Upgrading and maintaining our roads in the Eastern Cape not only provides safer travel for motorists, but also creates job opportunities for SMMEs in the province and contributes to the economic growth of this beautiful part of the country.
SMME training and development forms an essential component of most SANRAL projects. We are well aware of the challenges facing some rural Eastern Cape communities. We have put a lot of time and many resources into ensuring that our community development programmes are both relevant and accessible.

Over the past two years, 35% of our training programmes took place in the Eastern Cape. The recent projects on the R61 Mthatha to Ngqeleni, Komgha River to Grahamstown and Keiskamma Pass to Keiskamma River, each had very successful training and development programmes attached to them. More than 800 local community members benefited from various forms of training opportunities. This year, 71% of training and development programmes will be concentrated in the Eastern Cape.

SANRAL Southern Region has a comprehensive set of infrastructure development projects underway in the Eastern Cape. Many of these are tied to a master plan for other long-term mega projects that are focused on bringing socio-economic growth and greater prosperity to the region.

One of our flagship projects for the Eastern Cape is the much anticipated N2 Wild Coast Road (N2WCR). Construction on the first mega-bridge, the Mtentu, began in January this year. The tender for the R1.63bn-bridge was awarded to the Aveng Strabag Joint Venture who are expecting to commence later this year. Construction is expected to complete in May 2021. The second tender, for the Msikaba Bridge, went out in late 2017. Construction is expected to commence later this year. These two bridges will form the backbone of the N2WCR which will open the Eastern Cape up to a range of economic and social development possibilities. In addition, SANRAL is finalising designs for the new section of the N2 that will run from Port Edward to Port St Johns. This greenfields project will also have a significant training and development component that will benefit local SMMEs and communities.

Road safety is a key priority for SANRAL and we are always looking at ways to improve and advance the safety of our road users. As part of our safety strategy we have a consistent routine road maintenance programme in place across the country to ensure that our roads are well maintained.

SANRAL is finalising designs for the new section of the N2 that will run from Port Edward to Port St Johns. This greenfields project will also have a significant training and development component that will benefit local SMMEs and communities.

Road safety is a key priority for SANRAL and we are always looking at ways to improve and advance the safety of our road users. As part of our safety strategy we have a consistent routine road maintenance programme in place across the country to ensure that our roads are well maintained.

Our Road Safety Management System (RSMS) also helps to ensure that road safety is at the forefront of any decisions that are made when it comes to the construction, maintenance, operation and management of our road network.

At the moment there are 18 routine road maintenance projects underway in the Eastern Cape, all of which are focused on keeping you and your loved ones safe.

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Thandiswa Marawu is the MEC of Roads and Public Works

Thandiswa Marawu

WITHOUT the development of road infrastructure, the safety of road users and the economy of the Eastern Cape province would suffer. Investing in state-led infrastructure development will create thousands of employment opportunities while improving the quality of life of many people.

During the 2016/17 financial year, the Southern Region managed 18 routine road maintenance contracts covering 496km of road, including 342km that were added during the financial period, on request of the Premier.

It is through these road infrastructure projects and the training that is offered that communities living close to the major road networks can benefit.

There are several major road infrastructure projects in the province which are currently ongoing, or have been concluded in recent years. One of the province’s major projects is the N2 Wild Coast Road bridges which has a huge SMME development focus.

The socio-economic impact of the project will offer a significant injection for the local communities. It is estimated that income for the local industry will increase by R360.4m. Construction work will create 6,800 direct jobs, and between 21,300 and 28,100 indirect jobs. Operational work is anticipated to create 900 direct jobs and between 18,900 indirect jobs.

Other major SANRAL projects benefitting local communities and industries include the R550m Mthatha Sprigg Street to Ngqeleni road infrastructure development and safety programme, which was finalised in September 2017.

More than 200 people benefited from the N2 from Komgha River to Grahamstown and Keiskamma Pass to Keiskamma River roadworks project. This R96m project concluded last year.

Another major road infrastructure project under construction is the R980m N2 upgrade between Grahamstown and Fish River Pass. Phases 2 and 3 of the upgrade and rehabilitation project of the N2 from Green River (near Bulembu Airport) to Breidbach (east of King Williams Town) and the R63 from Alexandra Road to Bhisho, are expected to commence in mid-2018.

The R75 rehabilitation project between Port Elizabeth and Despatch is set to create significant opportunities for SMMEs in Nelson Mandela Bay. The project is expected to conclude in 2019.

During 2016/17, R12,368.9m (2016: R10,587.8m) was spent directly on non-toll roads, with capital works absorbing R6,276.4m and maintenance R6,092.5m.

Thandiswa Marawu is the MEC of Roads and Public Works
The project involved the construction of a new 7.3km dual carriageway between Mthatha and the turn-off to Ngqeleni. A new eastbound carriageway was constructed, and significant improvements were made to the westbound carriageway.

“One of the successes is that the project has already injected a range of benefits to members living in villages from Mthatha to Ngqeleni,” said Joshua Mbangeleli owner of Ayabulela Genera Trading.

“Local SMMEs were mentored in the construction of relocation houses to National Home Builders Registration Council (NHBRC) standards and participated in several courses that include construction tendering, basic computer literacy skills, site administration and monitoring. The workers have been provided with, among others, road safety and environmental awareness training,” said Thabiso Ngozwana, SANRAL Project Manager.

The project created work for
60 small, medium and micro enterprises (SMMEs)
48 SMMEs were black-owned entities.
628 job opportunities were created, of which 541 (86%) were taken up by men and 87 (14%) by women and further broken down into 328 youth (52%).

Training plays an important role in shaping SMMEs

There is more to running a business than just building a road, according to Marlize Nel-Verwey SANRAL Southern Region project manager.

“It is important for SMMEs to know how a business fits together. Through our training programmes we aim to expose the SMMEs to as much as possible in the industry.”

Although 23% of the national road network is in the Eastern Cape, 35% of SANRAL’s SMME training over the past two financial years took place in this province.

In this current financial year SANRAL has 21 Community Development (CD) projects under construction of which 15 (71%) are in the Eastern Cape.

SANRAL runs continuous training for SMMEs in the Southern Region before and during a project,” said Nel-Verwey.

SANRAL’s SMME training over the past two financial years took place in this province.

- SOUTHERN REGION 2017/2018: 910
  - Female (14.09%)
  - Female Youth <35 (28.05%)
  - Male (33.36%)
  - Male Youth <35 (14.50%)

- SOUTHERN REGION 2016/2017: 1 579
  - Female (17.06%)
  - Female Youth <35 (20.73%)
  - Male (20.73%)
  - Male Youth <35 (41.46%)

- EASTERN REGION 2017/2018: 431
  - Female (8.36%)
  - Female Youth <35 (27.27%)
  - Male (22.18%)
  - Male Youth <35 (42.18%)

- EASTERN REGION 2016/2017: 772
  - Female (8.55%)
  - Female Youth <35 (29.49%)
  - Male (21.37%)
  - Male Youth <35 (40.60%)

- NORTHERN REGION 2017/2018: 867
  - Female (20.01%)
  - Female Youth <35 (43.30%)
  - Male (10.01%)
  - Male Youth <35 (26.66%)

- NORTHERN REGION 2016/2017: 1 761
  - Female (3.74%)
  - Female Youth <35 (21.81%)
  - Male (26.48%)
  - Male Youth <35 (47.98%)

- WESTERN REGION 2017/2018: 331
  - Female (9.17%)
  - Female Youth <35 (32.50%)
  - Male (26.67%)
  - Male Youth <35 (31.67%)

- WESTERN REGION 2016/2017: 536
  - Female (7.41%)
  - Female Youth <35 (10.29%)
  - Male (28.81%)
  - Male Youth <35 (53.49%)

The project has already injected a range of benefits to members living in villages from Mthatha to Ngqeleni,” said Joshua Mbangeleli owner of Ayabulela Genera Trading.

“Local SMMEs were mentored in the construction of relocation houses to National Home Builders Registration Council (NHBRC) standards and participated in several courses that include construction tendering, basic computer literacy skills, site administration and monitoring. The workers have been provided with, among others, road safety and environmental awareness training,” said Thabiso Ngozwana, SANRAL Project Manager.

The RS50m project commenced on 16 September 2013 and was finalised on 8 September 2017.

“I attended the entrepreneurship course and it was an eye-opener for me. The course has helped me a lot. I am able to deal with payments and record the work that we worked on,” said Joshua Mbangeleli owner of Ayabulela Genera Trading.

Mbangeleli employed 14 people to work on the project. Their tasks included concrete works – working on storm water pipes, building walkways, stone pitching, drop-inlets and outlets.

“The road is much safer to use now. Community members can use underpasses and walkways instead of crossing over the R61,” Mbangeleli said.
N2 PROJECT TRAINS LOCALS

MORE than 200 people benefited from the national route N2 from Komgha River to Grahamstown and Keisikamma Pass to Keisikamma River roadworks project.

Training was provided to 136 local labourers, of which 73 were women.

The R96m project, which lasted for 14 months, entailed resurfacing the road, construction of culvert inlet and outlet structures, installation of drains and replacement of bridge joints. SANRAL also cleared dense vegetation along fence lines to protect the fence from fire damage, and repaired the entire fence line to ensure livestock does not enter the road reserve.

The resurfacing of 41km of the N2 between Komgha River and Grahamstown, N2 section 14 from Keisikamma Pass to Keisikamma River, was completed in May 2017.

Weliswa Jantjies, of Wel and Cousins General Trading, employed about 20 labourers over a six-month period, building gabions, maintaining culverts and painting rest area tables and benches. The contractor had set aside traffic accommodation, guard rail repairs, bush clearing, fencing and rest area improvement work for target enterprise subcontractors. Four target enterprise subcontractors were engaged on the project with a total expenditure of approximately R11.7m. Of these, three were women-owned companies, accounting for a combined expenditure of approximately R10.2m.

In addition to the formal training, there was on-the-job training and mentoring by the contractor’s personnel.

The formal courses included training in traffic accommodation (flagman stop/go/radio), first aid, occupational health and safety, financial life skills and roadside safety for construction workers.

Mbulelo Peterson, SANRAL’s Southern Region Manager, said: “The expected road maintenance lifespan is between eight to 10 years before any major maintenance work will be carried out on the road. Other benefits of the upgrade will result in a smoother riding surface with less wear-and-tear on vehicles.”

ROAD SAFETY A PRIORITY ON R75

MAKING sure routine maintenance takes place on our roads is critical,” says Roland Thompson, SANRAL Southern Region Operations Manager.

Thompson further explains that the regular upkeep of routine road maintenance will assist in maintaining the condition of the roads if other planned maintenance actions are delay. He said that without routine maintenance, a road with an expected design life of 30 years can easily deteriorate to an unacceptable level of service in a shorter period, especially if regular maintenance actions are delayed. Routine road maintenance is the first thing SANRAL does after taking over an existing road.

During the 2016/17 financial year, the Southern Region managed 18 routine road maintenance contracts covering 4963km of road. This included 342km which were added during the financial period, on request of the premier, including the R75. This represents 23% of the SANRAL road network.

SANRAL Southern Region presently has 18 routine road maintenance contracts in the Eastern Cape and there are, on average, nine SMMEs working on each contract, Thompson said.

During 2016/17 approximately R470m was spent on routine road maintenance, providing work to 162 SMMEs and 578 people. The total amount earned by SMMEs was R195m and R290 000 was invested in training.

In conjunction with the routine road maintenance, SANRAL developed the Road Safety Management System to work towards ensuring that road safety is a central consideration in every decision made about construction, maintenance, operation and the management of its road network. The SMME companies employed under the routine road maintenance contract help to maintain safety on these contracts.

Roberto Kock site manager for Damians Contractors said the company has been repairing accident damaged guardrails and erecting fencing along the R75 between Port Elizabeth, Despatch and Uitenhage.

“Our role on this project is to keep the standard of road to specifications. The importance of our work is to look after the road. As a road ages it must be maintained,” Kock said.
The impact of an investment in infrastructure has long been recognised as an important catalyst for economic development and job creation in developing and transitioning economies.

A recent World Bank study found that effective investments in infrastructure can have far-reaching influences on socio-economic development. It also noted that not only does infrastructure investment boost employment by providing immediate construction and infrastructure services jobs, it also has a knock-on effect by opening up opportunities for employment in other related sectors.

For example, sectors that directly or indirectly supply infrastructure projects can benefit from new employment opportunities. Sectors that supply goods and services to meet the growing consumer demand created by those benefiting from the infrastructure project will also be affected by these investments.

In addition to the direct and indirect opportunities linked to the construction phase of infrastructure developments, sustainable employment opportunities are derived from the need to operate and maintain existing infrastructure.

Les Holbrook, executive director of the Border Kei Chamber of Business, noted that the new N2 Wild Coast Road development will provide a range of economic opportunities for the region, which is renowned for its high rates of unemployment and poor quality of living.

"New job and business opportunities will bring economic growth into the area. In the long-term, we expect to see enterprise growth, especially in tourism related products and offerings. In some areas, the road will be a catalyst for additional infrastructure growth and development projects, which in themselves will offer creative opportunities for economic development. Storms River stands out as a good example," Holbrook said.

These developments will not only offer opportunities for the improvement of local living conditions, but will also provide a much-needed boost to the region's economy," he added.

What do you expect to see in terms of development after the N2 Wild Coast Road is built?

The N2WC road development is not only necessary, it will bring meaningful change to the lifeblood of the North-Eastern Cape and will open the gateway to the Western Cape – which has largely been closed to commuters. After completion, natural and planned development will begin to take place. We will also see a significant increase in volume of traffic, both commercial and domestic, including tourism-related traffic. Tourism will begin to grow and sightseeing at the deepest ravine in South Africa will bring big benefits to the region. We are also convinced that the route will be faster, safer and much more enjoyable with less wear and tear on road users' vehicles.

How do you think the new road development will impact production and logistics in the area?

There will certainly be a big improvement in the productivity of transit movements. Taxis will love the new road as will transporters, haulers and courier companies. There will be much more commuting between the towns – especially into Mthatha and Butterworth, Mt Ayliff and Mt Frere.

What are some of the concerns you have regarding the development?

My biggest concern is that there has been too much interference. Unwarranted objections from shipping companies, logistics companies, KZN business, and so on, all smacks of protectionism and less about meaningful upliftment further along the route. Objections from people and organisations that have no real vested interest is also concerning.

In truth, the real benefit to residents and communities is about upliftment and improvement including a real change in the quality of life. The Border-Kei Chamber of Business recorded their support of this project as far back as 2008 (and earlier) and we reiterate the sentiment. We are absolutely convinced that SANRAL will adhere to every conservation act or regulation – including sustainability and renewable practices and are passionate about this project and its possibilities.
**FREQUENTLY ASKED QUESTIONS**

What is SANRAL’s maintenance plan to ensure that its Eastern Cape roads remain within international standards?
SANRAL effectively maintains its roads through ongoing routine road maintenance contracts. The agency has 19 routine road maintenance contracts for all its roads in the Southern Region.

Which roads are SANRAL responsible for?
Most of the national ones. There are also some provincial and municipal roads in the Eastern Cape, Mpumalanga, Limpopo and North West that have been incorporated into SANRAL’s network.

What are some of the major projects SANRAL is working on in the Eastern Cape?
- **MTENTU BRIDGE**
  - Forms part of the N2 Wild Coast road (N2WC) project
  - The project was awarded to the Aveng Strabag Joint Venture (JV) in August 2017
  - The JV partners consist of Aveng Grinaker-LTA, a major South-African-based construction company, and Strabag, a leading construction company in Europe with extensive experience in major balanced-cantilever-methodology bridge construction
  - Construction of the R1.634bn bridge is scheduled to last approximately 40 months.

- **N2 UPGRADE BETWEEN GRAHAMSTOWN AND FISH RIVER PASS**
  - This is the second phase of the R980m road infrastructure upgrade project
  - It’s a six- to seven-year project, divided into three phases, and forms part of a long-term strategy to improve the quality of the roads between Port Elizabeth and King William’s Town
  - The upgrade includes various geometric improvements over mountainous terrain. It will improve safety and offer safe overtaking.

- **PHASE 2 AND 3: REHABILITATION PROJECT OF THE N2 FROM BUFFALO RIVER TO BREIDBACH AND THE R63 FROM ALEXANDRA ROAD TO BISHO**
  - Phase two is the realignment of the N2 from Bulenzu Airport Road intersection to the Buffalo River Bridge
  - Phase three will include the construction of the Breidbach underpass and partial construction of the Beltona interchange
  - Phase two and three are envisaged to commence mid-2018 and will run concurrently over a construction period of 30 months
  - The first phase of the rehabilitation project of the N2 from Buffalo River to Breidbach and the R63 from Alexandria Road to Bisho was completed at the end of 2017.

What are some of SANRAL’s future plans for the Eastern Cape?
The N2WC is a major focus in the Eastern Cape. For instance, the tender process for the Msikaba Bridge, which forms part of the N2 Wild Coast Road (N2WCR) project, was reopened in November. The bridge, approximately 23km east of Lusikisiki, forms part of the backbone of the greenfields portion of the N2WC – a national priority under the coordination and direction of the Presidential Infrastructure Coordinating Commission and one of government’s 18 Strategic Integrated Projects to support economic development and address service delivery in the poorest provinces.

Together with the Mtentu Bridge, the Msikaba Bridge will play an essential role in improving travel time, connecting previously divided communities in the region, and opening up opportunities in business and community-based tourism for the Wild Coast.

Direct job creation on the N2WCR greenfields projects has been forecast at 1.8 million man-days or 6000 full-time-equivalent jobs over the construction period of four to five years.

What is Horizon 2030 and how does the Eastern Cape fit in it?
Horizon 2030 is the new long-term strategy to guide SANRAL’s operations over the next 12 years. Through Horizon 2030, SANRAL wants to highlight the role that the national road network can play in contributing to the aims of the National Development Plan to reduce inequality, support employment and eliminate poverty by the end of the next decade.

The strategy outlines a number of key strategic perspectives that seek to build on SANRAL’s reputation for engineering excellence while also taking into account the changing role of national roads. For instance, Horizon 2030 has elevated stakeholders and road safety into its core pillars, recognising the crucial role these play in SANRAL’s delivery success and in preserving the lives of road users.

The strategy calls for the development of the Roads 2030 long-term plan, public transport enablement, an enhanced role in terms of community development, equitable access to economic opportunities and an integrated funding model.

I would like to work for SANRAL. How do I go about it?
SANRAL encourages skills development in related fields – community and economic development, project management, marketing and communication and general administration.

Please contact our human resources department at 012 844 8000, or send an email to info@nra.co.za

How can I work with SANRAL?
Construction work is awarded on tender. SANRAL’s procurement philosophy is aimed at broad-based BEE. To read the entire Supply Chain Management Policy and Procedure Manual in PDF format and look out for contracts advertised on the SANRAL website, go to www.sanral.co.za

How do I bring road conditions to SANRAL’s attention?
The agency has special maintenance teams in place to respond to unplanned events, such as major incidents or floods, and is able to respond immediately.

All SANRAL-managed roads have road signs displaying contact numbers to call, where road conditions on a specific road can be reported.

Should you want to report a problem, simply visit www.nra.co.za for the contact details of regional offices and concessionaries.

Questions answered by Mbulelo Peterson, SANRAL Southern Region Manager.
WHAT YOU SAID…

The R75 between Port Elizabeth and Despatch Route 75 is one of the big national roads in the Eastern Cape’s interior, connecting Uitenhage with Port Elizabeth. Safety and congestion is a major concern for motorists and pedestrians along this route.

Unathi Sonti, 34, Public Liaison Officer

“This project will benefit the community and other surrounding areas. We have created SMME developmental projects which were aimed at enhancing the CIDB grading level of the SMMEs. There will be 51 SMME contractors working on the site. An estimated number of people who will be employed will be around 10 people per SMME, depending on the scope of the contract awarded.”

Roy van Leave, 33, a site agent

“The agency is moving in the right direction in terms of diversification in changing the landscape in the industry. A lot must be put into place before things run smoothly but I see a difference in development of black contractors.”

Solethu Kela, 33, Engineer

“The project is very challenging, and it runs through 10 wards. We encounter a lot of SMME challenges, where most do not understand tendering procedures. Some even want to be awarded tenders without tendering. We prioritise mostly youth and women. We want to increase the level of female participation in the field of construction and lower the rate of youth unemployment.”

Zikhona Sana, 22, a student at Eastcape Training Center (ETC)

“I have been using this road for almost four months. The road has a high traffic in the morning and in times of protests as well. It will benefit the community because it will reduce accidents and the improvements will make the place look nicer like the big cities, such as Johannesburg.”

Farayi Shakwe, 37, street vendor

“The road will benefit us by reducing accidents and traffic. The other thing is that there is a mall just opposite the road yet there is no pedestrian lane on these roads, which threatens the safety of locals who visit the mall on a daily basis.”

Bulelwa Kiti, 39, a cook operating from an informal trading container

“Upgrading of roads will increase traffic flow and will mean more customers for us. If the road leads to where we are it means that traffic flow will be better, and we will then be here for longer.”

Andre Roodt, 41, the Resident Engineer working for SMEC SA

“As a student, I used to drive this road from Uitenhage when going to have fun and the traffic was bad. So, fixing this road is more like giving back to the community that raised me.”

Hello Eastern Cape
N2, SECTION 11, FROM BRAMLIN INTERCHANGE TO COEGA

Construction contract commenced: JULY 2015

Patching on the eastbound lane between Bramlin interchange and William Moffett Expressway: DECEMBER 2015

Patching in the westbound lane between Stanford Road and Cape Road off-ramp commenced: JUNE 2015

Deep pavement repairs to around the Stanford interchange commenced: AUGUST 2015 - DECEMBER 2015

Road surfacing commenced: FEBRUARY 2016 - MARCH 2016

Installation of bridge joints commenced: JUNE 2016 - JULY 2016

Slurry commenced: SEPTEMBER 2015 - DECEMBER 2015

Basic concrete technology training commenced: FEBRUARY 2016

Work on the undercut in the eastbound lane on Stanford Road is expected to be completed: NOVEMBER 2015

Construction of concrete lined side drains commenced: JUNE 2016 - OCTOBER 2016

Installation of sub-surface drainage commenced: JUNE 2016 - OCTOBER 2016

Slurry commenced: SEPTEMBER 2015 - DECEMBER 2015

Road marking and installation of road studs (reflectors) commenced: OCTOBER 2016 - NOVEMBER 2016

Finishing the road reserve: SEPTEMBER 2016 - NOVEMBER 2016

Manufacturing of dollosse: MARCH 2016 - NOVEMBER 2016

Finishing the road reserve: SEPTEMBER 2016 - NOVEMBER 2016

Project completion: NOVEMBER 2016