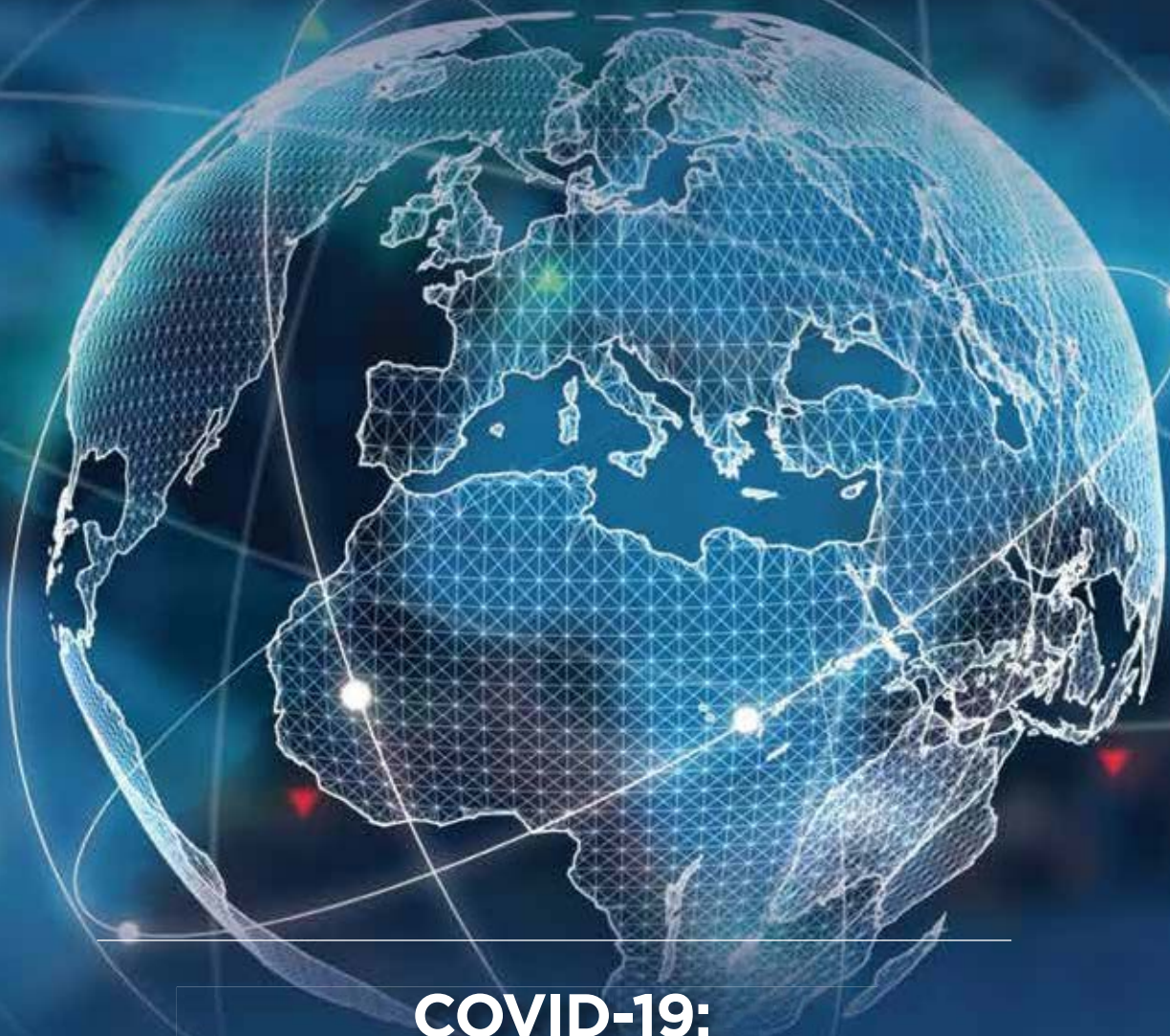


Logistics News

April 2021

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SUPPLY CHAIN EXCELLENCE AWARDS

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Time to big up data analytics

Big data presents supply chain managers with an unprecedented opportunity to acquire real-time visibility of goods in transit and part of inventory.

SNAPFULFIL CEO, Don White, says this IoT-style technology also comes with a set of challenges, especially the issue of how to manage the resulting flow of information without drowning in data.

“There’s a plethora of data in the distribution centre (DC) right now, with lots of dashboards to present the figures, but information overload is happening. The future – especially coming out of lockdowns – is all about exception management. The intelligence of the software will determine the priority of information.

“Highly accurate, granular and amalgamated reports, around the likes of shipping schedules, warehouse heat maps, operator tracking and picking performance, provide a holistic overview of the inventory and resources and allow decision-makers to create and display bespoke key performance indicators (KPIs) – including operational KPIs with the likes of financial and supplier KPIs – but it can only be done in real time.

“This way the data can be minutely mined and managed to control the little nuances that go on in a warehouse. Every successful sports coach knows that a series of marginal gains can deliver huge improvements in performance and it’s in these small tweaks to the DC where the real savings can be made. Plus, making decisions based on solid data is essential with margins tighter than ever.”

This all translates into quick return on investment and tangible improvements because advanced digital software can help DC operators keep goods and processes flowing, while

managing staff and resource allocation through the targeted data it collects and delivers. Moreover, it enables them to identify business trends and make important operational and fulfilment decisions based on a strategic version of their truth and solid analytics.

When quality labour is at a premium and social distancing continues to be a requirement, coupled with a rapid change in orders, having real-time data at your fingertips to boost the effectiveness of your available workforce, their picking performance, plus available space is critical.

Additionally, much more data quality helps drive efficiency, productivity and profitability – even in really challenging times – especially if it’s easily configurable and you can see and understand it all.

White adds: “Cloud-based technology like WMS can help, because not only is it intuitive and scalable, it has the capacity to deliver key business performance metrics, while at the same time enable operations to evolve in a fast-developing environment. Offering responsive support options helps change management by allowing the flow of data and order of operations within the application to be regularly updated – empowering management to accurately store, organise, deliver, and track the accomplishment of work throughout a facility. Consequently, having access to reliable, real-time data is a vital link in the supply and demand chain, especially as businesses have to react to volatile and disruptive forces, such as the current pandemic.” •



Everyone's talking about it, **BUT WHAT IS ERP?**

The Information Technology industry is renowned for acronyms which are often widely used but not fully understood.

ERP, for example, is an acronym for Enterprise Resource Planning. Broadly speaking, it refers to a category of business management software - typically a suite of integrated applications - that organizations use to collect, store, manage, and interpret data from its many business activities.

A good ERP system becomes the central nervous system of a company, continuously sending millions of messages to and from its various parts to ensure the whole is functioning at its peak. It does this by providing an ever updated view of core business processes by coordinating business resources - cash, raw materials, production capacity - with the status of business commitments - orders, purchase orders, and payroll. The applications that make up the system share data across the various departments such as manufacturing, purchasing, sales and accounting.

An ERP system has multiple benefits that help with overall business performance management for any organization - by providing intelligence, visibility, analytics and efficiency across every aspect of a business's supply chain, giving one source of truth, and enabling seamless digitalization as and when new technologies emerge.

There are countless reasons for businesses to adopt an ERP system. Here are the most important:

Reduce costs and save money in the long run. By reducing administrative and operational costs through automated processes, ERP allows users to proactively prevent delays, stoppages, wasted time, resources and expenditure.

Streamline business processes and operations. Because data is available in a centralised location with complete visibility across all functions, decision makers can track processes and accurately determine and maintain optimum inventory levels.

Improved consolidation. Without ERP, many businesses are forced to use different programs in different departments. By using common databases maintained by a database management system ERP eliminates this.

Supply chain visibility and optimisation. A robust ERP system provides a real-time picture of the entire supply chain and connected processes, making it easy to reduce planning cycles and control production scheduling.

Respond faster to market conditions. ERP provides data analysis and reporting that assists businesses to rapidly react to changing market requirements and unforeseen events, then make informed decisions and determine realistic forecasts.

Traceability. ERP has the capacity to track all stock - anywhere along the supply chain - including defects and hazards, down to the smallest levels of individual parts and ingredients to mitigate the risk of recalls.

Improve customer satisfaction, service and relationships. Implementing ERP enables you to keep your promises by producing enough of the right product, at the right price, at the right quality, at the right time.

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IoT and fleet driver safety

Technology is now a valuable tool for protecting fleets, their cargo and the lives of drivers, writes Gill Jones, General Manager: Business Segment Sales at Netstar, a subsidiary of Altron.

THE IMPORTANCE of the logistics sector to our economy has become even clearer during the pandemic and the lockdowns as we become more reliant on retail, e-commerce and the supply chains that keep our essential retailers stocked.

The heroes of the logistics sector are the drivers who transport goods between ports, distribution centres, wholesalers and retail outlets. They are a vital link in the supply chain, and their safety is critical to the effective functioning of our transport sector.

While long-haul trucking is often the preserve of larger logistics companies, it is important to understand how the risks to large haulers also have knock-on effects for small businesses. Where a large load does not get through to a remote town, the small enterprises that handle last-mile logistics are severely impacted.

Improving driver safety on long-haul routes therefore protects the livelihoods of all the small businesses further down the supply chain – all of whom move the goods that keep our economy alive.

Protection through data

Netstar's data confirms that we are living through desperate times, and cargo of all types is now under threat – along with the drivers who transport it. We saw a rise of 13.5 percent in vehicle crime incidents during February alone. Fortunately, technology offers us a number of tools for protecting drivers, their cargo and other road users.

The Fourth Industrial Revolution (4IR) is also the era of the Internet of Things (IoT), which enables a wide range of sensors, cameras and other monitoring technology. This has accelerated in recent years, but the industry of telematics – sending, receiving and storing information using telecommunications – is already several decades old.

Telematics and IoT generate vast amounts of data about vehicle movement and driver behaviour, all of which is now key to making long-distance driving safer. Artificial intelligence (AI) enhances our ability to process this data and apply it in productive, human-centric ways – such as to enhance driver safety.

Research conducted by Arrive Alive has found that driver tiredness causes more than 20 percent of long-distance accidents. Helping to combat this are technologies like in-cab and road-facing live monitoring camera systems, using both AI and data interpretations, as well as alert and alarm management to help fleet owners check for driver fatigue, distracted driving, speeding or off-route driving.

Data analytics and fleet intelligence can also be used to design work schedules that keep drivers fresh and performing at their best.

Connected fleets

Vehicle connectivity is another factor in managing driver wellness. Long-distance driving is a solitary, sometimes lonely, profession. Fortunately, connected vehicle technology now allows for numerous services that make the driver feel more part of society. While this technology is still in its early days, it offers great potential.

Free, centralised, high-speed connectivity in the vehicle can allow the employer to push content to the vehicle – training modules, webinars, email or online meetings. Drivers parked overnight at a truck stop can video-chat with their families or complete an e-learning course. Data, food or coffee vouchers can even be offered as rewards incentives.

The connected driver feels they belong to something, they're more engaged with their loved ones and their business family.

Scheduled maintenance

With the precision monitoring of connected fleets, precision maintenance can also be used to improve safety. Pre-trip checklists can be digitally entered using a device, with data communicated to headquarters in real time, to make this essential aspect of every journey as efficient as possible.

A vehicle operating in an area with high dust content, for instance, can provide data on oil

viscosity that can be used to help other vehicles to operate better in those conditions. Servicing schedules can be adjusted to ensure a longer life for vehicles – and greater safety for drivers.

Risk assessment

Insurers also benefit from the greater amount of data provided by technology, as it provides a more accurate understanding of risk. Data can be used to incentivise safer behaviour and to bring down premiums when there is measurable improvement.

New safety technologies include sensors that provide lane-departure warnings, pedestrian and vehicle collision warnings, as well as eye- and face-sensor technology to detect fatigue.

Safety technology

Already, driver monitoring has shown significant and measurable results. A recent partnership between Netstar and Putco was able to improve passenger and driver safety by reducing accidents and also enhancing COVID-19 compliance through a network of onboard cameras.

These technology-driven safety protocols saw Putco reduce accidents by 70 percent, and damage claims by 36 percent. In the 2016/17 financial year, Putco reported 61 accidents, but by the end of December 2019, this number had dropped to 18.

Another recent threat to driver safety has been the rise in crime, hijackings and vehicle theft during the desperate times of the lockdown. Vehicle tracking technology, combined with data analysis and crime reports, can help to respond to driver alerts almost immediately, to plan the safest possible routes and even to reroute drivers in real time in response to incoming reports.

In these challenging times, the industry cannot afford to ignore the benefits of technology. The risks on the road mean that every fleet and logistics company should look to employ the best technology available to protect their drivers. •



Visibility is key

By Daniel Dombach, Director EMEA Industry Solutions

Visibility in the supply chain is key given pandemic repercussions. Prepare your supply chain for new challenges in the post-COVID era.



THE YEAR 2020 will forever be associated with a singular event that caused profound disruption. No sector was left untouched, although some felt a greater impact than others. For example, the pandemic is estimated to have accelerated the growth of e-commerce by several years, hastening the shift from brick and mortar to online retail and generating a sudden surge in demand. The sheer scale posed an unprecedented – and, at times, overwhelming – challenge to the entire supply chain. With the strict lockdowns and social distancing measures, consumers turned to the internet as a means of obtaining necessities from the safety of their homes, yet they expected the same level of service as before. In many cases, this proved impossible.

There are many things retailers have learned from this experience, but one of the most significant is just how much technology can help improve the resilience and robustness of supply chains. It has also become apparent how numerous hardware and software solutions can work together to provide greater visibility, which is an essential factor in preparing supply chains for the future.

Embracing the new normal

The COVID-19 pandemic may be subsiding in some parts of the world, but many of the changes it has wrought on the e-commerce landscape are likely to remain. While cross-country differences and digital divides mean the adoption of e-commerce is far from universal, consumers agree that buying online offers convenience, variety and safety. In turn, it offers many retailers an additional sales channel that is well on its way to becoming

indispensable. The uncertainty surrounding virus mutations and possible future epidemic waves, coupled with the steady growth of the global e-commerce market, means that supply chains must adapt to the sustained pressure of an uncertain climate. They must also take the necessary precautions to bolster their ability to withstand additional pressure in the future. This all starts with a resilient, efficient and productive warehouse operation.

Preparing the warehouse for whatever tomorrow may bring

Warehouse operators today face an array of challenges, including a constant peak period, a high growth outlook, staffing shortages, lengthy employee training processes and, in some cases, outdated hardware and/or software. In other words, they are already under tremendous strain without considering the additional burden of health concerns resulting from COVID-19 and the associated spike in parcel volumes. However, there are solutions to all these problems, and they can work together to provide the level of visibility now proving key to the creation and execution of efficient warehouse operations and workflows – and the entire supply chain.

Modernising your warehouse

The true first step in maximising the efficiency of your warehouse is to establish a clear analysis of objectives, budget and time frame to determine which investments will yield the best return and total benefits. Incremental modernisation will allow your warehouse to gradually evolve toward greater productivity, conformity and automation at a rhythm adapted to your needs. This modernisation

may be divided into five major phases, each of which offers increasing control and visibility.

- **Enhance individual worker empowerment:** Gain basic control and visibility of business operations by shifting away from legacy devices and operating systems (OS) to more Android mobile computers and scanners with user-friendly interfaces and simple functionality for data capture.
- **Improve team mobility and workflow optimisation:** Further improve operational control and visibility through innovations such as wearable mobile computers, ring scanners and head-up displays that can be associated with communication and collaborative software. This easy-to-learn technology augments workflows to boost productivity.
- **Increase asset visibility and utilisation:** Use targeted real-time visibility and location technology that integrates software as a vital piece of the efficiency puzzle. Sensors and radio frequency identification (RFID) technologies can vastly improve inventory management, yard management and much more.
- **Operate with real-time guidance and decision making:** Implement the widespread use of real-time visibility and sensing technology and robotics automation solutions.
- **Operate with data-driven performance:** Achieve predictive and adaptive operations through prescriptive analytics, sensor-driven real-time data, robotics automation and machine learning to anticipate and solve future challenges.

Going beyond the warehouse

When it comes to transportation, today's challenges include a lack of qualified drivers and low staff retention, as well as insufficient coordination between warehouse operators, suppliers and customers, which in turn leads to half-empty delivery trucks, increased traffic congestion and unnecessary air pollution. Technologies that help capture and provide complete, real-time visibility of

inventory and fulfillment status to multiple warehouses and distribution centres can help here. Likewise, when it comes to last mile delivery, today's consumers want and expect next-day services, which means retailers must find a way to deliver if they want to keep their customers coming back. This, in turn, demands investment in technologies that can provide accurate tracking of both inbound and outbound inventory and visibility across supply chain touchpoints. Plus, with the return rate of e-commerce purchases far exceeding that of retail, e-tailers have every interest in technologies that increase visibility of reverse logistics and help facilitate the returns process.

Ensuring employee health and safety

As COVID-19 demonstrated, warehouse operators must also integrate rigorous health, safety and cleaning measures to help mitigate the need for warehouse closures and avoid supply chain interruptions. Bluetooth Low Energy technology, which is integrated with the right hardware and software solutions, can provide visibility into the amount of time workers remain in close proximity to one another and encourage greater distancing. It can also enable organisations to quickly contact trace if positive cases are confirmed within the facility so that the proper staff isolation and disinfection measures may be taken without requiring a full shift cancellation or warehouse closure.

Visibility is king

The investment and implementation of new technologies as part of a strategy to modernise operations across the entire supply chain is critical for remaining competitive in the on-demand economy. These new technologies serve one essential purpose, which is to provide greater visibility and control – both of which help improve efficiency, productivity, responsiveness and performance levels. Though it will take some time and effort to achieve an optimised supply chain, the short- and long-term benefits gained will be well worth the effort. •



Crisis? What crisis?

By Doug Hunter, doug.hunter@za.syspro.com

A global supply chain lesson for everyone.

PRODUCTS DON'T grow on shelves, but viruses do. Ships and trucks are essential and need to be moving while full. Economies, like people, can go bust. This COVID-19 war has taught us all something.

Government learning from the COVID-19 experience

"Don't panic, a vaccine is on the way. Well, it was, or is, but we changed our minds regarding the product selection. Actually, we've ordered it, but distribution plans are not finalised – tenders are out but not adjudicated." Just as well, perhaps, as the cold chain differs with each product.

It is laudable that government wants to manage and control national supply and distribution of a COVID-19 vaccine to the population, but good intentions have highlighted governments' collective lack of understanding of the supply chain. If your procurement department is called 'supply chain', that is what you get – supplier selection and ordering. The government is learning that it is a chain with many links and the most difficult links to synchronise come after procurement.

Vaccinating a country is a global process – buy a few different products from a couple of suppliers, import and store in bulk. Then plan hundreds of loads to thousands of vaccination points – all in vehicles and equipment that maintain appropriate temperature conditions (cold chain) – so the right quantity arrives at the right place at the right time. Meanwhile, others coordinate millions of people to register online and arrive at these points at the correct date/time in an orderly fashion to be vaccinated. And then there are the medical staff to organize. This is surely a teaching government that public

private partnerships (PPP) are essential to raise fair planning intentions to effective execution.

Private sector learning from lockdown

Retailers expected and planned for a rise in online shopping, but most were not ready for the huge uptake of e-commerce exposing the raptor (rapid adaptor) from the sloth (slow thinker).

All businesses are being forced into learning more about effective inventory and storage management, and seeing that proper application of business IT shows its value in managed change and execution to customer preferences. For many of us, lockdown meant getting to be at home and remote meetings. For business, lockdown was like a visit to the gym after a long break – some fit, some not so fit and many realising it too late.

But luckily for our economies, new skills are emerging and understanding of inventory management is growing.

Individual learning

With the COVID-19 vaccine sagas filling the news, we all understand that what we consume must travel first – through a supply chain. Product selection has forced us to think about essential versus non-essential, and local versus import.

We learned about differentiation between promise and deliver (a pet topic for me), plans versus execution (we need both but often have only one), chaotic execution (because there is no plan) or chaotic plan to confuse our markets.

Emerging into a post-COVID-19 world, nations are coming out of a new-economy war. There is destruction throughout, the walking wounded are limping forward, and a few are reaping new rewards. And that's just business and government – what about you and me? •



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Consumers identify supply chain pain points

Courtesy CSCMP'S Supply Chain Quarterly

A year into the pandemic, and many consumers have lost confidence in supply chains and lament product shortages, survey shows.

A YEAR after struggling to find a place to replenish their household stock of toilet paper, consumers are becoming more familiar with the workings of the supply chain and are increasingly concerned about product shortages, according to a survey from enterprise software firm SAP.

SAP polled 1 000 US consumers in February for their perspective on the greatest supply chain 'pain points' one year into the Covid-19 pandemic. More than a third (37 percent) said they have lost confidence in supply chains and nearly half (48 percent) said they have

changed their buying habits to include bulk shopping or restocking household items earlier than they did before the pandemic-induced lockdowns took hold last year.

"One year ago, 63 percent of consumers struggled to find a place to buy toilet paper," the researchers said. "Shelves are stocked now, but there are lasting effects on the broader supply chain. Thirty-five percent of consumers say their favourite grocers and retailers are still dealing with out-of-stock issues."

The survey also found that 70 percent of consumers switched brands due to supply





chain problems, and 29 percent of them never switched back. In addition, consumers say they are concerned about a lack of supply in 2021, including food (48 percent), hygienic or personal care products such as toilet paper (44 percent), and personal protective equipment (PPE) such as face masks (33 percent). They are also worried about pending product shortages: 84 percent of survey respondents said they're concerned about the availability of electronic components, which are critical to producing everything from smartphones to cars and trucks.

The changing behaviours and shifting attitudes are causing retailers, e-commerce companies and others along the supply chain to rethink their supply chain management and sourcing strategies. Part of the change includes finding alternate sources of supply to meet demand more quickly or keeping more stock of certain items on hand. Agility and end-to-end visibility remain key components of any good strategy as well, according to SAP.

"More than any singular event in modern history, the coronavirus pandemic has brought the global supply chains' systemic weaknesses into sharp focus. To restore these links to full strength, businesses need to broaden visibility not only across their own operations

but those of their trading partners, with the dual objectives of reducing risk and instilling resilience," according to Sean Thompson, executive vice president, network and ecosystem, procurement solutions, for SAP. "A key area of focus is the symbiotic relationship between buyer and supplier. By proactively addressing the supplier experience, businesses can benefit from even more than increased resiliency – they also can leverage supplier expertise to identify opportunities to enhance efficiency. Additionally, when buyers and suppliers align on shared priorities, this enables collaboration and knowledge-sharing to improve product and service innovations together."

Developing digital strategies is also important. "By embedding direct materials procurement into product planning and manufacturing, and by sharing accurate, up-to-the-moment information enabled by digital networks, organisations can more strategically plan demand, run material requirements, evaluate time horizons and determine what components are needed where and when," Thompson said. "Then, by strategically sourcing materials across a global, diverse supply base connected to a digital network, companies can procure the goods they need when they need it." •

10 practical ways to improve warehouse operation

By Christo Pieterse

Discover practical tips for day-to-day warehouse managers that can make a big impact.

I HAVE personally seen these tips make a positive impact in the past. You might think they are common practice, but, surprisingly, many are not in place in some operations. Even if these examples do not directly apply to you, I hope they will give you some ideas on where to start looking for and making improvements.

1. Start each shift with a team talk/roll call

A physical meeting at the start of each shift is the critical foundation to building a culture of order and structure. Even though this is standard practice in most warehouses, sometimes it isn't in place and the effects can be seen.

I suspect this was common practice decades ago, but since most companies have biometric systems, they rely on these to manage time and attendance. Often employees clock in on time, only to spend time getting ready for work and only actually commence productive work 15 to 45 minutes after they've clocked in. Make sure the meeting starts exactly on time every day.

2. Proactively manage break times

One area where most (even well-run) operations lose critical productivity is before and after break times. A 15-minute tea break commonly results in a 30- to 40-minute loss of productivity. Employees go to break too early and are not immediately back at their workstations when the break time is over. Those minutes for each person add up to huge productivity loss.

Supervisors must manage this proactively by being present at the right locations to monitor employees' movement. Employees should work productively until the break time and return to work and resume production as soon as the break is over.

3. Make sure employees have the right tools

Even if you have excellent processes and technology, if your employees do not have the right practical tools to do the work efficiently, you will get a poor output.

Tools like Stanley knives, tape guns and gloves for packing employees who work with boxes are critical. Without them, employees are left to improvise and the results are poor quality and low productivity.

Talk to your people to find out what they need to make their work faster, better and safer. Another great way to identify the shortfalls is to spend time doing the functions yourself, like picking, receiving or packing. You will gain valuable insight and also new respect from your team.

4. Ensure material handling equipment (MHE) is in good working condition

If your MHE is not in good working condition, it is not only unsafe but will cause reduced output. Don't delay any repair or maintenance work on machines as this will only create massive bills later on.

If not already in place, make sure that every machine operator fills in a checklist at the start of each shift. This list should be handed in to a central point where you can check for any issues with the machines.

5. Improve housekeeping

Housekeeping in the warehouse is one function that is always difficult to get right. Good, effective housekeeping programmes have huge benefits like improved safety, productivity improvements and reduced error rates.

Assign a specific person to be responsible per aisle or area to improve housekeeping. Divide the number of aisles by the number of employees and assign each section accordingly to a specific individual. Make clear signage boards for each aisle with the name of the responsible person. You can include a photo of the employee and a list of duties and standards that are expected.

By assigning individual ownership to each area, you will create a sense of accountability. Employees will start influencing each other positively to keep the aisles in good condition, otherwise they will have to correct it later on.

6. Look at your flow

Changing the major layout and design of a facility will be prohibitively expensive and normally not feasible. After the initial design is done, warehouse management is normally left to make do with what there is even though there might be some challenges.

But, often there are specific areas or items



that you can rearrange or change, which does not need to cost much. Look at areas where people have to move up and down between tasks that do not add directly to stock flowing out. Examples of things to focus on are computer stations, printer locations, dustbins and consumables areas.

7. Improve communication and efficiency with two-way radios

If you do not have a two-way radio for every supervisor and manager, you should consider getting one immediately. Without radios, a simple message that could be delivered quickly can take a long time because individuals have to walk long distances and spend time finding people.

Apart from the day-to-day benefits, radios can also play a huge role during emergencies.

8. Stagger shifts per activity area to reduce dead time and avoid overtime

A common problem I have often seen is that a warehouse has one starting time for all employees, even across different functions. While this makes managing time and attendance easier, it does create other problems, especially dead time and then overtime.

Let's look at a real-world example that I came across: All the employees' standard hours were 7am to 5pm. The outbound packing team had no productive work to do for the first hour or so until the pickers start dropping orders in the dispatch area. Then, later in the shift, the packing team couldn't complete the work on time and there was one hour of overtime on average each day. The simple change of letting the packers start at 8am to 6pm eliminated the dead time and overtime completely.

9. Implement a rewards and recognition programme

Sadly, it is common for the warehousing industry to be quick and efficient to punish poor performance with disciplinary action, but it is

not so good at rewarding or recognising good performance. The positive effects of an official reward and recognition programme are immense. If used correctly, it will improve the quality of work, productivity, staff morale, build a positive performance culture, reduce absenteeism and more.

First decide what categories to reward (productivity, least number of errors, MHE operator, etc.), then announce it to the team and follow through each month with a small ceremony.

10. Improve the environment to improve the quality of work

I have seen operations that are fraught with low quality output, high error rates and low staff morale. Our instincts, as warehouse managers, are to constantly focus on the employees and punish any mistakes harshly.

On closer inspection, I often find that the environment, and not the employees, is the problem. Employees wear old and damaged uniforms, or none at all. PPE, such as reflector vests and safety shoes, is worn out and damaged. If you go to the employee's change room, it is a horrible mess and a poorly maintained area. Workstations are equally chaotic, dysfunctional and neglected.

If you truly want to change the quality output of your operation and reduce the error rate, you will need to change the environment. You cannot expect employees to perform high quality work and be proud of their output if the environment they are asked to operate in is exactly the opposite.

Finally, each warehouse is unique and faces specific challenges. Take some time to look for these types of small yet practical improvements that you can make. Focus on the basic fundamentals of structure, order and discipline. Don't underestimate the impact and positive effects a small change can make. And a series of small improvements can add up to make a massive difference. •

Top 5 tips for renting a container

Renting containers has increased in popularity as businesses and individuals discover their value as a versatile storage solution with a multitude of functions and innovative uses.

IF YOU have decided to rent a container, but find yourself wondering where to start, Kashief Schroeder, Co-founder and Director of Container Intermodal Trading (CIT), has five top tips for you.

1. Specify your intent for the container

Firstly, be very clear about what you are going to use the container for and comprehensively specify this to your container company.

“A container is far more than just an empty shell for storage space. There are specific containers suitable for goods that need to be transported or stored at specific temperatures, for example. Remember that a container company also needs to protect itself against the possibility of being held liable for any damages or spoils for whatever you are going to place in the container, so any reputable container company is going to need as much information about your intentions for the container as possible,” states Schroeder.

2. Expect a credit check

Containers are an enormous expense for the companies that rent them out as part of their services, and many container companies have fallen victim to significant losses when individuals have absconded with their hired container.

“For this reason, know that is highly likely that a container company will run a credit check on you. It is also far easier to put your container company at ease by renting the container through an existing business, as they can therefore be assured that they will be able to contact you in case of any issues with outstanding payments,” Schroeder adds.

3. Containers can be custom made at minimal cost

“Containers for long-term rent can also be significantly custom made at minimal cost,” Schroeder enthuses. “One of the latest trends is

that many people are actually using containers as their primary residence, especially the younger generation or individuals with large families who need some extra rooms on their property. A reputable container company will be able to turn a container into an astonishing home, office, business or even a school. Dream it, plan it, provide your wish list and you will be surprised by how affordable this option can be for you.”

3. Choose your container provider wisely

Kashief says that proper research on the container company of choice is imperative to protect yourself from subpar service.

“Make sure that they have been around for a while. If you can, find reviews of other people’s experiences with the company. Also check if the company has verified and credible social media pages as you will be able to tell if they are actively engaging with their customers that way, and, of course, what others have to say about them.”

5. Make sure the final destination is suitable for a container

This includes making sure your container company is able to transport the container to where you need it, that the ground on site is suitable and that a secure space is available at the desired premises if you simply want to rent a container for special storage. It also always pays to read the fine print in the agreement you sign and take care of the container if it is in your possession as many contracts state that you will incur expenses for any damage.

Schroeder concludes: “By offering new and pre-owned containers for sale or rental, the CIT team has amassed a number of years in the industry. We are expanding across Southern Africa, and as a top container brokerage in Cape Town we constantly push the boundaries in container and intermodal equipment trading.”•

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What's the difference between 3PLs and 4PLs?

By Jason O'Leary, Co-founder and Managing Partner, Surety Bonds Direct

Today's logistics industry offers shippers many new and exciting options. Third-party logistics (3PL) and fourth-party logistics (4PL) have both seen an explosion in popularity and are now being used to ship all kinds of goods.

Both 3PL and 4PL offer big potential benefits for retailers to outsource major elements of their supply chain. So, what are the key differences between 3PLs and 4PLs, and which is your best option? Here are some of the main differences, along with important considerations for making the right choice.

What is third-party logistics?

A 3PL provides contract logistics and transportation services. The client retains oversight of its supply chain and processes, but the 3PL does the legwork of arranging carriers, warehouse services and other key supply chain elements.

3PL advantages

Working with a 3PL is often the most cost-effective option for small to midsize (SMB) retailers and ecommerce shippers. Many of them provide a variety of valuable services such as packaging, warehousing and inventory management on a scaled as-needed basis that makes them more accessible for an SMB.

Some 3PLs don't own their assets such as trucks and warehouses, subcontracting out functions to carriers or warehousing businesses. This can improve flexibility and create cost savings the 3PL can pass onto its customers. Large 3PLs often own their logistics assets, creating improved reliability for clients and customers.

3PL drawbacks

Businesses and 3PLs have a fundamentally transactional relationship. Advising a business

on logistics strategies typically isn't part of the deal, so don't expect any input on an overarching logistics vision. The more complex a business's supply chain, potentially the greater the number of 3PLs it has to deal with to fulfil all of its logistics needs.

3PLs also rely on economies of scale to be cost-effective. For an SMB shipper with low order volumes, this can be a problem because it makes shipping more costly. Additionally, 3PLs generally don't handle the more advanced legal paperwork and insurance issues of a supply chain, meaning they have to be handled in-house.

What is fourth-party logistics?

While a 3PL provides the assets and labour needed to move orders, a 4PL oversees and organises the entirety of a supply chain. From transportation and warehousing to project management and supply chain design, a 4PL takes care not only of day-to-day operations but broad oversight and authority over how the supply chain functions.

4PL advantages

Quality 4PLs know how to optimise and streamline shipping at every level, from packaging to last-mile logistics, in a way that creates efficiencies and provides a next-level customer experience. 4PLs can leverage a huge range of assets and provide services that can take a business's logistics to the next level. Their expertise in planning and operations can free up your time to let you focus on core business pursuits.



Many 4PLs subcontract with numerous 3PLs to create supply chain flexibility and improved performance, giving them access to a huge range of services that can be easily scaled. What's more, 4PLs provide a single contact point for an entire supply chain, reducing the need to work with a multitude of consultants and logistics providers.

4PL drawbacks

On the other hand, the cost of a 4PL is often substantial due to the number of services it provides, potentially putting it out of reach for many SMB shippers. Additionally, the basic trade-off of the 4PL is giving up some control in exchange for its expertise. Some 4PLs also may not offer the fine-grained supply chain control and transparency that many businesses demand.

Which is right for your business?

The right logistics solution for your business is the one that fits your needs and your budget. For anyone thinking 3PL vs 4PL, here are some factors to take into account:

A 4PL typically costs substantially more than a 3PL since its services cover more parts of the supply chain and include strategic planning and management services.

Many 3PLs don't own their own fleets and/or

warehouses, while 4PLs often do. That means that 4PLs (or a fleet-owning 3PL) can sometimes provide more flexibility and stability when it's most critical.

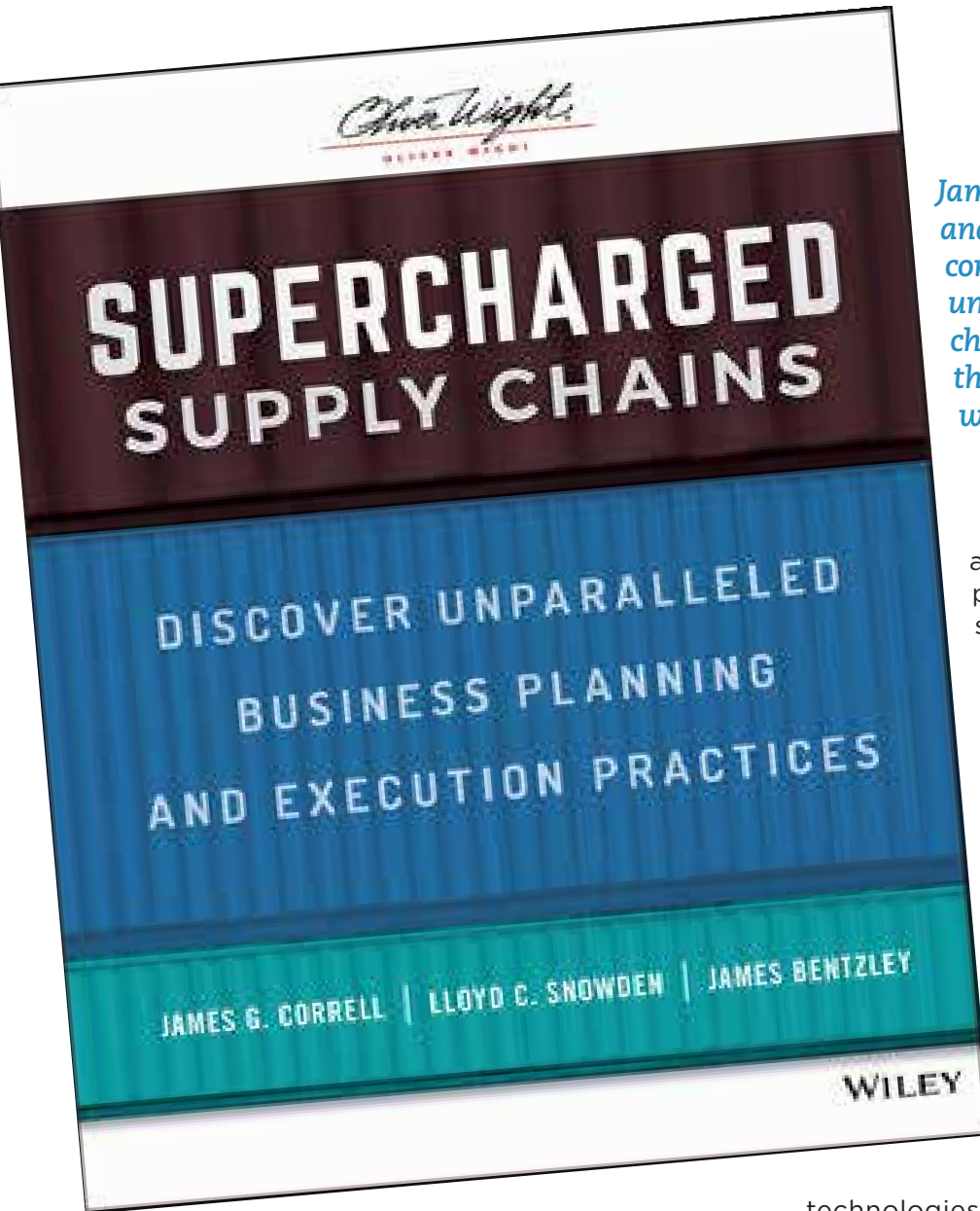
A 3PL keeps the client in the driver's seat, so to speak. For businesses that want more control over their supply chain strategies, 3PLs typically offer more visibility on the client end. But for those ready to relinquish some control, 4PLs can elevate your logistics performance.

Businesses with large, complex supply chains can often benefit from using a 4PL to provide a logistics 'nerve centre' with the resources to coordinate all of the moving parts.

Whichever system you choose for your business, remember that due diligence is critical. Any logistics partner that a business works with should have all appropriate certifications (including hazmat certificates if necessary) and carry appropriate insurance and surety bonds. These are key requirements, so any provider that hasn't taken the time to put them in order should be avoided.

Both 3PLs and 4PLs are cornerstone elements of the logistics landscape today. By knowing the differences between the two and evaluating each on its merits, you can find a better way forward for your logistics and a package of options that suits your needs. •

Supercharged Supply Chains



James Correll, Lloyd Snowden and James Bentzley from leading consultancy Oliver Wight share unparalleled practices for all supply chains, which are more important than ever in the post-COVID world.

and why unparalleled business planning and execution practices succeed.

Readers get a contemporary view of the business planning processes, learn about new technology for implementing solutions and are presented with change methods that address the people and behaviours vital to supply chain operations. Topics include demand planning, integrated business planning, master scheduling, material requirements planning, capacity planning, data accuracy, factory scheduling supplier planning, implementation, business improvement, new

technologies and more.

Outlining the practices that have boosted the health of supply chains for more than 25 years, this book:

- Describes how business excellence practices resolve common problems encountered in operating a supply chain.
- Provides strategies and methods to significantly improve customer service, financials and grow the business.
- Identifies when and how unparalleled planning and execution practices should be applied. •

SUPERCHARGED SUPPLY Chains: Discover Unparalleled Business Planning and Execution Practices provides authoritative guidance on effective supply chain management. Written by the experts at Oliver Wight, a leading global consultancy firm, the book provides readers with a clear understanding of what is required to operate at a Class A Excellent level. The operating principles are supported by practical examples and cases that demonstrate why typical approaches fail,

ECTA calls on European Commission to make zero-emission road freight a reality

As a member of the European Clean Trucking Alliance (ECTA), GEODIS supports its calls for accelerated infrastructure development within EU countries and the strengthening of CO₂ emission standards for road transport, within the context of its adoption of the Fit for 55 package.

THE EUROPEAN Clean Trucking Alliance (ECTA), a coalition calling for the decarbonisation of road freight in the EU, urges the European Commission to grab the opportunity of the upcoming proposals under the Fit for 55 Package and come up with an ambitious policy framework to make zero-emission freight a reality.

The Alliance position paper comes ahead of the Fit for 55 Package, which will shape several decisive regulations for the future of road transport: the expected review of Europe's Alternative Fuels Infrastructure Directive (AFID), the TEN-T and TEN-E regulations, the Energy Taxation Directive and CO₂ emission performance standards for light commercial vehicles.

Ramping up the infrastructure

There are approximately 40 million vehicles delivering more than three-quarters of goods in Europe. "The availability of infrastructure for zero-emission vehicles is one of the biggest challenges to decarbonising our fleets – only ambitious regulations with AFID and policy support can turn this into the greatest opportunity of the decade" says Kristin Kahl, the Alliance's spokesperson.

The Alliance calls on the Commission to establish binding targets in the AFID legislation for infrastructure in all EU member states. A minimum of two public charging stations per freight urban node by 2025 – to be increased to a minimum of 10 charging stations by 2030 – is needed to make the transition to zero-emission trucks a reality in every member state.

The TEN-T core network corridors should become zero-emission freight corridors, with sufficient charging and green hydrogen refueling infrastructure deployed at the latest by 2027 and completed by 2030 to enable zero-emission long haul trips.

Ensuring the production of zero-emission vehicles

In Europe, transport is the biggest source of emissions (around 28 percent). It is the sector with



the highest emissions increase since 1990.

To stay on course for zero emissions by 2050, the upcoming CO₂ performance standards revision is the opportunity to strengthen the standards in order to boost supply of zero-emission vehicles. The Alliance recommends having at least 50 percent of new vans sold in 2030 zero emission and, by 2035, all new vans sold to be zero emission. This is an opportunity to have almost CO₂-free city logistics in major urban centres by 2030.

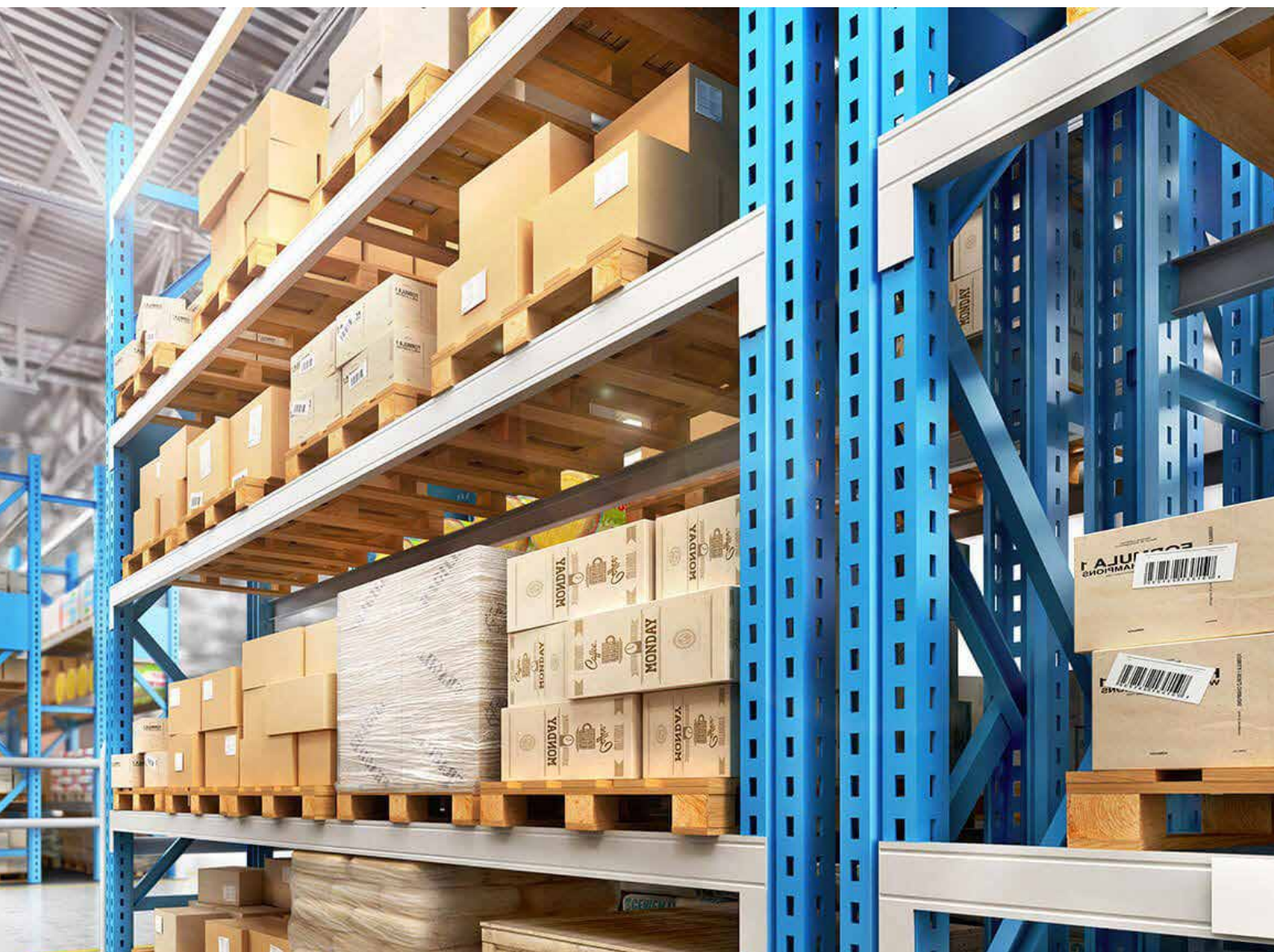
"The transport and logistics sector must play an integral part in the realisation of this ecological transition. Transport, both of goods and passengers, accounts for more than 25 percent of global CO₂ emissions. We must face this reality. During this crisis, we have seen an acceleration in the awareness of our customers to this need. We are looking forward to the arrival of new zero-emission vehicles on the market, as well as the deployment of improved energy infrastructures, which will be essential to ensure this transition," says Philippe de Carné, Executive Vice President Business Development, Innovation and Business Excellence of GEODIS. •



COVID-19's impact on logistics real estate

Courtesy Supply Chain Brain

Melinda McLaughlin, head of global research with Prologis, shares the firm's research into trends in the creation of order-fulfilment centres in urban locations in response to the stellar growth of e-commerce.



THE GROWTH of real estate for logistics purposes accelerated during the COVID-19 pandemic, even though it had been a trend before the virus hit. The reason was rapid expansion of the market for e-commerce, which requires three times as much fulfilment space as that of brick-and-mortar retail selling.

E-commerce fulfilment centres need to be close to the consumer because of the need for rapid delivery. That means locating them increasingly within urban areas, where real estate is much more expensive. But the urban facilities tend to be smaller in size, working with the more traditional giant fulfilment centres located outside cities.

In recent years, notes McLaughlin, supply chains have been prone to an increasing number of disruptions, which has raised awareness by retailers and distributors of

the need for new manufacturing and inventory models. “For retailers, if you don’t have the goods on hand, you’ve lost the sale,” she notes.

“The lesson learned from the pandemic is that the just-in-time supply-chain model isn’t really built to handle these kinds of large-scale disruptions,” McLaughlin says. As a result, merchandisers are looking to gain more control over their supply chains by getting their hands on their goods as soon as they enter the country. Often that means finding ways around the severe congestion currently plaguing major ports.

Even as they pivot towards smaller fulfilment centres in urban areas, retailers are looking to make their operations more sustainable. By shipping from such locations to the ultimate customer, they can cut overall transportation costs in half, McLaughlin says. •

Logistics support key to critical health care

By Jack R. Muhs, Regional President, FedEx Express, Middle East, Indian Subcontinent and Africa (MEISA)

Access to critical health care hinges on logistics support in the age of COVID-19.

SINCE THE beginning of the COVID-19 pandemic, the global health care industry has seen significant demand for medtech products. To keep global trade moving, express logistics providers with network strength and flexibility are continuing to play a critical role in moving pharmaceutical supplies, personal protective equipment and other essential products to communities in need.

Logistics providers with expertise in moving goods around the world have in-depth knowledge of local regulations, customs requirements and environmental conditions that help determine the right distribution route, ensuring that each shipment is delivered in a safe and timely manner. This expertise and knowledge becomes even more critical during a pandemic.

Health care customers want supply chains that are agile and reliable, giving them full transparency, control and flexibility to manage risk, and track and react to any unforeseen events in the supply chain. While visibility and control are important in most industry supply chains, they are absolutely essential for the health care sector. From manufactured biological items to pharmaceuticals, the majority of items that the health care industry ships are sensitive, critical and valuable.

Until recently, the biggest innovations in health care have often been around a breakthrough drug, vaccine or sophisticated medical device. However, logistics is increasingly playing a larger role in addressing some of the biggest challenges faced by this industry that can have an impact on cost, quality and access.

One of the recent innovations in the health care sector is the use of hyper-precise technology that enables carriers to gather, see and send data, helping to ensure near real-time tracking and tracing. Using this data, health care companies can map information such as location, light exposure, humidity, barometric pressure and shock events, which may impact the safety and effectiveness of the contents of a health care delivery.

SenseAware, powered by FedEx, is just one such example of hyper-precise technology that tracks temperature and provides near real-time tracking and information, making the entire journey of health care products more connected and accessible. This technology can be further connected using the FedEx Surround platform, which uses artificial intelligence and predictive tools to proactively monitor conditions surrounding the packages, allowing customer support agents to intervene if issues such as weather or traffic delays threaten to delay delivery timelines.

The movement of COVID-19 vaccines is likely to take place over a long period of time, and collaboration between the active ingredient producers, vaccine manufacturers, the logistics sector and government agencies is crucial to its success.

Vaccine distribution and allocation has its challenges, so supply chains must be able to adapt quickly. To address these challenges, it is essential that health care companies partner with logistics experts that have the experience, global network and technology solutions to handle their specific needs and provide customised solutions to help ensure safe and timely movement of vaccine and vaccine-related shipments.

Time-definite express transportation of critical shipments is exactly what the FedEx Express air network was built to do when it launched in 1973. Every step since then has prepared FedEx for this mission. It has decades of experience and an unrivalled global network consisting of more than 5,000 facilities, over 680 aircraft, more than 200,000 vehicles and – most importantly – nearly 600,000 dedicated team members.

FedEx stands ready to deliver COVID-19 vaccines around the world. The global transportation of vaccines will be among the most important work in the history of the company, and it is proud to be a part of the solution to end this public health crisis. •

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DSV bags another to become third-largest logistics company

Courtesy Southern Africa's Freight News

TWO YEARS after the acquisition of Swiss-based Panalpina, Danish transport and logistics company DSV Panalpina has announced the acquisition of Agility Global Integrated Logistics (GIL). The value of the acquisition is US\$ 4.2 billion.

GIL is part of Agility, a freight forwarding and contract logistics provider (3PL), which recorded revenue of US\$ 4 billion in 2020, mainly related to air and sea freight. It has a workforce of approximately 17,000 employees.

DSV recently completed the integration of the company's largest acquisition to date, the Swiss Panalpina. With the acquisition of GIL, it will become the world's third-largest transport and logistics company with a combined pro forma revenue of approximately US\$ 22 billion – an increase of around 23 percent – and a combined workforce of more than 70,000 employees.

The air and sea division, the largest in DSV



Panalpina, will be substantially strengthened with the acquisition and will consolidate its rank among the largest providers globally with close to 2.8 million containers (TEUs) and more than 1.6 million tons of air freight transported annually, says DSV Panalpina Group CEO Jens Bjørn Andersen.

He said there were many good reasons to join forces with the Middle Eastern transport and logistics provider, which is strongly positioned in the Asia Pacific (APAC) and the Middle East. •

SA freight will finally shortcut through Eswatini

Courtesy Business Insider SA

TRANSNET AND its counterpart, Eswatini Railways, have formally called for potential funders, those who need to move freight, construction managers and builders of rolling stock to get in touch – as the long-planned Eswatini Rail Link (ESRL) project inches towards breaking ground.

The state companies recently said they are looking for investors to help carry R29 billion in costs (from estimates done in 2016), construction partners and companies that can commit to moving volume freight over the link.

The project is due to see 150km of new rail connect the eastern end of a South African line at Lothair in Mpumalanga and connect with the western end of an Eswatini line at Sidvokodvo. The lines that run to those endpoints will also require an upgrade – 282km worth of upgrades for Transnet and 144km worth of upgrades on the Eswatini side.

Most of Eswatini's cargo comes from South Africa, mostly via road, and the new link could help change that. But more significantly, the new link would hook up to a north-south line that runs the length of Eswatini. Run a train from Mpumalanga's coal fields to that junction and turn left, and it is soon in the major port of Maputo. Turn right instead, and it is soon in the major port of Richard's Bay.

But though it is due to act as a backup route for trains carrying coal for export, the ESRL is being developed as a general freight line. Shifting 6.7 million tons of freight a year onto that line will help with congestion on the coal export link that runs from Mpumalanga to Richard's Bay south of Eswatini, says Transnet. And it will be able to scale up, significantly, with up to 12 trains a day each up to 2.5km long.

Transnet is now in the process of buying some 500 hectares of land required on the South African side, while Eswatini Railways is securing about 700 hectares at its end, their combined project says. •



First remotely operated forklift produced

GLOBAL LOGISTICS provider, Geodis, has partnered with Phantom Auto, experts in long-range remote operation software for unmanned vehicles, to develop a forklift truck that can be controlled from a distance. This innovative programme is aimed at improving comfort and safety, and creating job opportunities for people with physical disabilities and others who are historically underrepresented in the logistics industry.

The first successful tests took place in France as part of a multi-year cooperation between Geodis, Phantom Auto and Fenwick-Linde to create the first remotely operated forklift, capable of being controlled from thousands of miles away. It is the precursor of a revolution in the nature of work in the logistics industry, expanding opportunity to people from historically under-represented demographics e.g. women, people with physical disabilities.

This cooperation stems from a creative idea from a Geodis manager and was developed in the framework of the Geodis internal innovation programme. The solution uses a Fenwick forklift combined with Phantom's secure, network-agnostic and interoperable remote operation software to enable remote workers to operate the vehicle, unlocking efficiency and equipment utilisation gains. For example, one remote worker can operate multiple forklifts at a number of warehouses at different times of the day, all from one central location.

Geodis remote operators, also referred to as digital drivers, will be able to 'teleport' between different vehicles and warehouses with the click of a button,



all from the safety of a distant office. Phantom's software provides Geodis's remote operators with real-time eyes and ears all around each vehicle, enabling them to safely and confidently guide the vehicles from wherever is convenient.

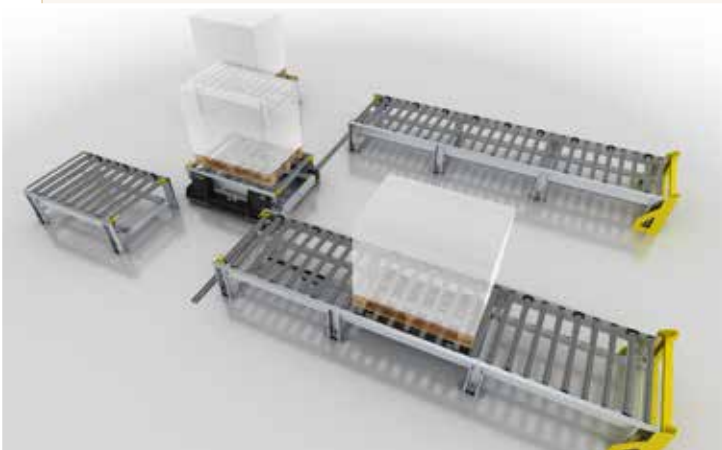
Geodis's remotely operated forklift programme contributes to reducing injuries and increasing overall safety in warehouses; reducing the number of people physically inside warehouses to enhance worker comfort; creating new future-proof remote operator jobs that can be carried out within an office environment; hiring individuals who may have physical disabilities restricting their use of traditional forklifts, as well as individuals from other historically underrepresented demographics; and recruiting from regions outside of where warehouses are located, including areas of higher unemployment.

New Smart Pallet Mover

INTERROLL HAS launched the Smart Pallet Mover, an award-winning pallet management solution for automating pallet transport in the vicinity of manufacturing machines and for

production-related picking and sequencing processes. It can be adapted as a flexible and modular pallet management system to meet a wide range of application requirements in industrial manufacturing.

The user can now automate work processes in front of the machine production to avoid manual activities in safety-critical areas and manage the pallet workflow by buffering, sorting, sequencing and carrying at the right time to deliver improvement of the machine downtime, optimising the return on investment (RoI) of the machine production cells. This not only eliminates costly production interruptions for material supply to machines, but also the risk of accidents during operation. In this way, productivity increases of up to 30 percent are possible compared to manual operation. •



Agility opens new logistics park in Maputo

AGILITY, A global logistics and warehouse provider, has opened a new Agility Logistics Park in Maputo, adding to its growing network of international-standard warehouse parks serving key African markets.

The new 290,000sqm Agility Park is strategically located on the new Maputo ring road in the Marracuene-Chiongo district, providing easy access to the burgeoning Maputo market and road connections to the major highways leading to the large markets in the north of Mozambique and to South Africa.

The 32,000m² of Agility warehousing constructed for the first phase of the development provides ready-built, secure, international-standard facilities that are available to lease by both local companies and multinationals. Tenants lease the warehouses for storage, distribution, packaging, processing, assembly and light manufacturing.

Agility warehouses meet international environmental standards and feature eco-friendly construction materials. Agility used energy-efficient roof and side-insulated panels, wind-driven roof fans, skylights for natural lighting, LED and energy-saving bulbs and solar-powered streetlights. The site will recycle paper, plastic, metal, and carton waste. It provides eco-friendly waste management services and carbon footprint reporting.

The Agility Logistics Park in Maputo is part of an expanding network of warehouse parks that Agility is funding and developing across key markets in Africa to support the development of domestic and regional trade. Other Agility Logistics Parks are located in Ghana, Côte d'Ivoire and Nigeria.

Geoffrey White, CEO Agility Africa, says, "We believe that the provision of international-standard warehouses in Africa for storage, distribution and light manufacturing is one of the fundamental building blocks necessary for economic growth. The Agility Logistics Parks enable companies, whether multinationals or small and medium local enterprises, to access quality infrastructure easily, quickly and cost effectively, enabling growth and prosperity." •



Agility Logistics Park, Maputo, Mozambique.



Port of Durban on track to be best in Africa

Courtesy Southern Africa's Freight News

PRESIDENT CYRIL Ramaphosa has said that through both operational improvements and structural reforms, the Port of Durban will reclaim its place as the best-performing port in Africa. "As part of our Reconstruction and Recovery Plan, we will continue to work tirelessly to expand infrastructure investment and transform our network industries," the President said.

In his weekly newsletter, he said if the port did not function efficiently, the entire economy suffered, from importers and exporters to consumers. "On the other hand, if the port works well it can drive economic growth and position our country as a gateway to the region and the continent," he said.

He believes there has been good progress over the past year in turning around performance despite the impact of COVID-19. "These efforts are already showing results in improved maintenance of equipment, reduced congestion, quicker turnaround times, and increased use of rail instead of road transport. Truck turnaround times have greatly improved. Similarly, the reliability of cargo handling equipment has improved to 80 percent and is heading towards at least 95 percent to meet international benchmarks. Ship waiting times have reduced to impressive levels," the President concluded. •

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DSVDirect puts power in customers' hands

Courtesy Southern Africa's Freight News

THE DEMAND for courier services is increasing exponentially as the impact of COVID-19 continues to reshape the way people live and work. And importantly, convenience and safety are major considerations when it comes to choosing a courier service.

DSVDirect has a pay-by-credit card online service for those who don't have an account – and the service offers two options, DSV Locker and DSV Courier. The DSV Locker is an any-time courier option with around 400 lockers strategically located at Engen service stations around the country. The DSV Locker has many advantages, including convenience and safety. They're also easy

to use and parcels can be tracked all the way to final delivery.

DSV Courier specialises in delivering small parcels. The vehicles travel more than 4 million kilometres each month as they collect and deliver 1.8 million parcels from and to more than 1,600 towns across southern Africa. DSV Courier offers four services: Economy, Express, Same Day and Cross Border.

The process is customer friendly. You log onto an easy-to-use platform, similar to many online shopping platforms. You follow the prompts, fill in the details needed to make the delivery possible, and then you can pay by credit card. •



Imperial enhances its digital supply chain offering

Courtesy Crown Publications

IMPERIAL HAS announced that Vitalliance, its joint venture with technology provider One Network Enterprises, has been selected to steward the OpenLMIS platform serving nine countries in Africa.

OpenLMIS is a leading electronic logistics management information system (LMIS) purpose-built to manage public health supply chains in low- and middle-income countries, including Angola, Benin, Cameroon, Côte d'Ivoire, Guinea, Malawi, Mozambique, Tanzania and Zambia.

This partnership will also augment OpenLMIS through new service tiers that offer good capabilities and services, which will further its ability to reduce stockout rates and enable health workers to provide better patient care. One of these service tiers includes the integration of One Network's industry-leading control tower with OpenLMIS to bring end-to-end supply chain visibility and coordinated planning from the point of care to global distributors and manufacturers.

A healthcare control tower provides multiparty

visibility, planning, decision-making and execution based on real-time analytics. It also assists clients in tracking orders and third-party partners involved in the healthcare supply chain at a fraction of the cost of legacy systems. The integration of this control tower with OpenLMIS has the potential for creating the largest connected healthcare network in Africa. •



PDC new official distributor of Honeywell AIDC and POS solutions in SA

THE PRINTER Distribution Company (PDC) has been appointed as an authorised distributor of Honeywell, global leader in safety and productivity services, within the sub-Saharan Africa region.

“We are very excited to have added Honeywell to our portfolio as this appointment enables our extensive partner network to add more value to their respective customers through the provision of world-class product solutions,” says Frikkie Koegelenberg, CEO at PDC.

PDC provides industrial, back and front office enterprise printing solutions for customers throughout Africa. The company also distributes a large range of mission-critical printing equipment for the office, industrial marketplace and distribution supply chain. PDC will offer innovative automatic identification and data capture (AIDC) technologies and point of sale (POS) solutions from Honeywell to its sizeable partner community.

Honeywell pioneered the barcode scanning market in the 1970s, and over the years its new technology and manufacturing innovations have helped retailers, distribution centres, transportation, logistics and health care organisations around the world operate more smartly, safely and efficiently. With automated material handling, mobility computing, software, voice, sensing and safety solutions, Honeywell Safety and Productivity Services makes supply chains faster and more efficient, as well as workers more productive and safer.

“As a company, we are proud to have secured this partnership with Honeywell as it provides improved access to our partners, allowing them to develop and service new markets. Honeywell’s innovative and connected solutions in providing real-time safety and operational intelligence are world renowned and we look forward to developing our business together,” concludes Koegelenberg. •

Cargo heists on the rise



Martin Taylor, Risk Manager at Rhenus Logistics.

AN UNPRECEDENTED surge in international freight rates of up to 700 percent is putting many companies under enormous pressure and forcing them to take drastic measures to ensure their sustainability. In some cases, organisations are left with little choice but to cut costs when moving cargo, many looking to reduce the expenses on cargo security.

According to Rob Stead, Chief Operating Officer at Rhenus Logistics South Africa, the cost of security in the supply chain can be as much as 11 percent of the value of goods. Rhenus Logistics is constantly looking at ways to minimise threats and ensure the integrity of its customers’ shipments, whilst reducing costs. The number of reported truck hijackings in South Africa has escalated over the past year by an alarming 32 percent. With the sharp increase in online shopping due to COVID-19, courier vehicles are now increasingly being targeted too.

Rhenus Logistics South Africa follows state-of-the-art security protocols, including ongoing anti-hijacking training for drivers, as well as vehicle tracking and on-board video surveillance that is monitored 24/7.

“Theft results in lost sales, but also has the potential for reputational damage should an importer’s brand be associated with a public incident. And the biggest concern is for the safety of staff members and the public.” In Stead’s opinion, it is important for cargo owners to carefully consider areas of risk mitigation to optimise these expenses. •

Imperial Logistics to import SA's COVID-19 vaccines

By Luke Daniel, courtesy Business Insider SA

SOUTH AFRICA'S health department has enlisted private companies to assist with the importation, warehousing, transporting and distribution of COVID-19 vaccines. Imperial Logistics has been selected as South Africa's preferred private import service provider, according to a recent contract circular published by the National Department of Health.

Together with the government-partnered Biologicals and Vaccines Institute of Southern Africa (Biovac), Imperial Logistics will be responsible for getting vaccines into the country. This includes providing "cold chain solutions" for temperature-sensitive vaccines.

But the company said it could not yet talk about pricing. "We are still in the process of finalising the terms of the contracts, so at this stage it is not possible to provide precise details," says Esha Mansingh, Executive Vice President of Corporate Affairs and Investor Relations at Imperial Logistics.

"The only detail we can provide is as follows... Imperial, along with Biovac, is an approved importer of the COVID-19 vaccine. In order to import medicines into SA you need to be a registered pharma company. Imperial holds the requisite license via the Market Access Business (Eden Pharma SA). Going forward, each time an order is ready for collection, Imperial and Biovac will be asked to quote for the work involved."

The Department of Health issued a request for proposals (RFP) to assist with its staggered vaccine rollout on 8 February. Imperial Logistics, which employs over 25,000 people in 26 countries, confirmed its interest in the RFP shortly after it was published.

Under the new contract, Imperial Logistics is responsible for collecting COVID-19 vaccines from the manufacturer's production site and facilitating international carriage to South Africa, covering import and export documentation, foreign airport charges, insurance and customs clearance.

In the immediate term, these importation responsibilities concern the Pfizer-BioNTech vaccine which is produced abroad. The health department expects 6.5 million doses of the Pfizer vaccine to arrive in May, out of a total 30 million due to be delivered by the end of 2021.

The Johnson & Johnson (J&J) vaccine, which was only recently released from its momentary pause, is being produced by Aspen Pharmaceuticals in Gqeberha and will not need to be imported. Imperial Logistics will, however, transport the J&J doses from the Gqeberha factory to key distribution points around South Africa, according to MoneyWeb.

Government says most internationally acquired vaccines will arrive at OR Tambo International Airport in Johannesburg, "although there may be instances when Cape Town International Airport or King Shaka International Airport will be used." •



DSV Healthcare wins tender to distribute Pfizer vaccines

Courtesy www.iol.co.za

DSV HEALTHCARE has been awarded the tender from the National Department of Health to distribute the Pfizer/BioNTech COVID-19 mRNA vaccine to vaccination centres across South Africa. This award is shared with The Biovac Institute, a public-private partnership.

In a statement issued, MD of DSV Healthcare, Anthony Diack, said they were pleased to be able to utilise its existing infrastructure and capability to serve the South African community alongside the National Department of Health.

He added that DSV is the largest private distributor of cold chain products to the public and private sectors in South Africa and has the experience, infrastructure and cold chain capabilities to support the national initiative to vaccinate communities around the country. Diack said these expertise are especially crucial when handling the Pfizer vaccine, which needs to be stored, handled and distributed at -70 °C.

"The extremely low temperatures at which the Pfizer vaccine needs to be handled are, of course, a challenge which supports the need for the appropriate cold chain capabilities and a well-developed certified distribution network," Diack says. "DSV has one of the largest GDP compliant cold rooms in the southern hemisphere and has spent many years investing in South African infrastructure and developing these specialised handling skills for both 2-8 °C and -70 °C, so I am confident we can bring the vital doses to the communities safely and securely."

It is expected that the first doses will arrive in the country in the first week of May, followed by sampling and upon issuance of the Stability Certification, the distribution of the first doses will commence. •

Shoprite expands solar PV project

Courtesy Cape Business News

THE SHOPRITE Group now generates enough electricity to power over 1,100 households (12,300 MWh of electricity) a year from solar energy, following the installation of rooftop PV (photovoltaic) panels at 19 sites in South Africa and Namibia.

The Group has also fitted 649 solar panels to the roofs of its refrigerated trucks, which generate 760 MWh annually – enough power to run 1,040 refrigerators for a full year. These allow drivers to switch off truck ignitions at delivery locations, reducing noise and exhaust pollution, while keeping the cold chain intact.

There are now 18 stores throughout South Africa and Namibia in the Group that harness the power of the sun for their operations. “Apart from these solar panel installations, we have also signed



an agreement which will see the Group procure 434,000 MWh of renewable energy per year for the next seven years,” says Sanjeev Raghubir, Sustainability Manager for the Shoprite Group. •

Hershey to get tough with suppliers on sustainability

Courtesy Supply Chain Digest

FOOD GIANT Hershey recently announced a new No Deforestation Policy, part of a strategy to meet a goal of ending any deforestation across its supply chain by 2030. Supply categories in focus with the policy include cocoa, palm oil, pulp, paper and soy, which Hershey says represent the supply chains with “greatest risk of contributing to deforestation.”

Hershey said that in the past, its approach to combat deforestation used a “commodity-by-commodity” mindset. With the new strategy, it will take a more “holistic view” of all of its agricultural supply chains.



Under the new policy, Hershey said it will now mandate that its suppliers publish the policies and procedures they use to help prevent deforestation and peatland loss, and also how they will reduce human rights violations. The new rules also say Hershey suppliers must protect the rights of indigenous peoples and local communities to give or withhold their consent to development on their lands.

The new policies state: “Suppliers must meet and communicate these requirements throughout their supply chains at a corporate group level to ensure compliance by direct and indirect suppliers and raw material producers.”

There is more, according to the UK’s SupplyManagement.com website. Hershey suppliers must also establish environmental monitoring and human rights due diligence systems, non-compliance and grievance procedures. In addition, they must create “credible” independent verification systems and training programs within their own operations, third party suppliers and raw material producers.

Hershey said suppliers that are not compliant with the No Deforestation Policy in any of their operations could be suspended or removed as sources of supply for the company. •

Directory of supporting industry associations

CILTSA

Chartered Institute of Logistics and Transport SA
011-789-7327 • www.ciltsa.org.za

CIPS

Chartered Institute of Purchasing and Supply
Southern Africa
012-345-6177 • www.cips.org/southernafrica

CSCMP

Council of Supply Chain Management Professionals
SA Round Table
011-678-1820 • www.cscmp.org

RFA

Road Freight Association
011-974-4399 • www.rfa.co.za

SAAFF

SA Association of Freight Forwarders
011-455-1726 • www.saff.org.za

SAEPA

SA Express Parcel Association
info@saepa.org.za • www.saepa.org.za

SAIIE

Southern African Institute of Industrial Engineering
011-607-9557 • www.saiie.co.za

SAPICS

SAPICS – The Professional Body for Supply Chain
Management
011-023-6707 • www.sapics.org.za

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