups forming and the 2030 targets now formally signed, Snyman sees this as a genuine inflection point. "It is an amazing time to be part of this."

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DHL Stadium sets new African benchmark with FIFA-certified stadium lighting



OMNIBLAST floodlights illuminate the DHL Stadium.

DHL Stadium has reached a remarkable milestone, becoming the first venue in the Southern Hemisphere, and the very first in Africa, to achieve FIFA field certification under the prestigious "FIFA Quality Programme for Floodlights – FIFA Quality Pro" standard.

This achievement marks a significant step forward for sports infrastructure on the continent, reinforcing Africa's ability to meet and exceed global performance standards for professional sporting venues.

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"The certification process involved rigorous testing to verify lighting performance."

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The certification process involved rigorous testing to verify lighting performance, uniformity, glare control and overall compliance with international broadcasting and sporting standards. Achieving FIFA Quality Pro certification confirms that the lighting installation at DHL Stadium is capable of supporting top-tier international matches and televised events.

As the lighting manufacturer behind this landmark project, BEKA Schröder are proud to contribute to a development that not only elevates a world-class venue but also sets a new benchmark for stadium lighting across Africa and beyond.



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NHBRC reform gains momentum as Western Cape developers push for industry changes



WCPDF chairperson Deon van Zyl.

By Larry Claasen

THE Western Cape Property Development Forum (WCPDF) efforts to push through reforms at the National Home Builders Registration Council (NHBRC) is gaining momentum.

This followed the WCPDF sending an open letter to the Minister of Human Settlements Thembe Simelane in February, calling on her to look into the poor performance of the NHBRC, which has the mandate to protect housing consumers and regulate the home-building industry by ensuring builders comply with prescribed quality standards.

According to the WCPDF, the council is failing at its job. It says it's not only slow to give approvals, but also has unpredictable processes and that developers

constantly have to put up with a system that's offline.

These issues along with its poor communication, inconsistent regulation, excessive documentation, and inefficient inspections, have led it to ask the minister to intervene.

Despite the seriousness of its concerns, Minister Simelane has yet to respond to the WCPDF. The National Treasury, however, saw the letter and asked to meet with the association.

WCPDF chairperson Deon van Zyl said he was "heartened" that its issues with the NHBRC seemed to have been taken seriously by the National Treasury.

"We believe this follows on from the commitments made in March during Finance Minister Enoch Godongwana's Budget Speech, in which he announced that unpro-

ductive and inefficient entities would be investigated by National Treasury, specifically those that were not delivering on their mandates," he added.

Van Zyl said given the strength of its finances, the NHBRC was underperforming when it came to implementing its mandate.

"The NHBRC's capital reserves as in its last 2024/25 annual report now sit at over R11,39 billion. It earned over R777 million in interest alone. Its revenue for the year sat at more than R2,426 billion. And yet, it paid out less than 0,7% in insurance claims from this revenue; less than 0,05% in research and development; and less than 1% on training. All of these are core to its mandate," he said.

Aside from meeting with the National Treasury, the WCPDF has so far partnered with 11 other industry associations directly involved in property development and construction to deal with NHBRC issues. These include the South African Property Owners Association (SAPOA), the industry body for civil engineering professionals in South Africa (SAICE) and the Cape Chamber of Commerce and Industry.

Van Zyl said: "The

state of the NHBRC is a widely shared concern across our industry in South Africa, and it clearly resonated. Many of these associations have lodged their own complaints over the years and have tried in vain to meet directly with the NHBRC to discuss these concerns, to no avail to date."

He said though the industry was not happy with the performance of the NHBRC, it did not mean they wanted it disbanded.

"It must be understood that the WCPDF and its industry partners do not call for deregulation of the NHBRC, but rather for efficient, non-duplicative regulation that genuinely protects consumers while supporting housing affordability and industry growth."

Van Zyl said the sector wanted independent actuarial review of the NHBRC's reserves and claims performance. It also wanted realignment of mandates between the National Home Builders Registration Council (NHBRC), Department of Cooperative Governance and Traditional Affairs (CoGTA), and Department of Trade, Industry and Competition (dtic) and other related entities to eliminate duplication.

Property data in South Africa is giving businesses a faster investment edge



By Adrian Ephraim

ECONOMIC planning in South Africa has always been based on data that is already out of date by the time it reaches decision makers.

The national census, still the default benchmark for most organisations, is updated infrequently and released with considerable lag. In a market where quarter-by-quarter migration to secondary cities such as George, Nelspruit and Hilton is reshaping residential demand and commercial opportunity, that delay carries a real and measurable cost.

Instead, more and more enterprises, financial institutions and public sector bodies are turning to deeds data, spatially enriched and refreshed on a monthly basis, as a faster and more granular alternative.

What deeds data really is

Deeds records are legally confirmed property transactions, from the Surveyor General, identifying ownership, location, value and financial exposure. Those records alone are a register legal. They become more strategically useful when enriched with spatial data, address data, cadastre information, and urban and farm extents."

AfriGIS has been receiving, enriching and delivering deeds data to clients since 2003 and describes the offering as decision intelligence, rather than data delivery. "We receive weekly verified deeds data from the Surveyor General and enrich it with spatial data, address data, cadastre information, urban and farm extents," says Antonie Peens, GIS-SA National Director at AfriGIS. "What you get then is way more than just a row in a dataset. You have a rich, accurate, multi-layered point on a map, and once you

have a point on a map, you can start to extract real insight.

Why speed is important in this market

The valuation roll is the most common public benchmark used by organisations for property intelligence and is updated annually, however it is based on historic municipal assessments, not current market activity. Deeds data is on a whole different clock.

A leading indicator is a sudden surge in high-value bond registrations in a previously quiet postcode. It indicates the commitment already made: buyers who have obtained finance, signed transfer documents and contributed capital to a particular location. It is one of the most reliable proxies for changing affluence, demand and growth in the South African market when it is tracked spatially over time.

The implications for retailers deciding where to locate, developers deciding what is feasible and financial institutions managing portfolio risk are substantial. A node that appears insignificant in three-year-old demographic data could already be handling dozens of high-value transfers a month. "With demographic data as old as it often is, deeds data is arguably the most underutilised strategic asset available to South African organisations right now," says CF Haasbroek, development manager at AfriGIS. And those that are already using it well are building a compounding advantage. And that gap increases over time.

Wide-ranging applications across sectors

Use cases cover industries. Banks use spatially enriched deeds data to get loan-to-value accuracy and to combat fraud. Insurers use it for

hyperlocal underwriting and claims validation. Property values serve as affordability proxies for retailers and telecoms companies, guiding expansion and network investment. Ownership and transaction history help developers evaluate land assembly prior to investing capital.

Spatial enablement means that any deed can be queried by coordinate, linked to suburbs boundaries, cross referenced with gated community extents and overlaid with topographical and flood risk layers. A bank can look not just at the fact of a bond registration, but at the exact location of that property in relation to risk zones, infrastructure, and market context.

AfriGIS works with clients to define just what their needs are, whether it is a complete dataset, a geographically focused extract, or an API delivering property intelligence on demand, or a custom analytical project built around a specific business question.

The long-term view

What's really exciting about the dataset is how deep it goes. Deeds records extend back 100 years, providing analysts with the historical baseline to contextualise current patterns and identify signals that point to what comes next.

"The depth of history and monthly updates, combined with spatial enrichment, means that our clients are seeing the patterns that explain why important economic changes are happening and the signals that point to what comes next," says Peens.

In a country where economic confidence is always moving from one geography to another, property transaction data could be the clearest, most up-to-date map of where that confidence is actually heading.

Western Cape Department of Infrastructure completes Ravensmead CDC 3 months ahead of schedule

THE Western Cape Department of Infrastructure (DOI) is proud to announce that construction of the new R105 million Ravensmead Community Day Centre (CDC) is complete, delivered three months ahead of schedule.

The department is committed to accelerated infrastructure delivery in support of service delivery excellence. Every new infrastructure project – whether it be housing, roads or clinics – is an investment in the people of the Western Cape.

Provincial Minister of Infrastructure Tertius Simmers said, "This project stands as another powerful example of a government that prioritises good governance and service delivery. This partnership between government, community, industry partners, and professional teams is united by a common purpose - to deliver dignified, safe and accessible public infrastructure that benefits the residents of the Western Cape."

"The Western Cape Government is investing in infrastructure

right across the province. This CDC is one of many projects under way, including new roads and social housing. This is a province at work, for you," added Simmers.

With its community-focused design, the project created 236 local job opportunities and injected R36,1 million into local business through targeted subcontractors, suppliers, manufacturers and local labour.

The new single-storey facility features a safe, robust exterior, along with a series of

light-filled, welcoming inner courtyards. The layout is highly flexible, enabling consulting rooms to be assigned to different service areas as needs change - an essential requirement for adapting to evolving healthcare demands of the community.

The building will provide a full package of primary healthcare services, including acute care, women and child health, oral health, radiography, rehabilitation, chronic disease management, and a modern pharmacy.

Cape Town infrastructure investment drives R40 billion construction opportunity and economic growth

By Adrian Ephraim

EVERY city has a moment when ambition and execution finally converge. And for Cape Town, that moment seems to be now.

“The City has invested R9.5 billion in infrastructure for 2024/25, an all-time record for any South African metro,” announced Mayor Geordin Hill-Lewis. The city has spent more than Joburg and Tshwane combined in this term of office, and the pipeline ahead is even bigger. The three-year capital budget of R39.7 billion is expected to create more than 130 000 construction-related jobs. This is not a hypothetical figure for the construction industry. They generate a steady stream of civil engineering contracts, building materials demand, specialist subcontracting, and facilities management work that extends well into the next decade.

But numbers alone don't make a city. The question is whether the investment actually reaches the ground, and when it does, whether it reaches the right hands.

James Vos, MEC for Economic Development in the Western Cape, actively aligns provincial strategy with the city's capital programme. He is candid about what the construction sector needs from government beyond budget announcements. “The city runs a number of supplier development programmes under the auspices of our Business Hub that aims to empower our city vendors to be able to successfully compete in the tender space,” Vos told Cape Business News. “These have proved to be hugely successful, with a number of the smaller vendors gaining insight into how they can position themselves to successfully compete in the bidding process and leverage the opportunities provided by the city's capital build programme.”

The SMME question is important because South Africa's construction industry has a long and frustrating history of large infrastructure budgets that go mainly to established contractors, leaving smaller subcontractors and emerging builders on the margins.

Vos says the province is aware of this and investing in skills in civil



Atterbury Property Western Cape Development Manager Gerrit van der Berg, with Barry Strydom, Isipani Construction and Alderman James Vos, City of Cape Town Mayoral Committee Member for Economic Growth.

engineering, facilities management and green tech manufacturing through bursaries, internships, and SMME support programmes run with partners such as GreenCape and UVU Africa.

Another chronic complaint from developers and contractors is regulatory friction, and the province is also trying to move faster than its reputation would suggest in this area. “The city's Ease of Doing Business index is a direct response to these specific concerns,” Vos explains, outlining a system that considers ten key business-facing indicators, including land use rights, building plan approvals, wayleaves and energy connections. “This approach has led to systemic changes such as the online Wayleave Management System and the Energy Services Platform.”

However, the industry continues to discuss whether those system changes are fast enough, while the direction of travel is the right one.

The Atlantis Special Economic Zone is one of the most concrete expressions of the direction of construction investment. Vos describes it as a priority that should have the full weight of the government behind it. “Our vision is for ASEZ to be Africa's premier Greentech hub,” he says. A whole-of-government approach is required to support its growth to meet the demands. He points to a recently launched three-year infrastructure and construction programme at the zone as proof that the vision is becoming a reality and not just rhetoric. The three-year programme is expected to generate nearly R4 billion in combined infrastructure development and investor fixed capital investments, with 1,200 direct jobs and 6,000 construction jobs

to be created by 2035 when operations reach full capacity. A similar priority is attracting international construction and engineering firms to participate in this build programme. The city is actively marketing its pipeline globally through the Invest Cape Town initiative, Vos says. “A key element is to emphasise the size and scope of the current infrastructure pipeline, not only in terms of underpinning long-term economic growth and resilience, but also in signaling clear opportunities for international construction, engineering and property development firms to get involved in upcoming projects and tender processes.”

The city is also investing in SEO and AI-powered search strategies to ensure that Cape Town is increasingly appearing as an option for global investors searching for infrastructure opportunities.

Cape Town's R120 billion, ten-year infrastructure pipeline is the largest municipal programme of its kind in South Africa's history. The framework exists, the budget is committed, and the spending data shows visible political will, at least for now. For contractors, engineers, materials suppliers, and facilities managers in the Western Cape, that combination is rare. A capital cycle of this scale, sustained over a decade, is the kind of opportunity that builds companies, grows supply chains, and creates lasting industry capacity.

The businesses that will benefit most are not necessarily the biggest ones. They are the ones investing in people, systems, and relationships right now, while the tender pipeline is still building. By the time contracts are on the table, preparation will have separated the ready from the unready.

Legrand SA's advanced technology for fast charging and high power delivery of electronic devices

LEGRAND SA has expanded its Arteor wiring device range with the launch of new two-module USB Type-C charging sockets, designed for high-performance charging of laptops, tablets, smartphones and other portable electronic devices.

The new Arteor USB Type-C socket range represents the next generation of built-in charging technology. The introduction of the Arteor 45 W USB Type-C socket, with advanced technology and enhanced aesthetics, strengthens Legrand's local offering, in line with the global shift towards USB-C as the standard charging interface for digital devices.

These 45 W USB Type-C modules deliver high power and fast-charging solutions for residential, commercial, and hospitality installations, where users expect convenient access to fast

charging without bulky adapters.

Arteor USBs enable faster charging than conventional technologies by exchanging power between the charger and the connected device to ensure the correct voltage and current for each application.

Each charger includes a single USB Type-C port with output stages ranging from 5 V to 20 V, automatically adjusted to device requirements. The unit supports the latest Power Delivery and Quick Charge protocols used by Apple, Google and other leading manufacturers, ensuring compatibility of iOS and Android devices. Terminals accept conductors up to 2.5 mm² and use secure screw-type connections for reliable electrical contact.

The modules fit into standard Arteor support frames and plates and are available in finishes



including white, magnesium, champagne and soft aluminium. Seamless integration of the USB Type-C charger directly into the existing Arteor modular system allows it to be installed within the same Arteor design lines and finishes as switches, sockets and dimmers in the range.

The robust construction and consistent modular dimensions of Arteor components provide flexibility for a wide range of applications - from modern residential developments and co-working spaces

to hotels, airports and healthcare facilities - where a combination of performance, design and safety compliance is required.

Legrand continues to meet local market requirements by providing innovative and reliable solutions throughout Southern Africa. All Legrand products are designed and tested to stringent international standards, providing installers and specifiers with the assurance of high performance, safety, flexibility and enhanced aesthetics



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Not all fasteners are created equal: How Stainless Steel fasteners improve ESG performance and infrastructure longevity

Corrosion-resistant fastening systems support long-term infrastructure reliability

By Diane Silcock

BUSINESSES seeking to improve their ESG performance should pay closer attention to the products they procure rather than simply selecting the lowest-cost quotation. Stainless Steel fasteners are used across virtually every industrial sector and are designed for long term infrastructure performance, safety and durability. Their corrosion resistance and extended life help improve life-cycle costing while reducing environmental impact, and their recyclability extends that benefit beyond the end of service life.

Why engineers are specifying stainless steel fasteners for safety and longevity

Cape Town-based Fastenright, South Africa's leading specialist supplier of stainless steel fasteners, says that as engineers place greater emphasis on maintenance, life-cycle performance and safety, they are increasingly specifying stainless steel fasteners for the strength, corrosion resistance and durability that deliver a longer design life.

Fastenright Sales Manager Heyns Botha says, "We believe fastening systems should be treated as engineered components, because they are critical to structural reliability and safety. From a sustainability perspective, it's not only about environmentally-friendly materials, it's also about building infrastructure that lasts longer and ultimately performs reliably for decades.

"Stainless steel fastening systems help reduce maintenance cycles, downtime, replacement frequency, and material wastage. Correct specification from the outset helps prevent premature corrosion and unnecessary infrastructure deterioration. That's why Fastenright promotes responsible specification rather than short-term price-driven procurement. At the end of the day, a structure or assembly is ultimately

only as reliable as the fasteners holding it together, so a single under-specified or failed fastener can compromise an entire installation."

Corrosion resistance that cuts maintenance costs

In highly corrosive environments such as water treatment plants, marine infrastructure and coastal installations, Fastenright's A4-80 stainless steel fasteners combine the high corrosion resistance of the A4 (316) grade with greater tensile strength than standard A4-70 fasteners. The same grade also delivers structural integrity and long-term durability in petrochemical plants and other heavy-duty industrial applications.

Non-stainless fasteners may perform adequately at first, but often fail prematurely in these demanding environments, driving up maintenance costs, downtime and safety risks.

"Life-cycle costing is about the installation cost, maintenance, replacement frequency, downtime, labour costs, safety risks and operational lifespan," says Botha.

"While high-quality stainless steel fasteners may cost more initially,

they often deliver substantial savings over 10 to 20 years. For example, a lower-cost or non-stainless fastener might need replacing two, three or more times across that period, and each replacement carries far more than the price of the part: taking equipment offline, gaining access, labour and lost production can far exceed the original saving many times over."

Proven on wastewater and renewable energy projects

Fastenright recently supplied A4 wedge anchors, nuts and bolts for Potsdam Wastewater Treatment Works in Milnerton in the Western Cape. The products were used for catwalk structures and pipe-work flange assemblies.

In the renewable energy sector, the company partners with suppliers of the rail mounting systems and ground-mounted structures used for photovoltaic panel installations. Those fixings were put to the test during recent severe storms in the Western Cape, where solar panels installed using Fastenright fastening systems successfully withstood extreme weather conditions.

Stock on the shelf when projects can't wait

Fastenright maintains a substantial stockholding and has recently completed construction of a fifth warehouse at its Cape Town facility. The expansion adds a further 800 m² to the company's existing stockholding capacity of more than 2 000 m² under roof.

Fasteners are often one of the last items considered in a project, so engineers and specifiers frequently require stock at short notice.

"99% of the time we can supply stock off the shelf," says Botha.

Specify it right the first time - then fit and forget

Fastenright says sustainability begins with building infrastructure correctly the first time. Stainless steel fasteners play a critical role in ensuring lasting structural performance across industries by reducing premature failures, frequent replacements and material wastage. Stainless steel is also highly recyclable: industry studies estimate that around 95% is recovered at the end of its service life and reused rather than going to waste, giving



Fastenright Sales Manager Heyns Botha.

it a circular-economy dimension alongside its long service life.

Designed for durability and safety, correctly specified stainless steel fastening systems can help companies improve ESG performance while reducing long-term operational and maintenance costs.

Fastenright is a member of the Southern Africa Stainless Steel Development Association (Sassda).

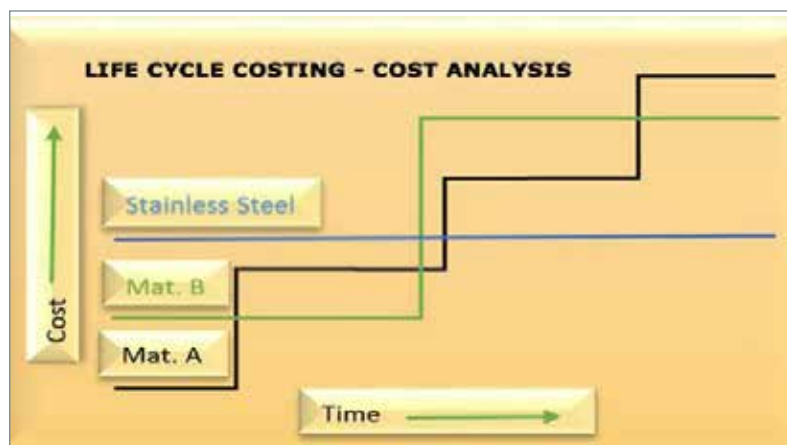
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LinkedIn: <https://www.linkedin.com/company/fastenrightsa>



Life-cycle costing is the ideal metric for proving the value and sustainability of utilising stainless steel over the long term. Image source: Sassda.

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Cape Town industrial property market booms as warehouse demand outpaces supply



By Adrian Ephraim

IF you are looking for a warehouse in Cape Town at the moment, you better hurry up and be prepared to pay more than you did last year.

South Africa's industrial property sector has positioned itself as the nation's most resilient commercial asset class and the numbers backing this claim are difficult to argue against. National industrial vacancies are steady at 3.8%, Rode's Q3 2025 survey shows, with rental growth for 500 square metre space up 8.4% year-on-year. Rentals are now some 31% higher than in 2019 prior to the pandemic, showing a recovery that has been remarkably robust through challenging economic conditions.

"Tenants in Cape Town are finding it harder and harder to find suitable premises."

"Performance continues to be driven by strategic proximity to transport corridors and the ongoing demand for distribution centres, particularly in Cape Town where demand far outstrips supply," says John Jack, CEO of Galetti Corporate Real Estate. "Major developers are accelerating investment as confidence strengthens across the commercial property market."

Cape Town is not

merely outperforming; it is in a class of its own. Vacancies in the city are around 3.7%, which is lower than the already tight national average and a direct result of the structural shifts in how goods move through supply chains. Established nodes such as Airport Industria and Montague Gardens are under capacity pressure, which is enhancing landlords' pricing power. The knock-on effect is being felt across the broader metro as businesses search further afield for viable space.

Tenants in Cape Town are finding it harder and harder to find suitable premises, whether they want to expand or contract. With a dearth of industrial space, landlords are preferring tenants willing to sign longer leases and request-

ing detailed financial information, rental payment histories and business plans before agreeing terms. It is a tenant market that has successfully changed into a landlord's market, and businesses are changing their expectations accordingly.

The reasons for this compression are well known. Speculative development is lower in the industrial market than in offices, and the rapid growth of online retail sales has

increased demand for larger warehouses, especially those that are geared towards logistics. These logistics warehouses typically have lower vacancy rates, are often bespoke and custom built and hence attract higher rentals due to land and higher construction costs.

Cold chain investment adds more pressure. The R1.72 billion Belcon Cold Store in Cape Town opened in October 2025, typifying the type of purpose-built, large-format demand that permanently takes significant square meterage out of the available pool. The expansion of data centres is following suit. A large international data centre is one of two anchor tenants for King Air Industria, a new 280,000 square metre logistics, warehousing and distribution development adjacent to Cape Town International Airport, a sign of how the tech sector is now competing with logistics operators for prime industrial land.

New supply is coming but not fast enough to take the pressure off the established nodes. Brackengate 2, on the R300 freeway with access to the N1 and N2, has attracted tenants such as Amazon and Massmart. Atlantic Hills Business Park is a 44 hectare, secure industrial estate at the Potsdam interchange with access to Cape Town Harbour, Montague Gardens, Atlantis and Durbanville. Further out, new developments in Brackenfell, Stikland and Kraaifontein are coming to market through 2026 as developers follow the N1 corridor northwards looking for available and afford-

able land. "Strengthening fundamentals, renewed investor activity and rapid technological adoption are creating a market that better aligns with global shifts. For stakeholders across the value chain, the year ahead represents a pivotal opportunity to move early and unlock long-term value," says Jack.

Epping remains the undisputed industrial heartland of Cape Town with consistent high demand in both large format warehousing and sectional title spaces, with direct access to the N1, N2 and the Cape Town Port. Montague Gardens continues to be a preferred destination for light industrial users and distributors and Airport Industria and Parow Industria for logistics connectivity.

The fundamentals remain compelling for investors. Most listed REITs posted double-digit total returns for 2025, with industrial portfolios at some of the biggest players seeing notably lower vacancy rates and major developers bringing forward their investment timelines as confidence continues to build. The performance is not cyclical but structural, underpinned by logistics, warehousing, cold storage, last mile distribution and e-commerce infrastructure that remains critical to South Africa's supply chain resilience.

That's a message that's less comfortable for businesses on the losing end of that equation. The industrial market in Cape Town is fast running out of time for the wait-and-see approach of the right space at the right price.

'Durability is revealed in crisis': Redefine Properties lifts outlook despite global volatility



Redefine Properties CEO Andrew König.

SOUTH African real estate investment trust (REIT) Redefine Properties says improving property fundamentals and growing operational momentum have positioned the group for sustained earnings growth in 2026, despite mounting uncertainty linked to the fluid Middle East conflict.

The JSE-listed landlord lifted guidance for distributable income per share growth for the 2026 financial year to between 6% and 7%, up from previous guidance of 5% to 6%, after reporting a 7.4% increase in distributable income for the six months ended February 28.

Redefine Properties CEO Andrew König described the operating environment as a recurring "game of snakes and ladders", with successive macroeconomic and geopolitical shocks, curiously often around March, repeatedly interrupting the sector's recovery momentum.

"During a crisis, your durability is not built - it's revealed," he said, adding that Redefine had emerged stronger after each successive market disruption over recent years.

König said the momentum now feeding through the business was increasingly visible in underlying operational metrics and earnings growth.

"The property metrics are either stable, improving or growing and that's now translating directly into distributable income growth."

Property fundamentals gain traction

Occupancy across Redefine's South African portfolio improved to

94.2%, while occupancy in its Polish logistics platform, ELI, rose to 98.7%, reflecting continued demand for its high-quality retail, logistics and well-located office assets.

The South African retail portfolio remained a standout performer during the period, with occupancy increasing to 95%, trading density rising 3% and renewal reversions turning positive at 3%, signalling improving trading conditions and resilient consumer spending.

Demand for premium-grade office space continued gaining traction, with office occupancy improving from 87% to 88.9% and tenant retention at approximately 96%, although renewal reversions remained under pressure at -15.8% as the sector adjusted to subdued economic growth.

Industrial assets continued outperforming, with occupancy at 97.2% and positive rental reversions of 4%, reinforcing the segment's position as the anchor of Redefine's South African portfolio.

Redefine Properties Chief operating officer Leon Kok said the improvement in property values during the period was driven by stronger income performance rather than valuation yield compression.

"Valuation assumptions have remained relatively stable, with the uplift in property values largely supported by improved income performance," he said.

Redefine also continued expanding its renewable energy initiatives during the period, increasing installed

solar PV capacity by 7% to 62MWp as the group intensified efforts to reduce operating costs and improve energy resilience.

Beyond onsite generation, the group is also advancing its electricity wheeling strategy through both municipal and private sector arrangements. Kok said Redefine had concluded a short-term 8MWp offtake arrangement and signed a longer-term, 20-year 17 MWp wheeling offtake agreement that will become effective early in the new year.

Middle East tensions cloud sector outlook

König said the improved earnings trajectory remained closely linked to the direction of interest rates, with oil price volatility and inflation risks emerging as key threats to the sector's recent re-rating.

"Pushing against this momentum is the cyclical Middle East conflict. The key uncertainty is how long the conflict and its aftershocks will persist."

Despite the uncertain macro backdrop, Redefine said it expected the operational momentum built in the first half to continue supporting earnings growth through the remainder of the financial year.

"We believe the property fundamentals remain structurally intact and, over the medium term, those fundamentals will outpace cyclical shocks brought on by geopolitical events," König said. "Despite the current volatility, we still believe firmly in the upside of us."

Crane maintenance to cost less - Condra



Managing director Marc Kleiner.

CRANE and hoist manufacturer Condra has expanded its maintenance programme to include hands-on training for customers' own service personnel.

The company is also to introduce remote diagnostics for on-screen assistance at isolated sites, rolling out these improvements at installations across Saudi Arabia, Mauritius, Bulgaria, Peru and Chile, and in all African countries where Condra has a presence.

Over time, the diagnostics will combine with remote specialist oversight to aid repairs by the customer's own technicians.

Electricians at Condra's factories already add diagnostic chips to frequency drives during crane manufacture. The plan is to extend this capability to other crane components, delivering on-screen assistance to any site with an internet signal.

Until now, Condra's maintenance programme has incorporated only selected agents and technical teams from its own factories. In the future, where customers have their own maintenance crews, it will be these personnel who will execute this type of work, helped either by visiting teams, or remotely by specialists at Condra's technical centre in Johannesburg.

On-demand emergency repairs will continue to be managed by Condra technicians sent to site.

Condra CEO Marc Kleiner explained that the goal is to lower the customer's service costs, and to further improve his machine uptime and productivity.

"We want to expand the capabilities of our customers' maintenance personnel, who sometimes have difficulty repairing to OEM standard," said Kleiner.

"We will work with them to identify the wrinkles, then let them get on with fixing those while our own people identify potential wear and take steps to correct it."

Kleiner said that Condra teams would execute repairs only after quoting. Once accepted, support staff at Condra's head office would then assemble spare parts and arrange all export documentation for shipping. Spares lists would normally include parts needed for the long term, based on predictions of likely wear.

"The idea is that a Con-

dra team will oversee the mine's own service personnel wherever possible, helping them carry out the repair themselves," Kleiner said. "This will allow hands-on training under specialist direction.

"What we're trying to overcome is the too-common practice of working a machine until it fails, then buying a new one, something often seen in mining applications.

"What we're saying is this: If you buy the correct machine in the first place and look after it by carrying out scheduled maintenance, the life expectancy of your machine will increase along with your financial return. But if you wait until that machine breaks down, production will have to stop while you wait for the spares to arrive. This is not clever. With a little bit of support from our side, your machine will run more reliably and for much longer, and production can continue uninterrupted."

Carbon Border Adjustment Mechanism forces SA miners to rethink energy strategy



By Adrian Ephraim

THE mining industry in South Africa faces a trade competitiveness challenge that operational efficiency alone cannot address.

The European Union's Carbon Border Adjustment Mechanism came into full effect on 1 January 2026, and for SA exporters of iron, steel, and aluminium, the carbon intensity of their electricity supply is now a pricing issue, not only an environmental one.

The urgency is real, but it is not uniform across the sector," says Liesel Kassier, Senior Business Developer at Lyra Energy, the renewable power platform.

For most operators exposed to exports, CBAM has shifted from a policy issue to a commercial issue. "The obligation can be on the EU importer, but the pressure flows back through pricing, procurement requirements, emissions disclosure, and product qualification," Kassier says.

The numbers behind that pressure are bleak. South Africa's carbon intensity of its iron and steel production is 0.91 kgCO_{2e} per dollar of output compared to an EU average of only 0.16 kgCO_{2e}. That gap, driven by SA's coal-heavy grid, process emissions and logistics, cannot be closed overnight.

But Kassier says it's not a matter of whether the entire gap can be closed quickly, but which parts of the emissions profile a mining operation can credibly cut during the next procurement cycle. "The clearest lever we have right now," she says, "is electricity."

"Electricity is a material share of Scope 1 and Scope 2 emissions for most South African mining opera-

tions, and unlike process emissions, it can be addressed through procurement decisions in the short to medium term. Renewable energy won't solve every embedded-emissions challenge across the value chain, but it is one of the fastest and most bankable interventions available to miners today."

This is exactly the market Lyra Energy is building for. The platform aggregates renewable generation from large-scale projects and sells contracted power to commercial and industrial offtakers via PPAs, making utility-scale clean energy available to businesses without the balance sheet or scale to develop their own generation assets.

In March 2026, Lyra reached financial close on the 255 MW Thakadu solar project in the North West province, one of the largest privately contracted renewable energy developments in the country, with a total capex of R4 billion and Standard Bank as senior lender. Work on phase one is in progress, with commercial operations planned for the first half of 2027.

Operational reality for mining clients is the starting point, not carbon accounting, Kassier is adamant. "A mine needs more than renewable megawatt hours. It needs a power solution that fits its production profile, risk appetite and continuity needs."

Battery storage, she explains, comes into play where it addresses a real operational issue, smoothing out variability, moving generation into peak demand periods, and reducing exposure to grid instability, not merely to improve the optics of a decarbonisation plan.

Kassier is clear on

the question of whether Eskom's improved supply reliability in 2025 and 2026 reduces the need for private power. "The private power case was never just about load-shedding. The trajectory of tariffs is still a structural pressure, despite improved supply stability. A long-term PPA protects industrial users from that path."

NERSA-approved Eskom increases have consistently exceeded inflation across successive MYPD cycles. For a capital-intensive mining operation with a 15 to 20-year planning horizon, that trajectory is as important as today's supply reliability.

Perhaps the most important signal in Kassier's responses is what is already happening outside the sectors formally covered by CBAM. PGM producers, manganese miners, and chrome exporters are not waiting for regulatory expansion. "Regulation isn't the only pressure. The most immediate pressure for PGM producers comes from downstream customers, notably European automotive OEMs, who are already setting scope 3 procurement requirements," she says.

For those in manganese and chrome, the exposure comes via stainless and alloy steel buyers who are now also in the definitive phase of CBAM. "Companies that move early on Scope 2 will be better positioned when the scope of carbon related trade measures expands and better positioned in the meantime to defend their export pricing in increasingly carbon sensitive markets," Kassier says.

SA's mining sector now has the energy transition as a trade strategy. The price of delay is no longer a theoretical issue.



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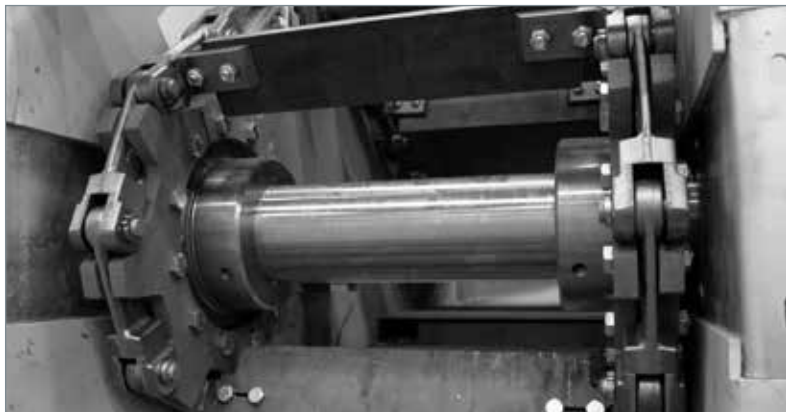
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BMG's Power Transmission division launches new generation of Fenner scraper chain



BMG's Power Transmission division has recently launched a new generation of Fenner scraper chain - now manufactured in advanced and more durable materials, to ensure high performance in abrasive environments

BMG's Power Transmission division has recently launched a new generation of Fenner scraper chain - now manufactured in advanced and more durable materials, to ensure the highest performance in the industry.

"BMG also offers the option locally to attach any configuration scraper flight."

"These new Fenner scraper chain links are precision-engineered and forged from a high-performance alloy, representing a notable advancement in both strength and reliability," explains Carlo Beukes, Business Unit Manager, BMG's Power Transmission Division. "Our new scraper chains, which are designed to withstand the toughest environments and handle the heaviest loads, offer several key advantages over the previous generation. Important benefits include enhanced load capacity, improved impact and wear resistance and consistent performance in high temperature applications, as well as minimal downtime and extended service life."

"The new links maintain their integrity over longer cycles, significantly reducing replacement frequency and minimising downtime. Another advantage is this chain is manufactured to tight tolerances, ensuring compatibility and trouble-free integration with an existing system."

"The transition from the previous-generation material has been driven by our commitment to performance, advanced materials,

the latest technologies and long-term value for our customers. This enhancement is not just an upgrade, it represents greater reliability for our customers."

Key features of the advanced Fenner scraper chain include higher operational stresses without deformation, delivering increased safety and high performance in demanding applications. This range has been designed to absorb shock and resist cracking under dynamic loads, ensuring greater resilience in heavy-duty operations. The upgraded material offers excellent strength retention at elevated operating temperatures - a major advantage in continuous, high-friction environments. These scraper chain links, with optimised metallurgy and heat treatment processes, offer extended service life, contributing to a lower total cost of ownership.

This robust Fenner scraper chain has been developed to ensure efficient conveying in many industries, including trouble-free transport of slag granulates, ash or smelting residues from beneath boilers, burners furnaces, and kilns.

Ash removal systems play a key role in the boiler and burner industry by safely removing waste materials from boilers and burners. BMG specialists work closely with each customer to install the most suitable conveying method, in terms of reliability, simplicity and efficiency. Regardless of whether dry or wet ash removal is used, BMG's focus is primarily on harmonising the processes, from collecting, extinguishing and cooling down ash, to safe storage in the ash bunker.

According to BMG specialists, conveying dry or wet ash is one of the most challenging applications a chain can be subjected to. Conventional chains installed in these harsh facilities normally only function effectively for about a year - due to abrasion and the varying temperatures of ash.

However, BMG's new range of high-performance ash conveyor chain - which undergoes an immaculate manufacturing process - ensures extended service life. Apart from upgraded materials, special attention has been given to dimensional accuracy, constant geometry, high surface quality and lubrication.

BMG also offers the option locally to attach any configuration scraper flight. These flights, which are designed to comply with customer conveyor specifications, are welded and importantly, are stress relieved to ensure they maintain their position during operation. A wide range of standard attachments is available, with important technical details in the latest BMG Fenner catalogue.

The flexibility of BMG's service includes the manufacture of chain to suit exact requirements, with various options, including materials, custom coatings, lubrication and accessories - to create the ideal chain that boosts productivity and minimises abrasion. Through reliable maintenance support, BMG ensures high efficiency and extended service life of every conveyor system.

<https://bmgworld.net/bmg/en/ZAR/All-Categories/Power-Transmission/Chain/Scraper/c/E30125>

Becker Mining launches Smartflow® digital mine management platform

BECKER Mining South Africa has launched Smartflow®, an agnostic integrated software platform that connects hardware systems, communication networks and operational processes into a single mine management solution.

This advanced system consolidates IoT-enabled monitoring, safety devices and production data, providing operators with real-time oversight of underground and surface operations through a 3D web-based interface.



Becker Mining South Africa has launched Smartflow®, an agnostic integrated software platform that connects hardware systems, communication networks and operational processes into a single mine management solution.

Becker Mining Smartflow® platform reduces downtime, enhances safety

According to Becker Mining specialists, Smartflow tracks personnel, vehicles, energy use, ventilation and haulage. This system applies predictive analytics to support timely decision-making. By merging data into a unified digital environment, the platform improves efficiency, reduces downtime and enhances occupational safety.

"Becker Mining offers customised solutions for energy, automation, communication, transportation and infrastructure technology, to meet the specific requirements of every mine."

Becker Mining's Smartflow platform brings digital transformation into the mine in a way that improves safety, sustainability and worker well-being. By unifying data from equipment, energy and personnel monitoring, this system provides operators with a comprehensive view of operations and the tools to make informed, proactive decisions.

The modular Smartflow structure is designed for interoperability, allowing seamless integration with Becker Mining systems and certain other mining equipment. Modules range from location and tracking, collision awareness and dispatch management to energy monitoring, ventilation, leaky feeder systems, telemetry and haulage control. Each module can oper-

ate independently or as part of the connected Smartflow platform, providing flexibility for specific mining conditions. The advanced engineering module enables this system to be efficiently used for specific mine design and future planning.

In keeping with the global commitment to improved environmental trends, sustainability and Environmental, Social and Governance

Smartflow. The telemetry module collects information on equipment operation and operator behaviour, identifying misuse, fatigue and also ensuring training needs are met.

Vital signs monitoring can be integrated to assess heart rate, oxygen levels and fatigue indicators, creating safer working conditions and enabling rapid response to health incidents. To enhance safety on site, the collision awareness system adds another layer of protection, using Wi-Fi and Bluetooth to detect personnel and vehicles and provide early warnings of potential accidents.

The Dispatch Centre provides full traceability of Personal Protection Equipment (PPE) tools, and equipment through Radio-frequency identification (RFID) allocation, improving compliance with safety regulations and reducing the risk of lost or damaged assets. Together with evacuation management, bi-directional alarm notifications and access control, these features improve both operational reliability and safety in mining operations.

Connectivity is supported by the Smart Edge network monitoring system, which maintains high-bandwidth fibre links with redundancy features. This ensures Smartflow functions reliably even in harsh underground environments, while supporting integration with CCTV, Wi-Fi access points and other smart devices.

Smartflow is cur-

rently being deployed across underground and surface sites in mines across the globe, with future development focusing on additional modules and expanded ESG applications. Becker Mining's advanced platform supports the mining industry's transition towards more sustainable, energy-efficient and worker-centred mining.

Becker Mining offers customised solutions for energy, automation, communication, transportation and infrastructure technology, to meet the specific requirements of every mine.

The team, which is committed to the highest quality and safety standards, offers technical advisory, repair, test and backup services throughout Africa. A specialised consulting, training and support facility ensures the optimum efficiency of a wide range of equipment and total safety for workers.

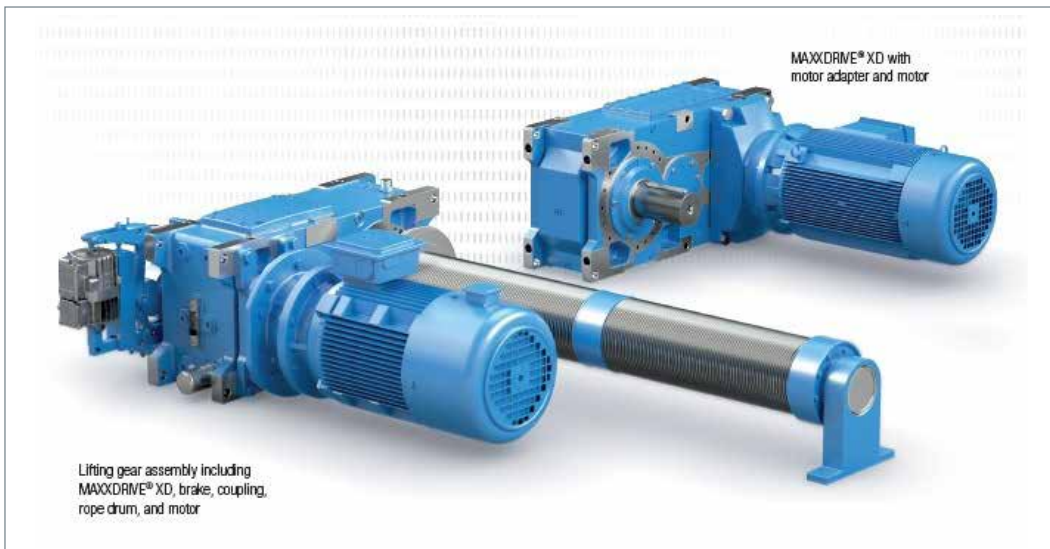
Included in the company's products range are intrinsically safe (IS) and flameproof underground electrical reticulation products, as well as fluid transfer, rigging, rope attachment, steel arch tunnel support and chairlift solutions. An important feature of all Becker Mining systems is they are designed to facilitate future upgrades.

For further information, contact Becker Mining SA, Telephone +27 11 617 6300, Email info@za.becker-mining.com, www.za.becker-mining.com

Becker Mining Smartflow platform monitors workforce wellbeing

Workforce well-being is a central feature of

Advanced drive solutions for demanding crane operations



BMG's Nord MAXXDRIVE® XD and MAXXDRIVE® XJ industrial gear units, are specially optimised for crane applications

BMG has strengthened its offering to the crane and materials handling sector through the supply and support of Industrial Gear Units (IGUs) from NORD DRIVESYSTEMS. Nord MAXXDRIVE® XD and XJ IGUs offer application-specific drive solutions engineered for lifting, travelling and positioning functions in demanding crane environments.

"Nord's modular systems allow for extensive configuration options, including a wide range of shaft designs, couplings, brake systems and thermal management solutions."

"NORD MAXXDRIVE XD and XJ series form part of BMG's complete drive systems that combine industrial gear units, high-efficiency motors and advanced drive electronics," says Barry Stoltz, BMG's Gears Regional Manager, Electro-Mechanical division. "This holistic approach enables crane manufacturers to source co-ordinated drive solutions from a single supplier,

ensuring compatibility, performance optimisation and simplified system integration.

"The MAXXDRIVE XD series has been specifically engineered for lifting gear applications, where precision, reliability and load distribution are critical. The extended centre distance of this system allows for a U-shaped arrangement that positions the rope drum and motor on the same side of the gear unit. This configuration reduces mechanical stress, improves load sharing and enables more compact crane designs while also lowering overall system weight and energy consumption. The result is a drive solution that enhances lifting performance, while contributing to reduced structural requirements in crane construction."

The MAXXDRIVE XJ series, which complements the XD series, is designed for travelling and cross-travel drives and features a distinctive J-shaped shaft arrangement that combines vertical and horizontal gear stages. This configuration enables space-saving installations without compromising torque capacity or efficiency, making it particularly suitable for

trolley and gantry travel systems, where installation space is limited, but performance demands remain high.

Both series are based on NORD's proven UNICASE housing design, which ensures precise alignment of bearings and gear components within a rigid, one-piece structure. This design minimises wear, extends service life and ensures quiet, reliable operation under heavy loads.

These gear units are engineered to operate efficiently in challenging environmental conditions, including dusty, humid and high-temperature environments typically encountered in crane and port operations.

Nord's modular systems allow for extensive configuration options, including a wide range of shaft designs, couplings, brake systems and thermal management solutions. This flexibility enables drive systems to be tailored to specific crane applications - from heavy-duty lifting gear to travelling drives and synchronised multi-motion systems.

Advanced drive electronics further enhance performance through precise vector control, smooth acceleration and deceleration and

synchronised operation of multiple drive axes.

Energy efficiency is another key advantage of the Nord solution. High-efficiency motors and intelligent drive control systems reduce power consumption, while maintaining consistent torque and speed control. Integrated monitoring and diagnostic capabilities support predictive maintenance strategies, helping operators minimise unplanned downtime and optimise lifecycle costs.

The introduction of the MAXXDRIVE XD and XJ series strengthens BMG's position in the crane and materials handling sector by providing robust, efficient and adaptable drive solutions that address the demands of modern crane systems.

By combining global engineering expertise with local assembly and support, BMG ensures improved performance, reliability and efficiency in a wide range of crane applications. The company's ability to significantly reduce lead times and respond rapidly to customer requirements is particularly valuable in the crane sector, where downtime can have significant operational and financial implications.

Ship repair demand rises as more vessels round the Cape



By Kris van der Bijl

THE Cape of Good Hope is carrying heavier shipping traffic than it has in years, which raises a direct question for the Western Cape marine engineering sector: can the region's dry docks and repair yards absorb what arrives?

The answer depends on what "arrives" means, and on a distinction Transnet National Ports Authority (TNPA) drew in response to questions from CBN, between vessels that round the Cape and vessels that call at it.

More vessels round the Cape than call at the Port of Cape Town

TRANSNET National Ports Authority (TNPA) saw a 9% increase to 8,630 in vessel arrivals in visits to the country's ports for the year to 2025/26, but the Port of Cape Town saw little of this rise.

The increase in arrivals benefited the ports of Richards Bay, Durban, Ngqura and Port Elizabeth rather than Cape Town. Even so, TNPA is looking to have Cape Town tap into the ship repair market, as the crisis in the Middle East is diverting shipping around the cape.

TNPA's Sikhokhele Mngoma recently told the Cape Town Port Liaison Forum that there was an opportunity for the local marine sector

to grow its market share. This is already happening, as two vessels meant to drydock in the troubled Middle East have relocated to Cape Town's Sturrock drydock.

"Due to geopolitical issues there, the vessels have ended up in Cape Town, and we are doing our utmost to ensure they become return clients," Mngoma said.

The Cape Chamber of Commerce and Industry said the two vessels, a chemical tanker and a liquefied petroleum gas carrier that were redirected to the Sturrock dry dock, will have a significant economic impact, with the repair of a single ship drawing in around 400 people.

Work of this kind runs from hull cleaning and inspection through structural, corrosion and systems repair, the staple of the local yards.

By the chamber's account, the synchrolift and the Robinson dry dock are fully subscribed, with bookings extending into 2027 and 2028.

The rerouting that mostly bypasses the cargo terminals is, for the repair sector, a potential queue of confirmed work.

TNPA backs Cape Town's ship repair and floating dry dock capacity

TNPA, responding to my own queries, noted an enhanced operational coordination, revised liq-

uid bulk berthing guidelines and the active positioning of Cape Town for "bunkering, ship repair and crew change services."

Turnaround supports the case, with container vessels averaging 54 hours in port, dry and liquid bulk vessels 71 hours, and the average anchorage wait improved to four days.

Improved turnaround times here match the investments made in harbour drydocks and other repair facilities.

The Cape Chamber reported in 2025 that the port had issued a request for proposals for a privately operated floating dry dock, alongside a new floating caisson for Sturrock and caisson repairs at the Robinson dry dock, which has served the Alfred Basin since 1882.

The repair work alongside the traffic surge is filling the dry docks while the port builds the capacity to take more.

This also includes the continuing container stack improvements and truck staging facility upgrades currently under way at the Port of Cape Town which "are designed to increase rail capacity, truck staging and container stacking capacity to accommodate significantly higher future volumes."

For the Western Cape's marine engineering sector, the rerouting has settled into something perhaps firmer than a surge.

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THE NEXT GENERATION

Internships, Skills & Development Programmes

ACSA supports landscaping training programme in Uppington

AIRPORTS Company South Africa (ACSA), in partnership with Umlilo General Services and a network of committed stakeholders, has successfully concluded the Uppington Landscaping Training Programme, a Socio-Economic Development initiative that demonstrates how targeted skills development can translate into meaningful economic inclusion for unemployed youth and community transformation.

The initiative brought together 20 unemployed young people from the Paballelo, Rosedale, and Progress communities in Uppington. Participants received accredited AgriSETA-aligned training and basic business management skills, building competencies in soil science, irrigation systems, occupational health and safety, pest control, horticulture, and landscaping.

This integrated approach ensured that beneficiaries were prepared not only for employment but also for self-employment opportunities.

Youth unemployment remains one of South Africa's most pressing socio-economic challenges. Against this backdrop, the nine-month programme has shown how structured, collaborative interventions can restore dignity, build capability, and create sustainable pathways into work and entrepreneurship.

Of the 20 participants, 14 have moved into work since completing the programme, securing placements with local organisations and contractors, con-



tributing to community infrastructure projects, or launching their own small businesses.

Beyond individual impact, the programme has delivered visible transformation within local communities. A once-neglected illegal dumping site in Uppington Ward 4 has been cleaned and transformed into a functional community space. These improvements represent more than environmental change, they reflect renewed community pride, ownership, and collective responsibility.

"This programme demonstrates the power of partnerships in delivering meaningful, measurable impact," said Betty Masinge, senior manager: transformation and socio economic develop-

ment at ACSA.

"This goes beyond skills development; it is about restoring dignity through real work and real opportunity. Each young person who has moved into employment or started a business represents a household uplifted. That is what purposeful collaboration between stakeholders can achieve, and Uppington is proof of it," said Masinge.

The programme marks a beginning rather than an endpoint. The focus now shifts to post training support and enterprise development, ensuring that the 14 young people already in work or business have what they need to stay there, and that more communities can follow Uppington's lead.

Hyundai invests in driver's license access to strengthen youth employability



RECOGNISING that employability extends beyond academic achievement, Hyundai Automotive South Africa has empowered 50 young learners by covering the full cost of obtaining their learner's and driver's licences.

The initiative forms part of Hyundai's Youth Empowerment Service (YES) structured workplace development programme. The learnerships provide learners with skills training, mentorship and practical work experience across the company's nationwide dealerships as well as its Head Office operations.

CEO of Hyundai Automotive South Africa, Stanley Anderson said the company recognised the link between mobility and economic opportunity.

"In today's competitive job market, a driver's licence has become an essential credential that can significantly enhance access to employment opportunities. By removing

financial barriers to licensing, we are complementing their academic qualifications with licenses to improve their prospects for employability."

Christine Masinga, human resources director at Hyundai Automotive South Africa said the initiative strengthens the company's investment in youth development. "Our learners are already gaining workplace exposure and mentorship from teams across Hyundai. We identified licence acquisition as another critical life skill that could significantly improve their future prospects," she said.

Among those benefiting from the programme is Tshiamo Sedikane who said she initially did not think getting a driver's license was a priority.

"Before joining Hyundai, I did not think obtaining a driver's license was a priority as I was more focusing on learning and gaining operational workplace skills. Obtaining the

driver's license has given me confidence and contributed to helping me execute my tasks efficiently," she said.

The support comes at a time when millions of South African youths remain without driver's licences due to financial and social barriers. The total cost to obtain a driver's license including driving school lessons costs, typically range from R3,000 and R4,000 for a Code B (light motor vehicle).

Transport data indicates that between 70% and 80% of young South Africans do not possess a valid driver's licence.

Aside from this programme, Hyundai has also launched Motus Training Academy in Pinetown, KwaZulu-Natal earlier this year.

The academy will train around 2,000 students annually in mechatronics, electric energy vehicles, diagnostics and advanced servicing technologies.

"As the automotive industry evolves at an accelerated pace, the need for highly skilled technicians and artisans has never been greater," Anderson said.

"Academies like this play a critical role in preparing young people for sustainable careers while ensuring the industry remains globally competitive."

"Modern vehicles are becoming more technologically advanced every year, particularly with the growth of electric mobility, digital diagnostics, connected systems and advanced servicing technologies. The industry must ensure that aftersales skills evolve at the same speed as the innovation entering our market."

Hyundai also revealed that its youth employment programme attracted more than 33,000 applications nationally, highlighting demand for workplace opportunities in the automotive sector.

"The future of automotive retail and manufacturing will depend heavily on technical capability and continuous skills development," Anderson said.

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Are leaders projecting their own ambition onto employees?

By Chantelle Botha



WHAT if the real challenge in leadership is not whether people have potential, but whether we are willing to let their potential look different from our own?

I was watching *The Good Doctor* recently and came to the part where Drs Park and Reznick split up. At its core, it boiled down to misaligned definitions of potential.

Morgan wanted Alex to live up to what she believed was his full potential. Alex, however, was content with where he was. She interpreted that as a lack of ambition, while he experienced her ambition as unsustainable pressure.

It made me think about how often this dynamic plays out inside companies.

How many leaders become frustrated

with team members because they are not pursuing the version of success the leader values? How many leaders themselves feel unseen because their definition of growth looks different to the one being projected onto them by their leaders?

Some people want promotion. Others want mastery. Some want visibility. Others want stability. Some are driven by status. Others by flexibility, creativity, or contribution.

Yet many companies still operate as though there is only one acceptable version of ambition.

When we discover potential in one of our people, it's exciting to us, and completely natural to project our vision for corporate success onto that person.

Research in leadership psychology consistently shows that imposed goals reduce intrinsic motivation. A 2022 meta-analysis by Xue et al., found that empowering leadership styles increased intrinsic motivation, while controlling leadership reduced it. Studies on autonomy and psychological safety continue to show similar findings: people perform better when they have ownership over their growth and contribution.

In other words, people – both leaders and those being led – thrive when they feel they have agency over the direction of their lives and careers.

Potential is the capacity for growth – but

growth looks different for different people.

One of the biggest mistakes leaders make is assuming everyone should want what they wanted at that stage of their career. In doing so, companies and leaders can unintentionally reward replicas instead of recognising diverse forms of contribution.

This is where disengagement creeps in. People who are trying to succeed inside someone else's definition of success rarely sustain high performance. Strong leadership requires us to become more curious about what genuinely drives the people around us.

Of course, companies still require accountability and performance in line with agreed metrics. Leadership is not about endlessly adapting to every individual preference. But sustainable performance becomes far more likely when leaders understand the difference between capability issues and motivational misalignment. The goal is not to lower expectations, but to create environments where people can take ownership in ways that align both personal drivers and organisational outcomes.

When leaders understand what their people genuinely want, they can build growth paths that improve engagement, strengthen retention, and create more sustainable performance.

Perhaps that is the great potential debate: not whether people have potential,

nor how we unlock potential in our teams – but whether we are willing to let others' potential look different from our own.

This is the kind of conversation I facilitate with leadership teams looking to strengthen psychological safety and authentic motivation. Let's talk if you'd like to unpack the difference between capability and motivational alignment.



Chantelle Botha, "The Permission Catalyst," helps leaders and teams move from procrastination to permission by creating cultures where people feel safe to think, contribute, and grow.

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THE BUSINESS TRAVELLER THE EXECUTIVE GUIDE TO STRATEGIC TRAVEL

Bleisure travel gains momentum as high airfares reshape business trips

By Adrian Ephraim

SOUTH African business travellers are rethinking their approach to corporate travel as the cost to get there continues to increase.

For three years now, the top of South Africa's corporate travel table has remained unchanged. Zambia, Tanzania, Kenya and the United Kingdom have consistently topped international corporate itineraries since 2023, according to booking data from Corporate Traveller, one of the country's leading travel management companies for small and medium businesses.

That consistency doesn't happen by accident. It reflects the areas where South African business relationships are most intense and vibrant. But in 2026, there's a new dimension shaping how those trips are planned, approved, and experienced: the rising cost of actually getting on a plane.

Another sky more costly

Emirates said earlier this month it had restored 96% of its global network as the disruption to Middle East airspace began to ease. But the ripple effects have not subsided. Long-haul routes have been rerouted and are taking two to five hours longer than pre-crisis norms, and the cost of jet fuel is more than double what it was a month ago.

For South African companies sending

staff to London or Lusaka this means higher ticket prices, more travel fatigue and more time away from the office. Which is precisely why bleisure travel is moving from nice-to-have to a strategic tool as more pressure is placed on the business case for every trip.

Adding a few personal leisure days to a business trip, known as "bleisure," is a growing trend around the world that has been on the rise for several years. A recent industry outlook from the Global Business Travel Association found that 43% of corporate travel programmes now have formal bleisure policies, with 71% of buyers saying the approach improves employee satisfaction. Research firm Skift estimates uptake was even higher, with 60% of business travellers going on a blended trip in 2024.

Making each flight count

"The shift is being accelerated by the rising cost environment," says Herman Heunes, General Manager of Corporate Traveller South Africa. "We're seeing clients batch their meetings, sequence their itineraries more carefully and build in incentive opportunities where you combine business and leisure," he says. "If you've already paid for the flight, the carbon and the time away, you might as well get more out of being there."

A cost logic runs parallel to a retention argument, especially for SMEs. Quite consistently, international research shows that

employees who travel for work are more likely to stay with their employer, with retention rates rising above 75% among Gen Z workers in particular. In a world where smaller firms cannot compete with the salary packages of larger competitors, a structured bleisure policy is a low-cost lever with a significant impact.

Where the data points

Corporate Traveller's booking data reveals the four top destinations have clear bleisure extensions for the traveller willing to plan ahead.

Zambia, which has been ranked first for three consecutive years, is perfectly timed for travel right now. Victoria Falls is at near peak flow after the summer rains and game camps in the Lower Zambezi and South Luangwa are re-opening for the dry season. May and June are a shoulder window with softer rates vs. July to September peak. A meeting in Lusaka can easily be extended to a Livingstone weekend for very little additional cost.

Tanzania is in the same boat. The Great Migration is currently on the move through the central and western Serengeti with herds heading towards the Grumeti River crossings in June.

Business travellers based in Dar es Salaam or Arusha can add a three-night Serengeti extension or a Zanzibar weekend, depending on time and budget.

Kenya is having its own pre-peak build



up before the Mara river crossings that really get underway in July. Nairobi itself deserves a short extension, with Nairobi National Park, the Giraffe Centre and day trips into the Rift Valley all within easy reach.

The obvious draw in the United Kingdom is Wimbledon (29 June to 12 July). Corporate hospitality packages are still available for companies with London meetings in late June or early July and the summer calendar beyond the tennis is well suited to team incentives.

"The trick is not to leave the planning of bleisure to the last minute," says Heunes.



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