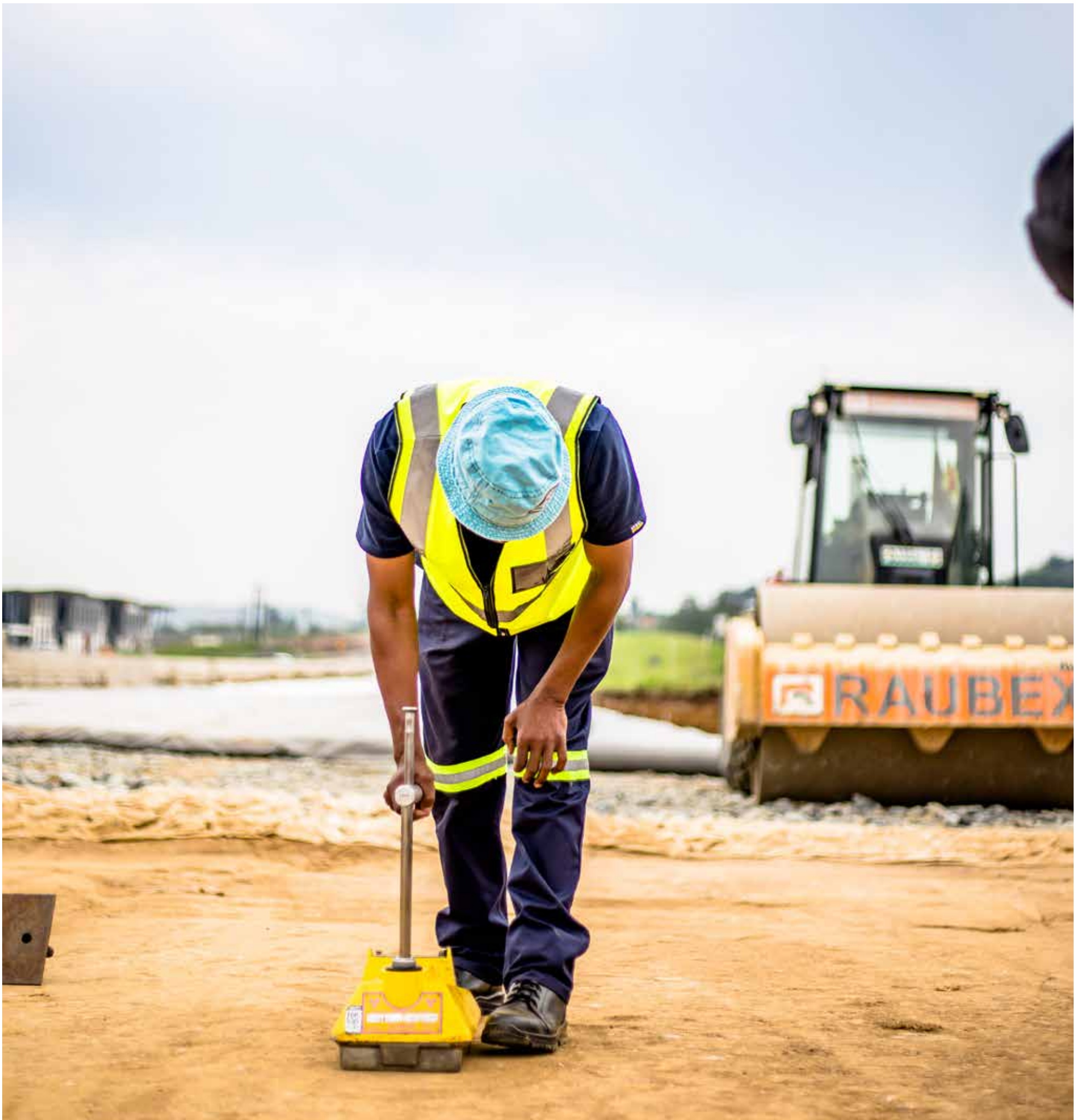


PEOPLE'S GUIDE

TO SANRAL'S ANNUAL REPORT | 2025

DRIVEN BY PURPOSE

Produced by **SANRAL**



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

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Welcome to SANRAL

Welcome to the People’s Guide to SANRAL’s Annual Report for 2024/25. This publication is an easy-to-read summary of who we are, what we do and how we performed between 1 April 2024 and 31 March 2025.

About SANRAL

The South African National Roads Agency Limited (SANRAL) is a state-owned company responsible for financing, building, maintaining and managing South Africa’s national roads, which include all national routes (marked N on road signs) and some of the provincial routes (marked R on road signs).

Vision

To ensure our national road transport system delivers a better South Africa for all.

Mission

To deliver a safe, efficient, reliable and resilient national road transport system for the benefit of all the people of South Africa.

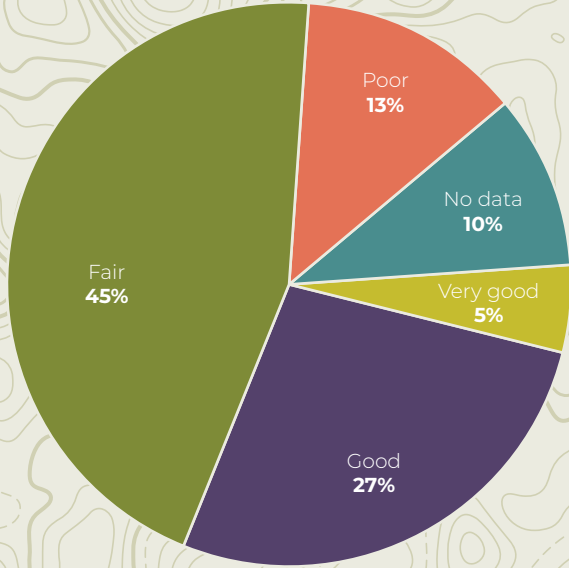
What we do

- Plan, design, construct, operate, maintain and rehabilitate South Africa’s national roads
- Generate revenue from the development and management of the assets we manage
- Undertake research and development to advance knowledge in the design and construction of roads and related fields
- Advise the Minister of Transport on matters relating to South Africa’s roads.



Vital road statistics

This pie chart shows the condition of South Africa’s national road network using the overall condition index (OCI), which is a numerical score of between 0 and 100. We use the OCI to evaluate the condition of road surfaces and other infrastructure in the network. In 2024/25, the OCI of South Africa’s national road network is **64,45**.



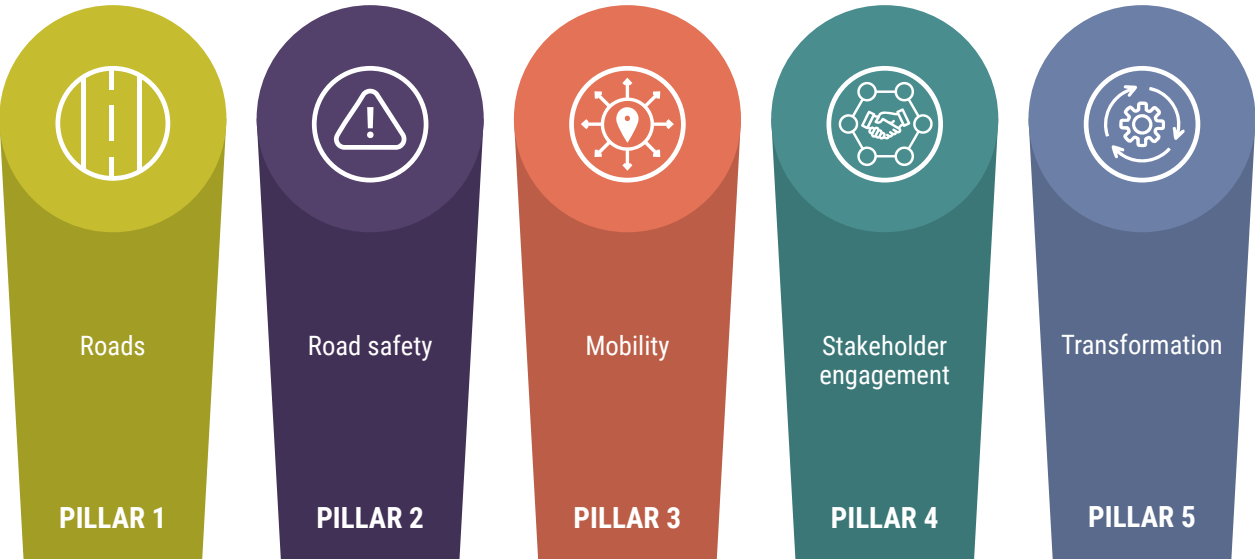
Our strategic roadmap

At SANRAL, our strategic roadmap, Horizon 2030, helps us navigate where we are going and plan for the future.

This is our long-term strategy, developed to guide us from 2017 to 2030.

Reflecting the goals of the National Development Plan (NDP), the National Infrastructure Plan (NIP) and the Medium Term Development Plan (MTDP), it outlines our vision, mission and strategic objectives.

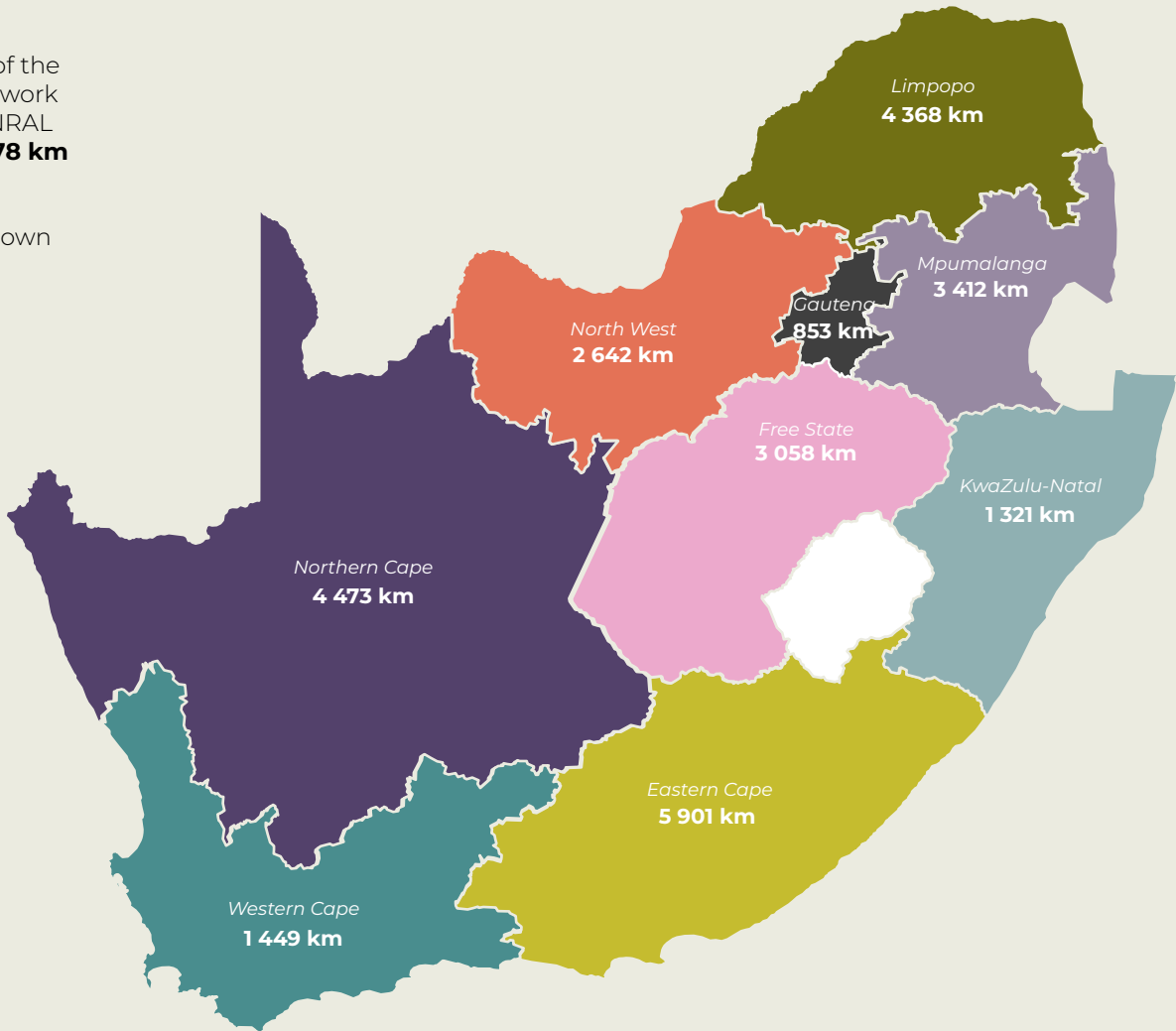
It also guides our approach to planning, developing and managing South Africa’s national road network and making a real and lasting contribution to socioeconomic development.



Horizon 2030 is built on five strong pillars that help us deliver different kinds of value.

Vital statistics

The total length of the national road network managed by SANRAL now stands **27 478 km** and is valued at R700 billion. The provincial breakdown is as follows:



Interactive map of our network

Scan the QR code to see what our road network looks like now and what projects are on the go in your province.



Did you know?

During the 2024/25 financial year, R32,07 billion was spent on non-toll roads. Of this, R18,14 billion was spent on capital projects and R13,93 million was spent on maintenance.

A capital project is a long-term investment that we make to build, maintain, or improve a capital asset such as our roads.

People at SANRAL

Our employees are essential to our success. They enable us to develop and maintain a national road network that supports economic and social development in South Africa. In our recruitment, employment and management practices, we emphasise the need to create and nurture a diverse workforce, which is not just the right thing to do, but is essential for driving innovation and long-term success.

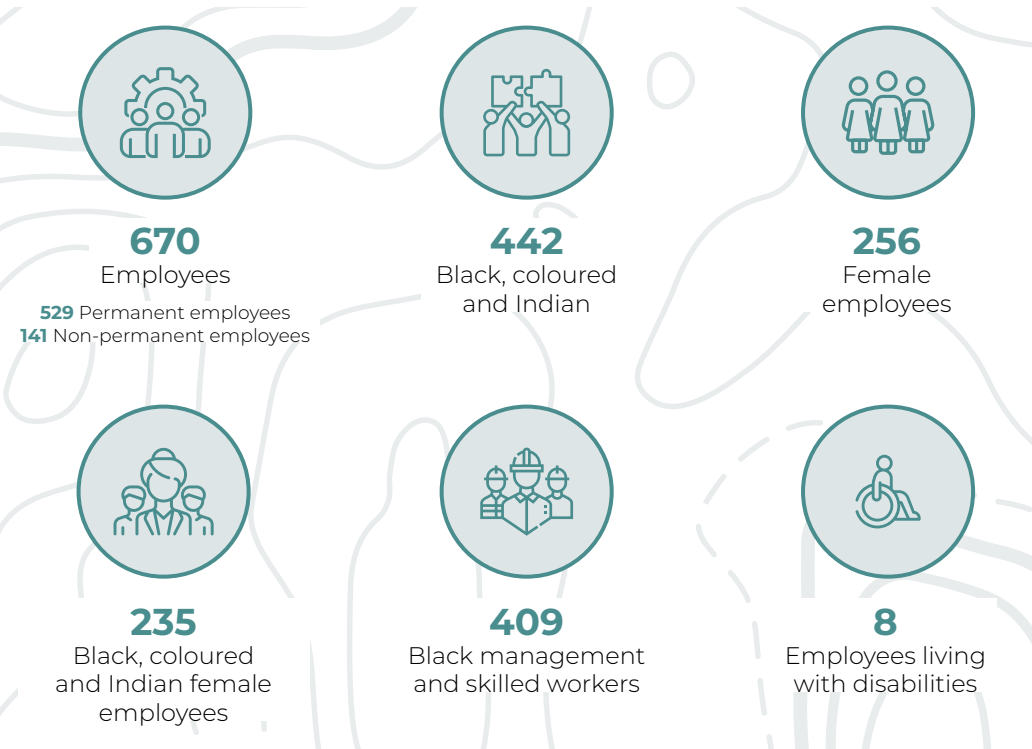
Our team consists mainly of professionals and specialists in road systems management, road design and construction. Operational work, such as routine road maintenance, is done by contracted engineering and construction companies.



Employment equity: Creating a diverse workforce

Our employment equity plan outlines specific goals to ensure that designated groups are equitably represented across all levels of the organisation. The implementation of this plan is directly overseen by the chief executive officer and monitored by the employment equity manager and the employment equity and skills development committee of the Board.

OUR EQUITY FIGURES



EMPLOYEE SPOTLIGHT



Sumith Kasserchun

Sumith Kasserchun, a project engineer in SANRAL's Eastern region, received the Engineer of the Year Award from the South African Institution of Civil Engineering in 2024 for his work on the Cornubia Interchange in KwaZulu-Natal.

He has worked on several key projects, including an extensive upgrade to the N3 between Cato Ridge and Dardanelles in KwaZulu-Natal and the eThekweni Municipality's IRPTN C9 Corridor in Gauteng. Sumith has also been involved in student and graduate coaching and mentorship, business support, project identification and feasibility, stakeholder engagement and SMME development.



Reginald Demana

"The year tested our agility, but SANRAL delivered critical infrastructure while upholding governance and social responsibility. Much more needs to be done, but we are proud of our achievements to date. Looking ahead, we will prioritise innovation, partnerships and responsiveness to ensure South Africa's roads remain a catalyst for economic growth.

As a roads agency, we are committed to inclusive infrastructure growth that catalyses job creation, trade and spatial transformation. Our success depends on strong partnerships with the government, industry, communities and the South African public."

Employee development

Every year, SANRAL invests considerable resources to equip employees with the tools and knowledge they need to succeed and grow professionally. In addition to our ongoing employee development programme, we fund a bursary programme for staff and training programmes for core and support staff.

The internal bursary programme plays a crucial role in nurturing the professional development of SANRAL's employees by offering financial support for academic education and professional accreditation.

Our in-service training programme aligns with our focus on creating delivery capacity for the country and supporting transformation through skills development.



Training outcomes



Did you know?

SANRAL has an employee wellness programme, which is based on real-time input from our employee wellness platform. This enables us to ensure that our wellness initiatives are meaningful in employees' everyday lives.

BURSARY PROGRAMME BREAKDOWN

YOUTH REPRESENTATION	22%
GRADUATES IN 2024	23
INTERNAL BURSARIES AWARDED IN 2025	48%
GENDER BREAKDOWN	53% FEMALE
	47% MALE
POPULATION GROUP BREAKDOWN	75% AFRICAN
	14% COLOURED
	9% INDIAN
	2% WHITE
INTERNAL BURSARIES SUPPORTED	130%
TOTAL EXPENDITURE	R3 050 154,74

Where we get our funding



Non-toll roads

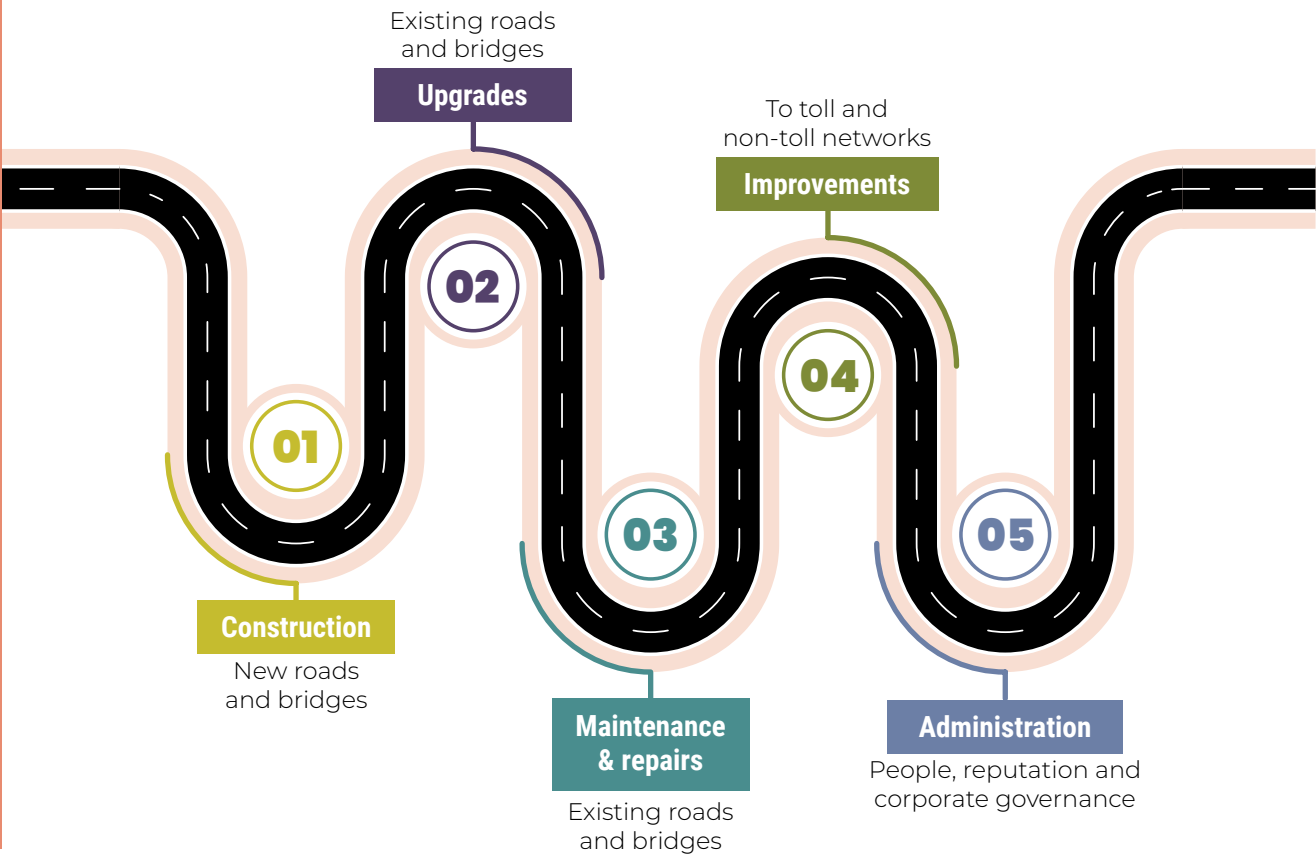
90% of the national road network is fully funded by an annual grant from the national fiscus (via the Department of Transport).



Toll roads

10% of the national road network is funded by capital market loans, toll fees and private companies.

How we use our funding



How we allocate our funds

At SANRAL, we engineer for impact, allocating a sizable portion of our expenditure to road infrastructure projects that have value that extends far beyond the construction phase. In the long term, this infrastructure is a catalyst for economic inclusion, empowering previously marginalised communities to access and participate meaningfully in the national economy.

The balance of our expenditure is used to maintain the practical and asset value of the existing road network.

Both categories of expenditure demonstrate the government's commitment to fostering economic recovery, creating jobs with dignity, and ultimately combating poverty and inequality.

Our budget for the 2025/26 financial year is R63 605 million for all expenditure on non-toll and toll roads.

NON-TOLL ROADS		TOLL ROADS	
R17 911 BILLION	R20 675 MILLION*	R351 MILLION	R2 596 MILLION
Capital expenditure	Operational expenditure, including repairs & maintenance	Capital expenditure on infrastructure development	Operational expenditure, including repairs & maintenance

*This is more than the total net profit on the portfolio between 2020 and 2024.

Better roads for SA

Northern region

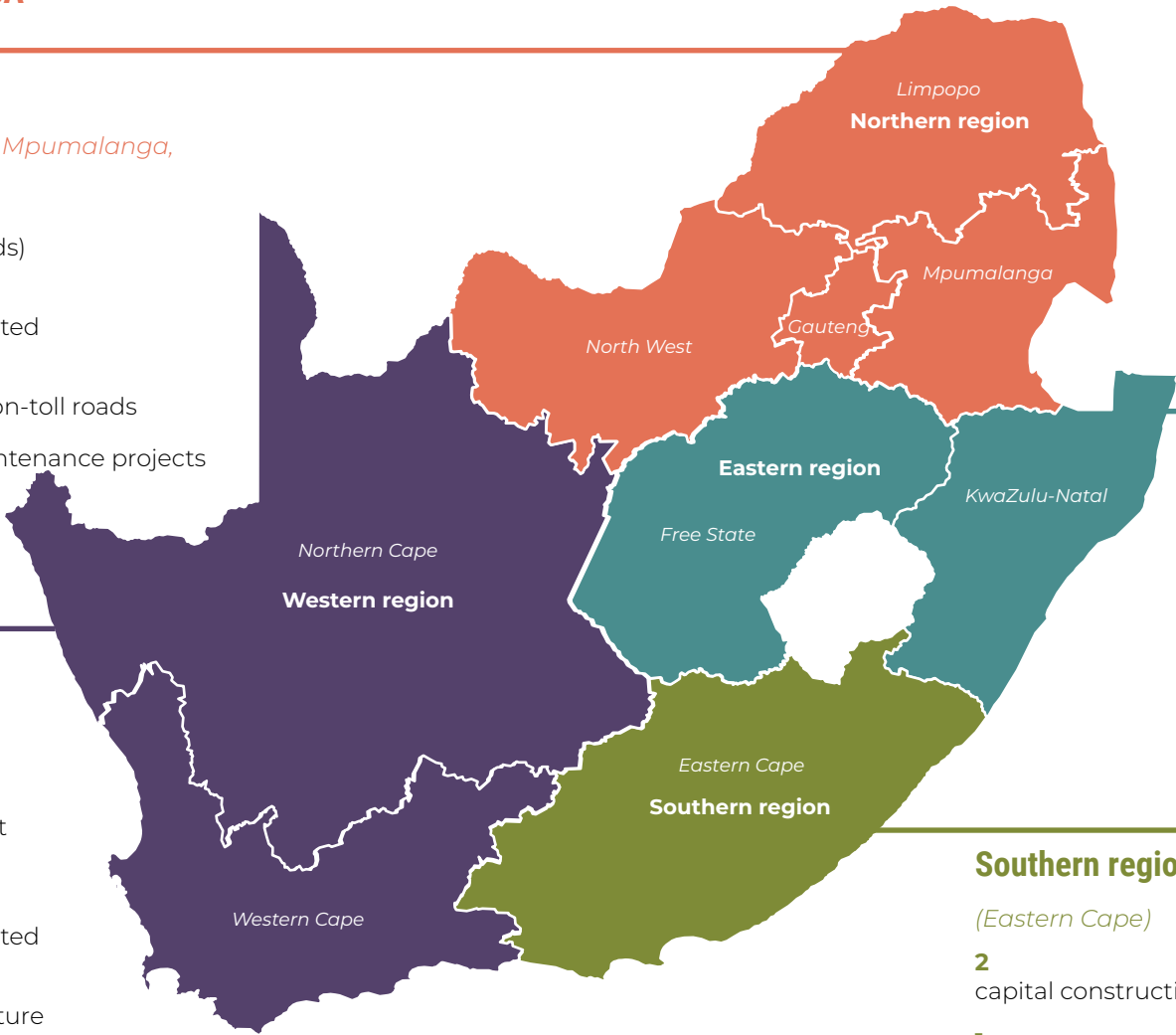
(Gauteng, Limpopo, Mpumalanga, North West)

- 35 capital projects (roads)
- 700 kilometres benefited
- 62 major projects on non-toll roads
- 74 routine road maintenance projects

Western region

(Northern Cape, Western Cape)

- 7 capital improvement projects
- 27,08 kilometres benefited
- 44 operational expenditure projects
- 36 routine road maintenance projects



Eastern region

(Free State, KwaZulu-Natal)

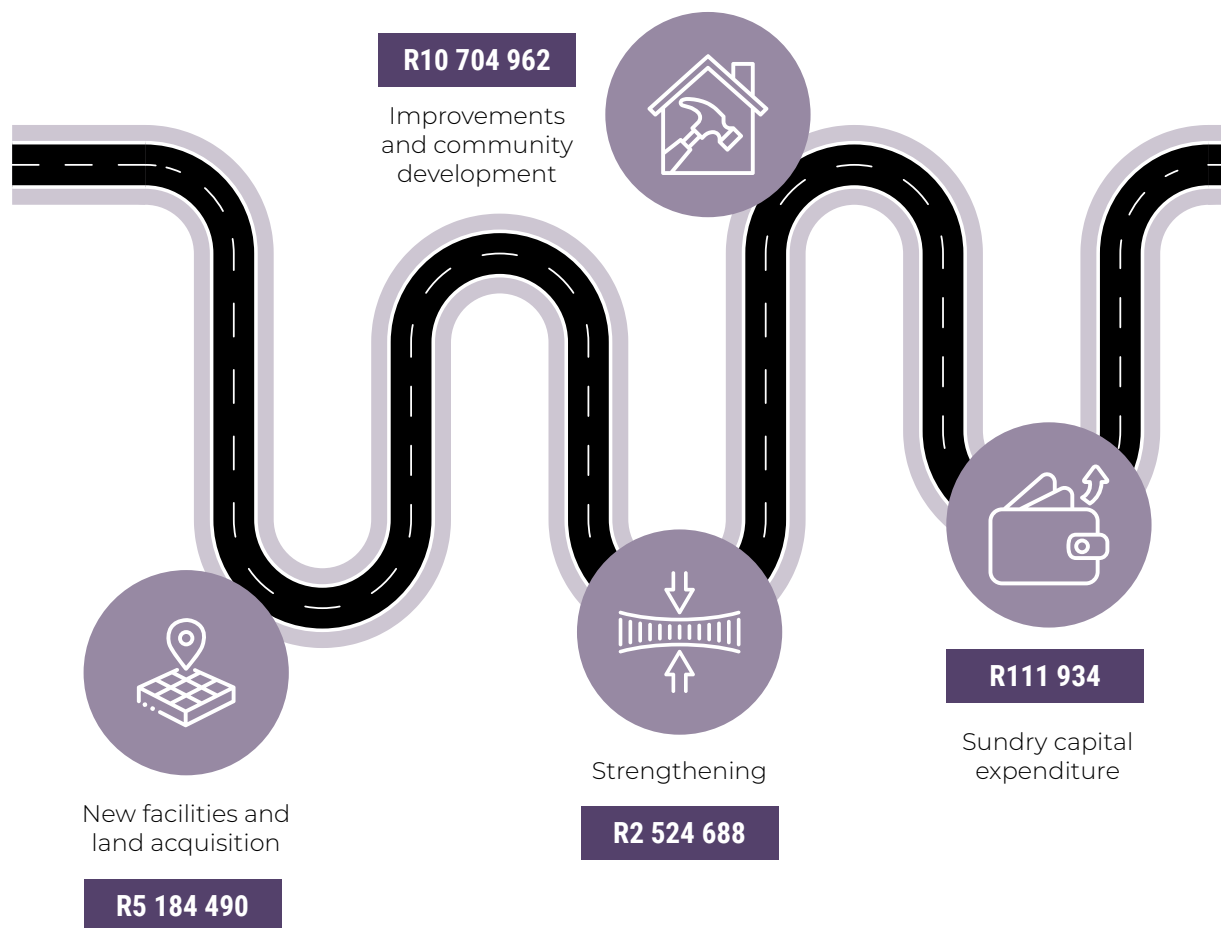
- 15 capital projects (roads)
- 144,73 kilometres benefited

Southern region

(Eastern Cape)

- 2 capital construction projects (bridges)
- 1 emergency slope management project
- 2 upgrade projects (freeway and road)
- 2 kilometres of four-lane, single-carriage freeway benefited

How we did in 2024/25



The year at a glance

In 1994, South Africa's national road network was 7 000 km in length and served approximately 5 million vehicles. By the end of the 2024/25 financial year, the network had expanded to 27 478 km, serving about 12 million vehicles.

Every project we undertake is designed to leave a lasting legacy, not just through the development of the national road network but through our community development programmes – which are a fundamental part of each project.

We follow a preventative-maintenance-first maintenance strategy. That's why SANRAL's capital expenditure is allocated for long-term asset improvement (i.e. extending the initial design life), expansions and new infrastructure in three operational categories:

1. Strengthening

Roadworks intended to increase the structural capacity of an existing road surface

2. Improvements

Roadworks intended to improve the quality of service on existing roads that are delivering an unacceptable quality of service

3. New construction

Roadworks intended to improve network capacity.

Total capital expenditure on construction projects increased to R18 526 billion in the 2024/25 financial year, up from the R12 630 billion spent in the 2023/24 financial year.

Our land, roads, plant and equipment – valuable assets

SANRAL's assets, including land, roads, plant and equipment, are valued at R830,983 billion. The government, represented by the Minister of Transport, holds all shares and SANRAL does not pay dividends.

Land

We ensure that all land acquired by SANRAL or its predecessors, whether inside or beyond the road reserves, is identified and transferred into SANRAL's name. This process is ongoing and applies whenever new land, including land associated with provincial roads, is transferred to SANRAL and added to the network.

The management of our property portfolio is outsourced through nine contracts, three of which are for land acquisition and survey, property management and valuation, and valuation for financial services. Five contracts are for facilities management. This allows further opportunities for contractors to participate in SANRAL contracts.

Property, plant and equipment

The replacement cost of the national road network increased to R1 047 billion in 2024/25 from R895 330 million in the previous period.

The increase in the replacement cost was due to the incorporation of 3 094 km of roads from the provinces during the year, as well as the increase in materials costs, which went up by 10,52 per cent.

Did you know?

Land outside of the road reserves is categorised as investment property. The road reserves consist of 37 791 properties and the investment portfolio consists of 2 256 investment properties.

We connect South Africa

In keeping with the goals of the National Development Plan (NDP), our objective at SANRAL is to build a more connected nation. In all our work, we prioritise a safe and efficient national road network that promotes economic activity and facilitates social mobility.

Through our infrastructure projects, we also aim to facilitate spatial transformation by creating more integrated cities and by ensuring easier access to resources, services and opportunities.

To have a greater presence throughout the country, we have migrated from a regional operating structure to a provincial one. This means we will have offices in each of South Africa's nine provinces, and each province will have its team. Provincial heads have been appointed for the new offices and, from the 2025/26 financial year, reporting on our activities will be done on a provincial basis.

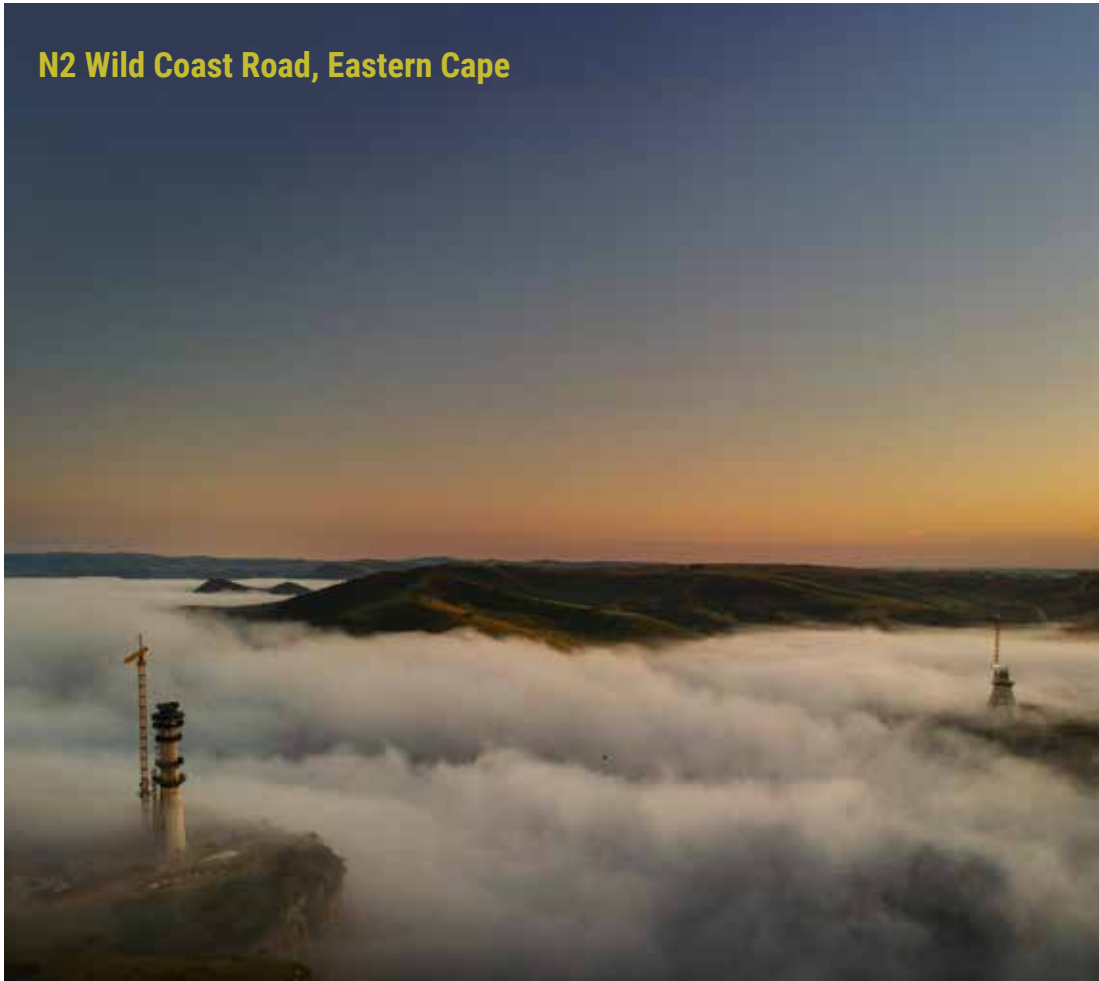
SANRAL's mandate of constructing, upgrading, maintaining and managing the national road network will reach closer to the communities we serve with this new structure.

Did you know?



Although national roads account for 4,4 per cent of the proclaimed road network in South Africa, they account for about 34 per cent of all vehicle kilometres travelled and carry more than 70 per cent of long-distance road freight.

FLAGSHIP PROJECTS IN NUMBERS



N2 Wild Coast Road, Eastern Cape

The N2 Wild Coast Road (N2WCR) project in the Eastern Cape is the most ambitious road infrastructure development project in South Africa's history.

With a **budget of R20 billion**, it includes the construction of **two mega bridges**, the Msikaba Bridge, which spans the Msikaba Gorge near Lusikisiki, and the Mtentu Bridge near Lundini. It also includes a major upgrade to the N2 freeway between the two bridges.

The Msikaba Bridge is a six-span supported structure consisting of a 1,5-metre reinforced concrete deck. It is 7 metres wide and spans 40 metres.

The Mtentu Bridge is a multi-span box girder bridge and, at a completed height of 223 metres, it will be the **highest bridge in Africa**. With a span of 260 metres, it will also be one of the longest main-span balanced-cantilever bridges in the world.

A total of R4 billion of the N2WCR project budget has been **set aside for local communities**. This will be spent on subcontracting local suppliers, creating job opportunities and conducting training as part of SANRAL's commitment to skills development.

What is a multi-span box girder bridge?

This type of bridge consists of multiple spans supported by piers – vertical support structures that bear the weight of the bridge deck and transfer it to the foundation below. It features box-shaped girders as its primary structural elements to form the road surface. The girders are hollow, enclosed beams that form a tube-like structure, which provides good resistance and strength for long spans.



R573 Moloto Road

The R559 million upgrade to the R573, which traverses Gauteng, Mpumalanga and Limpopo, is progressing well.

The successful completion of section 3 of the project, which runs between Slovo and Siyabuswa in Limpopo, marks a significant improvement in road safety and connectivity for road users in the area. In addition to the infrastructure component, the communities of Moteti, Slovo, Oorlog, Waalkraal, Siyabuswa and Kgobokoane have benefited directly through targeted empowerment initiatives.

Nearly **400 local labourers had temporary jobs on the project** and not only earned an income but improved their skills. Of these, 205 people underwent driver training and now have driver's licences.

In addition, **49 projects, valued at R90,7 million**, were **awarded to targeted enterprises**.

This means that this project is doing exactly what we believe large infrastructure projects should be doing – creating jobs, boosting local businesses and leaving a legacy that improves daily life.



Huguenot Tunnel upgrade

A major **upgrade to the Huguenot Tunnel**, 80 kilometres north of Cape Town, is under way. The tunnel connects the ports of Cape Town and Saldanha to the inland provinces, which is of critical strategic importance.

The project, which will cost **approximately R4,5 billion**, will add an **extra lane to the tunnel in each direction**, reducing congestion and improving transport efficiency. It will include upgrades to the ventilation and electrical systems in line with current safety requirements.

Currently, traffic flow is restricted to one lane in each direction, which is struggling to handle the **average daily traffic volume of 13 000 vehicles** and **25 000 during peak holiday periods**.

The Huguenot Tunnel upgrade aligns with President Cyril Ramaphosa's broader infrastructure development strategy, which aims to stimulate economic growth and job creation. The project will create substantial employment and contracting opportunities, supporting government objectives for inclusive growth and poverty reduction.

PROJECT SPOTLIGHTS

Musina Ring Road

NORTHERN REGION



Musina is a hub for tourism and is situated perfectly for cross-border trade, especially with Zimbabwe. But traffic congestion had always been a problem in the area, with more than 1 000 heavy-duty trucks and vehicles passing through the CBD every day. The Musina ring road project was undertaken to help address the congestion without affecting the trade route.

This R640 million project involved the construction of eight kilometres of brand-new single-carriageway freeway, with one lane in each direction and paved shoulders. The freeway forms a ring road around the CBD and motorists can now access Musina from the N1 at the Nancefield or Musina Interchange.

The project included the construction of the iconic Musina Hand Bridge at the Nancefield Interchange. This bridge, which symbolises unity, is the first bridge that travellers encounter after entering the country from Zimbabwe.

Project summary

- 3** major bridges
- 2** interchanges
- 281** jobs created for residents
- R28 million** spent on local goods and services
- 20** local SMMEs appointed as contractors
- 132** people trained.

N2N3 Freeway Upgrade

EASTERN REGION



A major project to upgrade the N2 and N3 highways, which is expected to take 8 to 10 years to complete, started in 2020.

This route has been identified in the National Development Plan (NDP) as a strategic integrated project as it connects the busy Port of Durban with the economic heartland of Gauteng. It also serves as a vital link in the Southern African Development Community's North-South Freight Corridor, connecting South Africa to several African countries.

The upgrade includes the widening of the N2 and N3 carriageways, allowing for four to five lanes in each direction, as well as a reconfiguration of most major interchanges along these routes. The total estimated cost of the project is R53 billion.

Project summary

- 70 000 to 150 000** vehicles carried on the N2 every day
- 45 000 to 120 000** vehicles carried on the N3 every day
- 15 000** expected job opportunities on the entire project
- R3,8 billion** expected spend on local labour
- R14,4 billion** expected spend with black-owned enterprises.

Thembaletu Bridge

WESTERN REGION



Due to apartheid spatial planning, the Thembaletu community in George had difficulty accessing the town's central business district, which is located on the other side of the N2.

The new Thembaletu Bridge was built alongside the old bridge and the old bridge was then lifted to accommodate trucks with a clearance height of up to 5,2 metres. It now has two lanes in each direction, featuring cycle paths and pedestrian walkways on both sides.

The bridge was built to address traffic congestion in the area and specifically prioritised pedestrian safety, as many Thembaletu residents commute into George on foot. The project included community road safety education, which was conducted at the nearby Mzoxolo Primary School.

Project summary

- 92** full-time equivalent jobs created
- R16 million** worth of full-time equivalent jobs
- 144** local people received skills training
- R1 million** spent on skills training
- 22** local subcontractors used
- R31 million** worth of contracts awarded.

Mtentu Bridge

SOUTHERN REGION



Once completed, the R4,05 billion Mtentu Bridge – the second of two mega bridges being built as part of the N2 Wild Coast Road Project – will be the highest in Africa and one of the longest main-span balanced-cantilever bridges in the world. Its main span will be 260 metres in length and, at maximum height, it will be 223 metres high.

The project's scope includes an upgrade of 18 kilometres of a provincial road, which will link the future Mkhambati Interchange to the Flagstaff-Holy Cross Road, providing a direct connection from the future N2 to the town of Flagstaff. Three community access roads will also be constructed nearby.

Project summary

- R1,8 billion** to be spent with targeted local enterprises
- 1 080 jobs** to be created.

Protecting the environment

The construction and maintenance of the national road network have an impact on the natural environment. Recognising that environmental sustainability is not just a responsibility but a strategic imperative, we prioritise conservation before, during and after construction on every project.

SANRAL's comprehensive environmental management plan informs every phase of our projects – from design and planning through to construction and maintenance. It guides our response to severe weather events and environmental incidents like flooding and spills.

Examples

During the assessment phase of the N2 Wild Coast Road project, more than 6 000 plants from 20 species were rescued from wetland, forest, open grasslands and rocky habitats and replanted at nearby locations.

When the N1 near Limpopo needed to be widened, we undertook the gargantuan task of moving several giant baobab trees, sacred in Venda culture, to new locations. All of these giants, which weighed between 20 and 80 tonnes each, survived the move and are now thriving in their new locations.



Our commitment

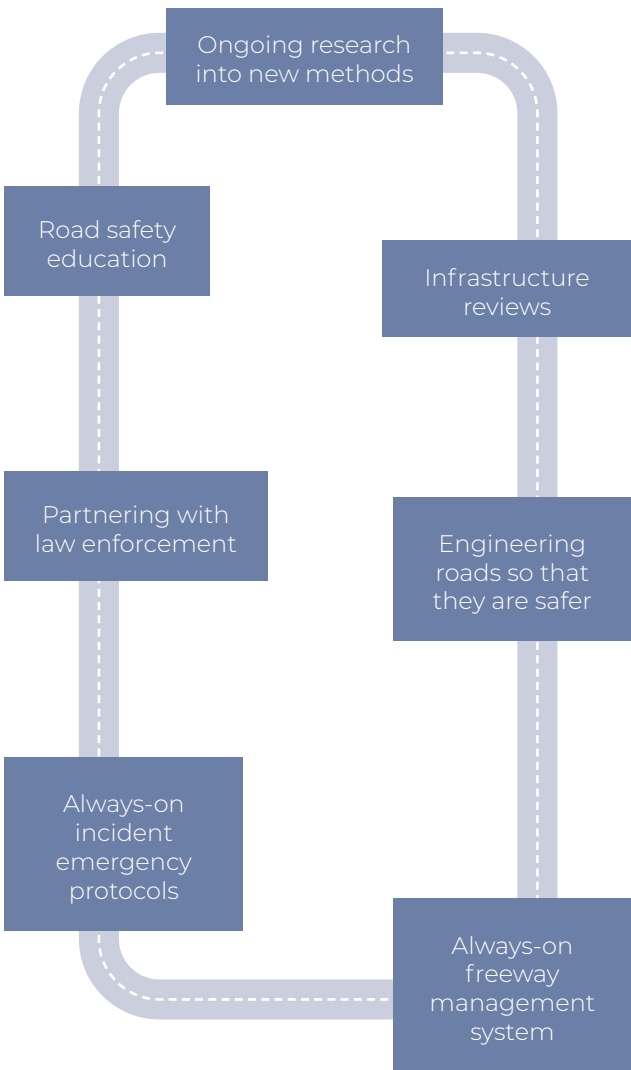
The construction and management of safe roads is a key strategic focus for SANRAL. But even beyond this, we remain deeply committed to enhancing safety and protecting lives on South Africa's roads.

An integrated approach that delivers

At SANRAL, we have an integrated approach to road safety, which includes:

- Conducting ongoing research into new technologies, materials and methods
- Constantly assessing and enhancing our infrastructure to support and promote safety
- Engineering our roads for safety
- Maintaining an always-on incident management system nationwide
- Maintaining an always-on freeway management system on the busiest urban freeways in Gauteng, Western Cape and KwaZulu-Natal
- Constantly reviewing and improving our incident and emergency response protocols
- Maintaining active partnerships with law enforcement
- Investing in road safety education and awareness for learners, communities and drivers who engage in unsafe driving behaviour.

Integrated road safety



SANRAL approaches road safety from multiple angles, taking a holistic view of the issues affecting road users.

Did you know?

Approximately a third of all South Africa's schools are situated within five kilometres of SANRAL-managed roads. Our schools outreach programme is central to improving the attitudes and behaviours of all road users including learners.

Our Road Incident Management System

SANRAL's Road Incident Management System (RIMS) is a coordinated system run according to a set of predefined protocols that are used by emergency services so that they can respond swiftly and effectively to any incident on South Africa's national roads.

RIMS runs on a network of centralised communication centres (CCCs), which dispatch information to local emergency services and coordinate their responses.

The contact number for the local RIMS CCC is displayed on signboards along each route. When reporting an incident, clearly state your name and number, give details of the incident and your location as indicated on the nearest route marker board.



Managing our freeways

Our freeway management system (FMS), which operates in Gauteng and the Western Cape, uses advanced technology to monitor and manage busy urban freeways. A third system is being developed in KwaZulu-Natal.

Each local system, which includes CCTV cameras, vehicle detection stations and variable message signs (VMS), is operated and monitored from a traffic management centre. Operators work closely with law enforcement agencies to detect, identify and prevent roadside incidents and crashes. They also use various communication channels, including X (@ittrafficgp), the iTraffic website (www.i-traffic.co.za), and VMSs, to keep the public and media informed about conditions and incidents on major urban freeways.

The following table compares the device types for the Gauteng freeway management system of 2024/25 with the previous financial year.

DEVICE TYPE	2024/25	2023/24	DIFFERENCE
CCTV	322	302	20
VMS	59	59	0
VDS	111	111	0
Workstations	16	16	0
Video wall cubes	12	12	0

262	CCTV cameras
10	environmental sensor stations
54	VMSs
88	vehicle detection stations

Total number of devices in the Western Cape freeway management system in 2024/25.

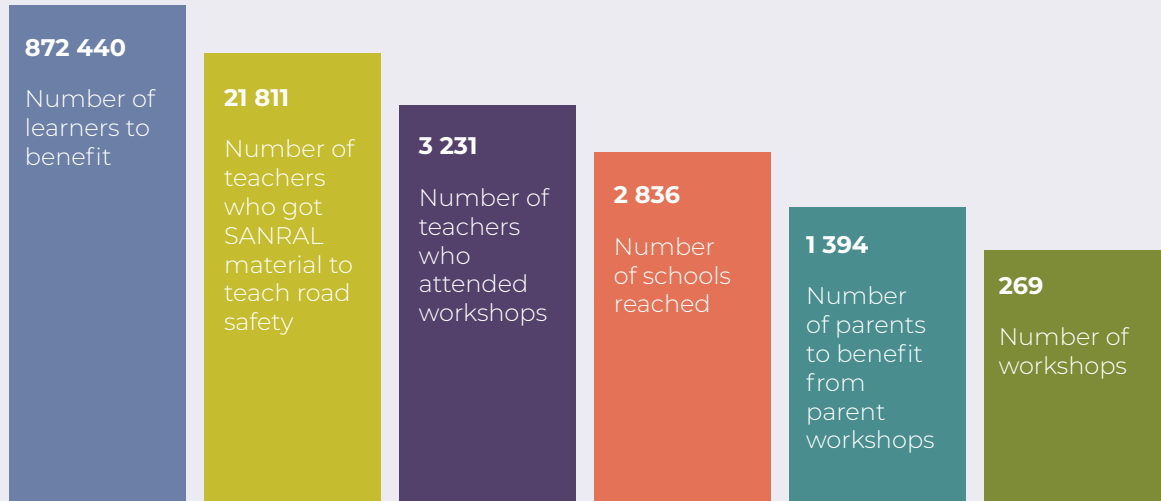
Prioritising our road users' safety

At SANRAL, we prioritise the safety of our road users throughout the national network, starting with road safety education and awareness at the school level.

Approximately a third of all schools in the country are situated within five kilometres of SANRAL-managed roads. One of our key priorities is to empower learners in these areas with road safety information. This is achieved through dedicated road safety and awareness workshops held in schools nationwide.

Similar workshops are held for parents to raise their awareness of road safety.

Road safety education and awareness workshops in 2024/25



In addition to our school programme, we produce several publications that include essential road safety information for the general public. Digital copies of these are available on the SANRAL website – www.nra.co.za

Did you know?

The SANRAL road safety education programme is accredited by the South African Council for Education.



Taelo Rabothata,
SANRAL scholar

SMME Helpdesks

SANRAL has four SMME Helpdesks. The contact details for each are listed below. Further information (including information about tenders open to SMMEs) is available at: www.sanralesdd.co.za

Send general queries to: transformationqueries@sanral.co.za

Eastern region (Free State and KwaZulu-Natal)

Transformation Officer: Thandile Makwabe

Telephone: 041 398 3200

Email: makwabet@nra.co.za

Administrator: Londiwe Portia Ngcobo

Telephone: 033 392 8100

Email: ngcobol@nra.co.za

Northern region (Gauteng, Limpopo, Mpumalanga and North West)

Transformation Officer: Tshegare Moletsane

Telephone: 012 426 6263

Email: moletsanet@nra.co.za

Southern region (Eastern Cape)

Transformation Officer: Thandile Makwabe

Telephone: 041 398 3200

Email: makwabet@nra.co.za

Western region (Northern Cape and Western Cape)

Transformation Officer: Morné Windvogel

Telephone: 021 957 4664

Email: windvogelm@nra.co.za

Our commitment to transformation

At SANRAL, we don't just build and manage road infrastructure; we transform lives by empowering and connecting individuals and communities. In doing so, we make a significant contribution to socioeconomic growth and development.

Through our integrated infrastructure and community development programmes – and our partnerships with the public and private sectors – we have a lasting impact on businesses, communities and designated groups such as women, youth and people living with disabilities.

We fund high school scholarships for learners from disadvantaged communities, offer bursaries for students at the tertiary level, support learners in various subjects through academic programmes and support postgraduate development in engineering through our Technical Excellence Academy.

Our internship and skills-specific training programmes extend the reach even further, enabling school-leavers and adults alike to develop skills that can be applied to SANRAL projects and beyond.

We also empower emerging businesses through training programmes and mentorship, opening opportunities for them to become SANRAL contractors and suppliers. Our dedicated Contractor Development Programme helps existing contractors gain experience and grow, creating full-time equivalent jobs and opportunities.



SMME SPOTLIGHT!

Creamillion

Bongani Tonisi is the director of Creamillion, based in George, Western Cape.

The company was a subcontractor on SANRAL's Thembaletu Bridge upgrade on the N2. After completing this maiden contract, it secured contracts with the George municipality and the Garden Route District Municipality.

Creamillion also improved its CIDB grading from 1CE EP to 2CE EP in only 10 months – a phenomenal achievement. In addition, the company has been able to purchase assets such as vehicles, plant and equipment, and now employs four full-time employees.

Proudly developing contractors

SANRAL's Contractor Development Programme (CDP) equips businesses with the skills and experience needed to win SANRAL contracts through competitive bidding, fostering a sustainable pipeline of diverse and skilled contractors.

The primary focus of this initiative is on civil engineering contractors with a Construction Industry Development Board (CIDB) grading of 5CE to 9CE, commonly referred to as the 'missing middle' in the road construction industry.

The CDP is a unique platform that helps contractors maximise participation on SANRAL projects. Taking a holistic approach, it focuses not just on skills development and training, but also on mentorship and financial support.



Jobs created in 2024/25

Number of contracted to work on SANRAL projects (9,66% of project spend)

2 010

Number of full-time equivalent jobs created*

15 050

No of job opportunities created*

35 594

* Calculated according to revised criteria defined by the Department of Public Works.



Giving kids a chance

SANRAL is committed to giving children in need the chance to complete their high school education. Our scholarship programme offers financial support to South African learners from Grades 8 to 12 who are registered at South African schools, regardless of their subject choices. The scholarships are granted based on academic merit and financial need.

Each scholarship covers:

- Registration fees (where applicable)
- School fees
- Boarding fees (where applicable)
- School and sports uniforms (where applicable)
- Books and stationery (where applicable)
- Transportation to and from school by reputable providers where applicable).

Other benefits for scholarship recipients include:

- Career coaching
- Assistance with exam preparation
- Extra lessons in maths and science, based on needs assessment
- Access to SANRAL’s Wellness Programme
- Psychological counselling.

Building a skills pipeline

SANRAL has both an internal bursary programme for employees and an external bursary programme for qualifying applicants.

Internal bursaries enable SANRAL employees to further their education and acquire professional qualifications, fostering career growth and the development of institutional knowledge within the organisation.

For more information, review our statistics on page 3 of the People’s Guide.

External bursary programme

External bursaries support university students studying in fields related to SANRAL’s work, such as engineering, transport infrastructure, law, ICT and supply chain management. During the 2024/25 financial year, SANRAL sponsored students at 18 universities across South Africa through its external bursary programme, which is offered from the diploma to the master’s level.

R13 680 396,80 Total expenditure	Gender breakdown	
	51% Women	Population segment
150 Bursaries awarded	49% Men	81% African
		7% Indian
		7% Coloured
		5% White

Technical Excellence Academy

In addition to these bursary programmes, SANRAL’s Technical Excellence Academy (TEA) supports postgraduate study and experience in the road infrastructure sector, strengthening capacity for SANRAL and the country as a whole.

By providing funding, active mentoring and opportunities for candidates to collaborate with departments throughout the organisation, the TEA offers a dynamic and nurturing environment for graduate professional development.

Placement of TEA candidates

13 in design
18 on secondments
25 on sites

R21 682m Total investment	Gender breakdown	
	20 Women	Population segment
56 Candidates	36 Men	38 African
		5 Indian
		3 Coloured
		10 White

Did you know?

All of SANRAL’s concession partners, TRAC, N3TC and Bakwena (the companies that run the toll roads), fund extensive learning, educational, skills development and community empowerment programmes.



TALENT SPOTLIGHT!

Daniella Damon is a candidate civil engineer at the TEA. A recipient of a SANRAL bursary for her undergraduate study, she has recently graduated with a Bachelor of Science in Civil Engineering. She is excited to take the next step on her path towards becoming a registered civil engineer.

“Before receiving a bursary from SANRAL, I was extremely stressed and uncertain about my future,” she says. “It was my goal to become a civil engineer, but without financial support, that goal felt completely out of reach. The bursary removed that barrier and enabled me to focus on my studies.”

“Now, thanks once again to SANRAL, I have the opportunity to gain valuable hands-on experience and benefit from ongoing mentorship and structured work experience. I couldn’t be more grateful.”

Daniella says that she wants to use her knowledge and experience to work on projects that improve people’s quality of life.

Daniella Damon



Our goals for developing infrastructure and community



Build, extend and maintain a world-class national roads network



Promote road safety



Facilitate mobility and economic development



Build knowledge and skills capacity



Support enterprise development



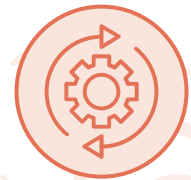
Create work opportunities



Empower communities



Build stakeholder trust through consistent engagement



Transform the road construction industry

We did it in 2024/25

Every project we undertake is designed to leave a lasting legacy, not just through the development of the national road network but through the community development programmes that are a fundamental part of each project plan. In 2024/25, these were delivered through our four regional offices.

During the course of the year, 30 projects with inbuilt community development programmes were in progress around the country and of these, 13 were completed. Expenditure on these projects was R10,7 million. A total of 1 050 full-time equivalent jobs and 35 594 job opportunities were created.

COMMUNITY DEVELOPMENT SPOTLIGHT!

N2 Green River Road



The N2 Green River Road development project, located west of Qonce (formerly King William's Town), is now 99% complete and features three new bridges that have enhanced safety and alleviated congestion.

This 9,2 km project included extensive road widening, construction of two bridges over the Tshoxa River, a bridge over the Buffalo River, a cattle underpass, pedestrian walkways and two new traffic roundabouts.

The 140 metre-long Tshoxa 1 Bridge towers 18 metres above the river and features a railway line and a railway bridge. This bridge won first place in the design category of the 2023 South African Institution of Civil Engineering (SAICE) competition.

N2 Green River Road

65 SMMEs contracted

641 341 jobs (including local labour) created

Noupoort



The Noupoort Community Forum and the uMsobomvu Local Municipality in the Northern Cape requested that SANRAL assist with the upgrade of internal roads in Noupoort, Karoo.

We set out to find a solution to the infrastructure challenge and the triple challenge of poverty, unemployment and inequality. With this in mind, a community development project was planned to maximise labour-intensive opportunities.

The project was designed to augment economic opportunities for the local community by creating work for at least 100 people. It was designed to maximise labour-intensive construction methods, which included the construction of block streets and the use of precast kerbing.

In addition, 13 work packages were created for subcontractors, all of whom were drawn from Noupoort. The work was completed for R16 million, with R4,8 million being spent on labour.

Did you know?

Although national roads account for 4,4 per cent of the proclaimed road network in South Africa, they account for about 34 per cent of all vehicle kilometres travelled and carry more than 70 per cent of long-distance road freight.

Did you know?

SANRAL is working on 19 major infrastructure projects with a budget of R35,60 billion, which will create approximately 28 000 job opportunities by February 2026.

Using advanced technology for smart mobility

As cities around the world evolve into smarter, more connected places, our approach to transportation is also changing.

By incorporating advanced technologies into existing infrastructure, smart mobility solutions go beyond simply building more roads. Instead, they focus on improving the flow of traffic, minimising delays, maximising incident response times and enhancing the overall experience for all road users.

Our Intelligent Transport System uses a combination of advanced systems that work together to optimise the flow of traffic. These include our road incident management system, on-road services system, freeway management system, account-based ticketing system and average-speed-over-distance application.

In addition, our NetSafe Highway Safety Model, developed specifically for South African conditions, is used to assess road safety and conduct a cost-benefit analysis for all road improvements.

Smart mobility is:

- **Efficient:** Makes every journey faster with intelligent time-saving solutions
- **Safe:** Enhances road safety for all users through advanced monitoring and responsive technologies
- **Integrated:** Seamlessly connects different technologies into a unified system
- **Interoperable:** Simplifies payments and access countrywide
- **Flexible:** Allows travellers to choose the best mode of transport for their needs
- **Green:** Promotes sustainability by reducing emissions and encouraging eco-friendly transportation choices.

Convenient account-based ticketing

Our vision for truly smart mobility centres around the SANRAL mobility account, a single account that offers a convenient, safe and efficient way to pay toll fees, parking fees and fares on all forms of public transport. The idea is to organise our transportation system in a way that's more integrated, efficient and user-friendly.



Toll plazas

E-tags fitted inside vehicles are directly linked to the driver's mobility account, allowing toll fees to be deducted automatically as the vehicle passes through toll gantries.



Cashless parking

Advanced licence plate recognition technology is used to process parking payments and automatically open booms. This solution is already in use at 41 sites nationwide – and more are being added all the time.



Public transport

The mobility account streamlines fare collection by allowing commuters to use a single, secure digital account for their travel needs, eliminating the need to juggle multiple tickets or manage cash payments. This system is being piloted in Rustenburg and Polokwane.



SANRAL Mobility App

A convenient way of managing your mobility account:

- Review your account, balances and transaction history
- Top up your account with a linked credit or debit card
- Use for enquiries and feedback
- Update your profile.



Mobility-as-a-Service (MaaS)

MaaS aims to make various forms of transportation – such as buses, trains, minibus taxis, e-hailing services and more – accessible through a single account, giving commuters the freedom to choose the most efficient routes and modes of transportation based on their specific needs.

Traditional transport ticketing systems are card-based, meaning your travel information and fare are stored directly on a card. With our account-based ticketing system, the card linked to your mobility account is used to verify your identity. The payment of fares and the details of each journey are managed on the system. This means commuters don't have to keep and constantly top up multiple cards, and it offers a seamless experience across different transport services.



Vala Zonke

Vala Zonke is a dedicated campaign that drives efficient interventions to repair potholes and ensure the Department of Transport improves the overall condition index (OCI) of roads at the local and provincial levels. Roads at the national level remain largely pothole-free, as it is our policy to repair any potholes reported on national roads within 48 hours.

A key feature of the Vala Zonke campaign is the use of technology to enhance public engagement and streamline reporting. A dedicated app allows road users to report any potholes they may encounter by uploading pictures and providing real-time locations on an interactive map. The data collected is then assigned to the relevant authorities for prompt action.

The app, available on Google Play and the iOS App Store, is free to download and provides status updates on potholes reported using an incident ticketing system.

Since the inception of the campaign, 78 317 potholes have been reported, with 40 000 of these reports coming through via the app.

Did you know?

SANRAL's on your socials too! Find us on X, Facebook, Instagram, LinkedIn and YouTube.



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