

Produced by SANRAL

# MOLOTO ROAD

2024 | ISSUE 14



The R573 Moloto Road is one of our critical routes, used by over 60,000 commuters every day. Upgrading of this road is a key project for SANRAL and the Department of Transport which will revive the country's economy.



**transport**

Department:  
Transport  
REPUBLIC OF SOUTH AFRICA



**GAUTENG**  
PROVINCIAL GOVERNMENT  
REPUBLIC OF SOUTH AFRICA



**MPUMALANGA**  
PROVINCIAL GOVERNMENT  
REPUBLIC OF SOUTH AFRICA



**LIMPOPO**  
PROVINCIAL GOVERNMENT  
REPUBLIC OF SOUTH AFRICA





## Project overview by the Regional Manager

Work on upgrading the R573 Moloto Road is progressing steadily across all three provinces that it traverses: Gauteng, Mpumalanga and Limpopo. The SANRAL team is working tirelessly to make the road safer for road users.

For the Mpumalanga section of the project, Work Package 2 is ongoing and 75% complete. The anticipated completion date for construction on this phase is June 2024. In Limpopo, Work Package A2 is 95% complete. The anticipated completion date is February 2024. SANRAL is about to appoint a contractor to start with works on the Gauteng section of the project in 2024.

The Moloto Road is one of our critical routes. It is used by over 60,000 commuters every day, and we need to ensure that we prioritise safety in the overall design of the road. SANRAL's planned interventions to promote road safety include widening the current single-lane carriageway into a dual-lane carriageway in each direction, adding a shoulder, and closing off illegal access points. We have also introduced four traffic circles/roundabouts – three in Mpumalanga and one in Limpopo – as speed-calming measures. These have since made a positive impact on road safety.

The introduction of light masts will also ensure visibility for road users at night, and the cattle-

creeps which were constructed will ensure safe passage for livestock, removing them from the actual road.

Illegal occupation of land remains a major challenge on the project, with local traders often operating close to the road reserve. Not only is this dangerous for community members, it also imposes serious delays on progress of the project. One of the ways in which SANRAL seeks to mitigate the situation is through constant engagement with stakeholders, to educate them on the dangers and disadvantages of encroachment.

In line with SANRAL's transformation agenda for the construction industry, the project places emphasis on the inclusion of targeted enterprises, that is, small, medium and micro enterprises (SMMEs), especially those owned by women, youth, people with disabilities and military veterans. With this approach, SANRAL supports local economic growth and job creation.

Once completed, commuters who use this road can look forward to a much-improved network, which is safer and promotes mobility.

### Progress Hlahla

*SANRAL Northern Region Manager*



Transport Minister Sindiwe Chikunga evaluated the progress made on the R573, Moloto Road in Mpumalanga.

# Project Milestones



**Project name:** *Upgrading of the R573 Moloto Road*

## BACKGROUND

- SANRAL has invested R3.7 billion for the first phase of the R573 Moloto Road in the Mpumalanga and Limpopo sections.
- Small, medium and micro enterprises (SMMEs) will benefit to the tune of 30% of the project value. About 12,500 jobs are expected to be created throughout the project duration.
- In line with SANRAL's Transformation Policy, the inclusion of youth- and women-owned businesses will be prioritised.

## WHAT HAS BEEN ACHIEVED?

- For Mpumalanga, all layer works have been completed up to the base layer on the right-hand side on the South-bound direction, with the bridge and major works at just over 50% of completion.
- Construction of the median barriers is currently at 90% progress and sidewalks on the South-bound carriageway have been completed.

 In Limpopo, surfacing of the road is currently 95% complete. All layer works, median barriers, lighting, drainage works and cattle-creeps/agricultural underpasses have been completed. 

**Work will only start in Gauteng following the successful appointment of a contractor.**

## SPEND TO DATE:

<b>R559 million</b>	Upgrading of national road R573, Section 2	Thembisile Hani Local Municipality, Mpumalanga
<b>R503.7 million</b>	Upgrading of national road R573, Section 3	From Slovo to Siyabuswa, Elias Motsoaledi Local Municipality

## R573 MOLOTO ROAD SECTIONS DECLARED AS PARTS OF NATIONAL ROADS

<b>SECTION 1</b>	Gauteng	5 June 2020 by means of Declaration Notice 643 of 2020
<b>SECTION 2</b>	Mpumalanga	29 July 2015 by means of Declaration Notice 649 of 2015
<b>SECTION 3</b>	Limpopo	29 July 2015 by means of Declaration Notice 650 of 2015



# Nomakanjani, Moloto Road is the road of hope!

The R573 Moloto Road is one of the busiest routes in the country, carrying about 60,000 commuters daily in buses, taxis, private cars and trucks. These commuters are travelling mainly from the former KwaNdebele area in Mpumalanga to Pretoria and back for work or study.

The Moloto Road traverses three provinces – Gauteng, Mpumalanga and Limpopo – and was once dubbed the ‘road of death’ due to the high number of road crashes. This is soon to be a tale of the past, thanks to SANRAL.

When travelling from Pretoria to Marble Hall along the 139.1km stretch, one will come across shocking human behaviour on the road, such as reckless driving, speeding, and driving under the influence of alcohol. These all contribute to road accidents and fatalities on the road.

The unprecedented number of serious accidents on this road has long been of great concern for government and road users. In November 2013 a bus crash claimed the lives of 29 passengers when a bus collided with a truck near Kwaggafontein. A further 33 people were killed in 33 horrific crashes in 2022 alone. Such accidents should not happen again on this road, because the upgrade of the R573 Moloto Road features safety aspects that help to curb road accidents and save people’s lives.

SANRAL has invested R3.7 billion for the upgrading of the first phases of the R573 Moloto Road in the Mpumalanga and Limpopo sections, with safety at the core of this investment. The interventions introduced so far, such as widening of critical sections, newly constructed

traffic circles/roundabouts, pedestrian walkways and dedicated turning lanes at vital intersections, as well as better street lighting, have already begun to make the road safer. To keep pedestrians safe, crossing points have been constructed along the roads.

SANRAL is continuing with routine road maintenance, which includes repairing potholes, sealing cracks, cleaning drains, trimming foliage along the road, and new line markings and road signs.

Over and above the safety factor, this project has opened up great scope for emerging contractors to establish joint ventures with the bigger construction firms, and to create opportunities for jobs, training, and skills transfers within the local economy. This has enabled some locals to build houses or put their children through school. More opportunities will be unlocked in the upcoming phases.

SANRAL has embarked on a programme to empower SMMEs headed by people with disabilities to form part of the construction of the Moloto Road, by setting aside almost R130 million to train prospective contractors from designated groups to be successful when bidding for such projects.

Each year SANRAL spends over R3 billion on contracts with SMMEs, especially benefitting enterprises owned by black entrepreneurs, women, the youth and people with disabilities.

SANRAL is committed to reducing the countless accidents and deaths on this road, turning it from the ‘road of death’ into the ‘road of hope’.



# Social facilitation for people with disabilities



SANRAL meets with communities over Moloto Road project. Photo: SABC News.

'Nothing about us without us' were the words echoed by stakeholders during a social facilitation engagement for people with disabilities held in Thembisile Hani Municipality. SANRAL visited the community of Kwaggafontein to engage disabled community members regarding opportunities for participation on the R573 Moloto Road project in Mpumalanga.

About 130 stakeholders attended the event, with only 17 who were registered small, medium and micro enterprises (SMMEs). However, SANRAL is deeply concerned about the lack of involvement of people with disabilities on this massive project. SANRAL Project Manager on the Moloto Road in Mpumalanga, Nontobeko Mathenjwa, said R2 million has been set aside for people with disabilities to take part in the project, but only R200,000 has been spent to date.

"People with disabilities were discriminated against. I am happy SANRAL is recognising the potential and importance of involving people with disabilities," said Bucie Nkambule, Chairperson of the People with Disabilities Forum in the Thembisile Hani Municipality.

SANRAL hopes this initiative will assist with the overall understanding and insights on the position and status of people with disabilities for present and future beneficiaries on projects.

**Thomas Mashiya**, wheelchair-bound activist and local media personality, added that *"As a person with a disability, I welcome the move because I will be able to sustain myself economically and I will also be able to obtain more skills."*

**Themba Sibisi** outlined why he attended the session: *"I am not disabled, just differently abled. I came here with the intention of striking a deal or two. But it seems I put the cart before the horse, because I can only achieve that after registering a company. I am going to do that right away."*

## SOCIAL FACILITATION FOR MILITARY VETERANS

SANRAL hosted a social facilitation engagement to encourage military veterans in Thembisile Hani Municipality to participate in opportunities designated for them on the R573 Moloto Road project. This session allowed military veterans to learn more about SANRAL and projects they implement. The session was further used to afford military veterans the opportunity to understand SANRAL's Horizon 2030 strategy and Transformation Policy, which aim to achieve economic development and inclusivity.

### DID YOU KNOW?

SANRAL policy dictates that at least 30% of a contract value will be allocated to projects and packages which local SMMEs will be able to execute.

# LAND ACQUISITION

Acquisition of land has been a rather contentious issue on the R573 Moloto Road project, in some cases met with resistance from affected stakeholders. This challenge is mainly due to a lack of knowledge about the subject and SANRAL's processes.

One of the methods SANRAL uses to resolve such challenges is continuous stakeholder engagement. This is a consultative process between SANRAL and the affected communities, not only to inform them about the land acquisition process but also to allow them to raise any concerns they may have and to reach common consensus regarding projects.

SANRAL, in partnership with the Department of Rural Development and Land Reform, convened several community engagement projects about the Moloto Road to explain the land acquisition process to community members, how SANRAL addresses affected community members' rights, and how compensation will be determined for those affected by the project.

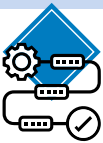


## WHAT IS LAND ACQUISITION?



Land acquisition refers to the process where government or a State-owned entity like the South African National Roads Agency SOC Limited (SANRAL) **acquires land from landowners for the purpose of developing the national road network**. This need for land can either be for widening the road, or building access roads, borrow pits and temporary deviations. Land acquisition is defined and contemplated in terms of Section 25 and 26 of the SANRAL Act 7 of 1998.

## WHAT STEPS DOES SANRAL FOLLOW TO MANAGE THE PROCESS?



Unfortunately, land acquisition is not a simple process. The first step starts with a **pre-resolution meeting** with the community and the local traditional office, where SANRAL will introduce a particular **project planned** for that community and explain the interest in acquiring land needed for the development. This will be followed by an **information session** where the **appointed contractors** for the project will be introduced to the community and further clarity will be given on the process.

## WHO IS INVOLVED IN THE PROCESS?



The process involves several **stakeholders**, such as traditional leaders, the Department of Rural Development and Land Reform, municipality, consulting engineers, property evaluators, and the affected landowners or community members.

## WHO ARE THE AFFECTED OR ELIGIBLE MEMBERS?



Affected landowners are those whose land or property, structure or rights are **affected by the road upgrade**.

## WHAT IS THE DIFFERENCE BETWEEN COMMUNAL, PRIVATE, AND STATE-OWNED LAND? HOW DOES SANRAL APPROACH EACH OF THESE?



The acquisition process is based on the **ownership of land**: privately owned land is acquired privately, State-owned land is acquired by the State, and tribal or communal land is acquired through the Tribal Authority. For the Moloto Road project SANRAL required a piece of communal land to develop it, which required consultation with the affected traditional leadership.

- **Private land:** Ownership and rights are in the names of private people or entities, e.g. an individual, couple, company or organisation.
- **Communal land:** Ownership and rights belong to a communal entity, e.g. tribal land, Ingonyama Trust Board.
- **State land:** Ownership and rights belong to an authority in the public sector, e.g. municipal, provincial or national government.

## WHO ARE THE EVALUATORS?



Once the land has been identified and consultation has been undertaken, SANRAL will appoint a **professional property evaluator** to determine the value of the land based on the market value. The fee will also consider the value of any properties on the land.

## WHAT IS THE BASIS OF EVALUATION / THE FRAMEWORK FOR GUIDING COMPENSATION?



Once the evaluation has been conducted, the **estimation for compensation** will be done accordingly. Before compensation is made to the affected stakeholders, there will be a **signed agreement** between the stakeholder and SANRAL. If the stakeholder must be relocated, SANRAL will take care of the relocation costs. SANRAL will also build a structure of the same size and same design in a new place found by the stakeholder or by SANRAL. Stakeholders are required to present their Identity Documents, bank statement and the title deed for the evaluation process.

## WHAT CONSTITUTES MARKET VALUE, AND HOW IS IT CALCULATED?



Calculations are done by the **property service provider** appointed by SANRAL. A comparable sales approach or any other suitable and relevant methods are used to determine the market-related value, as guided by the applicable legislation. A **registered property valuer** will do market research to arrive at the rate per hectare or square metre. This rate per hectare or square metre is applied to the extent required for the road upgrade, to arrive at the market value. Any structures or improvements and services, such as **electrical or water connections affected** because of an upgrade, will also be considered.



SANRAL would like to encourage the public to contact the helpdesk for details and related queries:

Landline: **012 426 6307**

Email address **ThubaneD@nra.co.za**

# WHO'S MAKING SURE LOCAL COMMUNITIES PROSPER?



Looking at the contracts worth billions of Rands awarded to 6 492 black-owned SMMEs that have been empowered over the last 5 years: **We Showed Up.**

**#ProudlyBuildingABetterSouthAfrica**

