

Vul'indlela

N2 WILD COAST

ISSUE 13 | 2023

Produced by **SANRAL**



The N2 Wild Coast Road (N2WCR) is one of SANRAL's flagship projects nationally and has a significant impact on growing the economy through job creation that benefits communities. Two of the biggest bridges in our country and on the continent are being built on this road.



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



Province of the
EASTERN CAPE
REPUBLIC OF SOUTH AFRICA

SANRAL



N2 Wild Coast Project Team

Regional Manager:
Mbulelo Simon Peterson

Lead Project Manager:
Craig McLachlan

Wild Coast District Office
Manager:
Nwabisa Gxumisa

Project Manager
and Stakeholder
Management:
Mbulelo Sonqishe

Project Manager:
Gcobani Socenywa

Project Manager:
Fezekile Duze

Regional Environmental
Coordinator:
Nenekazi Songxaba

Regional Stakeholder
Relations Coordinator:
Welekazi Ndika

Regional Transformation
Manager:
Thandile Makwabe

Regional Land and
Survey Project Manager:
Sboniso Dube

SUPPLIER DEVELOPMENT DESK

SOUTHERN REGION (EASTERN CAPE):

Telephone: +27 41 398 3242

Physical address: 20 Shoreward Drive, Baywest, Gqeberha, Eastern Cape, 6025

Visits are encouraged by appointment only.

The desk may also be reached on SANRAL's supplier portal:

www.sanralesdd.co.za

Work in progress on Msikaba Bridge

By the end of January this year, R75.6 million (excluding VAT) had been spent on wages on the Msikaba Bridge project. Of the 528 staff on site, 424 (80%) are local people, of whom 177 are skilled staff and 247 are unskilled workers.

R454 million has been paid to 120 small, medium, and micro enterprises (SMMEs), all from the surrounding local municipalities.

Additional accomplishments on the N2 Wild Coast Road (N2WCR) project include training 131 SMMEs from the Ingquza Hill, Winnie Madikizela-Mandela and Port St Johns Local Municipalities. This was offered through SANRAL's national training programme to develop SMMEs.

In addition, 257 community members received various skills development training in catering and hygiene, welding, and crop production.

There are also 14 graduates under the Contract Standard Development Goal in accordance with Construction Industry Development Board standards. These graduates are from the Wild Coast area and undertaking internships on the Msikaba and R61 sites.

"Work is progressing well on the Msikaba Bridge. The contractor is adhering very well to the strict Environmental and Health and Safety requirements for the project, scoring in the high 90 percentiles in the monthly audits. The contractor achieved the milestone of three million lost time injury (LTI)-free hours on 21 October 2022. This is a fantastic achievement on such a large, complex construction site," said SANRAL Southern Region N2WCR Project Manager, Craig McLachlan.

The Msikaba Bridge will cross the 195m deep Msikaba River gorge, and once completed will be the longest-span cable-stayed bridge in South Africa, standing at 580m. It will also have the second longest main span in Africa, after the 680m Maputo-Catembe suspension bridge in Mozambique.



A tower crane is used to place concrete on the first lift of the South spire.



The South Pier is stripped and assembly of the first steel section of the Deck underway.

In addition, seven new major river bridges, several new interchange bridges, over 100 km of new highway and several hundred km of new or improved local road network form part of the N2WCR project.

The most recent construction developments include casting the first lift of the South spire. A tower crane will be used to lift concrete for the entire spire going forward, because the spire is too high for a concrete pump to reach.

The Southwest (SW) anchor block casting of cable sleeves also took place, and work started on the Msikaba Bridge South deck. It took three trucks to transport the first steel bridge deck segment in three sections from Middelburg in Mpumalanga, and 3–5 hours to offload each segment at the bridge near Lusikisiki.

On the Msikaba bridge North site, the North pylon has now substantially caught up with the South pylon, with work on the complex bifurcation (where the two inclined legs join) close to completion.

Other successes on the project include work on provincial and local roads on the South and North banks. Various roads in the vicinity of the bridge, which form part of the local road network that will link local communities to the future N2, have been improved. This includes installing new or improved stormwater infrastructure, reconstruction where required, re-gravelling and casting concrete sections on all steep portions of these roads.

Improving the local roads network serves to both improve access and mobility for local communities, maximising the social and economic benefits of the future N2 road.



Stakeholder engagement builds relationships

Former Transport Minister Fikile Mbalula addressed members of the media and stakeholders during October Transport Month when he visited the Msikaba Bridge site.

SANRAL continuously strengthens its relationship with stakeholders on the N2 Wild Coast Road (N2WCR) project.

Last year the agency held numerous stakeholder sessions with traditional leaders, regional, local, and national political leaders, and community members:

- SANRAL introduced the contractor for the Mtentu Bridge project at the Mtentu Bridge site in November 2022
- The October Transport Month Ministerial visit to Msikaba Bridge site took place at the Msikaba South site in October 2022
- The N2 Wild Coast Road Stakeholder Engagement Session with Ingquza Hill Local Municipality was held in Lusikisiki in August 2022

- The Taking SANRAL to the People with Ingquza Hill Local Municipality, Project Liaison Committees and SMMEs was held in Lusikisiki in May 2022
- The N2WCR Information Session with Ingquza Hill Local Municipality Business Fraternity was held in Lusikisiki in March 2022
- Monthly Wild Coast Corridor Business Forum meetings
- Monthly to bi-monthly Project Liaison Committee meetings for all projects
- Quarterly Environmental Authorities Coordinating meetings
- Quarterly Environmental Monitoring Committee Meetings

Stakeholder engagement is one of the pillars that underpin SANRAL's Horizon 2030 strategy, the others being Roads, Road Safety and Mobility.

"The N2 Wild Coast Road is a massive infrastructure project. It is important that we regularly update the various stakeholders and community members on the development of the project," said SANRAL Southern Regional Manager Mbulelo Peterson.



N2 Wild Coast Road Project Manager Craig McLachlan updated SMMEs during a stakeholder engagement session in March 2022.

"When we engage the different stakeholders, we share accurate project information, and we also get a sense of what the issues are within the communities. These stakeholder engagements are also a platform for SANRAL to build relationships with stakeholders and community members," Peterson said.

Water-quality monitoring at Msikaba Bridge



Water samples being taken at sampling points on the Msikaba River tributaries.

SANRAL continuously monitors the water quality of watercourses at the Msikaba Bridge South and North construction sites throughout the year.

Water-quality monitoring tests are carried out every week at the same sampling points on the tributaries of the Msikaba River throughout the construction period. The data collected is captured and converted into comparative upstream and downstream graphs for each week.



The tributaries of the Msikaba River and sampling points. Monitoring was conducted on the Msikaba South and North side.

We do the water-quality checks because we have a general authorisation issued to SANRAL by the Department of Water and Sanitation, which have a statutory requirement. We do the water-quality tests in compliance with this," said SANRAL Southern Region Environmental Coordinator Nenekazi Songxaba.

Upstream water-quality measurements are compared to the downstream water quality of the

respective tributaries, to determine whether there is any deterioration as a result of construction activities.

Songxaba explained that the data is used to monitor the impact of construction activities in the tributaries, taking into consideration the weather and other negative or positive factors which influence water-quality status.

"The comparative upstream and downstream measurements are also used to assess the effectiveness of environmental mitigation measures implemented on site. During 2022 the test results for upstream and downstream readings varied little, and we are pleased that the results remained relatively stable," she said.

The monitoring covers the following water-quality parameters: pH level, total dissolved solids (TDS), turbidity, dissolved oxygen (DO), and temperature. A summary of the overall monitoring results to date is as follows:

- The pH and TDS for all sampling points remained relatively stable, with little variation between upstream and downstream readings.
- The turbidity levels for all sampling points remained stable and relatively low.
- The DO levels for all sampling points were relatively stable.
- The temperature readings for all sampling points remained relatively constant upstream and downstream, with variations caused only by weather changes which affected the temperature on the day of sampling.

"It is important to continuously monitor the water quality on the project. SANRAL remains committed to comply with all of the environmental requirements for the N2 Wild Coast Road and all other projects that it carries out," Songxaba said.



Update on N2WCR tenders

The Mtentu River Bridge project main construction site camp on the North bank overlooking the Mtentu Gorge. Visible on the opposite bank are the temporary access roads to the eight southern bank pier bases.

During the 2022/2023 financial year, SANRAL awarded three tenders for the N2 Wild Coast Road (N2WCR) project. “The contracts that were awarded will provide an economic boost to the construction industry in the province,” said N2WCR Project Manager Craig McLachlan.

These include two contracts with a combined value of around R4.7 billion. Package 4, from Lingeni Intersection to Msikaba Bridge, was awarded to WBHO-Edwin Construction JV. The project spans 45 months and has a contract value of close to R2.3 billion. Small, medium and micro enterprise (SMME) participation on this project is 35%. Package 5, Msikaba Bridge to Mtentu Bridge, was awarded to WBHO H&I JV at a cost of over R2.5 billion. This project’s duration is 54 months, and SMME participation is 35%.

The above two projects are in Ingquza Hill Local Municipality. It is anticipated that they will create approximately 4,000 full-time equivalent (FTE) job opportunities for locals, or an average of approximately 890 jobs per year for the next 4.5 years.

The N2 Mtentu Bridge tender was awarded to the China Communications Construction Company (CCCC) and MECSA Construction JV at a cost of R4.05 billion. It is estimated that up to 200 SMMEs will benefit from the project, while an estimated 1,500 FTE jobs will be created.

The scope of the new Mtentu tender has been expanded from the original (terminated) contract, to include upgrading of 18km of a provincial road, linking the future Mkhambati Interchange to the Flagstaff-Holy Cross road, and providing a direct link from the future N2 to the town of Flagstaff, as well as construction of three community access roads.

Once completed, the Mtentu Bridge will be the highest in Africa and one of the longest main-span balanced cantilever bridges in the world, with a main span of 260m at a maximum height of around 223m.

There are also three community development (CD) projects in the design phase:

- C.003-033-2016/1F: CD and small contractor training and development for Mbotyi access road and pedestrian facilities. The tender for mentoring and managing contractor closed on 9 December 2022. Five tenders were received, and the tender award is expected by July 2023.
- C.003-029-2013/1F: CD and small contractor training and development on the AC60988 leading to Goso Forest Clinic. This tender is in the design stage. The tender for mentoring and managing contractor will be published in March 2023.
- S.003-002-2012/1F: Ntafufu Service Road project is in the design stage. The tender for mentoring and managing contractor will be published in March 2023.



FAQs

When will work start on the Mtentu Bridge project?

The N2 Mtentu Bridge tender was awarded to the China Communications Construction Company (CCCC) and MECSA Construction JV. The contract period is 54 months. This includes a 4-month ramp-up period, during which the contractor will compile and submit their plan to achieve the 30% targeted enterprise contract participation goal, start with training of local labour and local SMMEs, and issue tenders and quotation requests to start appointing subcontractors, suppliers and service providers. Construction is set to start in July 2023.

How will local communities benefit from the Mtentu Bridge project?

The scope of the new tender has been expanded to ensure that the required 30% targeted enterprise (TE) contract participation goal will be realised.

Three community development (CD) projects of approximately R50m will each facilitate the training and mentoring of 10 local CIDB Grade 1 SMMEs. The SMMEs will construct community access roads in/between Mkhabela, Baleni-Jama and Mdatya-Xolobeni. Over 100 local residents will be employed on each CD project. Construction of approximately 18km of the Holy Cross-Mkhambathi road will utilise Grade 5-7 CE TE contractors. Over 600 local jobs will be created during construction.

Will there be training and skills development programmes as part of the Mtentu project? Who and how many will benefit?

Yes. There are various and different skills training programmes provided for local labour, SMMEs and community stakeholders, as well as independent mentoring for appointed subcontractors. The exact details, particularly for community training, will be discussed and agreed with the Project Liaison Committees before implementation.

What impact will the project have on the culture, heritage and traditions of local communities?

SANRAL respects the cultural heritage and traditional rituals of the communities that live alongside the N2 Wild Coast Road Project. Consequently, through SANRAL's Environment Pillar, the roads agency will ensure that Pondoland's heritage continues to be preserved. R372 million has been set aside for environmental offset agreements, where the Eastern Cape Parks & Tourism Agency (ECPTA) as SANRAL's implementing agent are in the process of creating almost 20,000 hectares of new protected areas around Port St Johns, Lambasi, Mkhambati, Mthentu, Myameni and Mbotyi.

These new protected areas will protect the most sensitive and pristine areas of the Pondoland biome for future generations, and will be key in promoting eco-tourism in the area. This is a major positive and the main reason why most environmentalists and nature-lovers are not against the project; 20,000 hectares is a lot bigger than the footprint of the N2 Wild Coast Road itself.

SANRAL SOUTHERN REGION: 20 Shoreward Drive, Bay West, Gqeberha (Port Elizabeth)

SANRALFRAUD HOTLINE: 080 020 4558



@sanraLza



@sanralza



@sanraLza



SANRAL



SANRAL Corporate