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TETA AIMS TO HELP TRANSPORT SECTOR MEET ITS SKILLS CHALLENGES TO BOOST SA's ECONOMY

Inaugural Forwarding and Clearing Skills Summit



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TETA Skills Summit calls for collaboration



By Thebe Mabanga

The Transport Education and Training Authority (TETA) aims to help the transport sector meet its skill development challenges by collaborating with industry, government and education institutions in South Africa and other parts of the world to co-create and co-design solutions for an industry being reshaped by technology and the need to decarbonise to counter the effects of global warming.

This was the overriding message of the TETA Inaugural Forwarding and Clearing Skills Summit, held recently in Kempton Park, near Johannesburg. The message was delivered by Kgatle Nkala, TETA's Executive Manager for Corporate Services, on behalf of TETA CEO Maphefo Anno-Frempong, who was unable to attend.

"Transport is the backbone of human existence, enabling the movement of people, goods, and services that sustain daily life," Nkala said of the sector as an enabler that connects society and the economy, noting

that without efficient transport and logistics, economic growth would be severely hampered. "Simply put, transport is more than just movement — it is the pulse that keeps the country alive. At the heart of this movement is TETA."

The Forwarding and Clearing sub-sector is critical in the transport value chain, as forwarding facilitates the movement of goods, especially for importers and exporters, across all modes of transport, while clearing helps the goods pass through customs between various countries. In South Africa, forwarding and clearing facilitate 90% of international trade.

Nkala said there are 11,029 companies in the transport and logistics sector, which employs 1,1 million people. About 674 companies, or 6,1%, are in the forwarding and clearing sub-sector.

Employees in the sector are predominantly black, with Africans accounting for 59% and

whites 18%. Nkala said TETA aims to increase the proportion of women employees, who currently account for 19% of the workforce. "Women bring unique perspectives, skills, and leadership styles that can drive innovation, improve decision-making, and enhance service delivery."

Nkala said TETA sees several opportunities for supplying skills to the transport sector, starting with market growth, as the South African Freight and Logistics Market is expected to grow at a compound annual growth rate of 6.24% between 2025 and 2030.

The sector currently contributes 6% of South Africa's GDP, and TETA believes that with strategic investment, policy support, and the integration of smart infrastructure and green technologies, the sector could grow to contribute between 8% and 10% of GDP by 2030.

Nkala said this growth will be driven by expanding logistics networks, increased urbanisation, regional trade under the African



TETA CEO Maphefo Anno-Frempong



Kgatile Nkala, TETA's Executive Manager for Corporate Services

Continental Free Trade Area (AfCFTA), and the transition to more sustainable and efficient transport systems.

Skills like data analysis, artificial intelligence, cybersecurity, and software development are in high demand in the sector, he said, and TETA aims to help provide some of them.

Another driver of opportunity is investments in infrastructure, which is crucial for sustainable growth and employment opportunities. The government aims to invest about R402 billion in the sector over the next three years.

Nkala said some of the challenges that the sector faces include volatile costs and prices, supply chain disruptions, such as those brought by the Covid-19 pandemic, security risks, and the need for more efficient logistics.

The transport sector is widely recognised as one of the hardest to decarbonise due to its heavy reliance on fossil fuels and complex logistics value chains. However, the industry is making meaningful strides toward clean energy, and this provides an opportunity for

TETA to provide a new set of skills.

These efforts include the introduction of electric vehicles (EVs) in both public and freight transport, investment in rail electrification, the development of biofuels and green hydrogen, and the adoption of smart mobility solutions to optimise routes and reduce emissions. “These shifts require a new generation of skills,” Nkala said.

Key among these are electrical and mechanical engineers with a focus on EV systems, green hydrogen technology expertise, battery maintenance and recycling, software and data analytics for smart transport systems, as well as specialised skills in renewable energy integration and infrastructure planning.

“Collaboration between government, industry, and training institutions will be vital to build these capabilities and ensure that the transport workforce is ready for a cleaner, greener future,” said Nkala.

All this raises the question of whether there is a future for, say, truck drivers? And what will they do? “Yes, there is a future for them — but it is evolving,” said Nkala. “Truck drivers

remain essential, particularly in South Africa and across the African continent.”

This is because there is still a need for human oversight and flexibility, with full automation many years away, especially in complex or rural environments. “Truck drivers provide critical decision-making, safety oversight, and adaptability in dynamic conditions,” said Nkala.

Growing demand for freight with increased trade, e-commerce, and regional integration through initiatives like AfCFTA means the demand for road freight and skilled drivers is set to grow.

The transition to green logistics as the sector decarbonises creates new opportunities that will arise for drivers trained in operating and maintaining electric or green hydrogen-powered trucks.

Nkala said the future truck driver may also be a logistics coordinator, data operator, or fleet efficiency monitor. “With the right training, today’s drivers can transition into higher-skilled, better-paying roles within a modernised transport sector.”

Skills shortage in freight forwarding and customs clearing threatens growth

By Thapelo Molefe

Small, Medium and Micro Enterprises dominate South Africa's transport forwarding and clearing subsector, accounting for over 98% of the 674 registered companies.

However, despite this overwhelming presence, these businesses face critical barriers to growth due to skills shortages, infrastructure inefficiencies and a rapidly evolving technological landscape, according to Kgatile Nkala, who is the executive manager for corporate services at the Transport Education Training Authority.

Nkala was speaking at the Inaugural Forwarding and Clearing Summit in Ekurhuleni on Wednesday.

"These businesses form the backbone of our trade logistics sector, yet many lack access to the training and development resources required to keep pace with global standards," she said.

"We must ensure that SMMEs and informal operators are not left behind in the skills revolution."

Nkala said that the subsector was responsible for facilitating 90% of South Africa's international trade, making it a critical component of the national economy.

However, inefficiencies such as port congestion, delays at border posts and deteriorating infrastructure were hampering the sector's ability to operate efficiently.

She added that rising cybersecurity threats and the push toward digital transformation were reshaping the nature of logistics work.

"There is an urgent need for professionals with skills in data analysis, AI and cybersecurity," Nkala noted.

"The rise of e-commerce and just-in-time delivery models demands a digitally savvy and adaptable workforce."

TETA data presented at the summit painted a broader picture of a transport sector in transition.

South Africa's transport industry currently employs more than 1.13 million people. However, 80% of those workers are men,



Transport Education Training Authority executive manager for corporate services, Kgatile Nkala. Photo: Eddie Mtsweni

with only 19.7% being women.

Nkala said that promoting gender equity in transport was both a moral and strategic imperative.

"Women bring unique leadership styles and perspectives that can drive innovation and improve decision making," she said.

"It's time to actively support mentorship, skills development and inclusive hiring practices."

In addition to calling for gender inclusion, Nkala warned of the sector's hard-to-fill vacancies and misaligned qualifications.

She urged academic institutions and training authorities to redesign curricula that were relevant and responsive to the changing needs of the logistics industry.

"The Fourth Industrial Revolution has disrupted traditional models of operation," she said. "If we do not act now to reskill and up-skill, we risk becoming globally uncompetitive."

The summit also shed light on the provincial distribution of forwarding and clearing firms, with over 50% based in Gauteng, followed by KwaZulu-Natal and the Western Cape.

Despite their economic importance, many of these firms are not contributing to levy-based training systems or submitting Workplace Skills Plans, further complicating the effort to design targeted interventions.

"TETA cannot transform this industry alone. We need business to co-invest in training, government to streamline infrastructure delivery and academia to reform qualification standards," Nkala said.

"We must co-create a logistics sector that is inclusive, future-ready and globally competitive."

The freight forwarding and customs clearing subsector involves the movement of goods on behalf of importers and exporters. It ensures compliance with import/export regulations and facilitates international trade.

Transport and logistics industry must take the lead in identifying and driving the skills it needs



Ouma Ledwaba, Knowledge and Research Manager at TETA. Photo by Eddie Mtsweni

By Thebe Mabanga and Thapelo Molefe

The Transport Education Training Authority (TETA) concluded its Inaugural Forwarding and Clearing Skills Summit with a strong call for the transport and logistics industry to take the lead in identifying and driving the skills it needs.

The two-day summit held in Kempton Park in Ekurhuleni brought together hundreds of participants from across the sector to discuss transformation, inclusivity and modern skills development.

TETA Company Secretary Ishmael Malale said the summit was part of a wider effort by the SETA to ensure that the transport industry took full ownership of the country's transport skills strategy.

"Our responsibility as SETA is to galvanise all industry players to come forward and say these are our needs in relation to enhancing business, reducing costs and creating employment," Malale said.

He explained that the summit, along with previous ones such as the Ocean Economy Summit, was part of a long-term engagement process aimed at placing industry at the centre of the skills planning process.

"This exercise is to ensure that the industry takes charge of determining its needs," Malale

said. "They should be the ones that drive the kinds of training programmes that must be funded by the Transport Education and Training Authority."

Malale said the overwhelming response to the event was a clear sign that the sector was eager to engage.

A concluding session, chaired by Ouma Ledwaba, who is Research & Knowledge Unit Manager at TETA, identified workstreams under various themes that were chaired by various industry leaders to extract commitments, allocation and resources from industry on skills development initiatives.

One of the key themes was unlocking sustainable funding for skills development, with industry urged to find ways to complement TETA funding, which is mostly levy-based. Another theme was inclusive skills development to benefit women, youth and people with disabilities.

The session also looked into adapting to technology and green mobility, focusing on critical and scarce skills, and engaging with Small and Medium Enterprises (SMMEs), who make up 98% of the transport sector.

Reflecting on the outcomes of the summit, Malale said the next step would be to consoli-

date input from stakeholders and work closely with industry associations.

"The sector actually says that we should allow them to take the centre stage for skills development," he said.

"We believe that after this, we should be able to come together with the associations and develop a minimum programme to say these are the skills we need and these are the qualifications we must develop."

TETA has committed to providing the funding and institutional support needed to carry out the skills plans that emerge from the summit.

Malale said the authority's role was not to dictate what training should happen, but to enable what the industry demanded.

"Our responsibility is to provide the necessary resources to achieve the goals set by the forwarding and clearing community," he said.

With the summit now concluded, the transport sector is expected to begin the next phase of turning dialogue into action and building a future-focused, inclusive and competitive workforce..

Freight forwarding and clearing sector's critical role in Africa's trade



Emily Mburu-Ndoria, Director of Trade in Services, Investments, Intellectual Property Rights and Digital Trade for the African Continental Free Trade Area (AfCFTA).

By Thebe Mabanga

The freight forwarding and clearing sector has a critical role to play in facilitating intra-African trade by lowering costs and improving the efficiency of moving goods and people between countries across the continent.

This is according to Emily Mburu-Ndoria, Director of Trade in Services, Investments, Intellectual Property Rights and Digital Trade for the African Continental Free Trade Area (AfCFTA).

Mburu-Ndoria delivered a keynote address at the recent TETA Inaugural Forwarding and Clearing Skills Summit, which was held at Kempton Park, near Johannesburg. She delivered her address on behalf of Wamkele Mene, the first Secretary General of the AfCFTA, which is said to be the largest free trade agreement in the world by the number of signatory countries — the 54 on the continent.

She said the conference came at a pivotal moment for the free trade agreement, which is an ambitious attempt at deepening Africa's economic integration by establishing the biggest market for goods and services.

"Transport and logistical services stand at the very heart of Africa's economic transformation. They are the invisible engine that

“Transport and logistical services stand at the very heart of Africa's economic transformation. They are the invisible engine that powers trade.”

— Emily Mburu-Ndoria

powers trade,” she told the Summit, which she joined virtually.

Transport and logistics are one of five sectors that form part of the negotiation for the free trade area. The others are tourism, financial services, business services, and telecommunications, all being negotiated under the protocol on trading services.

Mburu-Ndoria said the protocol has two legs — a commitment to the liberalisation of trade and regulatory frameworks.

Forwarding and clearing form part of auxiliary services to transport, which she said needs to offer “efficient, timely and secure movement of goods from source to market”.

A key barrier to trade within the continent remains cost. “Trade-related costs remain among the highest in the world,” she said.

The AfCFTA requires countries, including South Africa, to align skills development with expanding trade opportunities.

Mburu-Ndoria offered the example of the East African Community's Customs Union with eight member countries, including Kenya, its neighbours Tanzania and Uganda, Rwanda, the Democratic Republic of Congo, South Sudan, Burundi and Somalia. The countries have freight forwarders and clearing agents based at the key ports of Mombasa and Dar es Salaam. Their role is to help facilitate a quicker and smoother movement of goods to their respective countries.

Another initiative in forwarding and clearing is to align air cargo with viable routes, and freight forwarders help navigate optimal routes to move cargo and lower costs. Clearing and Forwarding play a crucial role in the creation of a Single Air Transport Market (SAATM), particularly in the context of the African Union's Agenda 2063 initiative. These services streamline the logistics of air cargo, contributing to the SAATM's goals of economic integration and enhanced intra-African trade.

Mburu-Ndoria expressed her support for TETA to create a sector-ready skills master plan across the transport value chain.

She said South Africa, with its advanced logistical infrastructure and human capital, can take advantage of the opportunities created by the AfCFTA.

Real transformation essential for forwarding and clearing subsector



Gino Del Fava Chief Executive and Owner of Kwa-Sisonke Logistics at the TETA Inaugural Forwarding and Clearing Skills Summit.. Photo by Eddie Mtsweni

By Thapelo Molefe

While many black professionals in the freight forwarding and customs clearing subsector are skilled, they lack the support and opportunities to start and grow businesses, according to the CEO of Kwa-Sisonke Logistics, Gino Del Fava.

Speaking at the Inaugural Forwarding and Clearing Summit in Ekurhuleni this week, Del Fava said black players in the subsector needed help.

“We need transformation. We need inclusivity. We cannot have 35 years of the same old status,” he said during a panel discussion on skills, access and transformation in the logistics industry, which formed part of the broader agenda of the summit hosted by the Transport Education Training Authority (TETA).

Del Fava, who has spent five decades in the freight industry, was frank about the lack of

meaningful economic inclusion in the subsector.

He pointed out that many black-owned logistics companies remained on the sidelines, while multinational firms dominated contracts with state-owned enterprises such as Eskom and Transnet.

“Unless we as black businesses get our act together, we are not going to get the Telkom, the Eskom, or the Transnet contract. Those are multi-billion-rand contracts, and we need to bag that,” Del Fava said.

He also took aim at the absence of multinational company executives at the summit, accusing them of profiting off the South African market without investing in local transformation.

“Their CEOs are not in the room. They get the contracts, all those gantry train imports in Durban and Cape Town and no black players

even touch that business,” he said.

Del Fava said real change would only happen through deliberate action, not endless conversations.

“No more talk shops. It’s all about action,” he said. “We need to have set-asides for those half a dozen or dozen black players who are sitting in the room.”

Florence Musundwa, moderator of the panel and convenor of the 2023 Road Freight SME Summit, supported Del Fava’s message, stressing the need for partnerships that lead to concrete business development support for smaller businesses.

“We need practical, implementable models that give real access to the market for SMEs,” she said.

The CEO of Shosholoza Operations at MSC Mediterranean Shipping Company, Innocentia Motau, also called for inclusive growth.

She urged the industry to ensure that transformation included women, youth and persons living with disabilities.

“Let’s unlock all the potential of SMMEs, women, youth and people living with disabilities so we can create a brighter future for all,” she said.

Del Fava highlighted his personal efforts to promote inclusive economic development in maritime services.

He said that without any government funding, he had established several maritime clusters across the country such as in Nelson Mandela Bay, Buffalo City and Richards Bay, focusing on shipbuilding, repairs, fishing and other related services.

“I have expertise to transform the sector, but I can’t do it alone,” he said.

He ended with a challenge to both public and private sector players.

“Reflect the national demographics. Let’s not leave anyone behind.”

The event brought together logistics professionals, training providers and government stakeholders to explore challenges and solutions in the subsector.

Cost and technicalities are the biggest barriers to a green hydrogen revolution



Mdu Mlaba, President of the National Society of Black Engineers. Photo by Eddie Mtsweni

By Thebe Mabanga

The cost of production plus the technical aspects related to transportation, storage and safety are the biggest barriers to the production of green hydrogen. At the same time, the clean energy gas can create about 138 different types of occupations — from engineers to technical trades personnel — once production gets off the ground.

These are some of the points that emerged from a panel discussion at the TETA 2025 Inaugural Forwarding and Clearing Skills Summit, organised by the Transport Education and Training Authority (TETA).

Green hydrogen is regarded as one of the solutions for decarbonising economies globally, due to its cleanliness and energy production efficiency. But there are a number of challenges to overcome in producing and transporting it, especially in developing countries of the Global South.

Mdu Mlaba, President of the National Society of Black Engineers and General Manager for Rehabilitation, Maintenance and Emergency Services at Transnet, told the summit that the production costs of green hydrogen are the biggest hindrance. “Green hydrogen is not something new; it has been spoken about for

many, many years. What has been the stumbling block to getting it off the ground has been the cost,” said Mlaba.

The cost of producing green hydrogen is about \$4 per kilogram, and South Africa needs to bring this down to a competitive range of about \$1 to \$1,50, he said, noting that other challenges will relate to transportation and storage. Green hydrogen is a light gas; thus, even countries that have the pipeline infrastructure to transport natural gas cannot readily use the pipelines, as the physical nature of green hydrogen is different.

South Africa currently has the \$1 billion SA-H2 Fund set up by several partners in South Africa and abroad to explore opportunities to develop green hydrogen on the continent.

Martin Studte of the German Corporation for International Cooperation told the gathering that “the Just Energy Transition (JET) is about people. It’s about new jobs and others that have to be updated.” He noted that creating a JET Skills pipeline would require policy alignment. It will also need a demand-driven approach, which means South Africa and other countries will have to produce green hydrogen first to create the demand for skills.

Studter noted that the private sector will have to lead the move to green hydrogen.

He advocated the German model of skills acquisition, which is roughly what is followed by South Africa’s Technical and Vocational Education Training (TVET) Colleges. This sees students spend about 60% in class acquiring knowledge and about 40% in practical training. In South Africa, the split is about 70/30.

Dr George Maluleke, Head of SA solutions at Valterra Platinum (formerly Anglo American Platinum), sees a bright future for platinum group metals in a green hydrogen future.

These metals are vital when producing green hydrogen from electrolysis.

On the skills required for a green hydrogen energy landscape, Maluleke noted that “mining has been a supplier of critical skills which benefit other industries” and he expects this to continue in a green hydrogen scenario.

Tshwanelo Rakaibe, a Senior Researcher at the Council for Scientific and Industrial Research (CSIR), who focuses on the socio-economic impacts of the Just Energy Transition

and leads the CSIR's JET portfolio, says the CSIR analysed the entire green hydrogen value chain, excluding electricity generation, and found that it can sustain 138 different types of occupations from engineers to welders and technicians.

Rakaibe said one advantage South Africa has is that it already has a base of technical education found across TVET colleges, universities of technology and universities to supply the required skills — they just need to be adapted to green hydrogen.

TETA, along with the Chemical Industries Education and Training Authority (CHIE-TA) and the Mining Qualification Authority, launched the Green Hydrogen Centre at the CSIR in September last year, and CHIETA has already developed three qualifications for green hydrogen. These are: Green Hydrogen Production, Green Hydrogen Storage and Transfer, and Green Hydrogen Technology. These qualifications have been approved by South Africa's Quality Council for Trades and Occupations.

Mamphokhu Khuluvhe, Director, System Monitoring & Labour Market Intelligence at the Department of Higher Education & Training, said the department had developed a JET Skills Desk in collaboration with industry in order to supply the required pipelines of skills. The Department currently has a target of producing 30,000 artisans a year, and in 2023/24, it produced about 26,500.

Andile Makhunga, Co-founder and Chief Executive Officer of Rolfo South Africa, said the industry needed high-value skills for conversion to the green hydrogen sector. The transport sector is seen as the most difficult to decarbonise due to long distances and the modes of transport used. Makhunga said Green Mobility strategies would aim to reduce emissions from transportation and logistics by shifting to sustainable practices, technologies, and infrastructure, ultimately helping the industry meet its low-emissions targets. This includes promoting modal shifts, transitioning to cleaner fuels and vehicles, and investing in green energy infrastructure.

Mlaba spoke of a number of "wins" that must be attained to make green hydrogen a reality. He listed seven in total and started with making the Paris Agreement a legally binding and enforceable agreement. This would prevent leaders such as US President Donald Trump from pulling their countries out of the agreement. The next requirement is for rich countries to lead investment in new technologies.

From there, emissions standards must be harmonised and serious penalties imposed on transgressors. This, Mlaba believes, will create the necessary conditions for green hydrogen to take off and attract the required skills.

In closing, the moderator of the summit, Lungi Maminza, Founder and CEO at Maminza Resources Holdings, emphasised the need for industry-led collaboration to respond to the skills challenge that will be needed to make green hydrogen a key component of the JET.



Panel Discussion on the biggest barriers to green hydrogen revolution

Friends of TETA show their engagement and support



The Small Enterprise Development Finance Agency (SEFDA) also showcased its services.

By Thebe Mabanga

The TETA Inaugural Forwarding and Clearing Skills Summit, held recently in Kempton Park, Ekurhuleni, attracted a range of organisations from the transport sector and beyond, reflecting the wide range of stakeholders that the Transport Education and Training Authority (TETA) interacts with.

Government agencies, private operators, and industry bodies came to exhibit and show support for TETA. The Border Management Authority (BMA) is a newly established entity, set up in 2023, that integrates all law enforcement aspects at South Africa's 72 ports of entry.

The Cross Border Road Transport Agency (CBRTA) facilitates the movement of people and goods across borders to neighbouring countries. They showcased their services, including guiding transport service providers

on how to apply for the necessary permits to transport various items.

The Road Freight Agency (RFA), the country's largest trucking industry body, which marks its 50th anniversary this year, was on hand to offer its expertise through panel discussions and by providing information to current and aspiring owners.

The Southern African Association of Freight Forwarders (SAAFF), Freight Logistics South Africa (FLSA), South African Maritime Cluster Alliance (SAMCA) and the Small Enterprise Development Finance Agency (SEFDA) were also at hand to showcase their services.

The Chartered Institute of Logistics and Transport (CILT) is a leading professional body for people who work in supply chain, logistics and transport, and influences and shapes government policy across many economies. It pro-

vides education and training at all levels and in all sectors, and has a presence in more than 30 countries worldwide.

Other organisations which also attended the summit included the National Society of Black Engineers (NSBE), which promotes industry transformation; the Institute of Customs and Freight Forwarding (ICFF), dedicated to shaping a thriving community of professionals in customs compliance and freight forwarding; and Bank SETA (B SETA), which drives skills development and growth within the banking sector.

Private operators that exhibited included VIVA Logistics and Global Trade Solutions, which both offer innovative solutions and consulting services to the international trade and supply chain community.

TETA's key role in reshaping SA's transport sector

By Thebe Mabanga

The South African transport and logistics sector is undergoing radical changes in terms of economic regulation, safety and technology standards. As one of the sectors targeted for economic reforms, it is set to receive substantial investment over the next decade or so and must adjust to digitisation and artificial intelligence while also aiming to use cleaner energy.

All this means that it will require new types of skills to assist drivers who operate more sophisticated trucks and trains, and port equipment handlers and operators dealing with advanced technology tools in their jobs.

The Transport Education and Training Authority (TETA) has positioned itself to supply much-needed skills to the sector, and its performance over the last few years points to a SETA geared to meeting those needs.

The TETA describes its mission as being “to build a forward-thinking and globally competitive workforce by facilitating skills development programmes that support the outcomes of the National Skills Development Plan and respond to the emerging skills needs of the transport sector”.

Its CEO, Maphefo Anno-Frempong, says the TETA has identified four key priorities for the next five years — building organisational excellence, revenue diversification, SMME development, and strengthening partnerships.

In the 2023/24 financial year, the TETA generated revenue of R1 billion. Over 90% of it, or R908 million, came from levies, but Anno-Frempong aims to diversify it away from dependence on levies. Total expenditure came to R922 million to leave a surplus of R95,000. The TETA achieved 91% of its performance targets, slightly down from 93% the previous year.

Partnerships

The TETA relies on partnerships with TVET Colleges, other SETAs, industry bodies, as well as entities such as EmpowaYouth and Empowawomen, which are focused on bringing the two designated groups into the mainstream of the transport sector.

For 2022/23, the TETA continued to implement EmpowaYouth programmes supporting the national priorities, such as the District Development Model, which were rolled out in the Eastern Cape, the Northern Cape and Mpumalanga, positively impacting more than 30,000 unemployed youth.

The Western Cape and the Free State were reached during Transport Month in October, where the TETA staged a Women in Transport Summit and other events.

“At TETA, we believe in the power of education and training to drive meaningful change,” said Anno-Frempong during one of the flagship events. “Our partnerships reflect our dedication to creat-



Taking the transport sector forward: TETA CEO Maphefo Anno-Frempong says that by focusing on empowering women and the youth, the SETA is contributing to broader societal transformation

ing inclusive environments that empower women and youth alike. By focusing on these key demographics, we are not only enhancing the transport sector but also contributing to broader societal transformation.”

Another source of pressure, but also an opportunity for the TETA, is the proposed Transport Charter, which has been released for public comment. The Charter calls for a recognition of a new category of “specialist” skills and calls on the transport and logistics sector to dedicate resources to focus on the development of scarce skills. This will create a high demand for the kind of trainees that the TETA produces.

Transport is one of the toughest industry sectors to decarbonise globally. This is because of emissions from shipping lines that transport goods globally, as well as rail and road transport that cover long distances. One of the ways the sector is set to decarbonise is by moving to green hydrogen. The TETA is playing its role in embracing this change.

In October last year, the TETA, alongside the

Chemical Industries Education and Training Authority (CHIETA) and the Mining Qualifications Authority (MQA), pre-launched the Green Hydrogen Centre of Specialisation at the Council for Scientific and Industrial Research in Pretoria.

Anno-Frempong said the Centre will offer hybrid training programmes focusing on continuous professional development, with specialised courses aimed at upskilling and reskilling individuals for the green hydrogen and associated industries.

The CEO said the TETA is currently undertaking a comprehensive study to understand the transport sector's needs to adapt its skills development to green transport. The aim is to identify the required programmes. CHIETA, for example, has developed three new qualifications related to green hydrogen.

Anno-Frempong says the TETA is aligned with the African Union's Vision 2063 goals as well as the National Development Plan, which ensures that workers are equipped with skills underpinned by science, technology and innovation.

TETA Inaugural Forwarding and Clearing Skills Summit : Gallery



Photos by Eddie Mtsweni





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