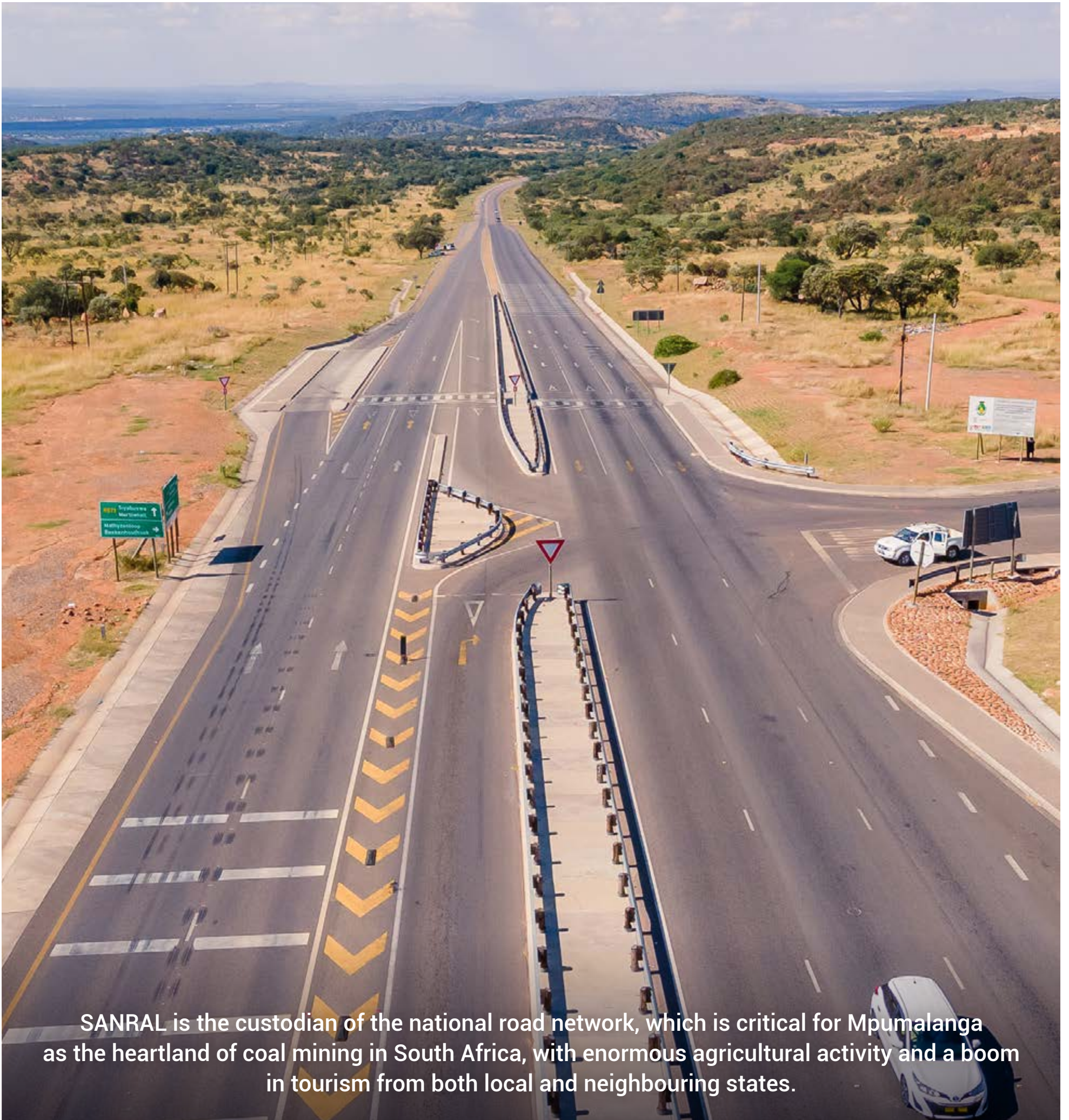


2023



MPUMALANGA

Produced by SANRAL



SANRAL is the custodian of the national road network, which is critical for Mpumalanga as the heartland of coal mining in South Africa, with enormous agricultural activity and a boom in tourism from both local and neighbouring states.



transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA



Message from the CEO



REGINALD DEMANA
CEO, SANRAL

Efficient road infrastructure development is critical for Mpumalanga. The province is known as the heartland of coal mining in South Africa, with large known deposits in vast parts of the province. In addition, there is also enormous agricultural activity happening in the province, and there has been a boom in the tourism industry from both local and neighbouring states. All of these require a safe and reliable road infrastructure to be effective. As custodians of the national road network, we have a huge responsibility to ensure the efficient and safe movement of goods and people, which is key to the economic upliftment of all South Africans.

Over the past year we have reached major milestones on key infrastructure projects such as the Karino Interchange, which is part of the N4 Maputo Development Corridor, and which improves trade and stimulates economic development between South Africa and Mozambique. The National Department of Transport has identified the Karino Interchange, situated along the N4 in the eastern part of the City of Mbombela, managed by Trans African Concessions (TRAC), as one of the catalytic projects to promote mobility and unlock transborder economic activity.

SANRAL is also implementing various other projects in Mpumalanga, such as the Moloto Road that interconnects the Gauteng, Mpumalanga and Limpopo provinces; the R23 national road in Lekwa District Municipality; and the R33 national road which crosses through Mkhondo and Msukaligwa Local Municipalities, among others. There are also 14 SANRAL community development projects that are spread across Gert Sibande District Municipality, Thembisile Hani Local Municipality, Greater Groblersdal District

Municipality, Dr JS Moroka Local Municipality and Thaba Chweu Local Municipality. One of these is the improvement and construction of pedestrian safety facilities on national road R37, section 1, from Modikwa mine to Burgersfort. The tender value is approximately R600 million, and it is estimated that at least 20 small, medium and micro enterprises (SMMEs) will be employed on the project, and that more than 300 job opportunities will be created.

There will be a further investment of about R1.7 billion for three projects in the Steve Tshwete Local Municipality that will see the modernising of roads and improvements to their safety and accessibility. These are the N11 section 9 (Hendrina Power Station to the N4), which is set for improvement; construction of the Middelburg Eastern Ring Road on the N11; and construction of a compulsory truck stop on the N11 (Loskop Valley).

We continue to strengthen our stakeholder relations efforts with all of our stakeholders at provincial, municipal, business and community levels through various engagement programmes. This is critical for ensuring support and cooperation for the success of our projects. Through the implementation of SANRAL's Transformation Policy we strive to ensure that local SMMEs in localised areas are brought closer to opportunities. We aim to promote the inclusion of marginalised community stakeholders by helping them to understand how to position their businesses to access these opportunities.

All these and more are covered in this publication. We look forward to achieving great things together with the province to help improve the lives of our people.

Message from the MEC

Over the years the Mpumalanga provincial roads authority, the Department of Public Works, Roads and Transport, has enjoyed a cordial working relationship with the national roads authority, SANRAL, at executive, policy and operational level. This relationship is of national strategic importance and continues to strengthen and yield better service delivery for road users in the province and those who pass through the province.

As the custodian of the national roads, SANRAL looks after key economic corridors in the province, which include Gauteng to Maputo (N4) and Gauteng to eSwatini (N17), and the two corridors to the major harbours/ports of Durban, eThekweni (N11) and Richards Bay (N2). SANRAL is a major stakeholder and contributor to the regional, national and provincial economies.

Inter-provincially, SANRAL has taken over the Moloto Route (R573), which is a major economic and commuter route linking three provinces: Gauteng, Mpumalanga and Limpopo.

SANRAL commenced with the upgrading of the Mpumalanga section of the R573 in the 2020/21 financial year, and this has helped to reduce the number of accidents on the road, improve the level of service by reducing congestion, and cut down on travel time – in the process creating employment and subcontracting opportunities for the

communities and small businesses in Thembisile Hani and Dr JS Moroka local municipalities. The programme for engagement of subcontractors has also benefitted the participating businesses by way of skills transfer and enterprise development, thus developing the industry capacity in the Nkangala region of the province.

The technical cooperation between the Department and SANRAL has been key in the development of interventions to improve the maintenance of paved roads in the province through the Vala Zonke pothole patching programme and the launch of SANRAL's Pothole reporting app for potholes on all roads – municipal, provincial and national. This programme, together with the District Development Model, has complemented the Department's 'war on potholes' and drawn the municipalities' road maintenance into focus.

The Mpumalanga province appreciates and recognises the leadership role that SANRAL takes in the development of policies and standards for the roads sector in the country, and the operational and technical cooperation with the Mpumalanga Department of Public Works, Roads, and Transport. We look forward to a growing relationship that will continue to benefit the province, the country and the SADC region.



MANDLA P NDLOVU
MEC FOR PUBLIC WORKS, ROADS AND
TRANSPORT, MPUMALANGA

Land acquisition efforts in Thembisile Hani Municipality



Land acquisition on SANRAL projects has been a contentious issue, particularly on the R573 Moloto Road project which, in some cases, was met with resistance by affected stakeholders. The challenge is mainly due to a lack of knowledge of the subject of land acquisition and SANRAL's related processes, which SANRAL is addressing through continuous stakeholder engagement. This is a consultative process between SANRAL and the affected communities to provide information on the land acquisition process, to allow members of these communities to raise any concerns they may have and to reach consensus regarding the project.

SANRAL in partnership with the Department of Agriculture, Land Reform and Rural Development (DALRRD) convened several community engagements in Thembisile Hani Local Municipality to explain the land acquisition process to community members, and to discuss members' rights as well as how compensation will be determined for those affected.

What is land acquisition?

Land acquisition is the transfer of immovable property from one person to another. For the purposes of the development of the national road network, SANRAL acquires land from landowners from time to time. This can be for widening the road, building access roads, borrow pits and temporary deviations. Land acquisition is the acquisition of property and/or any right in property required by SANRAL in terms of its functions, as defined in Sections 25 and 26 of the SANRAL Act.

What steps does SANRAL follow to manage the process?

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

Who is involved in the process?

The process involves several stakeholders, such as traditional leaders, the DALRRD, municipality, consulting engineers, property evaluators and affected landowners or community members.

Who are the affected or eligible members?

These are affected landowners 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?

Ownership of affected property and rights in property are an important consideration that can influence the acquisition process, especially in terms of timeframes. Tribal or communal land is acquired through the tribal authority. For the Moloto Road project, SANRAL required a piece of communal land to develop the project, 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, such as the 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 done, SANRAL will appoint a professional property evaluator to determine the value of the land, based on the market value. The evaluator will also consider the value of any improvements on the land.

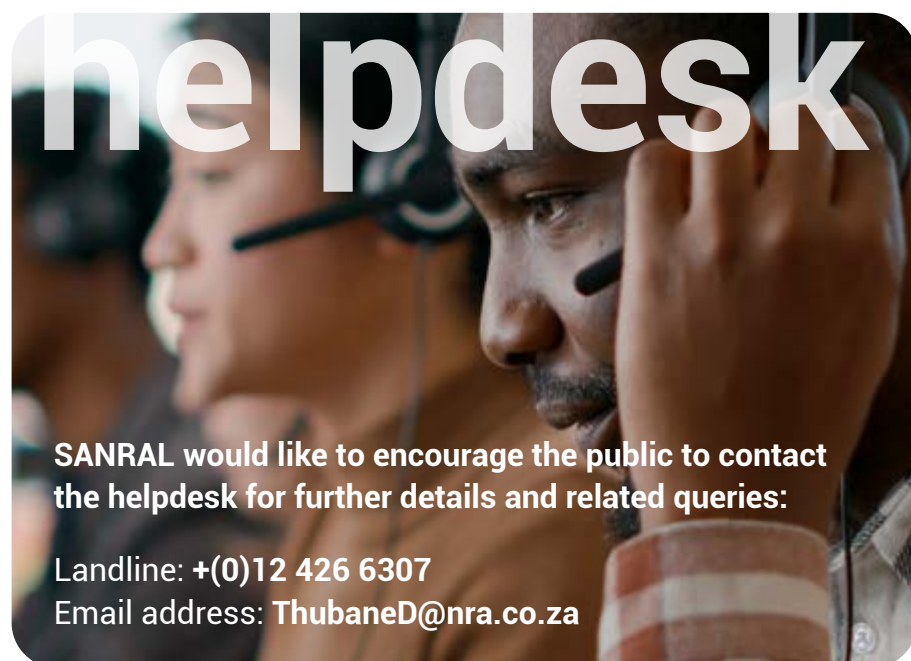
What is the basis of evaluation/the framework for guiding compensation?

Once a valuation has been conducted, the estimation for compensation will be made accordingly. Before compensation of the affected stakeholders takes place, an agreement between the stakeholder and SANRAL will be signed.

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 design in a new place found by the stakeholder or by SANRAL. Stakeholders are required to present their identity documents, bank statements and title deeds 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 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, and this rate will be applied to the extent required for the road upgrade to arrive at market value. Any structures or improvements and services, such as electrical or water connections, which are affected because of an upgrade will also be considered.



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

Landline: +(0)12 426 6307

Email address: ThubaneD@nra.co.za

Routine road maintenance locality maps

The red lines on the maps show where SANRAL is carrying out routine road maintenance projects.

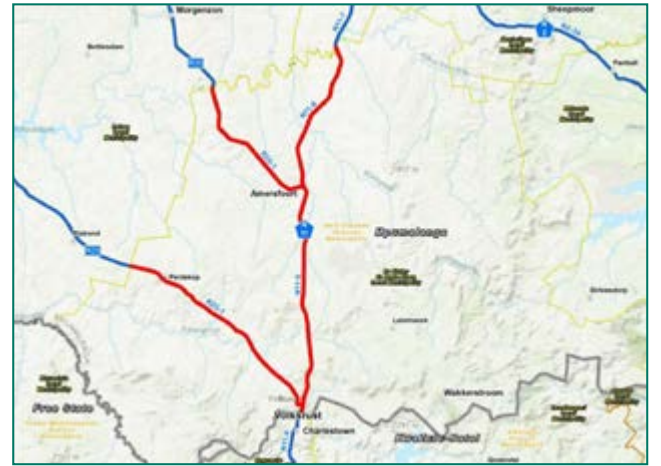
RRM CAROLINA



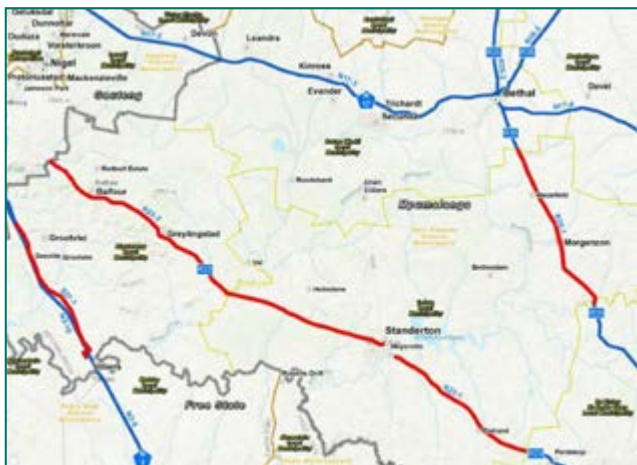
RRM MKHONDO



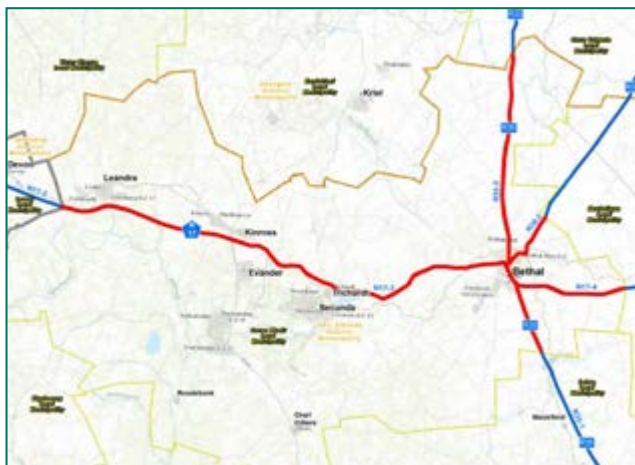
RRM DR PIXLEY KA ISAKA SEME



RRM LEKWA/DIPALESING



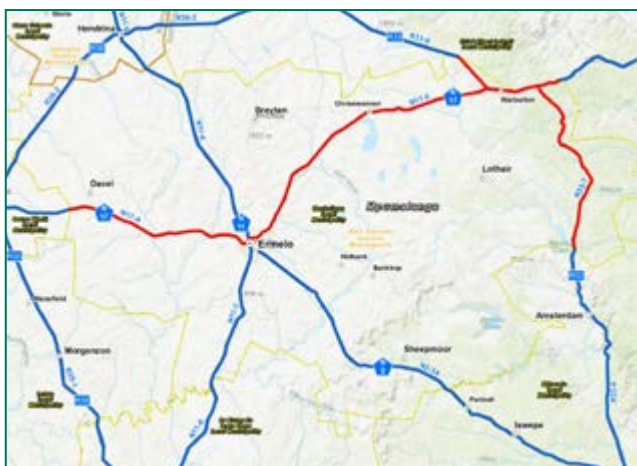
RRM GOVAN MBEKI



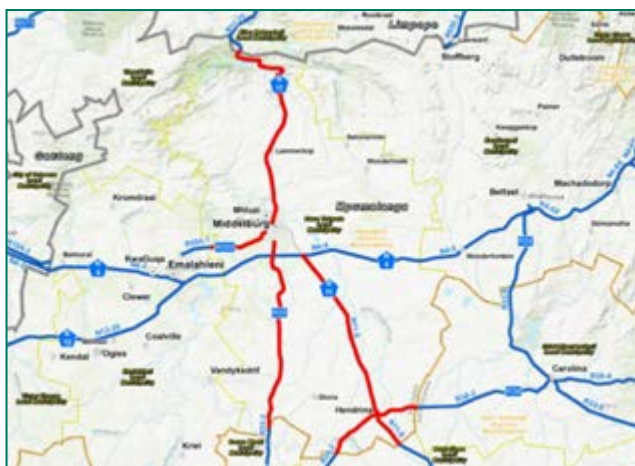
RRM MSUKALIGWA 01



RRM MSUKALIGWA 02



RRM STEVE TSHWETE



RRM EMALAHLENI/VICTOR KHANYE/
THEMBISILE HANI/DR JS MOROKA



RRM NKOMAZI



RRM THABA CHWEU



RRM MBOMBELA/BUSHBUCKRIDGE



Legend

- PROJECT SECTIONS
- SANRAL ROAD NETWORK
- OTHER ROADS
- PROVINCIAL BOUNDARIES

- DISTRICT MUNICIPALITIES
- LOCAL MUNICIPALITIES
- TOWNS

STAKEHOLDER RELATIONS -

the **heartbeat** of our projects



An information session with members of Sheepmoor community in Ermelo in Msukaligwa Local Municipality.

SANRAL is continuously seeking ways to engage stakeholders to discuss opportunities for participating in projects and to resolve all stakeholder-related issues. For the past few months we have been proactive in managing stakeholder relations and working closely with the provincial authorities, local municipalities and relevant bodies to engage on planned projects for the province and ensure harmony on current projects.

It is quite critical for SANRAL to engage with stakeholders before a project is initiated or a policy is implemented, as this will help with understanding the needs of our stakeholders, improve good relations, and get public buy-in and support for projects. It also assists in resolving conflicts on projects.

Stakeholder relations is critical for ensuring harmony

Relations with the province and municipalities are critical in ensuring harmony on SANRAL projects in Mpumalanga. The SANRAL stakeholder team has been hard at work visiting several municipalities in the province to consult with the leadership on current and planned projects in their respective regions.



The members of Sheepmoor community in Ermelo in Msukaligwa Local Municipality in attendance of an information session.

SANRAL STAKEHOLDER ENGAGEMENTS INCLUDE:



An information session was held in Wesselton Primary School, Ermelo.

Taking SANRAL to the People

This is in line with SANRAL's fourth pillar of Stakeholder Relations, which requires stakeholders to be consulted about all project-related activities that affect communities. The initiative aims to engage and empower emerging small, medium and micro enterprises (SMMEs) with knowledge regarding opportunities available during current and upcoming SANRAL projects, as per SANRAL's Transformation Policy.



Information sharing at the event held at Wesselton Primary School.

Information sessions

SANRAL information sessions are a way to share information regarding projects with the affected stakeholders. These usually take the form of a physical meeting at an identified school, community hall or municipal facility, where presentations are given. This provides an ideal platform for two-way discussions, where SANRAL also listens to the needs of stakeholders.



SANRAL hosted a stakeholder information sharing session with the traditional leadership of the Bushbuckridge Local Municipality.

Meeting with traditional leadership

Traditional leaders are considered a critical stakeholder for SANRAL because they assist greatly with accessing communities and mobilising them to support projects. The roads agency acknowledges the role played by local chiefs and kings in the respective communities, and ensures that they are consulted before starting any projects.



Empowering people with disabilities

"Nothing about us without us" were the words echoed by stakeholders during a social facilitation engagement for people with disabilities held in the Thembisile Hani Municipality.

SANRAL visited the community of Kwaggafontein to engage people living with disabilities regarding opportunities for participation on the R573 Moloto Road project in Mpumalanga. The roads agency started the session by highlighting the need for people with disabilities to participate on the Moloto project and in growing the economy, which is in line with its transformation strategy. The strategy aims to ensure that previously marginalised sectors of the economy, including people with disabilities, play a meaningful role and succeed in a construction industry that has largely been non-transformative.

About 130 stakeholders attended the event, with only 17 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 project in Mpumalanga, Nontobeko Mathenjwa, said R2 million has been set aside for people with disabilities to take part in the project. However, only R200,000 has been spent to date, which is a concern for the roads agency.

"We want to know why, of the 114 people already employed, there are only three with disabilities. We want to use this opportunity to understand why this is the case. We need to establish where the challenges are, what their business needs are, and what skills they have

so that we can provide the necessary training and support required," she said.

SANRAL hopes this initiative will assist with the overall understanding of and insights into the position and status of people with disabilities, so that they may benefit from projects now and in the future.

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

Thomas Mashiya, wheelchair-bound activist and local media personality: *"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: *"I am not disabled, just differently abled. I came here with the intention of striking a deal or two. But it seems I got 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 the Thembisile Hani Municipality to participate in opportunities designated for them on the R573 Moloto Road project.

This engagement allowed military veterans to learn more about SANRAL and the projects that the agency implements.

The session was further used to afford military veterans the opportunity to understand SANRAL's Horizon 2030 strategy and the Transformation Policy, which aim to achieve economic development and inclusivity.

SANRAL trains bikers to be safe on the road



Motorcyclists are among the most vulnerable of road users, with many lives lost from motorcycle accidents. In an effort to mitigate this challenge, SANRAL hosted about 100 bikers in Nelspruit to train them on how to be safe on the roads and share the road safely with motorists.

"So, the aim of this initiative is to educate bikers to be safe and upskill their riding to ensure that no lives are lost on our roads. We all have families, and we want everyone to be able to ride home safe to their loved ones," said professional rider and trainer **Sfiso 'Iam63' Themba**.

This initiative took place on 25 March 2023 under the theme 'Motorcyclists matter on our roads' at the parking lot near Mbombela Stadium. It was aimed at encouraging motorcyclists to be better riders and be safe on the roads to avoid fatalities.

"Most road safety awareness messages are targeted at motor vehicles. There is a gap in awareness of motorcyclist safety. As custodians of road safety, SANRAL has a mandate to ensure that the road safety message is heard, and that more safety education and awareness are promoted nationally," said SANRAL Northern Regional Manager **Progress Hlahla**.

The programme, which involved both theory and practical training, started at 07h00 with a mass ride from Caltex Riverside on the R40 and proceeded to the training venue. This was followed by a detailed briefing session focusing on the importance of safety when riding on the road. This included: what riders should look out for, where to ride on the road and safe following distance; defensive riding and how to brake safely during an emergency; motorcycle inspection to assess any faults on the bike before going on the road; safety gear and the importance of wearing protective gear such as jackets, helmets, gloves and footwear, correct sitting position, safe cornering and throttle control, and correct lean angles when cornering.

"Most cars don't see us because motorbikes are fast, you hardly see them coming and this leads to most accidents or incidents. But there's also an element of negligence from bikers which I believe is one of the reasons for this initiative, to teach us not to be negligent on the road, to ensure that we are all safe on the road," said team biker **Nomcebo Nicole**.

Once the training on site had concluded, candidates had the opportunity to put their skills to the test by going on a road ride along a selected route, and concluded at 15h00 with a debrief and feedback from the trainer.



R270 million spent to upgrade Standerton road

The community of Standerton in Mpumalanga welcomed the R270 million investment by SANRAL for upgrading the R23 road. This project began in 2021 and was completed in April 2023.

About R70 million was ploughed back into the community through job creation, empowerment and training initiatives. More than 270 jobs were created for locals over the construction period. For local SMMEs, the road upgrade meant a boost for their businesses, offering them the opportunity to be involved in a huge project that will ultimately uplift their communities.

Said SANRAL Project Manager, Riaan Oerlemans: "Through consistent engagement with the community, we were able to hire 270 local people to work on this 4km stretch, as well as subcontract about 45 local SMMEs, helping them gain experience and be a part of what is essentially their own project."

Added Stephen Nhlapo, Owner of Lucky Lips Trading, one of the SMMEs subcontracted on the project: "Standerton's employment issue has been addressed, as most of the subcontractors are from this area. The community has really appreciated the open communication with Raubex and being involved at every stage."

Part of the work included the construction of pedestrian crossings, traffic lights, traffic circles and bridges to make the road safer and promote mobility, helping motorists to cut down on travel times because the road is a lot smoother.

Flagger Ntswaki Msimango described her involvement on the project: "I've learnt so much by being here. I started off working with the concrete, where I learned how to measure and pour. Then I helped to direct traffic, making sure motorists could navigate the construction site safely."



New roads for Gert Sibande District Municipality



SANRAL will be rolling out new road infrastructure projects in the Gert Sibande District Municipality. The roads agency has set aside about R9 billion to upgrade the National Route N2 – a total of about 150,7km, from the KwaZulu-Natal/Mpumalanga border to Camden, near Ermelo (Msukaligwa). Other projects entail the upgrade of Pan Bult Interchange and construction of a ring road in Mkhondo and in Msukaligwa Local Municipalities.

The current N2 roadway which is a single carriageway will be upgraded to a divided dual carriageway with improved vertical and horizontal alignment. Existing accesses will be consolidated, and the existing intersections will be improved, and new ones constructed. In addition, SANRAL will increase the functional capacity of bridges and major drainage culverts. The first N2 upgrade project, the N2 Leiden to Camden, is expected to start in the first quarter of 2024. The estimated contract value for this phase is R1,9 million.

SANRAL has recently appointed WBHO Construction to upgrade a Pan Bult Interchange on the N2 route. The first part of the construction is expected to commence in August 2023. Before contractor starts with works, SANRAL will conduct information sessions to engage local stakeholders: to introduce the contractor, discuss opportunities for labour and local businesses, and finalise the establishment of the Project Liaison Committee (PLC) to represent the community on the project. This will be followed by the appointment of the Project Liaison Officer (PLO) by WBHO.

The Mkhondo Local Municipality welcomed the project and have pledged their full support to ensure its successful delivery.

Melba Geca, SANRAL Stakeholder Coordinator in Mpumalanga, said she is happy the project is finally going ahead despite several challenges like the delay in acquiring land for construction.

“The project will boost the local economy through job creation, training and development of local businesses, empowerment of women and youth owned businesses, including opportunities for military veterans and people living with disabilities,” she said.

PHASE	ROUTE	SCOPE	COST
Part A	Upgrading of the N2 from Leiden to Camden		R 9 500 000 000
Part B	Upgrading of the N2 from Verzamelings to Leiden	<ul style="list-style-type: none"> Upgrading to divided dual carriageway with new vertical alignment 	
Part C	Upgrading of the N2 from Piet Retief to Verzamelings	<ul style="list-style-type: none"> Improve intersections and accesses Increase capacity of bridges and major culverts Panbult Interchange 	
Part D	Upgrading of the N2 from Bloemendal to Piet Retief	<ul style="list-style-type: none"> Rehabilitate pavement in Piet Retief 	
Part E	Upgrading of the N2 from KZN Border to Bloemendal		

All you need to know about Operation Vala Zonke

Potholes have become a hot topic in the country and have even become a joke in many circles. The reality is that this is no joke, as people have lost lives and suffered tremendously because of this scourge.

In response to this challenge, the National Department of Transport launched a national campaign to fix potholes, dubbed Operation Vala Zonke, on 8 August 2022, with a call for a joint effort by the 9 provinces and all 278 municipalities, comprising 8 metropolitan, 44 district and 226 local municipalities.

A lot has been achieved since the launch. However, there's still a lot of work to be done to eradicate potholes on South African roads. Here is what you need to know about the campaign and progress to date.

Who is involved in the campaign and what are their roles?

SANRAL was appointed as the coordinating agency to drive Operation Vala Zonke, which included the harmonisation of all data and information on potholes and providing the technology and technical knowledge to ensure quality delivery on the campaign.

However, being a coordinating agency does not

mean SANRAL is responsible for repairing all of the potholes. It is important to understand the legal mandates of the various spheres of government and who is responsible for which roads.

South Africa's total road network is estimated at 750,000km, the longest of any African country and the 11th longest in the world. Responsibility for building and maintaining the network is divided between SANRAL, provincial and local government authorities:

- **SANRAL** manages national roads and has a network of 23,512km of paved roads.
- **Provinces** are responsible for just over 270,000km (46,500km paved).
- **The municipal network** is estimated at just over 320,000km (nearly 88 000km paved) of the proclaimed network.
- The rest are unproclaimed gravel roads (mainly serving rural communities) and are not owned or maintained by any road authority.

This means that SANRAL is only responsible for fixing potholes on national roads, while the provinces and municipalities are responsible for fixing provincial and municipal roads.

How many potholes have been fixed to date?

In line with its Roads Repair and Maintenance

policy, SANRAL has swiftly responded to and repaired all potholes which have been reported on the national road network.

A total of 618 potholes have been reported on SANRAL roads to date: 475 of these were in the Northern Region, 72 in the Eastern Region, 60 in the Southern Region, and 11 in the Western Region. All of these were fixed, and those that haven't been are still within the 48-hour repair window.

A lot of work has been done by so many municipalities and provincial departments in fixing potholes on their respective roads, but access to data is still a challenge, although progress is being made in this regard.

How can the public report potholes?

SANRAL launched the SANRAL Pothole app for the public to be able to report potholes easily. Citizens can simply download the free app – available on iOS and Android phones – register and immediately begin reporting potholes. The app allows for the user to take a picture of the pothole, while the system automatically records the GPS location, and sends the information to the relevant authority, so that it may be fixed.