Government Fleet Case Study
Electricity Fleet Management and Maintenance Services

Willem Janse Van Rensburg  March 2018
Government Fleet Case Study

Introduction

Overview 2005-2018

Strategic Objectives

Strategy Implementation

RTMS Implementation

Benefits and Achievements

Committed to service excellence and protection of the environment
Introduction and Strategic Objectives
Introduction

Fleet Management & Maintenance Services

<table>
<thead>
<tr>
<th>Service</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fleet Size</td>
<td>994 vehicles</td>
</tr>
<tr>
<td>Service Providers</td>
<td>&gt; 80</td>
</tr>
<tr>
<td>Depots/Sections</td>
<td>54</td>
</tr>
</tbody>
</table>

Budget Total (FMMS)       R150 million
Budget (Operating)        R55 million
Replacement Value         R550 million
Strategic Objectives

- Policy and Strategy Development
- Asset Life Cycle Management
- Technical Standards and Functional Alignment
- Optimise fleet availability and reliability
- Maintenance schedule attainment
Strategic Objectives

- Traffic violations management, Licences and COFs
- Employee wellness, training and development
- Contract Management
- Root cause analysis and remedial action
- Repairs and breakdowns
Fleet Management and Maintenance Administration

Coordinate driver training – product specific, competency assessments, defensive driver techniques, anti-hijacking awareness etc.

Provision of specialised vehicles – shared resource on an ad-hoc basis 24/7/365

Maintenance Services and Repairs
Attend to fleet break downs 24/7/365 – after working hours contract managed

Quality assurance management:
New vehicles
Fleet Compliance audits – operational
Ad-hoc Auditing of field service repairs
Business Mission
Provision of Reliable Fleet
Fleet Licence Renewals
Consulting Services
Fleet Accident & Incident Management
Traffic Violation Management
PrDP Notification Service
Driver & Operator Training Co-ordination & Provision
Management Information System
Provision of Specialised Equipment & Operations

Business Vision
To provide functionally aligned vehicle and plant Fleet Services to empower internal clients by adopting a market oriented approach in order to deliver a competitive and cost effective service and remain the Fleet Service Provider of Choice.
Overview 2005-2018
## Electricity Fleet Overview 2005-2018

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>33 Years</td>
<td>8-15 Years</td>
<td>Whole life cycle costing model implemented</td>
</tr>
<tr>
<td></td>
<td>-&gt; Above Industry Standards</td>
<td>-&gt; Based on asset type and condition assessment</td>
<td></td>
</tr>
<tr>
<td>Functional alignment</td>
<td>40%</td>
<td>85%</td>
<td>Implementation of EAM</td>
</tr>
<tr>
<td></td>
<td>-&gt; High misalignment between vehicle specifications and operational requirements</td>
<td>-&gt; Vehicles purchased as per specific operational needs</td>
<td>Right-sizing of fleet vehicles</td>
</tr>
<tr>
<td>Fleet Availability</td>
<td>65%</td>
<td>92%</td>
<td>Daily management system implemented</td>
</tr>
<tr>
<td></td>
<td>-&gt; Work Orders open for months</td>
<td>-&gt; Work Orders closed within 14 days</td>
<td></td>
</tr>
<tr>
<td>Service Schedule Attainment</td>
<td>47%</td>
<td>98%</td>
<td>Contractor KPI’s instituted</td>
</tr>
<tr>
<td></td>
<td>-&gt; Vehicles not maintained on time</td>
<td>-&gt; Vehicles serviced as per monthly plan</td>
<td>Effective Communication</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-&gt; 100% Statutory compliance</td>
<td></td>
</tr>
</tbody>
</table>

85% - Based on asset type and condition assessment
82% - Work Orders closed within 14 days
98% - Vehicles serviced as per monthly plan
98% - 100% Statutory compliance
Understand Where You Are

- Firefighting
- Stabilising
- Preventing
- Optimising
- Excellence

- Strategy Management
- Information Management
- Technical Information
- Organisation & Development
- Contractor Management
- Financial Management
- Risk Management
- Environment, Health & Safety
- Asset Care Plans
- Work Planning & Control
- Operator Asset Care
- Life Cycle Management
- Support Facilities & Tools
- Performance Measurement
- Focussed Improvement

Primary Focus
Develop Business Processes

- TO-BE Process Mapping
- AS-IS Process Mapping
- System Requirements Analysis
- Process Workshop Sessions
- Process Improvements
- TO-BE Process Mapping
- Process Implementation
Strategy Implementation

- **Roles and Responsibilities**
- **Business Process Development**
- **Entrepreneurial Environment**
- **Daily Management System and Inspections**
- **Training and Skills Development**
- **Loading Charts and Smoke Testing**

**Locations:**
- Foreman
- Team 1
- Team 2
- Team 3
Strategy Implementation

FLEET MANAGEMENT MAINTENANCE SERVICES

INTEGRATED MANAGEMENT SYSTEM (IMS) D A S H B O A R D

IMS MANUAL
Policy

LEGAL REGISTER
www.dittke.com

Non-conformances (NCR’s)

AMENDMENTS

POLICIES

OHSAS 18001

ISO 9001, ISO 14001, OHSAS 18001 & RTMS

PROCEDURES
WORK INSTR
STANDING INSTR

RTMS

ACTION FILE

1. RECORDS
2. EXTERNAL DOC’s
### STRATEGY: RTMS / ISO 39001

<table>
<thead>
<tr>
<th>Business Processes / SAP Optimisation / ISO 39001</th>
<th>AARTO Elements</th>
<th>RTMS / ISO 39001 Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operational road shows</td>
<td>Inventory of vehicles</td>
<td>Inventory of vehicles</td>
</tr>
<tr>
<td>New vehicles are acquired in full compliance with RTA</td>
<td>Mass assessment</td>
<td>Mass assessment</td>
</tr>
<tr>
<td>Extends to all operational drivers</td>
<td>Mass verification</td>
<td>Mass verification</td>
</tr>
<tr>
<td></td>
<td>Vehicle and load safety</td>
<td>Vehicle and load safety</td>
</tr>
<tr>
<td></td>
<td>Vehicle maintenance</td>
<td>Vehicle maintenance</td>
</tr>
<tr>
<td></td>
<td>Driver wellness</td>
<td>Driver wellness</td>
</tr>
<tr>
<td></td>
<td>Training and education</td>
<td>Training and education</td>
</tr>
<tr>
<td>Self explanatory wall AARTO charts ordered &amp; received for operations</td>
<td>Awareness workshop</td>
<td>Assessment of responsibilities</td>
</tr>
<tr>
<td>Responsible persons to undertake &amp; be accountable for compliance audits identified</td>
<td></td>
<td>Self Audit</td>
</tr>
</tbody>
</table>
Mass Assessment and Verification

- Weigh vehicles
- Record and report results

Measure V-T on delivery of vehicle
Balance
Verify mass
Compile load charts to be held in the vehicle
## Vehicle Loading

### Loading Chart for Drivers

<table>
<thead>
<tr>
<th>Fleet No</th>
<th>Reg. No</th>
<th>Make</th>
<th>Model</th>
<th>GVM (kg)</th>
<th>GCM (kg)</th>
<th>V (kg)</th>
<th>Tare (kg)</th>
<th>G(a) (kg)</th>
<th>G(b) (kg)</th>
<th>Drawbar (kg)</th>
<th>Payload</th>
</tr>
</thead>
<tbody>
<tr>
<td>1431</td>
<td>CA18548</td>
<td>Nissan</td>
<td>UD 85</td>
<td>15000</td>
<td>20000</td>
<td>15000</td>
<td>8400</td>
<td>6000</td>
<td>9200</td>
<td>5000</td>
<td>6600</td>
</tr>
</tbody>
</table>

### Density of Materials

<table>
<thead>
<tr>
<th>Density of Materials</th>
<th>Clamshell</th>
<th>Front end loader</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stone 13mm: 1340 kg/m³</td>
<td>10 x</td>
<td>5 x</td>
</tr>
<tr>
<td>Stone 19mm: 1360 kg/m³</td>
<td>10 x</td>
<td>5 x</td>
</tr>
<tr>
<td>Dry Sand: 1602 kg/m³</td>
<td>8 x</td>
<td>4 x</td>
</tr>
<tr>
<td>Wet Sand: 1922 kg/m³</td>
<td>7 x</td>
<td>3.5 x</td>
</tr>
<tr>
<td>Moist Sand: 1762 kg/m³</td>
<td>8 x</td>
<td>4 x</td>
</tr>
<tr>
<td>Concrete rubble: 1865 kg/m³</td>
<td>7 x</td>
<td>3.5 x</td>
</tr>
<tr>
<td>Dry gravel: 1682 kg/m³</td>
<td>8 x</td>
<td>4 x</td>
</tr>
<tr>
<td>Wet Gravel: 2002 kg/m³</td>
<td>6.5 x</td>
<td>3.2 x</td>
</tr>
</tbody>
</table>

Grab volume is approximately 0.5 m³ and the chart has to incorporate the various materials that the specialist driver/operator encounters in the course of his duties in the operations. The driver has to take note of the vehicles data plate indicating the maximum load which can be accommodated by the load body for various materials.
Vehicle Loading

- Load should be distributed evenly over axles
- During unloading, remaining loads should be redistributed (as required)

Preferred placement indicated in photo below (when crane at back):
Load Safety - Towing Tool

The purpose of the towing tool:
Ensuring the information to be legal when towing is available to all Cost Centers.

Vehicle homologated towing capacity must match the Trailers GVM and the Driver License code must be relevant for the class of vehicle or combination.
Vehicle Maintenance
3 Circle Approach

CORE Functions
• Service Delivery

CORE Functions
• Execution of Vehicle Services and Repairs
Proactive and Reactive Maintenance
SAP Solution – Planning and Scheduling Daily Management

SAP Reports

Daily Movement Meeting

Automated Emailing System
Efficient Maintenance Planning and Scheduling

- The automation of the Daily Movement Meeting, communication and coordination between Electricity Fleet, Cost Centers and Vendors ensures high maintenance schedule attainment and minimum “NO SHOWS”.

Maintenance and Scheduling Tasks
- Manual (before 2012)
  - Routine Communication & Co-ordination tasks: 42%
  - Productive time spent on Maintenance Scheduling and Planning tasks: 58%

Maintenance and Scheduling Tasks
- Automated (After 2014 -2018)
  - Routine Communication & Co-ordination tasks: 2%
  - Productive time spent on Maintenance Scheduling and Planning tasks: 98%
Driver Training and Development
PrDP Management and Control

PrDP Renewals

All PrDP renewals are managed and controlled by Fleet Management Administration.

1. The maintenance of a PrDP driver detail database for all Electricity Drivers.
2. Coordination of medicals required for assessment of driver fitment.
3. Necessary photographs for PrDP licenses.
4. Payment of PrDP licensing fees.

Driver ID Keys

Driver ID keys are programmed with:

1. Class and code of drivers license.
2. Expiry date of PrDP licence.

This ensures that drivers only drive vehicles for which they are licensed.
## Driver Training
### Workplace Skills Plan

### DRIVERS

<table>
<thead>
<tr>
<th>Grade</th>
<th>Surname</th>
<th>First Name</th>
<th>Staff No</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO Grade 3</td>
<td>Adams</td>
<td>Indri K</td>
<td>100000875</td>
</tr>
<tr>
<td>Driver 2</td>
<td>Arendse</td>
<td>Lucas</td>
<td>10228922</td>
</tr>
<tr>
<td>Driver Grade 2</td>
<td>Brown</td>
<td>Winston</td>
<td>10028840</td>
</tr>
<tr>
<td>Driver Grade 2</td>
<td>Charles</td>
<td>Neville</td>
<td>10018409</td>
</tr>
<tr>
<td>Driver 3</td>
<td>Cloete</td>
<td>Arnold</td>
<td>10001615</td>
</tr>
<tr>
<td>MPO Grade 2</td>
<td>Cloete</td>
<td>Tatilom</td>
<td>10001596</td>
</tr>
<tr>
<td>Driver Grade 2</td>
<td>Cordoons</td>
<td>Peter</td>
<td>10001751</td>
</tr>
<tr>
<td>Driver Grade 2</td>
<td>Davey</td>
<td>Ashley</td>
<td>10002042</td>
</tr>
<tr>
<td>Driver 1</td>
<td>George</td>
<td>Mark</td>
<td>10028885</td>
</tr>
<tr>
<td>MPO Grade 4</td>
<td>Hartnick</td>
<td>Theordore</td>
<td>10004560</td>
</tr>
<tr>
<td>Driver 2</td>
<td>Jada</td>
<td>William</td>
<td>10017191</td>
</tr>
<tr>
<td>Driver Grade 2</td>
<td>Khan</td>
<td>Shuban</td>
<td>10004896</td>
</tr>
<tr>
<td>Driver 2</td>
<td>Makalaba</td>
<td>Wilson</td>
<td>10029062</td>
</tr>
<tr>
<td>MPO Grade 2</td>
<td>Mars</td>
<td>Nicholas</td>
<td>10005066</td>
</tr>
<tr>
<td>Driver 2</td>
<td>Materne</td>
<td>Zweephyturn</td>
<td>10005419</td>
</tr>
<tr>
<td>MPO Grade 3</td>
<td>Petersen</td>
<td>Walter</td>
<td>10007254</td>
</tr>
<tr>
<td>Driver Grade 2</td>
<td>Pillay</td>
<td>Sydney</td>
<td>10007561</td>
</tr>
<tr>
<td>Driver 1</td>
<td>Pretorius</td>
<td>John</td>
<td>10028971</td>
</tr>
<tr>
<td>Driver Grade 3</td>
<td>Raal</td>
<td>Edward</td>
<td>10007742</td>
</tr>
<tr>
<td>MPO Grade 2</td>
<td>Rabenheimer</td>
<td>Nel</td>
<td>10007527</td>
</tr>
<tr>
<td>Driver 1</td>
<td>Skei</td>
<td>Fumide</td>
<td>10008423</td>
</tr>
<tr>
<td>Driver Grade 2</td>
<td>Siba</td>
<td>Michael</td>
<td>10008472</td>
</tr>
<tr>
<td>Driver 1</td>
<td>Stelger</td>
<td>Robert</td>
<td>10028518</td>
</tr>
<tr>
<td>Driver Grade 2</td>
<td>Theunissen</td>
<td>Rustled</td>
<td>10009169</td>
</tr>
<tr>
<td>Driver 2</td>
<td>Trope</td>
<td>Arwin</td>
<td>10009280</td>
</tr>
<tr>
<td>Driver Grade 2</td>
<td>White</td>
<td>Ivan</td>
<td>10009244</td>
</tr>
<tr>
<td>Driver 2</td>
<td>Zhikala</td>
<td>Elia</td>
<td>Contract</td>
</tr>
</tbody>
</table>
# Driver Training
## Driver Assistance Programme

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>DRIVER'S ASSISTANCE PROGRAMME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. PREPARE THE VEHICLE</td>
<td>1. PREPARE THE VEHICLE</td>
<td>Driver Category</td>
<td>Operate a rigid light vehicle (5 days) UNIT STANDARD: 123257 Level 2 10 Credits</td>
<td>Operate a rigid heavy vehicle (5 days) UNIT STANDARD: 123259 Level 4 15 Credits</td>
<td>Operate a combinatio n vehicle (5 days) UNIT STANDARD: 123253 Level 4 20 Credits</td>
<td>Defensive and Economical driving (1 day) + 1 hour assessment after 4 weeks</td>
<td>Defensive and Economical driving, gravel road driving (combo) (5 days)</td>
<td>Anti-hijack (1 day)</td>
<td>Defensive and Economical driving + anti-hijack (2 days + 1 hour assessment after 4 weeks)</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Mechanical System A ✓ ✓ ✓</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Electrical System A ✓ ✓ ✓</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Electrical System Components: A ✓ ✓ ✓</td>
</tr>
</tbody>
</table>

### Driver Category

- **A** New Entrants & Business
- **B** Frequent Accidents/Incidents
- **C** Existing Staff
- **D** Specialised Staff
- **A&C** New Entrants & Business & Existing Staff
- **B&C** Frequent Accidents/Incidents & Existing Staff

- **Mitigating Risk**
- **Increase Public Safety**
- **Increase Driver Safety**
- **Enhanced Driver Awareness**
- **Increase Fleet Availability**
Records and Documentations
Performance Assessment - Self Audit

- Daily Inspection sheet checks by supervisor
- Filing of Documentation
- SAP notifications tracking
- Monthly documentation and certification audits
Daily & Monthly Statistics
Benefits and Achievements
Benefits: Functional Alignment

Before 2007
Incorrect vehicle for purpose

Fit for purpose – No
Passenger safety – No
Conformance to Road Traffic Ordinances – No
Driver Ergonomics and Passenger Comfort – No

2018
New Generation Mobile Workshops

Fit for purpose
Passenger safety
Conformance to Road Traffic Ordinances
Driver Ergonomics and Passenger Comfort
Benefits: Functional Alignment

Before

Vehicle Type – 10 tone A/P truck
Purpose – Street light maintenance
Extra vehicles/equipment required – Crane truck, passenger vehicle, slings, 3 workers

2018

Vehicle Type – 6x4 A/P and Crane (2in1) – operates in almost all road conditions e.g. steep inclines, dump sites
Savings on personnel – 2 persons instead of previous 3
Safety Considerations – Pole manipulator present, no need for ropes
Operational Efficiencies – More functions performed with less resources and shorter lead times
Average Work Order – Proactive Maintenance

54% Reduction in WO age since implementing improvement initiative.
• At least 98% of all planned services are completed in the planned month.
• All vehicles are serviced within the required statutory limits i.e. Statutory Compliance = 100%.
• Daily Movement Meeting, effective communication and maintenance coordination between Electricity Fleet, Cost Centers and Vendors ensures high vehicle availability.
• This is also shown by the decrease in number of work orders per vehicle per year.
Fleet Size vs Work Order Count per Financial Year

Fleet Size vs. Repairs and Maintenance Work Order Count

- Gradual decrease in Work Order count while fleet size increases shows an increase in Mean Time Between Failures (MTBF) due to proper fleet maintenance and life cycle management. Thus increasing Fleet Availability.
New Initiative - Speeding Reports (Vehicle Tracking)

- Performance tracking and trending by reporting
- Change in driver behavior
- Refer to incident committee on serious offenders.
Speeding – Change in Driver Behavior

Number of Excessive Speeding Incidents in Past Five Months
# Speeding – Disciplinary Matrix

<table>
<thead>
<tr>
<th></th>
<th>1 - 10km</th>
<th>11 - 29km</th>
<th>&gt;30km</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 - 10 Occurrences</strong></td>
<td><img src="image" alt="1-10km" /></td>
<td><img src="image" alt="Informal Hearing" /></td>
<td><img src="image" alt="Formal Hearing" /></td>
</tr>
<tr>
<td>11 - 20 Occurrences</td>
<td><img src="image" alt="Two written counsellings" /></td>
<td><img src="image" alt="Informal Hearing" /></td>
<td><img src="image" alt="Formal Hearing" /></td>
</tr>
<tr>
<td>&gt; 20 Occurrences</td>
<td><img src="image" alt="One written counselling" /></td>
<td><img src="image" alt="Formal Hearing" /></td>
<td><img src="image" alt="Formal Hearing" /></td>
</tr>
</tbody>
</table>
Traffic Violation Reporting

Electricity Generation and Distribution
Fleet Management
Traffic Violations - Overview

Sean Beasly Monthly Report - April 2017

YTD count of all fines

Traffic Fine Types This Month

Cost of Fines. YTD Total = R 2800

Top 5 Traffic Violation Offenders

Name | Count
--- | ---
Collie Van Rooy | 4
Nokuthula Zizwe | 2
Sergio Snell | 2

YTD Serious Offences

Name | Offence
--- | ---

Violations this Month

Name | Fleet Number | Offence | Cost | Serious
--- | --- | --- | --- | ---
Nokuthula Zizwe | 1581 | EXCEEDING THE SPEED LIMIT BY 11 KM/H TO 15 KM/H | R 200 | No
Nokuthula Zizwe | 1581 | EXCEEDING THE SPEED LIMIT BY 16 KM/H TO 20 KM/H | R 400 | No
Collie Van Rooy | 1493 | EXCEEDING THE SPEED LIMIT BY 11 KM/H TO 15 KM/H | R 200 | No
Collie Van Rooy | 1493 | EXCEEDING THE SPEED LIMIT BY 16 KM/H TO 20 KM/H | R 400 | No
Collie Van Rooy | 1493 | EXCEEDING THE SPEED LIMIT BY 21 KM/H TO 25 KM/H | R 600 | No
Lubabalo Thoni | 636 | EXCEEDING THE SPEED LIMIT BY 11 KM/H TO 15 KM/H | R 200 | No
Sergio Snell | 701 | EXCEEDING THE SPEED LIMIT BY 16 KM/H TO 20 KM/H | R 400 | No

No Unlicensed Drivers
No Roadworthy Violations
No Overloading
Benefits: Reduction in Traffic Violations and Accidents

Total Traffic Violations: Electricity Global Statistics

Fleet Incident Rate per million km

Traffic Violations, Accidents and incidents measured and monitored monthly

Monthly reporting to management

Driver training according to requirements
Benefits: Reduction in Traffic Violations and Accidents

Incidents Committee analyses speeding, traffic violations and accident reports and takes appropriate action

LCS 6.4.44 – Incidents Committee Process

Committee Members
- Fleet Management Representatives (AO3, Fleet Clerk, Head of Fleet)
- Line Management
- Staff member(s) involved
- Industrial Relations (IR) officer where required
- Electricity Asset management officer

Trigger: Incidents
The incidents include public complaints, accidents, traffic violations (above acceptable tolerance), negligent driving, passing red robots, parking on red zones or any other incidents of a serious nature. Upon occurrence, the responsible authorities must be notified and summoned to the Incident Committee meeting.

010 Review Incidents
The Committee reviews the incidents at hand, makes the necessary decisions and compile a proposal. The proceedings of the meeting must be minuted.

020 Communicate proposal to line management
The proposal made by the Incident Committee must be communicated to the line management.

030 Execute and provide feedback
The line management executes the proposed resolutions and provides feedback to the Incidents Committee.

040 Close Case
Once there is evidence that the corrective measures or proposals have been implemented, the case can then be closed.
Benefits: Employee Wellness - Driver Overtime Reduction

Driver overtime reduced by 61%
- Monthly overtime monitoring
- Improved work planning and control
- Improved employee wellness
- Enforcing Health and Safety regulations
- Demand Driven

Average Overtime Hours per Driver per Month (2012-2017)

- 2012: 92
- 2013: 54
- 2014: 44
- 2015: 11
- 2016: 9
- 2017: 36

Monthly Report
Benefits: Efficiency Improvements

- Fuel Consumption Improved from 17l/100km to 12.8l/100km
- Carbon footprint improved by 24%

Average Fuel Consumption

- Year 2008: 17l/100km
- Year 2017: 12.8l/100km
Benefits: Employee Wellness - Skills development

Before 2007
- 10% Compliant
- 90% Non-compliant

Aerial Platform and Crane Operator Certification
- 100% Compliant
- 0 Non-compliant

2018
- 100% Compliant
- 0 Non-compliant
Achievements

- Green Supply Chain Award • Awarded in June 2009
- OHSAS 18001 • February 2011
- RTMS Accreditation • March 2011
- ISO 9000 & ISO 14001 • March 2012
- Pragma Asset Management Silver Award • August 2012
- ISO 39000 • September 2015
- Future Goal: ISO 55000 • Target – 2 years time
Electricity’s kings of the road

One of the City’s largest municipal transport fleets has been crowned best on the continent for best practice and commitment to promoting traffic safety.

Outstanding standards: Electricity Services staff who contributed towards earning the Department’s ISO accreditation for its fleet management. Front row, from left: Nwentsa Bam (senior driver), Neliswabo Nkosi (senior rigger), Jeffrey Engel (foreman), Themba Simon Mokoena (senior superintendent), Roberta Kroeg (admin officer), Nigel Diedericks (superintendent). Meagan Williams (senior driver) and Vuyisile Sibisi (asset care). Back: Kyle Fonseca (technician), John Jardine (senior technician), Abel Matlala (asset care), Jared Flynn (asset care), Jerome Gutabi (specialist engineering artisan), Charles Abrahams (technician), Ashley Davy (senior rigger), Alton Phag (specialist engineering artisan), Suban Khan (mechanical plant operator), Grade 2, Randall Nkosi (specialist engineering artisan), Zolile Izanga (driver), Thembalwa Mazwane (driver), Vuyisile Mokoena (senior rigger), Eric Matthews (admin officer), Jean Diedericks (senior professional officer), Judy Josephs (desk), Rochele Theres (senior desk), Willem Janssens van Rensburg (Head: Fleet Management and Maintenance Services) and Nyanda Ngqawu (driver).

“IT’s a great credit to Willems and his team. Since he was appointed as fleet manager in September 2005, he has worked towards this ISO certification. Many public and private organisations have come to study our fleet, including Johannesburg’s City Power, the Durban and Buffalo City metros, Namibia Water and Namibia Power, and the retailer Spar. He’s also provided technical advice to the Saldanha Bay Port Authority. It also reduced average fuel consumption from 17.3 to 11.7 litres per 100 km.

About ISO standards

ISO, the International Organization for Standardization, is an independent, non-governmental organization that began in 1926 as the International Federation of the National Standardizing Associations. It is based in Geneva, Switzerland. It develops voluntary international standards, providing common standards between nations. Nearly 20 000 standards have...
Thank you
Thank you.

City of Cape Town Electricity Fleet Management and Maintenance Services.
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