



**Projects valued at R25 billion are currently under construction N2 and N3 in KwaZulu
Natal**



SANRAL CEO Reginald Demana (in pink vest) receiving a briefing from main contractors in the Key Ridge to Hammarsdale project.



Caption: Artist's impression of the finished EB Cloete Interchange.

Durban, 9 September 2024 – There are currently nine packages under construction on the N2 and N3 in KwaZulu Natal to the value of R25 billion, the South African National Roads Agency SOC Limited (SANRAL) has announced.

“The N2/N3 programme is well on track since we started in 2021. We currently have got nine packages under construction, 7 on the N3 between Durban and Pietermaritzburg and two on the N2 which is the Kwa-Mashu to Umdloti and EB Cloete Interchange projects in eThekweni,” said Dudley Mbambo, SANRAL’s Eastern Region Acting Regional Manager.

The R1.2 billion KwaMashu Interchange to Umdloti project started in August 2021 and is due for completion in the last quarter of 2025. The M41 pedestrian bridge, to be undertaken as a Community Development and Road Safety project is a much-needed safety measure on this project and its completion is of utmost importance.

“We need to ensure the safety of all road users are prioritized including pedestrians. There are households next to the M41 highway and people crossing to go to work in various places. These people must be provided with a pedestrian bridge that will make it safe to cross the highway,” said Mbambo.

Major strides have been achieved on the R5 billion EB Cloete Interchange (Spaghetti Junction) project which started in May 2023. Construction is 15% complete as at end of July 2024 and the targeted enterprises have earned well over R35 million.

This project aims to increase the capacity of the EB Cloete Interchange and 8.1 kilometers of the N2 and N3 in the vicinity back to acceptable service levels through the addition of new lanes on the Interchange ramps and the carriageways of the N2 and N3.

“There are currently 20 lanes in the interchange and the upgrades will increase that capacity to 32 lanes in all directions. The upgraded interchange and adjacent N2 and N3 will provide additional lanes that will reduce traffic congestion and delays to the travelling public upon completion,” said Mbambo.

Of the total cost, the cost of the steel arch which is pivotal to the functioning of the interchange is approximately 5% of the overall cost to a value of R240million, while the roads works and structures costs are approximately R2,5billion and R1,6billion respectively.

Exempt Micro Enterprises (EME) and Qualifying Small Enterprises (QSE) subcontractors and suppliers will also benefit through the subcontracting of approximately R1,25 billion to Targeted Enterprise subcontractors and suppliers, with up to 121 subcontract packages and 19 supplier packages anticipated to be awarded to Targeted Enterprises.

“Labour is employed from the local community with an approximate R333,6 million anticipated to be spent on hourly wages over the 5-year contract period. A total of R22,6 million is anticipated to be spent on training that would include 160 learnerships, 150 technical skills, 650 generic skills, and 16 CIDB method 2/3/4,” said Mbambo.

The R4.57 billion N3 upgrade project between Key Ridge and Hammarsdale commenced in May 2023. The Key Ridge to Hammarsdale project upgrade will play a major role in alleviating traffic and bring about much needed safety in the area. The steep gradients, excessive super-elevation and curvilinear alignment results in many heavy vehicles overturning at the bottom of the valley resulting in closure of the N3 for lengthy period of time. This section of the N3 will be realigned to a greenfields portion resulting in a much straighter alignment with much flatter gradient.

The construction, scheduled to take 51 months, will upgrade the existing roadway to a five-lane divided dual carriageway starting in the south at Key Ridge, near the M13 interchange, at km 2,8 and continuing to just before the Hammarsdale Interchange at km 8,825.

The project is divided into three distinct construction phases:

- Phase 1: Widening of the existing northbound carriageway to accommodate five lanes of contraflow traffic (2 lanes northbound and 3 lanes southbound).
- Phase 2: Divert all traffic to the newly widened northbound carriageway. Construction of the new five-lane southbound carriageway as a greenfield project.
- Phase 3: Divert all traffic to the newly constructed southbound carriageway. Construction of the new five-lane northbound carriageway as a greenfield project.

“This project, which comes at a cost of R4.57 billion, was necessitated by high crash statistics as well as poor condition of the pavement, which is over 40 years. The upgrade will increase safety but also significantly improve the level of service for the next 30 years,” said Mbambo.

In line with SANRAL's transformation objectives, at least R1.1 billion will be subcontracted to SMMEs while just over R392 million will be spent on local labour.

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Issued by FTI Consulting on behalf (SANRAL). For editorial content or additional information contact Lwando Mahlasela on 082 440 5305 or pressoffice@nra.co.za