



KLCBT Business Conference

21 May 2025

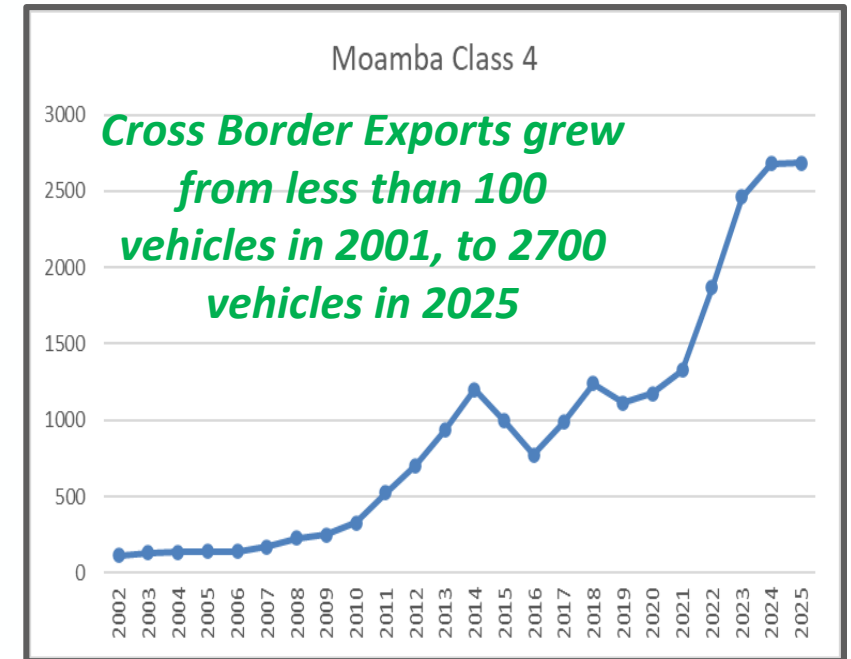
Alex van Niekerk
TRAC CEO

BACKGROUND: TRAC CONCESSION

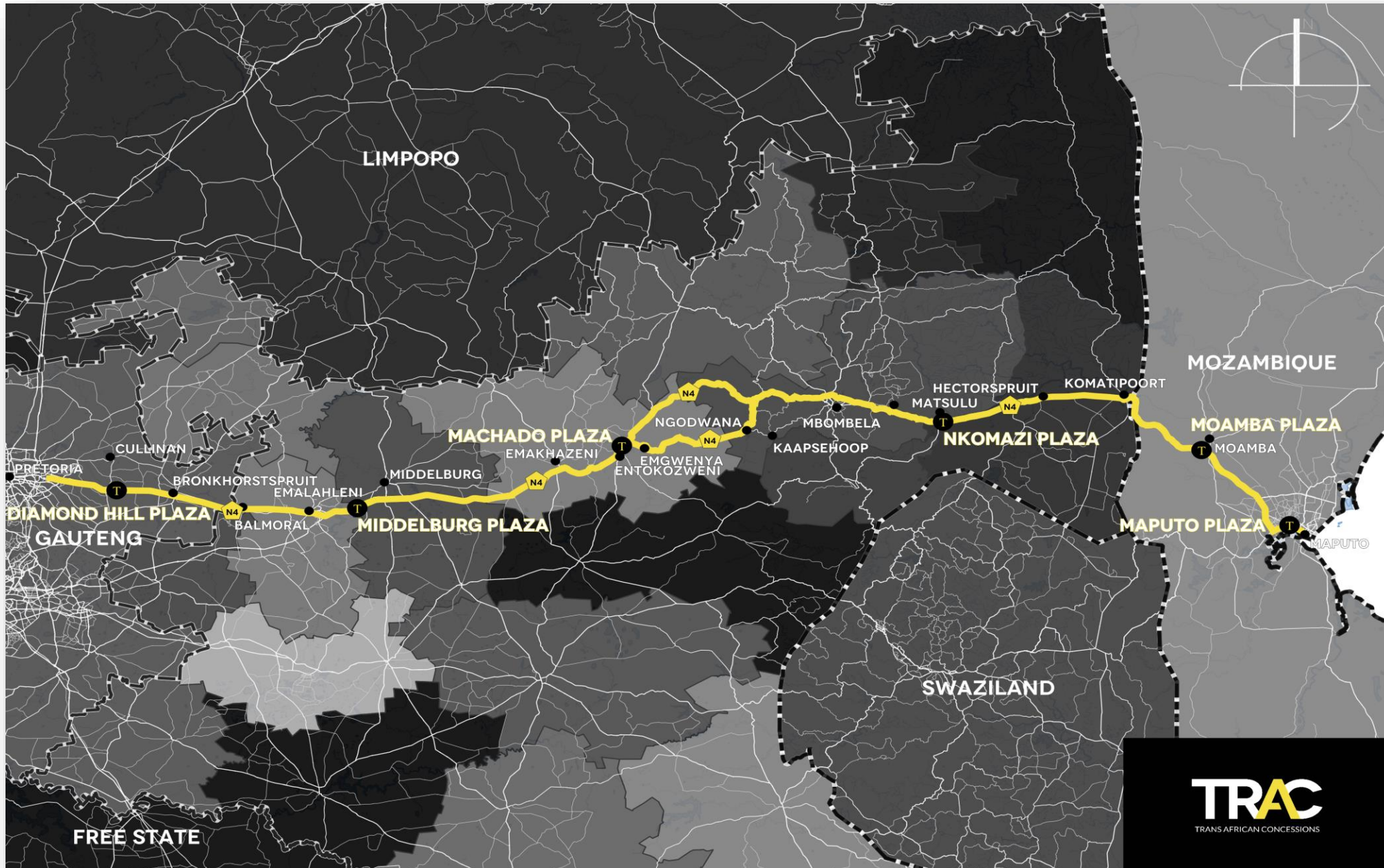
- The Maputo Development Corridor Agreement contemplated the development, on behalf of South Africa and Mozambique, of a road transport corridor between Gauteng and Maputo in Mozambique.
- This was envisaged as being the basis of a partnership between the public and private sectors, effecting savings in both, and contributing to regional economic integration, growth and global competitiveness.
- The Governments of South Africa and Mozambique executed this protocol by commencing a public bidding process in 1996 for the Design, Financing, Construction, Operation and Maintenance of the N4 between Gauteng and Maputo.
- Following the bidding process, TRAC was awarded the contract in 1997, based on amongst other criteria their financial and technical submission.
- Unique – only bi-national Concession

BACKGROUND: TRAC CONCESSION

- As a Development Corridor, very successful:
 - Provided new infrastructure
 - Expansion of existing infrastructure
 - Reduced travel times
 - Attracted export traffic towards Maputo ports
 - Stimulated economic growth along the route, especially Nelspruit & Maputo, including opportunities for the tourism industry
 - Improve road safety
 - Provide roadside assistance
 - Continuous routine road maintenance
 - Investment in people via CSI (Education, sport, environment, road safety, infrastructure)



TRAC CONCESSION – 570 km



CURRENT AND FUTURE PROJECTS (next 3 years)

- Middelburg to Wonderfontein – Road will be rehabilitated, new asphalt overlay
- Wonderfontein/Carolina Intersection will be upgraded
- Wonderfontein to Belfast – recently completed, rehabilitated and new asphalt overlay
- Belfast to Machado – widened to four lanes, new Machado Interchange

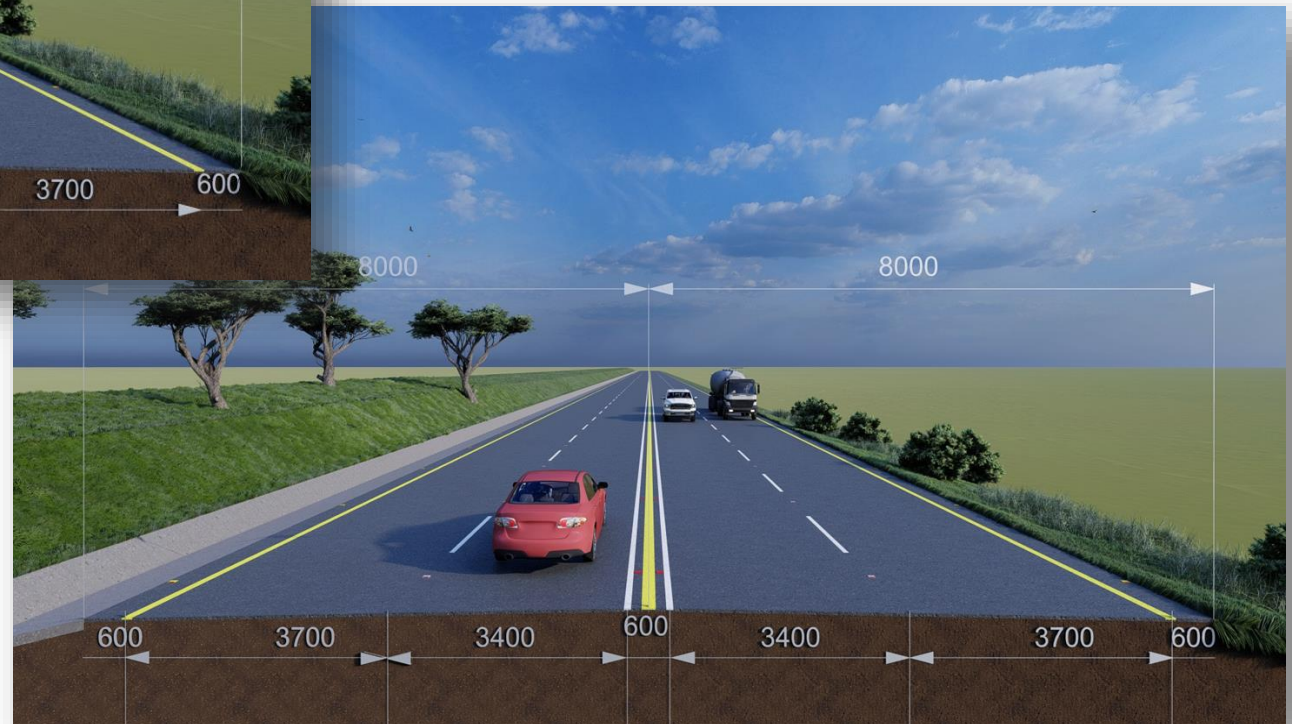
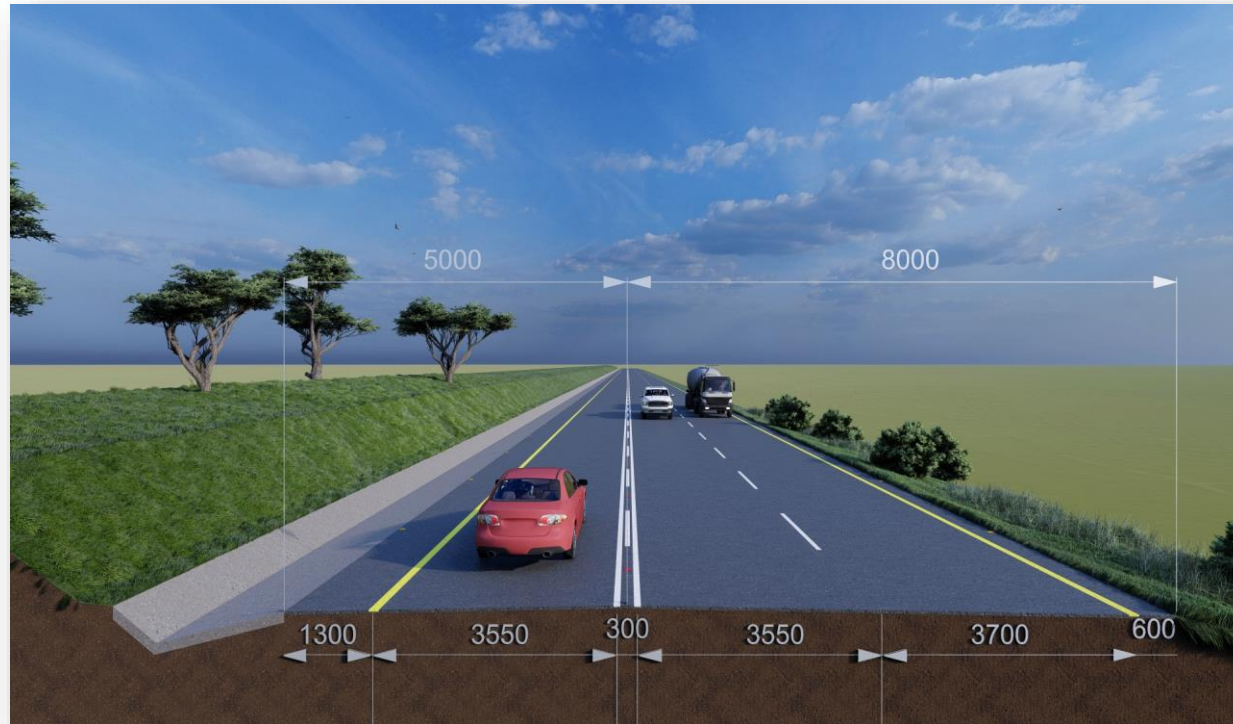


CURRENT AND FUTURE PROJECTS (next 3 years)

- Schoemanskloof Upgrade:
- The N4 Schoemanskloof section – 2 lane road with narrow paved shoulders and limited passing lanes
- Original intend was that:
 - Elands Valley – heavy vehicle preferred route,
 - Schoemanskloof – light vehicle preferred route
- However, export of especially chrome and ferrochrome resulted in bulk trucks entering Schoemanskloof from Steelpoort – high increase in heavy vehicle volumes – impact on LOS and road safety
- The addition of substantial passing lanes (50% per direction) to improve the LOS and road safety along this section



CURRENT AND FUTURE PROJECTS (next 3 years)



RECENT, CURRENT AND FUTURE PROJECTS (next 3 years)

- Montrose Interchange Implementation - Completed
- Montrose to Alkmaar – To be upgraded to wider 4-lane cross section with paved shoulders
- Alkmaar to Nelspruit – recent overlay completed



RECENT, CURRENT AND FUTURE PROJECTS (next 3 years)

- Karino Interchange – Completed
- Karino to Mara – to be upgraded to 4-lane road



RECENT, CURRENT AND FUTURE PROJECTS (next 3 years)

Mara to Kaapmuiden – Crocodile Gorge

- Upgrade to 4-lanes
- Upgraded Kanyamazane & Matsulu Intersections
- Rehabilitation of the existing pavement
- Overlay
- 3 New mayor bridge structures
- 3500 m retaining structures
- 300 m viaducts
- Construction commenced



RECENT, CURRENT AND FUTURE PROJECTS (next 3 years)

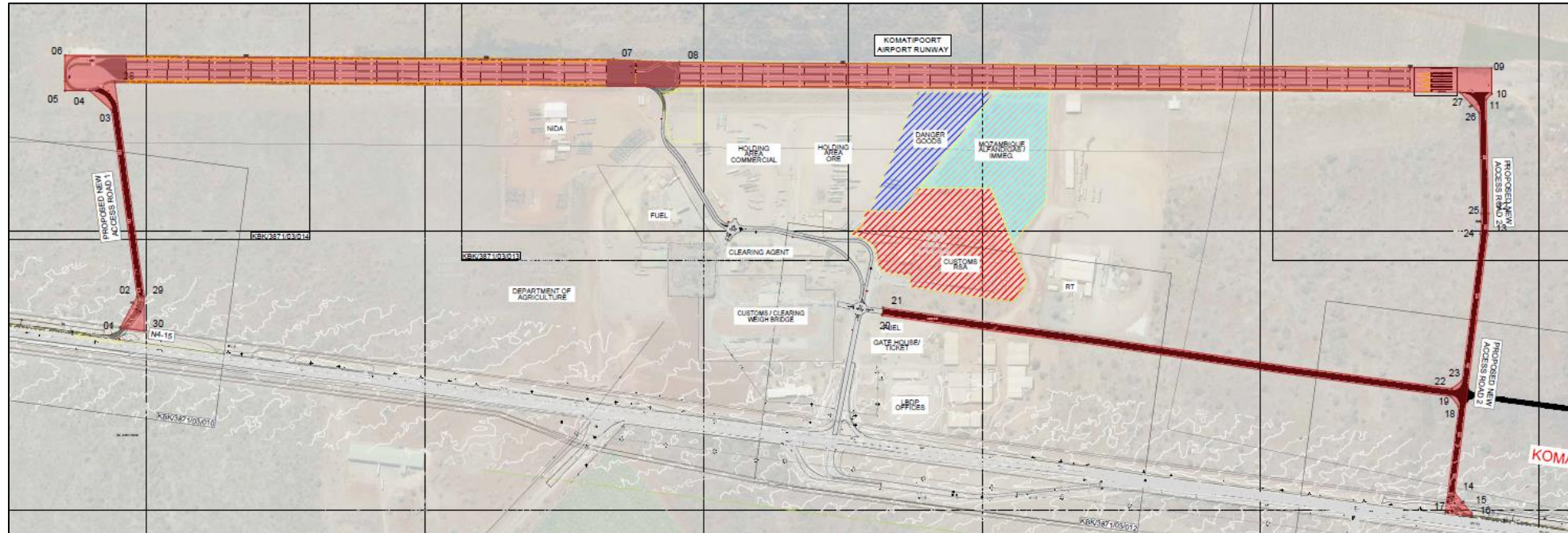
Mara to Kaapmuiden – Crocodile Gorge:



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- The diagrams show the construction sequence for a bridge deck. The top diagram shows the existing structure with a central pier and two side piers. The middle diagram shows the construction of the first phase, with a new concrete slab being placed on the left side of the central pier. The bottom diagram shows the construction of the second phase, with a new concrete slab being placed on the right side of the central pier. The diagrams include labels for 'EXISTING', 'TRAFFIC ACCOMMODATION', 'PHASE 1', and 'PHASE 2'. The diagrams also show the placement of reinforcement bars and the construction of the concrete slabs.



CURRENT AND FUTURE PROJECTS (next 3 years)



RECENT, CURRENT AND FUTURE PROJECTS (next 3 years)

Mozambique

- Planned system improvements at KM 4 (Minister of Transport & Logistics)
- Ressano Garcia to Matola River (50 km)
 - Road rehabilitation
 - New asphalt overlay
 - Additional passing lanes
- Screener lane at Pessene Load Control – only potentially overloaded trucks weighed – less delay

RECENT, CURRENT AND FUTURE PROJECTS (next 3 years)

Mozambique

- Matola River to Matola Mall (10 km) – Upgraded to 4-lane road (completed); Frontage roads under construction



CLOSING REMARKS

The N4 Maputo Development Corridor made/is making an essential contribution towards economic growth along the corridor (and wider). Economic opportunities are created via:

- Job Creation:
 - Direct employment opportunities (TRAC)
 - Employment via in maintenance and construction activities (contractors, sub-contractors, suppliers, labour)
- Community Development:
 - Corporate Social Investment (CSI) initiatives
- Infrastructure Excellence:
 - High-quality infrastructure enables efficient transport of goods, people, and services, important building block to stimulate growth

CLOSING REMARKS

- Success of the Public-Private Partnership (PPP) Model:
 - Secured capital for implementation, maintenance, and expansion of the route
 - Stimulated economic growth, evidenced by consistent traffic growth over the past 27 years
 - Ensured a consistently well-maintained road network
 - Transferred the risk to the private sector
- Challenges:
 - Procurement
 - Construction interference
 - Inflated costs due to external factors
 - The need for ongoing expansion and maintenance, post the end of the Concession

Thank You!

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