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MISSION & VISION

Mission

* Africa Link Transport is a growing transportation business that strives to meet the needs of its customers for its total value by providing an excellent transportation services to various business entities.

Vision

* To build an empire within the transport sector and be one of the best transporters, thus providing excellent services with integrity to all our clients within the SADAQ region.
Africa Link Transport was founded by Sunshine Bennett, who began his working career in the Transport Sector as a driver and worked his way up to Operations Manager and later owned a fleet of his own.

With vast knowledge and experience he has earned, he founded Africa Link Transport.

Started with 1 truck UD Nissan having an ad-hoc work at Palesa Mine and with determination the company grew from 2007 to 2018 from 1 truck to 59 trucks respectively and currently employed 143 people.

Our company is equipped with trailers such as flatbeds, taut liners, side tippers, drop sides and a moving trailer.

Our main route is Gauteng, KZN, Western Cape, Northern cape and Swaziland.

Existing cross boarder routes is Maputo, Swaziland, Zimbabwe and Namibia.

Our main office is in Delmas and a branch in Ekangala.
Our focus

* Overload and Under loading Optimization
* Service and Maintenance of fleet
* Driver wellness
* Road safety (Evidence by a reduction in the number of accidents)

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* At first it was just systems that exists without guidelines and self regulation. A vivid lady appeared and with lots of energy she challenged not only the director but the company to realise were cost can be served and change the way we run the business with lots of financial benefits and also realising how one can have a firm grip of the business with understanding of the RTMS and NRTA.

* The quest stated August 2017 and worked hard until we achieved it recently in October 2018

* As a company we have come to realise that being compliant with RTMS is not something that you do just to access certain benefits that come with the safety regulations and systems but it has become a lifestyle we hope to uphold with pride and integrity
### Comparing Under-Loads and Overloads

<table>
<thead>
<tr>
<th>Items</th>
<th>Aug-18</th>
<th>Sep-18</th>
<th>Oct-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Number Of Loads</td>
<td>995</td>
<td>1012</td>
<td>1095</td>
</tr>
<tr>
<td>Under Loads</td>
<td>80</td>
<td>74</td>
<td>32</td>
</tr>
<tr>
<td>Overloads</td>
<td>123</td>
<td>117</td>
<td>49</td>
</tr>
</tbody>
</table>

- Under Loads: Lower values indicate under-loading, which is generally safer.
- Overloads: Higher values indicate overloading, which can be unsafe.

**Chart:**
- **Aug-18:**
  - Total Number Of Loads: 995
  - Under Loads: 80
  - Overloads: 123
- **Sep-18:**
  - Total Number Of Loads: 1012
  - Under Loads: 74
  - Overloads: 117
- **Oct-18:**
  - Total Number Of Loads: 1095
  - Under Loads: 32
  - Overloads: 49

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Our Workshop

Tyre Bay
Panel Beating
Wash Bay
Service Centre

We strive to keep all of our vehicles in the best condition and road worthy at all times. We do our own repair in that way we create job opportunity in local communities while cutting the costs on breakdowns.

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### Service and Maintenance of Vehicles Comparison

<table>
<thead>
<tr>
<th>28 Trucks</th>
<th>August</th>
<th>September</th>
<th>October 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance</td>
<td>16</td>
<td>36</td>
<td>48</td>
</tr>
<tr>
<td>Service</td>
<td>7</td>
<td>9</td>
<td>12</td>
</tr>
</tbody>
</table>

*Graph showing maintenance and service for August, September, and October 2018.*

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**ROAD SAFETY**

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<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>15</td>
</tr>
<tr>
<td>2017</td>
<td>13</td>
</tr>
<tr>
<td>2018</td>
<td>6</td>
</tr>
</tbody>
</table>

**ACCIDENTS**

- 2016: 44%
- 2017: 38%
- 2018: 18%

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All ALT drivers go for an annual medical check-up

Currently 2 drivers with chronic illness.

Goes for check up every month

Training after every 3 months on how to look after themselves and importance of getting medication

Extended leave days and resting ours.

* In order to know which is a driver of the month

* we first check their diesel consumption and their speed and those that best suit the description get rewarded with a bonus and certificate for each quarter.
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### Compliance to Speed Regulations

<table>
<thead>
<tr>
<th>Start Date Time</th>
<th>Fleet No</th>
<th>Duration</th>
<th>Value</th>
<th>Reg No</th>
<th>Driver</th>
<th>Offence</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018-10-03T05:06:54Z</td>
<td>ALT041</td>
<td>01:48:37</td>
<td>91</td>
<td>JNJ546MP</td>
<td>Alex</td>
<td>Verbal</td>
</tr>
<tr>
<td>2018-10-03T06:56:12Z</td>
<td>ALT041</td>
<td>00:43:49</td>
<td>93</td>
<td>JNJ546MP</td>
<td>Alex</td>
<td>Verbal</td>
</tr>
<tr>
<td>2018-10-04T13:45:29Z</td>
<td>ALT042</td>
<td>01:38:15</td>
<td>99</td>
<td>JNJ547MP</td>
<td>Marvin</td>
<td>Written</td>
</tr>
<tr>
<td>2018-10-09T09:58:10Z</td>
<td>ALT043</td>
<td>01:02:21</td>
<td>97</td>
<td>JNJ548MP</td>
<td>Mtombo Thulani</td>
<td>Written</td>
</tr>
<tr>
<td>2018-10-16T14:00:09Z</td>
<td>ALT044</td>
<td>03:37:51</td>
<td>93</td>
<td>JNJ549MP</td>
<td>Lovemore</td>
<td>Verbal</td>
</tr>
<tr>
<td>2018-10-17T13:07:17Z</td>
<td>ALT052</td>
<td>02:08:56</td>
<td>96</td>
<td>HC89WXGP</td>
<td>Sibusiso M</td>
<td>Written</td>
</tr>
<tr>
<td>2018-10-22T03:35:22Z</td>
<td>ALT045</td>
<td>01:26:34</td>
<td>86</td>
<td>JNJ550MP</td>
<td>Sipho Sifudza</td>
<td>Verbal</td>
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<tr>
<td>2018-10-23T08:24:57Z</td>
<td>ALT051</td>
<td>02:52:03</td>
<td>92</td>
<td>HC89XLGP</td>
<td>Mancoba</td>
<td>Verbal</td>
</tr>
</tbody>
</table>
In 2016 the speeding was high cause we had no self regulatory system in place, in 2017 that is when we see a great difference from then a decrease in speed

RTMS clearly made a difference in Africa-Link Transport, as can be seen above. From 2017 Results shows that Africa-Link have improved so much from where we started.

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