MPUMALANGA ENERGYDRIVE

Close-Out Report

3 – 5 August 2026 | Mpumalanga Province (Hendrina, Bethal & Middleburg)

From **3 to 5 August 2026**, the energyDRIVE mobile education unit completed its Mpumalanga route, engaging seven schools over three days. For this route, the **South African Wind Energy Association (SAWEA)** was joined by the **South African Photovoltaic Industry Association (SAPVIA)** as a strategic partner, with Goldwind and Enertrag as sponsors. The programme combined hands-on renewable energy demonstrations aboard the energyDRIVE bus with a site visit to a Goldwind-operated wind farm, giving learners a rare opportunity to see utility-scale wind infrastructure up close. This report summarises the reach and impact of the route, recognizes the partners and sponsors who made it possible, and sets out the operational challenges encountered on the ground together with the mitigations SAWEA is carrying forward into the next route of the drive.

1. Impact Summary

Across the three-day programme, the energyDRIVE bus reached **671 learners** and **35 accompanying teachers** across **7 schools**.

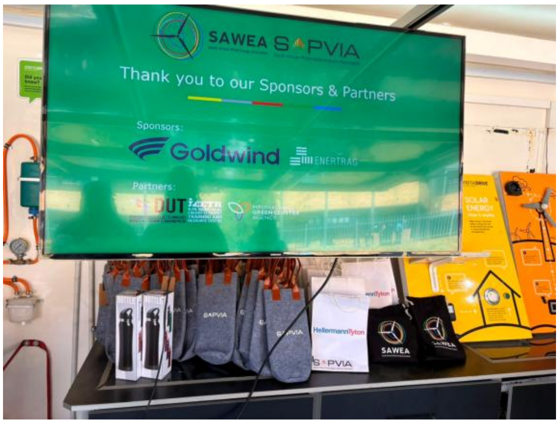
Date	School	Sponsor	Learners	Teachers
3 Aug	Kwazamokuhle Secondary School	ENERTRAG	105	5
	Alex Benjamin High School		110	10
4 Aug	AD Nkosi Secondary School	Goldwind	156	4
	Kwadela Secondary School		40	3
	Nqobangolwazi Secondary School		55	3
5 Aug	Sofunda High School	SAWEA/SAPVIA	118	5
	Sozama High School		87	5
	Total (7 schools / 3 days)		**671**	**35**

2. Partners & Sponsors

The Mpumalanga route was delivered through a combination of long-standing sponsors, a newly onboarded strategic partner, and supporting education and provincial partners:

Category	Organisation & role
Sponsors	Goldwind (Diamond) and Enertrag (Platinum)
Strategic partner	SAPVIA (South African Photovoltaic Industry Association) – joined for this route to broaden the programme's renewable energy message beyond wind to include solar PV.
Education & technical delivery partners	Durban University of Technology (DUT) and the KZN Industrial Energy Efficient Training and Resource Centre (iEETR).
Provincial partner	Mpumalanga Green Cluster Agency – supported local coordination, career guidance and stimulating the province's green economy narrative.

SAWEA SAPVIA Goldwind ENERTRAG MPUMALANGA GREEN CLUSTER AGENCY DUT



On-board thank-you screen acknowledging all sponsors and partners and learner giveaways (Sponsored by SAPVIA & SAWEA)

3. Programme Highlights

Each school visit combined a guided walkthrough of the energyDRIVE bus's interactive wind, solar, hydro and energy-efficiency demonstration stations with a live presentation delivered from the bus's fold-out stage. Learners took part in a quiz-style engagement segment with sponsor and SAWEA- and SAPVIA-branded giveaways, and the Mpumalanga route's centrepiece was a hosted visit to a Goldwind-operated wind farm, where the group toured the base of an operating wind turbine – for many learners, their first close-up view of utility-scale wind energy infrastructure.

The energyDRIVE bus parked beneath an operating turbine at the Goldwind wind farm.

Learners with a Goldwind representative at the wind farm site visit.

A SAPVIA representative delivers the programme introduction from the energyDRIVE stage.

A learner receives a giveaway from SAWEA during the – bus engagement segment.

Enertrag Sponsored School visits, programme packed with educational games with prizes and an Influencer who gave motivational talk to learners

4. Challenges & Lessons Learned

Three operational issues affected delivery of this route. Each is set out below together with the mitigation SAWEA is carrying into the next route of the drive.

4.1 Late partner onboarding constrained on-site branding

SAPVIA formally joined the energyDRIVE programme as a strategic partner a week before the Mpumalanga route. On the ground at the Goldwind wind farm visit, Goldwind confirmed that, in line with branding guidelines already signed off by their international office, only SAWEA branding could be displayed at the wind farm site – no additional partner branding could be accommodated. This was a fair and reasonable position: the branding guide was a confirmed, pre-approved document, and there was no realistic path to route SAPVIA's inclusion through that international approval process on a week's notice.

SAWEA proposed an on-site mitigation: featuring SAPVIA within the joint SAWEA/SAPVIA programme introduction delivered from the energyDRIVE bus itself, rather than inside the Goldwind branded area. The SAPVIA team on the ground declined this option, also reasonably, on the basis that the visit was hosted at a wind farm and that positioning solar PV technology in that setting would not land effectively with the audience.

Mitigation: for the Cape route, strategic partner participation and any host-sponsor branding approval requirements are being confirmed roughly two months ahead of the drive dates, so that partner branding and technology positioning are agreed before the schedule is locked in rather than negotiated on the ground. This is, however, a transitional fix. SAPVIA came on board as the Mpumalanga route planning was being concluded and while the Cape route was already mid-planning, and sponsors who committed to energyDRIVE as a SAWEA programme were within their rights to push back on a change to the partner line-up introduced after the fact. The durable fix sits upstream: from the 2027 cycle onward, plan each route jointly with SAPVIA from the onset, with the partnership reflected in sponsorship packs, branding guides and host-site approvals at the point sponsors are first approached. On that basis partner inclusion is built into the programme rather than added to it, and the branding constraint encountered in Mpumalanga does not arise in the first place.

4.2 Logistics finalised too close to the drive dates

Core logistics for the Mpumalanga route were only finalised roughly a week before departure, driven largely by procurement processes that were not initiated early enough to close out in time. This created significant internal pressure in the final week.

Mitigation: build procurement and logistics lead times into the master project plan for each route, with internal deadlines set against the same two-month planning horizon adopted for partner onboarding, so that logistics are locked in well ahead of the drive rather than resolved reactively.

4.3 Programme scope creep strained on-the-day time management

Sponsors were given considerable latitude to shape and add to the on-the-ground programme, which resulted in a programme that grew too long. On the day, the team had to make real-time cuts and adjustments to stay within each school's available time while still reaching both schools scheduled per day. Too many moving parts in a single visit made the programme difficult to deliver as designed.

Mitigation: agree and hold a firmer limit on the number of programme elements per school visit during planning, set up front with sponsors rather than accommodated adhoc on the day. Where a sponsor is firm on additional elements that cannot be trimmed, move that school to a one-school-per-day model – recognising that this occupies the bus for a full day per school, and that the cost per school would need to increase accordingly to offset the reduced number of schools reached per day.

Reflection: All three issues share a common root cause - compressed planning timelines. From a project management perspective, not every workstream needs the same lead time. Setting consistent but task-specific planning horizons – a defined lead time for partner onboarding, another for logistics and procurement, and another for programme scope agreement – and holding firmly to each of them is expected to resolve these issues at the source and ensure that all deliverables are completed timeously, rather than requiring on-the-ground mitigation.

5. Looking Ahead: The Cape Route

Planning for the next energyDRIVE route – the Cape – is already under way, starting approximately two months ahead of the scheduled drive dates. This lead time is being used specifically to confirm strategic partner participation and host-sponsor branding requirements, finalise logistics and procurement well in advance, and agree programme scope and school-visit format with sponsors before the schedule is locked in. These steps directly address the three challenges identified above and are expected to make the Cape route a smoother and more predictable delivery.