



ASPASA

NEWSLETTER

OCTOBER
2025

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FROM THE ASPASA DIRECTOR'S PEN

SANS 1083 Asphalt and Seals

We met with SABITA's Technical experts to discuss the comments of SANS 1083 Part 4 and Part 5.

The comments were circulated twice to members for input, and the final session will be on 19 November 2025 where we will submit to SABITA for further clarity and readiness for submission to SANS.

It was an interesting engagement, learning more about the topic and technical aspects. It is an entirely different conversation all together.

Letisha van den Berg
ASPASA Director
 **ASPASA**
Small surface mine association



Policies for 2026

The draft policies for 2026 were circulated for member feedback, and we received several responses confirming that members remain satisfied with the current content.

In addition, we will incorporate a formal commitment to advancing zero harm in alignment with the MHSC milestones, as well as reinforcing sustainability principles to support the circular economy within our Health & Safety and Environmental policies.

Ballast

Transnet was not ready to produce the latest version of the S406 and S410 after further engagement with them. They follow a strict ISO9001 process with any change in documentation and it takes longer than normal processes. We await our next available date to meet with the Transnet policy writers.

IQSA ASPASA Symposium

The Symposium brought together industry, students, experts and suppliers to learn and network together. The new topic of men's health was an eye opener for all participants. To feel is not a comfortable process, to admit that you feel is even harder and to act on the feelings almost impossible in many cases.



ASPASA & IQSA Team

Our thanks goes to IQSA Tery Pop, Holding Space Circles Mervyn Canham, ENS Africa Emile Cronje and Zinzi Lawrence, Alta Swanepoel, Learning Matters Barry Pearce, BME Jacques Botes, Umhlabla Lynn Whittington-Jones, Afrimat Andre Van Heerden and AVA Anton Fourie.



Alta Swanepoel



Barry Pearce

MPRDA, Royalty Tax, AARTO, COTO/COLTO, blasting optimisation, Environmental management, Fleet optimisation utilising ADKAR change management model and the technology used from AVA. This is in a nutshell what a Mine Manager must deal with from day to day.



Zinzi Lawrence

Small mines do not have the resource at hand to assist with all aspects of compliance; hence we arrange these sessions to support and inform as much as we can.



Emile Cronje

I must highlight Pilot Crushtech, they halted their entire manufacturing production day to host us on the 2nd day of the symposium. The absolute pride in the locally manufactured equipment is evident from each Pilot Crushtech employee. And it is a massive achievement and rightfully showed off.



Jacques Botes



Anton Fourie



Andre Van Heerden



Vertice Mobile Occupational Health Services



ASPASA constantly looks for opportunities to streamline and improve on the geographical challenges of various services utilised by mines across South Africa.

Vertice presented their offering to ASPASA and there is definitely opportunity in their mobile fleet linked to DOH activities. We will arrange a session with a few OMPs to evaluate possibilities further.

Minerals Council South Africa TMM CPS Symposium

ASPASA supported the Symposium as Keynote speaker and industry member sharing the MOSH Traffic Management and CPS journey.

ASPASA members never sat back since 2014 we actively assisted in creating the now MOSH TMM Surface mine traffic management document.

We started a trial on level 7 as early as 2016 and visited De Beers to familiarise ourselves with the technology. In 2017 we started the formal TMM Risk Evaluation through the MITACOM process and assisted in developing the CPS Specification document for CPS Supplier tenders.

We engaged with 16 CPS suppliers at the time, with the responses on the specifications we realised we need to drive traffic management harder.

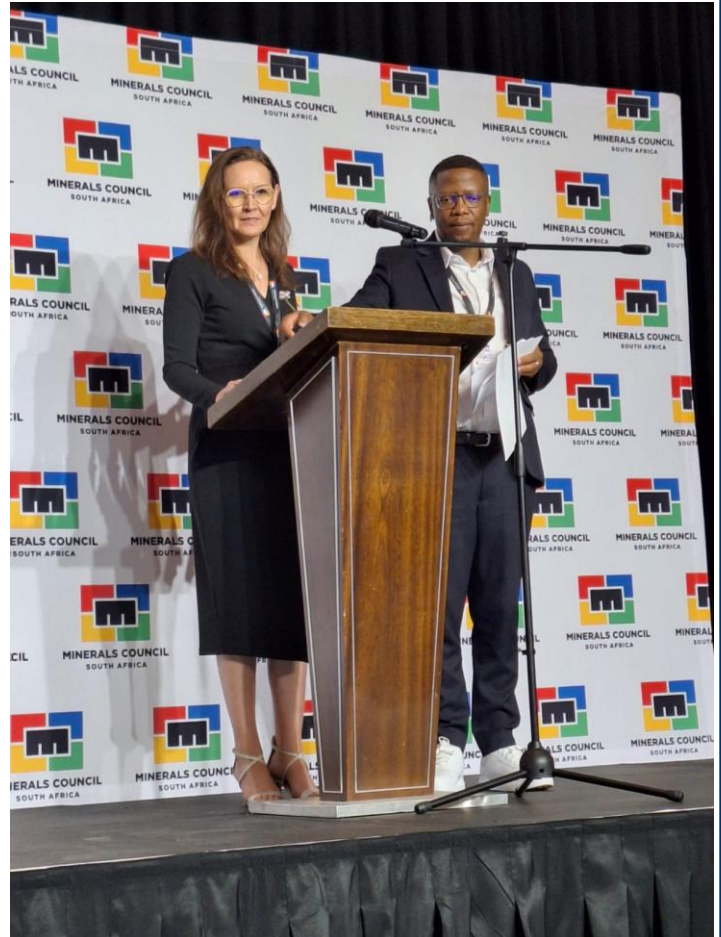




This was during 2019, but we did continue with the level 9 trial engaging with multiple stakeholders even OEM form UK and America. Of the 78 lines of specifications not one supplier in 2019 passed the UP test and this drove us even more to focus on traffic management. The specifications were altered and as feed was given on the trial outcomes.



All we ask for is a real risk-based approach with consequences and likelihood linked to our size of fleet, employees and production. The consequences of TMM collision are the same at any mine but the likelihood is vastly different. Resource to maintain the equipment is one of the major concerns for small operations. These technologies are complex and the skill very different and specific, this must be taken into consideration. We cannot play with people's lives, with drive traffic management hard.





Afrimat Vredendal

I took this trip just before the NIXT conference and had only 2 days to cover 900km to reach members.



I visited Vredendal for the first time in 2017, and during my initial visit, it was clear that there was very little appetite for safety or health compliance.



Over time, the team began a focused effort to drive a cultural shift within the team. As those familiar with behaviour-based safety and culture transformation will know, this is a gradual process that requires sustained commitment. Industry experts indicate that achieving a meaningful culture change can take up to eight years, and they have approached this journey with that understanding.



I am pleased to say that the team's hearts and minds are converted towards zero harm. It is now a pleasure to walk the operation and have people engaging openly and comfortably. I cannot wait to see the operation in a few years again, specifically the mine planning.



Afrimat Langvlei

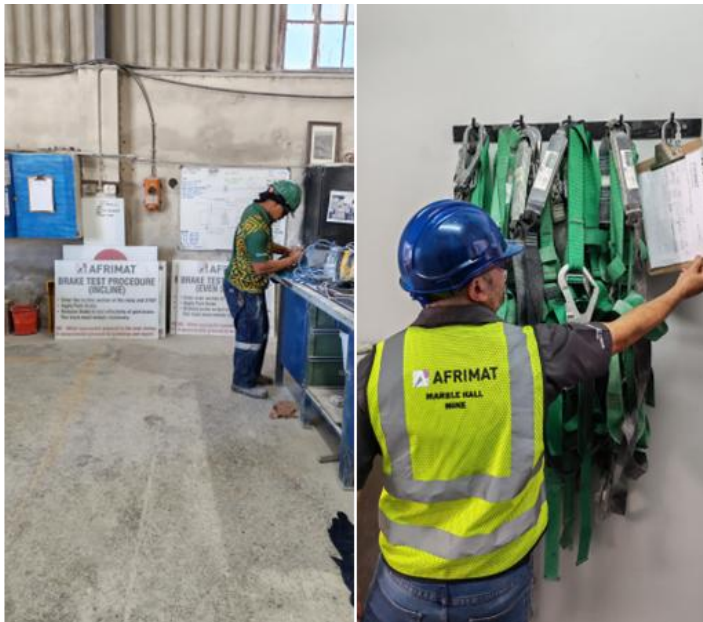


I also met this team during 2017, and the first visit was also not a pleasant one. The culture shift at this operation did go quicker as leadership started with early interventions.





A true leader having the hard conversations, admit shortcomings and finding solutions through various resources. This mine's mine planning was even worse than Vredendal with multiple pits with no mine planning, one could not really call it a quarry pit, it was random holes.



We visited every area that was a mess in 2017, and each area improved drastically. The shift towards pride in the workplace is evident everywhere. This operation also installed robots packing the lime bags, interaction with the forklift and pedestrian eliminated altogether.



There are still human intervention and jobs but with different tasks. Pedestrian walks ways clearly mark the route to walk and blocking one from walking straight from sunshine into the dark packing warehouse. A brilliant initiative, creating immediate safe access. I know all the processed planned have not been implemented yet, but I know it will come quickly.



Worcester – Powergate

During my visit at Afrimat Langvlei I saw Trevor from Powergate busy with the Dover testing. Cape Town had a challenge with regards to a lack of local MQA training providers in Cape Town. Powergate is building a huge training facility in Worcester and I know a few members visited the site already.



I did as well, a very neat construction site with a team producing quality build work. We will engage further with Powergate for facility use and closing training gaps.



NIXT Conference

First, I must promote the NIXT platform, this platform brings together Explosives SAPS, Manufacturers and Transporters of explosives, DMPR and industry. They are specialist in in the field of explosives manufacturing, storing, handling and security.



Corrie Rautenbach is the Secretary General of this forum and ASPASA is an Associate member of NIXT to ensure we stay up to date with explosives legislation and technologies related to blasting processes.



They have put together a programme with Col Van Staden, Lt. Col Smith covering the Act and how Zama Zama impact each one of us. Thurgan Naidoo of AECl did a brilliant session on The Change Conversation focussing on the process rather than methodologies. Douglas Twiggs of Unitrans gave an insightful session on truck driver incidents and accidents and the role of AI; I now want to stay off roads between 12:00 and 13:00.

Kaylee Baker from AECl presented on a recent study of the possible effect aluminium can have on ammonium nitrate. Jacque Bota from BME did their Optimising Blast designs for community safety session.

It was good to see ASPASA members attending the session, I hope to see more at the next event in Gauteng.



Dear ASPASA Members,
As we approach the festive season, we would like to take this opportunity to thank you for your continued support and commitment throughout the year. This is a time to pause, recharge, and enjoy special moments with family and friends. Please remember to stay safe and take care during your travels and celebrations. Your well-being is important to us. Our offices will remain open on business days and will be on standby to assist you should you need any support during this period.
Wishing you a joyful festive season and a prosperous New Year!



NOVEMBER MEETINGS AND EVENTS

- **19 Nov** – Final input SANS 1083 Part 4 and 5
– Virtual (10h00 to 12h00)



Why Are Women Shutting Down South Africa?

South Africa is facing one of the most violent and deadly gender-based violence epidemics in the world.

In just one year, **5,578** women were murdered - a **33.8%** increase from the previous year.

South Africa's femicide rate is **six times higher** than the global average.

WOMEN FOR
CHANGE

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Liaising with Government and Industry bodies, to be the voice for small scale mining. Support small scale mines with relevant information and legal updates. Supporting the supply chain of small-scale mining by meetings, introductions to members and logo/brand visibility.

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