

MILESTONES IN MOTION

2019-2024

SOUTHERN REGION



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



SANRAL



www.nra.co.za | 0800 726 725 (toll-free)



“While recognising SANRAL’s outstanding and world-class work, there is one aspect of SANRAL’s operations that goes almost unnoticed. SANRAL transforms lives. SANRAL provides optimism. SANRAL invigorates. SANRAL facilitates a new future. SANRAL constructs vital infrastructure connecting communities, municipalities and villages.”

**Sindisiwe Chikunga,
Minister of Transport**

About this publication

‘Milestones in Motion’ embodies SANRAL’s commitment to propelling South Africa forward and leaving its mark on the road to progress. Over the past five years, the Agency’s flagship projects have redefined infrastructure, turning aspirations into realities across the nation.

Beyond bitumen and concrete, SANRAL’s initiatives have also brought tangible change. By empowering small businesses and fostering inclusivity, particularly among previously disadvantaged groups, SANRAL has become a catalyst for socio-economic transformation.

As we navigate towards a future defined by progress, this publication serves as a testament to our journey of building not just roads, but avenues of opportunity and bridges to a more equitable and prosperous South Africa.



Q&A

with Regional Manager Mbulelo Peterson



Looking back over the past five years, what are some of the accomplishments that make you proud when it comes to enhancing infrastructure and improving roads in the region?

SANRAL’s road infrastructure development has had a major impact on the socio-economic outlook of the Eastern Cape. The province is among the poorest in the country and grapples with a major backlog in the upgrading and maintenance of its network. Over the years, we have worked closely with the province to prioritise the preservation of the network and maintain existing assets. We have taken over hundreds of kilometres of the province’s strategic and primary roads, with plans to improve these to SANRAL’s standard and for ongoing maintenance. As a result, SANRAL’s road network in the province will now increase from 5,334km to 5,600km.

Some of the provincial strategic routes transferred to SANRAL include:

- R61 from Tombo outside of Port St Johns to the town of Port St Johns and to Mzamba at the Umtamvuna River on the KwaZulu-Natal border
- R411 from Viedgesville to Coffee Bay
- R61 to R56 (Satan’s Nek)
- DR08012 from Maluti to Qacha’s Nek (at the Lesotho border)

Furthermore, our flagship N2 Wild Coast Road (N2WCR) project has gained good traction after encountering initial stumbling blocks. We have seen considerable progress in the construction of the Msikaba Bridge, with the pylon structures now exceeding the 80% completion mark. It has had a huge economic impact through hundreds of employment, subcontracting and training opportunities.

What hurdles has the region encountered in developing infrastructure, and how were they overcome to keep pushing ahead with delivery?

Prevailing challenges include land acquisition processes, particularly when dealing with communal land, as the province is predominantly rural. SANRAL must also navigate demands by SMMEs for the ring-fencing of economic opportunities for local communities. Additionally, there are challenges around inconsistent labour recruitment approaches.

To tackle these challenges and prevent project disruptions, SANRAL maintains sound relations with the Eastern Cape provincial government and the local sphere of government, particularly the municipalities, which are at the coalface of service delivery and are key advocates of our infrastructure development programme. Our working relationship with traditional leadership across the province continues to improve. We have made a concerted effort to include them

in all our engagements, recognising their role as essential stakeholders and custodians of the communal land affected by our projects.

Which projects have truly touched and benefitted local communities? How have these initiatives improved connectivity and contributed to the region?

SANRAL is dedicated to integrating community needs into our road infrastructure delivery mandate. The undeniable impact of our programmes across the province is evident in our footprint spanning six district municipalities and two metros. SANRAL’s significant investment in the province’s road infrastructure is clear.

Recognising that our projects serve as a major catalyst for the sustainable growth of the construction and engineering sectors, we continue to play a crucial role in the economic reconstruction of the province following the devastation caused by the COVID-19 pandemic.

What’s the roadmap ahead? What are the main goals for raising the bar for road infrastructure and ensuring the wellbeing of communities?

Between 2014 and 2022, SANRAL invested over R38 billion in the Eastern Cape, significantly boosting the GDP of the province. To ensure the sustainability of the industry through a consistent project pipeline, our projected spend in the Southern Region for the period April 2023–March 2027 is R55.9 billion.

Going forward, we also plan to roll out more community development projects and learnership programmes to accommodate the many unemployed youth in our province. We will continue with our investment efforts in education by extending more opportunities in the form of scholarships and bursaries, as well as investing more in our rural and township schools through our career expo roadshows and other efforts. Our goal is to have a truly meaningful impact on the communities we serve.

YEARS OF IMPACT



MARCH

SANRAL wins ISSA Award for Excellence for its Freeway Management System in the Western Cape.

2017



FEBRUARY

Construction begins on the ground-breaking Msikaba Bridge in the Eastern Cape.

2018



MAY

Upgrade to the Hammarisdale Interchange on the N3 reaches completion.

2019



DECEMBER

SANRAL's Engineering 4.0 research facility opens its doors at the University of Pretoria.



DECEMBER

Polokwane Eastern Ring Road opens to traffic.

2020



OCTOBER

State-of-the-art Huguenot Tunnel lighting upgrade completed in the Western Cape.



MARCH

SANRAL receives a Batho Pele Service Excellence and Innovation Award for excellent service delivery.

2021



SEPTEMBER

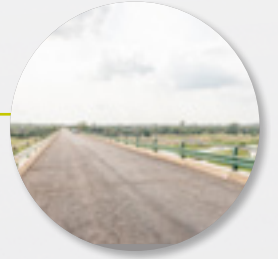
R216m Montrose Interchange on the N4 in Mpumalanga opens to traffic.

2022



OCTOBER

R1.14bn Mount Edgecombe Interchange in Durban officially opens.



OCTOBER

Olifants River Bridge in the Western Cape wins Fulton Award for excellence in concrete construction.



SEPTEMBER

R377m Pampoennek Road opens in the North West.



OCTOBER

First N3 package between Dardanelles and Lynnfield Park valued at R1.48bn commences.



DECEMBER

International Road Federation presents SANRAL with a 'Global Road Safety Award' for outstanding commitment to safer roads.



OCTOBER

R640m Musina Ring Road opens to traffic in Limpopo.



NOVEMBER

R375m Karino Interchange project on the N4 in Mbombela reaches completion.



2022/2023

SANRAL invests R7.2bn in road infrastructure in the financial year.



MAY

N3 Ashburton Interchange project breaks ground.

2023

Flagship project

> N2 Wild Coast Road



The N2 Wild Coast Road (N2WCR) project is one of SANRAL's most ambitious. It stretches over 410km from East London to the Eastern Cape's boundary with KwaZulu-Natal. Strategically positioned on the N2, it connects the four provinces of the Western Cape, Eastern Cape, KwaZulu-Natal and Mpumalanga.

The project holds immense strategic importance for the Eastern Cape province, and forms part of the government's Strategic Infrastructure Projects (SIP 3: The South-Eastern node and corridor development), which are geared towards growing the economy and addressing the country's development needs.

The project has two main components:

- A major upgrade of existing roads, the N2 between East London and Mthatha and the R61 between Mthatha and Ndwalane (near Port St Johns). The section-by-section improvement of these roads has been underway since 2011.
- The construction of 96km of 'greenfields' (brand new) highway and 17km of upgrading between Ndwalane and the Mtamvuna River (near Port Edward) via Lusikisiki. Activity commenced on this section in 2018 with the Mtentu River mega-bridge, which will be the highest bridge in Africa.

The current N2 turns inland from Mthatha, and due to the many deep gorges and poor road infrastructure, there is a vast, inaccessible land corridor along the coast between Port St John and Port Edward. The new N2 will open up this coastal strip while providing a safer, flatter and faster link between Durban and the industrial centres of East London and Gqeberha. It will benefit businesses operating along the entire east coast as well as stimulating development of the Wild Coast.

The N2WCR will unlock vast tourism potential along the Pondoland stretch of the Wild Coast and spur agricultural development in the region, thanks to improved access and mobility. This strategic infrastructure project promises not only enhanced connectivity but also significant economic growth, benefitting both local communities and broader sectors like tourism and agriculture.



"I have seen for myself the progress in construction, which shows that we have the skills and expertise to make this new N2 Wild Coast Road come to life. SANRAL, together with national, provincial and local government, as well as the private sector and communities, are all working together to build the N2 Wild Coast Road."

**Sindisiwe Chikunga,
Minister of Transport**

Flagship project

A story of impact: N2 Wild Coast Road

SANRAL's intention is to deliver world-class road infrastructure to the people of the Eastern Cape, but also to ensure that the vast economic benefits unlocked by the N2WCR project are directed to uplift local communities, stimulate regional development and contribute to the overall prosperity of the province.



R4 BILLION

Projected spend on subcontracting, jobs and skills development



8,000

Projected number of direct jobs during construction



21,300–28,100

Projected number of indirect jobs during construction



R750 MILLION

Estimated wage bill



85KM

Distance saved with the new N2WCR route



R1.5 BILLION

Projected annual travel cost savings for road users



R3.15

Return on investment for every R1 spent on construction



R372 MILLION

Amount earmarked for environmental offset agreements



20,000

Estimated Hectares of new protected areas to be created



“ We are committed to realising significant participation by designated groups in all our projects, in line with government's Black Economic Empowerment policy. Four billion rand of the N2 Wild Coast Road project has been set aside for the local community through subcontracting, job opportunities and skills development training. ”

Themba Mhambi,
Chairperson
of the SANRAL Board



“ Both skilled and semi-skilled people have already been employed on this project. Once the road is completed, ongoing maintenance work is anticipated to create another 900 direct, full-time jobs and around 19,000 indirect jobs. ”

President Cyril Ramaphosa

Flagship project

Championing transformation: N2 Wild Coast Road

Transformation is at the core of SANRAL's operations, and every effort is being made to ensure targeted enterprises and individuals from previously disadvantaged groups are afforded the opportunity to participate meaningfully in the N2WCR project.



Thembisa Mkizwana

Owner, Mabhazi Trading & Projects

Thembisa Mkizwana's small business, Mabhazi Trading & Projects, was established in 2008 and got its first opportunity to work with SANRAL in 2017 through an SMME development programme.

Now engaged on the N2WCR project, the company has been involved with crushing stone to be used for various access roads that are being maintained as part of the project.

Mabhazi's success has enabled the business to make a difference in local communities. "I work with local people," Mkizwana notes. "Eighty percent of my staff are from places like Lambazi, Ntlamvukazi and other nearby locations."

Mncedisi Twantwa

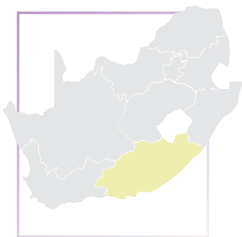
SMME owner, Krweba Trading

SANRAL's commitment to transformation and its policy of using local labour have enabled emerging businesses to gain invaluable experience through the N2WCR project.

Mncedisi Twantwa has honed his skills working on slip roads for the construction of the Msikaba Bridge, one of two groundbreaking mega-bridges being built as part of the N2WCR project. "I've never done a slip road before. Now I've learned how to build a slip road and I am very happy with the outcomes. We were also taught how to do side-drains," he notes.

Twantwa emphasises SANRAL's important role in supporting young businesses as they strive to get off the ground. "We are small contractors. We are trying to get ourselves out there. Hopefully, we'll get more work from SANRAL."





Flagship Projects

SANRAL's **Southern Region** spans the rugged coastlines, rolling hills, deep gorges and major industrial centres of the **Eastern Cape**, and is a key area for growth and economic development.



1 N2 Wild Coast Road

The N2 Wild Coast Road (N2WCR) project is one of SANRAL's most ambitious. It stretches over 410km from East London to the Eastern Cape's boundary with KwaZulu-Natal. For more on this groundbreaking build, see page 4.

2 Msikaba Bridge

The groundbreaking Msikaba Bridge is one of two mega-bridges that form part of the N2WCR project. For more on this record-setting structure, see page 8.

3 Mtentu Bridge

Once completed, Mtentu – the second N2WCR mega-bridge – will be the highest in Africa and one of the longest main-span balanced cantilever bridges in the world.

4 R67 from Swart Kei River to Komani (formerly Queenstown)

This R468 million project, completed in early 2023, included bridge widening and new bridge construction, as well as a host of other improvements, such as street lighting and fencing.

5 N2 Green River to Buffalo River Bridge

Upgrading of the N2 from Green River to Buffalo River Bridge includes road widening, alignment and safety improvements, and the construction of several bridges.

6 N2 Nqadu to Mbokotwana River and Dan's Place

The rehabilitation of this stretch of road will go a long way towards keeping both motorists and pedestrians safer.

Flagship project

> Msikaba Bridge

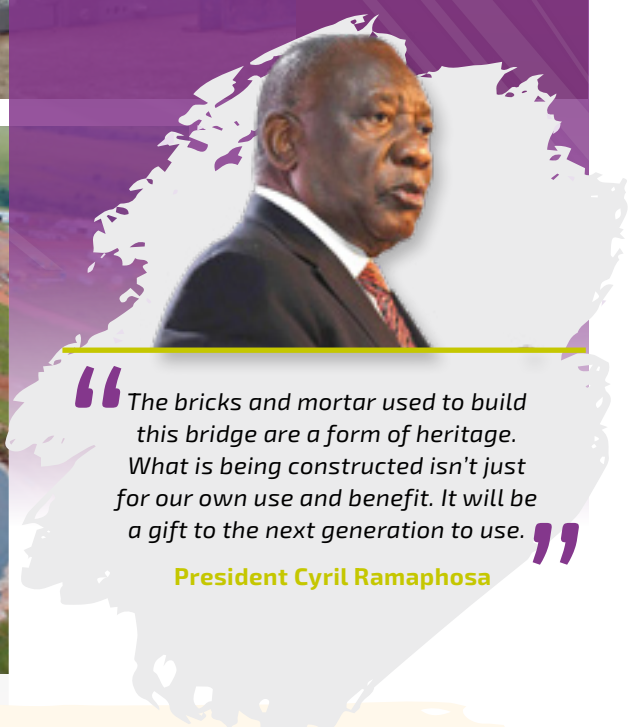


The groundbreaking Msikaba Bridge, one of two mega-bridges that form part of the N2 Wild Coast Road (N2WCR) project, is set to make history. The monumental structure will span the 195m-deep Msikaba River Gorge. Once completed, it will proudly stand as South Africa's longest-span cable-stayed bridge, reaching a soaring height of 580m. It will also have the second-longest main span in Africa.

Situated deep in the villages, the project poses considerable logistical challenges for transportation to the site. Prior to any construction, access roads had to be built on steep and hilly terrain. A 5.4km-long haul road now allows materials to be brought to site.

Work has also been carried out on provincial and local roads in the vicinity of the bridge. This includes installing new or improved stormwater infrastructure, reconstruction where required, re-gravelling and casting concrete sections on all steep parts of these roads.

Once completed, the Msikaba Bridge will cut the travelling time between East London and Durban by up to three hours.



“The bricks and mortar used to build this bridge are a form of heritage. What is being constructed isn't just for our own use and benefit. It will be a gift to the next generation to use.”

President Cyril Ramaphosa



National Geographic's engineering series, *Building Impossible with Daniel Ashville*, recently featured the Msikaba Bridge. Ashville, who described the “masterful concrete solutions” used on the project, gave viewers a peek inside a concrete pour on the North Tower of the bridge, making his way over to the opposite side of the Msikaba Gorge using a custom-made cable car.



Flagship project

A story of impact: Msikaba Bridge

The Msikaba Bridge is not just an engineering marvel. This monumental project is also providing employment opportunities, fostering economic growth and contributing to the overall development of the region.



R1.75 BILLION

Project value



R454 MILLION

Spend on SMMEs by end-January 2023



R75.6 MILLION

Spend on wages by end-January 2023



528

Number of staff on site



21,000 TONNES

Weight of the each of the bridge's four anchor blocks



12,000 TONNES

Weight of the bridge deck (same weight as the Eiffel Tower!)



43,000M³

Total concrete to be used for the bridge (20 Olympic-sized swimming pools!)



“ This area is a most deep rural area. People are now able to start their businesses because they are working together with the contractors and engineers who are around in the area. ”

Nosekethe Bongoza,
Project Liason Officer



“ We have worked very hard – and at considerable cost – to ensure that the project has the full support of surrounding communities, and that the benefits stemming from construction are localised to the greatest extent possible. ”

Laurence Savage,
Project Director

Empowering through education



SANRAL recognises the pivotal role of education in shaping a sustainable and thriving South Africa. Its initiatives in this area over the past five years have been marked by a deliberate shift towards greater inclusivity and more comprehensive impact.

The shift can be clearly seen in the Agency's Scholarships and Bursaries Programme. While civil engineering remains a key focus, policy changes have facilitated the inclusion of learners across more diverse disciplines.

Bursaries are targeted towards deserving applicants who meet the requirements in a range of fields relevant to SANRAL's core business, from human resources and environmental science to law, electrical and electronic engineering, computer science, mechatronics, and many others. In the past reporting year, the Agency also expanded its educational reach beyond 'traditional' universities to include tertiary institutions considered 'previously disadvantaged'.

In a concerted effort to address gender disparities in the built environment industry, SANRAL has increased awards to female applicants, actively working towards greater gender representation.

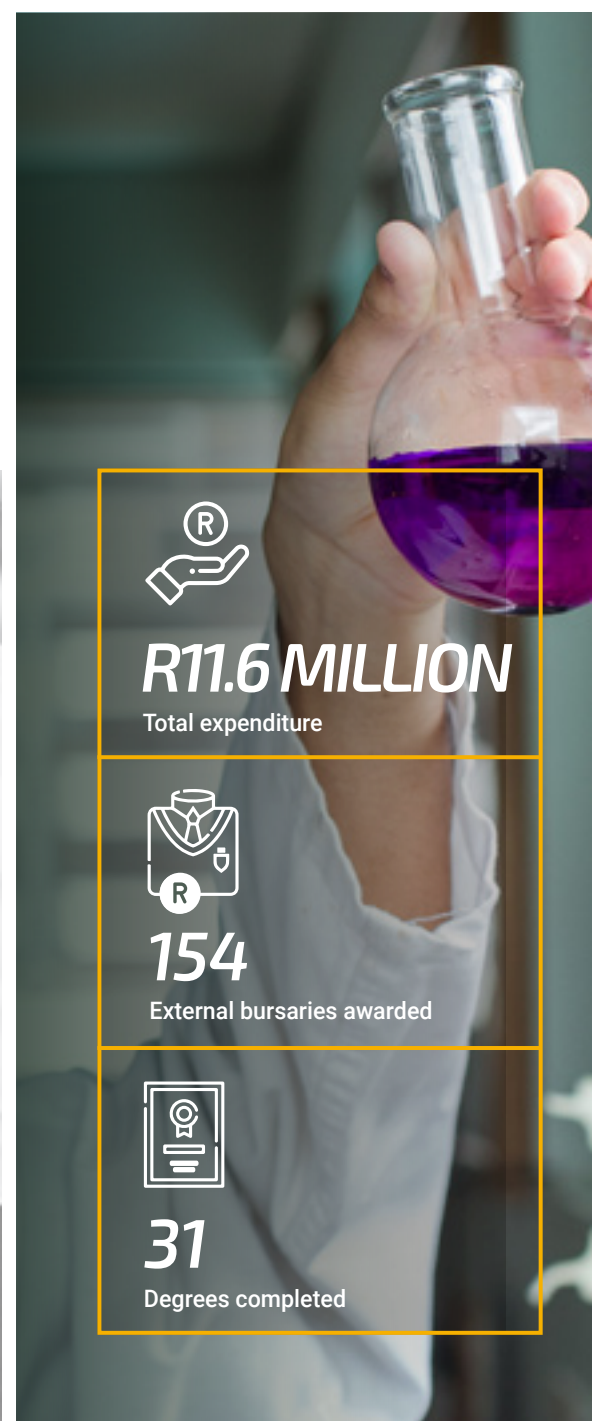
The SANRAL Scholarships Programme extends support to high school learners from previously disadvantaged backgrounds, irrespective of their chosen subjects. The recently implemented Scholarships Policy underscores the commitment to inclusivity.

In addition to bursaries and scholarships, SANRAL also runs the Technical Excellence Academy (TEA), which has been instrumental in shaping the professional landscape. With a comprehensive five-year training programme, real road design projects and dedicated mentors, the TEA has contributed to the accelerated development of 121 engineers to date, with 53 candidates actively in training.

SANRAL's collaborative partnerships with universities across South Africa not only support innovation and research excellence but also contribute to talent development in science, technology and engineering, reinforcing the Agency's role as a catalyst for progress and knowledge-sharing.

Through its extensive educational initiatives, SANRAL is not only building technical expertise but also nurturing a diverse and skilled workforce for the benefit of the nation.

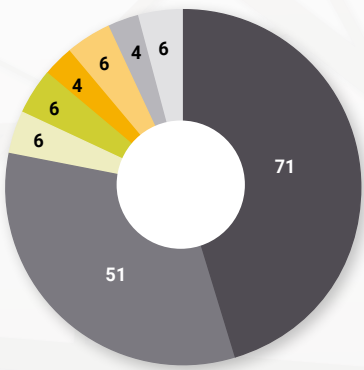
Bursaries in 2022



Scholarships in 2022

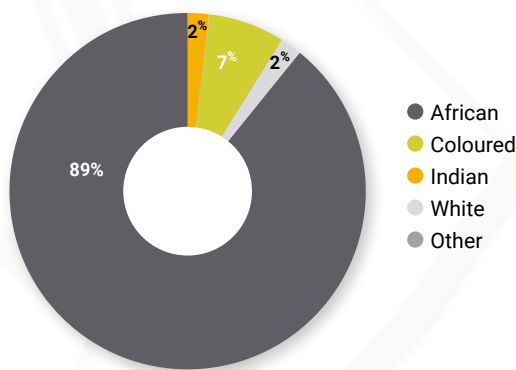


Number of bursary recipients in 2022 by population group

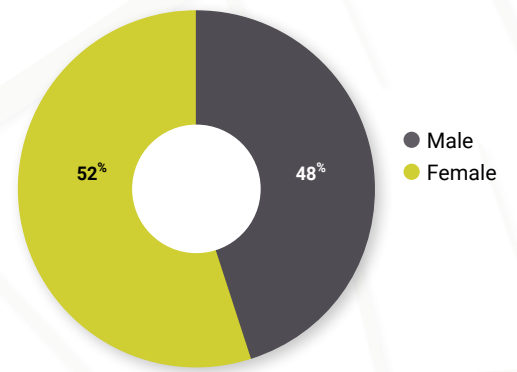


- African female ● African male
- Coloured female ● Coloured male
- Indian female ● Indian male
- White female ● White male

Percentage of scholarship recipients in 2022 by population group



Percentage of graduate engineers by gender



Engaging for impact



In the realm of road infrastructure, effective stakeholder engagement is vital. Establishing communication and collaboration with communities, local authorities and other affected groups helps to prevent conflict, streamlines project execution and ensures a more inclusive approach to project planning.

Over the past six years, SANRAL has significantly reshaped its approach to stakeholder engagement, spurred on by the introduction of its Horizon 2030 strategy in 2017. This shift represented a notable departure from the Agency's previous practices.

Before Horizon 2030, this area of SANRAL's work lacked a coherent strategy, leaving project managers and engineers without a comprehensive understanding of stakeholder needs. Engagement often took the form of a reactive response to emerging issues, resulting in project interruptions and contractual penalties. The significance of engaging with communities and stakeholders early and often became increasingly apparent.

Horizon 2030 marked a major turning point, establishing 'Stakeholders' as one of the pivotal pillars in SANRAL's strategic framework. The Agency adopted a more systematic approach, including the identification, mapping and engagement of diverse stakeholders. International standards and benchmarks, notably the AAA1000 Stakeholder Standards, became guiding principles.

All of SANRAL's projects are now guided by a 14-Point Plan that prioritises community engagement and SANRAL's Transformation Policy, with the goal of advancing women, youth, people with disabilities and Black contractors. A project liaison committee (PLC) is established for each project to facilitate communication, subcontracting and procurement.



The impact of these changes has been evident on projects such as the N2 Wild Coast Toll Road (N2WCR) between Durban and East London, which is set to bring massive economic benefits to local communities in the Eastern Cape and KwaZulu-Natal.

From environmental concerns to issues of community relocation and land acquisition, the N2WCR project has navigated unprecedented challenges since its inception. In addressing these complexities, SANRAL has demonstrated a commitment to extensive engagement. Regular consultations with officials, traditional leaders and communities, alongside ongoing negotiations and compensation efforts, have shown the Agency's dedication to responsible project delivery and compliance with legislation.

This has not only ensured consent and buy-in from affected communities but has also allowed the project to progress with a focus on inclusive development and local economic empowerment. The Agency continues to exceed its contract participation goals for small, medium and micro-sized businesses and suppliers.

As SANRAL drives the project closer to the expected completion date at the end of 2027, its stakeholder engagement efforts are helping communities to recognise that road infrastructure not only connects places but also serves as a conduit for shared economic benefits and prosperity.



Making her mark:

Caitlin Swartbooï's success story

SANRAL's enduring support has been a cornerstone in Caitlin Swartbooï's educational journey, beginning during her high school years in her home town of Kariëga (formerly Uitenhage) in the Eastern Cape.

"I was awarded a scholarship while I was at high school in Uitenhage. Then, I applied for a bursary for my tertiary studies and SANRAL has been assisting me ever since," she explains.

That SANRAL bursary took straight-A student Caitlin all the way to the University of Stellenbosch to pursue a degree in electrical and electronic engineering. Grateful to be able to lessen the financial pressure facing her parents, Caitlin is keen to encourage other young learners to explore the educational opportunities provided by SANRAL.

As she looks to the future, she's excited to make her mark in what she sees as a largely male-dominated field. "I can't wait to start work so that I can show what I am capable of. I want to learn as much as possible and then pay back to the community through my work."

**THE SOUTH AFRICAN NATIONAL
ROADS AGENCY SOC LTD (SANRAL)**

Head Office: 48 Tambotie Avenue,
Val de Grace, Pretoria
PO Box 415, Pretoria, 0001 South Africa
Tel.: +27 (0) 12 844 8000
Fax: +27 (0) 12 844 8200
www.sanral.co.za
Registration number: 1998/009584/30
Produced by SANRAL
Tel.: +27 (0) 12 844 8000
info@nra.co.za

**Contact Details for SANRAL's Fraud Hotline/
Tip-Offs Anonymous**

Toll-free phone no.: 0800 204 558
Toll-free fax no.: 0800 007 788
Email: sanral@tip-offs.com
Postal address: Tip-Offs Anonymous,
Freeport DN 298, Umhlanga Rocks, 4320



WHO'S ENSURING GRADUATES GAIN EXPERIENCE?

Looking at the 1 848 scholarships and bursaries awarded, and the skills development opportunities created through internships over the last 5 years:
We Showed Up.

#ProudlyBuildingABetterSouthAfrica

www.sanral.co.za

SANRAL. An Agency of the Department of Transport. Reg. No. 1998/009584/30.

