



PROJECT PREFEASIBILITY REPORT

PROJECT DETAILS

Project Name	Transportation Infrastructure
Location	Bitou Local Municipality
Sector	Economic
Department	Department Of Infrastructure
Project Owner	Poonam Yawalkar
Project Manager	Poonam Yawalkar

BACKGROUND & JUSTIFICATION

Transportation infrastructure plays a critical role in enabling economic growth, social development, and spatial integration. In many regions, rapid urbanisation, population growth, and expanding economic activities have placed increased pressure on existing transport systems. Ageing facilities, inadequate capacity, and limited connectivity often result in congestion, high logistics costs, safety risks, and reduced accessibility for communities.

The proposed transportation infrastructure initiative is intended to address these challenges by improving mobility, strengthening regional linkages, and supporting long-term development objectives. Upgrading and expanding transport networks will promote efficient movement of people and goods, reduce travel times, enhance service quality, and stimulate economic opportunities.

The justification for this project is further reinforced by national and regional policy frameworks that prioritise sustainable, inclusive, and integrated transport systems. Improved transport infrastructure also supports social equity by providing better access to employment, education, and essential services, particularly for underserved communities.

Overall, investment in modern, resilient, and efficient transportation infrastructure is essential to ensure economic competitiveness, environmental sustainability, and improved quality of life for all users.

PROJECT SCOPE

The Scope of Work outlines the key activities required for the planning, design, development, and implementation of the transportation infrastructure project. The work will be undertaken across technical, environmental, social, and institutional dimensions to ensure a comprehensive and sustainable outcome.

1. Project Planning and Preparation

- Conduct baseline assessments of existing transport networks, traffic patterns, and infrastructure conditions.

- Review relevant policies, regulations, and standards.
- Define project objectives, performance criteria, and functional requirements.

2. Feasibility Studies

- Technical feasibility, including route alignment, capacity needs, and design parameters.
- Economic and financial analysis, including cost estimates and funding options.
- Environmental and social impact assessments (ESIA).
- Risk identification and mitigation planning.

3. Detailed Design and Engineering

- Preparation of preliminary and detailed engineering designs.
- Geotechnical investigations, topographical surveys, and material testing.
- Structural, pavement, drainage, and utility relocation designs.
- Development of final drawings, specifications, and bill of quantities (BOQ).

4. Procurement and Contracting

- Preparation of tender documents and procurement plans.
- Support during bid evaluation, contractor selection, and contract negotiation.

5. Construction and Implementation

- Site preparation, earthworks, and civil construction activities.
- Construction of roads, bridges, rail infrastructure, stations, terminals, or associated transport facilities.
- Installation of traffic management systems, signage, lighting, and Intelligent Transport Systems (ITS).
- Quality assurance and compliance monitoring.

OBJECTIVES & KEY FOCUS AREAS

OBJECTIVE	KEY FOCUS AREA
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Consistent Public-Private strategic value for all WC infrastructure stakeholders	• Prioritising Infrastructure for Maximum Impact • Strengthening Municipal Infrastructure
Infrastructure & Governance & Standards (IMC ITC RPG)	• Enhancing Private Sector Partnerships • Innovation & Futures Planning • Addressing Climate Change & Sustainability
Infrastructure linked to 5yr plans & their respective APPs, AOP's & AR's	• Prioritising Infrastructure for Maximum Impact • Enhancing Private Sector Partnerships • Addressing Climate Change & Sustainability

PROJECT TIMELINE & COST

Estimated Duration	7 Year(s) & 9 Month(s)
Estimated Start Date	18 Dec 2025
Estimated Cost	R 99,056,166

PROJECT STAGE-0 SUBMISSION & APPROVAL

Self Approved By: **Poonam Yawalkar**

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ENVIRONMENTAL & SOCIAL CONSIDERATIONS

ENVIRONMENTAL CONSIDERATIONS	SOCIAL CONSIDERATIONS
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• Air, water, and soil pollution from industrial and agricultural activities • • Overuse of natural resources leading to scarcity and degradation • Deforestation causing habitat loss, soil erosion, and climate impacts • Sustainable water management to protect quality and prevent scarcity • Ecosystem	• Respect for human rights including labor, land, and indigenous rights • • • Protection of health and safety from environmental hazards • Promotion of social equity and fair distribution of development benefits • Fair labor practices including wages, hours, and working conditions • Prevention of greenhouse
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REGULATORY & ENVIRONMENTAL APPROVALS

NATIONAL LEVEL	PROVINCIAL AND LOCAL LEVELS	OTHER RELEVANT ENTITIES
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• Department of Forestry, Fisheries and the Environment (DFFE): Responsible for environmental management, conservation, and protection in South Africa • National Environmental Management Act (NEMA) • Environmental Management Inspectors (EMIs): Responsible for compliance and enforcement of environmental regulations • Environmental Management Frameworks (EMFs): Strategic planning tools for land-use and environmental management decisions • Department of Water and Sanitation-other • Approval for road and bridge alignment, traffic integration, and compliance with national transport standards-other	• Provincial Environmental Departments: Implement and enforce environmental regulations within provinces • City Engineering Department-other • Approval for land use, zoning, and local development integration • Local Municipality	• Environmental Assessment Practitioners Association of South Africa (EAPASA): Voluntary certification body for Environmental Assessment Practitioners • Wildlife and Environment Society of South Africa (WESSA): Non-profit organization involved in environmental conservation and education • Recommendations on sustainability practices and biodiversity protection • Validation of structural design and quality assurance measures
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IDENTIFY KEY STAKEHOLDERS

Government

NAME	ENGAGEMENT STRATEGY
Department of Agriculture	
Department of Education	
Provincial Treasury	
Department of Mobility	
Department of Premier	
Department of Social Development	
Other_5	

State-Owned Entities

NAME	ENGAGEMENT STRATEGY
Development Bank of Southern Africa (DBSA)	A leading development finance institution mandated to promote economic growth and regional integration in Southern Africa. DBSA provides funding, technical assistance, and project preparation support for infrastructure projects, including transport, energy, water, and social infrastructure.
	Other relevant institutions, agencies, or private-sector partners may be engaged depending on the specific location, project type, or regulatory requirements. These may include local development agencies, municipalities, private investors, professional bodies, and community-based organizations.
Industrial Development Corporation (IDC)	A national development finance institution focused on promoting industrial development, job creation, and economic transformation. The IDC supports large-scale infrastructure and manufacturing projects through financing, partnerships, and investment facilitation.
Eskom	South Africa's primary electricity utility responsible for the generation, transmission, and distribution of electricity. Eskom is a key stakeholder where transport infrastructure intersects with energy supply, grid connections, and power reliability for project sites.

Private Entities

NAME	ENGAGEMENT STRATEGY
Construction Companies	Firms responsible for executing physical works during the construction phase of the infrastructure project. Their roles may include civil works, structural installations, materials supply, and on-site project implementation. These companies ensure that designs are translated into completed infrastructure in compliance with technical standards, timelines, and safety requirements.
Engineering Firms	Specialist consulting firms providing technical expertise across project planning, design, environmental management, and construction supervision. Their services typically include feasibility studies, detailed engineering design, quality control, project management, and advisory support throughout the project lifecycle.

NAME	ENGAGEMENT STRATEGY
Financial Institutions	Banks, development finance institutions, private equity funds, and multilateral lenders that provide capital for project development. Their involvement includes debt financing, equity investment, guarantees, and financial structuring to ensure project viability and sustainability.
Media and Public Communication Outlets-other	Media houses, communication platforms, and public outreach organizations that support information dissemination, transparency, and stakeholder engagement. They play an essential role in raising public awareness, sharing project updates, and enhancing communication between the project team and the community.

Civil Entities

NAME	ENGAGEMENT STRATEGY
Civil society organizations advocating for community needs	These include non-governmental organizations (NGOs), advocacy groups, social justice networks, and community-based organizations that work to represent local interests. They ensure that the project aligns with community priorities, promotes equity, protects vulnerable groups, and upholds social and environmental responsibilities.
Local Communities and Residents:Other	This category refers to community members, households, informal settlement residents, local businesses, and neighborhood associations who are directly or indirectly affected by the project. Their participation is essential for understanding local conditions, social dynamics, cultural considerations, and potential impacts on daily life.
Local Communities and Residents_2: other	An additional grouping to capture any community segments not listed in previous categories. This may include youth groups, women's associations, farmer groups, informal traders, and other local stakeholders requiring representation in the project process.

NAME	ENGAGEMENT STRATEGY
Consultation-other	This category includes all additional consultation mechanisms and engagement methods beyond formal meetings. These may involve: • Public information sessions • Community workshops • Digital engagement platforms • Feedback surveys • Open houses and stakeholder forums • Information materials (posters, brochures, local radio) These consultation methods help ensure transparency, inclusiveness, and continuous dialogue throughout the project lifecycle.

Other Stakeholders

NAME	ENGAGEMENT STRATEGY
Local Development Finance Institutions (DFIs)	These institutions provide development-oriented funding, technical assistance, and investment support for infrastructure projects. Local DFIs play a critical role in mobilizing capital for feasibility studies, project preparation, construction, and long-term operations. Their involvement helps strengthen financial viability, reduce risk, and promote sustainable development outcomes.
Sustainable Infrastructure Development Symposium - South Africa (SIDSSA)	SIDSSA is a strategic national platform that brings together government, investors, DFIs, and private-sector partners to accelerate infrastructure development in South Africa. It supports project pipeline development, investment mobilisation, and policy alignment. SIDSSA's participation ensures the project aligns with national priorities and leverages opportunities for partnerships and funding.

NAME	ENGAGEMENT STRATEGY
Other	This category captures any additional institutions, programmes, or support structures relevant to the project but not covered in other stakeholder groups. This may include: • Provincial infrastructure units • National treasury support programmes • Regional development agencies • Special-purpose vehicles (SPVs) • Private sector investment platforms

WCG SECTOR PRIORITIES

OUTCOMES	SOCIAL	ENERGY & WATER	ECONOMIC	TECHNOLOGY	ECOLOGICAL
Households have increased access to basic services and improved shelter	Short Term 1-5 YRS (Up to 2030)		Long Term 15-30 YRS (Up to 2050)		Short Term 1-5 YRS (Up to 2030)
Infrastructure investment drives spatial transformation and improves spatial resilience	Medium Term 5-15 YRS (Up to 2040)	Medium Term 5-15 YRS (Up to 2040)			Medium Term 5-15 YRS (Up to 2040)
Investment in social infrastructure improves access to health, education, social development, and recreation opportunities	Short Term 1-5 YRS (Up to 2030)	Medium Term 5-15 YRS (Up to 2040)	Short Term 1-5 YRS (Up to 2030)	Long Term 15-30 YRS (Up to 2050)	
Mobility systems and transportation corridors provide safe and efficient connectivity to opportunities, services, and facilities			Medium Term 5-15 YRS (Up to 2040)	Medium Term 5-15 YRS (Up to 2040)	

INFRASTRUCTURE TYPE

- **Hard**

Hard infrastructure refers to the physical, tangible assets and facilities required for the functioning of a society and economy. These are long-term, capital-intensive structures that provide essential services.

Examples include:

- Transportation systems (roads, railways, bridges, ports, airports)
- Energy infrastructure (power plants, transmission lines)
- Water and sanitation systems
- Telecommunications networks
- Public buildings and industrial facilities

- **Soft**

Soft infrastructure includes the institutions, systems, policies, and human capital that enable the effective operation, management, and governance of a country's hard infrastructure. These are non-physical structures.

Examples include:

- Education and training systems
- Healthcare services and public health systems
- Governance, regulatory frameworks, and administrative institutions
- Financial systems and development agencies
- Social welfare programs
- Security and emergency services

- **Critical**

Critical infrastructure consists of assets, systems, and facilities essential for national security, economic stability, and public safety. Their failure or disruption would have severe consequences.

Examples include:

- National electricity grid
- Water supply and treatment facilities

- Telecommunications and data centers
- Major transportation corridors
- Emergency response systems
- Fuel supply and distribution networks
- National defence and security installations

PROJECT STAGE-1 SUBMISSION & APPROVAL

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Submitted By	
Submitted On	
Signed By	
Approved On	

GEO LOCATION

Geo Location	
Latitude	
Longitude	

PROCUREMENT PLANNING

- **Decentralized Preference Criteria**

- 1] **["Municipalities"]**

Procurement processes that allow municipalities to apply locally relevant preference criteria. This ensures that procurement decisions align with municipal development priorities, promote local participation, and support community-level economic development.

- **Designated Groups**

- 1] **["Women-owned businesses"]**

Procurement policies aimed at increasing participation and opportunities for women-owned enterprises. This includes preferential scoring, targeted procurement packages, and support measures to promote gender inclusion in the supply chain.

- **Local Content and Production**

1] ☐

Requirements to source goods, materials, and services locally to stimulate domestic industries and create jobs. This ensures that a percentage of project inputs are produced within the country, building local manufacturing capacity and reducing reliance on imports.

- **Broad-Based Black Economic Empowerment (B-BBEE)**

1] ☐

A national policy framework designed to advance economic transformation and enhance the participation of Black South Africans in the economy. B-BBEE compliance in procurement includes points for ownership, management control, skills development, enterprise development, and supplier development.

PROCUREMENT ACTION

- **E-Procurement Solution (ePS)**

A digital procurement platform used to streamline sourcing, bidding, evaluation, and contract management processes. It enhances transparency, efficiency, compliance, and auditability in public procurement transactions.

- **Western Cape Supplier Evidence Bank (WCSEB)**

A centralized database of verified suppliers in the Western Cape. It stores compliance documents, certifications, and registration details, enabling faster supplier verification and improved procurement accuracy.

- **Procurement Planning**

The structured process of determining project procurement needs, identifying sourcing strategies, preparing tender documents, and scheduling procurement activities. Ensures alignment with regulatory requirements and project timelines.

- **Preferential Procurement Regulations (2022)**

Aligned : Yes

National regulations that guide the application of preference points, designated groups, and empowerment criteria in public procurement. These regulations promote fairness, transformation, and inclusivity in awarding contracts.

- **Sustainable Public Procurement (SPP)**

Aligned : No

A procurement approach that integrates environmental, social, and economic sustainability considerations. SPP encourages the selection of suppliers and products that promote resource efficiency, reduced environmental impact, and long-term community benefits.

SOCIAL IMPACT

SOCIAL IMPACT	REMARKS
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Inclusive Economic Participation	Ensures that all groups—especially women, youth, small businesses, and previously disadvantaged communities—have equitable access to economic opportunities arising from the project. This includes participation in procurement, employment, enterprise development, and supply-chain activities.
Environmental Sustainability	Promotes the responsible use of natural resources and reduces negative environmental impacts. This includes implementing sustainable design principles, reducing emissions, managing waste, protecting ecosystems, and supporting long-term environmental resilience.
Skills Development and Job Creation	Focuses on creating employment opportunities during planning, construction, and operation phases. It also enhances local capacity through training, apprenticeships, learnerships, and skills-transfer programmes that support long-term employability.
Community Empowerment	Strengthens community involvement and ownership by ensuring that local voices inform decision-making. This includes community consultations, social facilitation, capacity-building initiatives, and ensuring that benefits of the project reach local residents.

PROPERTY AVAILABILITY

Has the land for the site been identified?	Yes
Remarks	Commitment to integrity, accountability, and transparency throughout the project lifecycle. This includes robust procurement processes, compliance with laws and regulations, effective monitoring, anti-corruption measures, and open reporting to stakeholders.

PROJECT STAGE-2 SUBMISSION & APPROVAL

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Submitted By	
Submitted On	

Signed By	
Approved On	

BACKGROUND & JUSTIFICATION

Transportation infrastructure plays a critical role in enabling economic growth, social development, and spatial integration. In many regions, rapid urbanisation, population growth, and expanding economic activities have placed increased pressure on existing transport systems. Ageing facilities, inadequate capacity, and limited connectivity often result in congestion, high logistics costs, safety risks, and reduced accessibility for communities.

The proposed transportation infrastructure initiative is intended to address these challenges by improving mobility, strengthening regional linkages, and supporting long-term development objectives. Upgrading and expanding transport networks will promote efficient movement of people and goods, reduce travel times, enhance service quality, and stimulate economic opportunities.

The justification for this project is further reinforced by national and regional policy frameworks that prioritise sustainable, inclusive, and integrated transport systems. Improved transport infrastructure also supports social equity by providing better access to employment, education, and essential services, particularly for underserved communities.

Overall, investment in modern, resilient, and efficient transportation infrastructure is essential to ensure economic competitiveness, environmental sustainability, and improved quality of life for all users.

ECONOMIC AND SOCIAL JUSTIFICATION

- **Poverty reduction**

The project aims to improve living standards by increasing household income opportunities, expanding basic services, and creating pathways for economic participation. Reducing poverty strengthens community resilience and supports long-term human development.

- **Job creation**

The initiative supports employment during planning, construction, and operational phases. This includes direct jobs, indirect jobs through suppliers, and induced jobs created by broader economic activity. Job creation stimulates local economies and improves livelihoods.

- **Inclusive growth**

Promotes economic growth that benefits all segments of society, especially marginalized groups. Inclusive growth ensures fair access to opportunities, supports small businesses, enhances local participation, and fosters balanced regional development.

- **Reducing inequality**

Addresses disparities in income, access to opportunities, and service delivery. By targeting vulnerable communities, promoting equitable resource distribution, and supporting inclusive policies, the project helps narrow socio-economic gaps.

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GEOGRAPHIC COVERAGE

- **Regions**

- City of Cape Town
- Cape Wineland
- West Coast
- Overberg
- Garden Route
- East Coast
- Region Other

- **Municipalities**

District	Municipalities
District	City of Cape Town
District	Stellenbosch
District	Prince Albert
District	Hessequa, Knysna
District	Overstrand
District	Cederberg

- **Communities**

District	Municipalities
District	Bellville, Delft
District	Ashton, Wemmershoek
District	Prince Albert
District	George, Ladismith, Oudtshoorn, Riversdale, Witsand
District	Caledon, Hermanus, Baardskeedersbos, Betty's Bay
District	Malmesbury, Saldanha, Vredendal, Bitterfontein

SECTOR-SPECIFIC ANALYSIS

- **Inadequate transportation infrastructure**

Insufficient or poorly maintained transport networks reduce mobility, increase travel times, and raise logistics costs. This includes deteriorating roads, limited public transport options, congestion, and poor connectivity between communities and economic nodes. Strengthening transportation infrastructure is essential for economic growth, service access, and regional integration.

- **Lack of access to water**

Many communities face challenges in accessing reliable and safe water supply. Limited infrastructure, ageing pipelines, inadequate treatment facilities, and resource scarcity contribute to water insecurity. This affects public health, agricultural productivity, and overall socio-economic development. Addressing

water access is critical for resilience, service delivery, and community well-being.

- **Limited digital connectivity**

Many regions experience weak broadband coverage, low internet penetration, and limited digital infrastructure. This restricts access to online services, education, healthcare, e-commerce, and economic opportunities. Expanding digital networks is vital for supporting innovation, improving government services, and enabling inclusive participation in the digital economy.

- Additional sector-specific challenges may include:

- Energy shortages or unreliable power supply
- Insufficient social infrastructure (schools, clinics, housing)
- Environmental vulnerabilities (flood risk, drought, land degradation)
- Governance and institutional capacity gaps
- Funding and investment constraints

This category allows flexibility to capture emerging issues unique to the project context or geographic area.

APPROVAL BODIES

1] Provincial Government Departments

- Department of Agriculture
- Department of Health
- Department of Education
- Department Of Infrastructure
- Provincial Treasury
- Local Government
- Department of Mobility
- Government Motor Transport
- Department of Premier
- Tourism, Environmental Affairs & Development Planning

- Department of Social Development
- Department of Human Settlements
- Western Cape Liquor Authority
- Department of Police Oversight & Community Safety
- Department of Cultural Affairs and Sport
- Department of Environmental Affairs and Development & Planning
- Western Cape Government

2] Public Entities and Regulatory Bodies

- Western Cape Gambling and Racing Board
- Western Cape Liquor Authority
- Western Cape Provincial Treasury
- Western Cape Education Department
- Western Cape Provincial Parliament
- The Green Economy Strategy promotes environmentally responsible and resource-efficient development. It supports initiatives such as renewable energy, waste minimisation, green transport, sustainable agriculture, and climate adaptation. This strategy aims to reduce environmental impact while creating green jobs and fostering long-term resilience.
- Department of Water and Sanitation-other
- Provincial Roads and Transport Authority-other
- Prevention of greenhouse-other

3] Specialized Committees and Boards

- Research Ethics Committees
- Planning Appeals Advisory Committee
- Environmental Appeals Advisory Panel

- Promoting entrepreneurship enhances local economic growth, diversifies the economy, and creates employment opportunities. It also ensures that communities benefit from procurement and supply chain opportunities.
- Ethics
- Department
- committee
- Advisory
- Procurement planning

ENVIRONMENTAL CONSIDERATIONS

1] Projections of usage over time

- traffic volumes
Measures the number of vehicles or commuters using a specific road, corridor, or transport system over a defined period. Traffic volume data helps in planning capacity, managing congestion, scheduling maintenance, and designing future infrastructure upgrades.
- energy consumption
Tracks the amount of energy used by infrastructure, facilities, or services. Monitoring energy consumption is essential for assessing operational efficiency, identifying cost-saving opportunities, promoting sustainability, and supporting the transition to renewable energy sources.
- housing uptake
Refers to the rate at which housing units are occupied or utilized within a development or project area. This metric informs demand planning, infrastructure provisioning, and investment decisions for supporting amenities such as water, electricity, and transport.
- Other
Additional performance indicators may include:
 - Water consumption or access levels
 - Waste management metrics
 - Public transport ridership
 - Environmental compliance measures
 - Socio-economic impact metrics (employment, local procurement)
- Other_4

2] Informed by

- **historical data**
Refers to past records and datasets that provide insight into previous patterns, performance, and infrastructure usage. Examples include traffic counts, energy consumption records, housing development statistics, and service delivery reports. Historical data supports trend analysis and baseline assessments.
- **growth trends**
Analyzes projected increases or changes in population, demand, service usage, or economic activity. Growth trend analysis helps in capacity planning, resource allocation, and prioritization of infrastructure investments to meet future needs.
- **policy targets**
Represents government or institutional objectives, regulatory standards, and strategic goals that guide project planning and implementation. Examples include national development targets, municipal service delivery goals, energy efficiency mandates, and sector-specific policies.

SOCIAL CONSIDERATIONS

1] Department of Social Development Policies

- Focus on child protection, substance abuse prevention, disability inclusion, and older persons' welfare
- Promotes community-based care and support systems
- Other_1

2] Inclusive Economic Development

- Supports SMMEs, women- and youth-owned enterprises
- Encourages job creation through public procurement and infrastructure projects
- Other_1

3] Public Participation and Equity

- Ensures community involvement in planning and decision-making
- Promotes equitable access to services and opportunities
- Other_1

4] Expanded Public Works Programme (EPWP)

- Provides short-term employment and skills development
- Targets vulnerable groups including youth, women, and persons with disabilities
- Other_1

5] Social Considerations Other

- Social Considerations Other added
- Other_1

INVESTMENT NEEDS

SR	NAME	DESCRIPTION
1	Infrastructure Development	• Roads, bridges, and public transport systems. • Upgrades to water and sanitation infrastructure. • Renewable energy installations and grid improvements. • Supports urban and rural transformation with a low-carbon focus • Supports urban and rural transformation with a low-carbon focus_other • Other_1
2	Human Settlements	• Affordable housing projects. • Informal settlement upgrades. • Mixed-use urban development. • Other_1
3	Healthcare	• Expansion and modernization of clinics and hospitals. • Digital health systems and telemedicine. • Medical equipment and pharmaceutical supply chains. • Other_1

SR	NAME	DESCRIPTION
4	Education	• School infrastructure and maintenance. • Digital learning platforms and connectivity. • Teacher training and curriculum development. • Other_1
5	Agriculture and Agri-processing	• Investment in climate-resilient farming. • Agro-logistics and cold chain infrastructure. • Support for emerging farmers and cooperatives.
6	Green Economy	• Renewable energy (solar, wind, bioenergy). • Waste-to-energy and recycling initiatives. • Water conservation and efficiency technologies.
7	SMME and Entrepreneurship Support	• Business incubators and innovation hubs. • Access to finance and market linkages. • Skills development and mentorship programs.
8	Tourism and Cultural Investment	• Infrastructure for eco-tourism and heritage sites. • Hospitality training and development. • Event hosting and destination marketing.
9	Investment Needs other	• Investment Needs Other Added

POLICY INCENTIVES

1. Sector-Focused Incentives

- a. Agri-processing: Support for infrastructure, logistics, and export readiness.
- b. Green Economy: Incentives for renewable energy, water efficiency, and waste-to-energy projects.
- c. Technology and Innovation: Support for ICT hubs, fintech, and digital startups.
- d. Tourism and Film: Rebates and grants for film production and tourism infrastructure.
- e.
- f. Investment Ecosystem
- g. Other_1

2. Investment Ecosystem Support

- a. Municipal Investment Readiness Programme: Helps municipalities prepare for and attract investment.
- b. Sector IQ: Provides data-driven insights to guide investment decisions.
- c. Film Incentive Scheme: Assesses and supports the impact of film-related investments.
- d.
- e. Other_1

3. Business Support and Facilitation

- a. Site selection assistance
- b. Regulatory guidance
- c. Market intelligence
- d. Access to government incentives
- e. Investment Summits: Hosted by the Premier to connect investors with opportunities and funding partners

4. National Incentives Accessible in the Western Cape Via the Department of Trade, Industry and Competition (DTIC)

- a. 12I Tax Allowance: For industrial projects.
- b. SEZ Incentives: For businesses in Special Economic Zones.
- c. Export Marketing and Investment Assistance (EMIA): Supports international marketing efforts.
- d. Black Industrialists Scheme: Funding and support for black-owned manufacturing businesses.

5. Investment Summits: Hosted by the Premier to connect investors with opportunities and funding partners

6. Policy Incentives Other

- a. Policy Incentives Other Added
- b. Policy Incentives Other Added
- c. Policy Incentives Other Added
- d. Other_1

7. Policy Incentives Other 2

- a. Other_3

8. New Policy Incentive added

- a. Sub Other of New Policy Incentive added
- b. Policy Incentives Other_4
- c. Other_1

SCALE AND COMPLEXITY

1] Total Addressable Market (TAM)

- **Population served by a transport corridor**

Refers to the total number of people who benefit from or rely on a specific transportation corridor. This metric helps in planning capacity, service frequency, and infrastructure design. Understanding the population served also informs socio-economic impact assessments and prioritization of corridor upgrades.

- **Households needing water access**

Represents the number of households without reliable access to clean water. This metric is critical for water infrastructure planning, allocation of resources, and monitoring progress toward improving service delivery and community well-being.

- **Data sources**

- **Demographic**

Census data, household surveys, municipal population registers, and community profiles.

- **Geographic**

GIS mapping, satellite imagery, spatial planning databases, land-use maps, and infrastructure maps.

- **Economic**

Regional GDP, household income levels, employment statistics, industry reports, and municipal economic development plans.

- **Other_1**

Collecting and integrating these data types ensures evidence-based planning, helps identify priority areas, and supports monitoring and evaluation of infrastructure projects.

2] Served Available Market (SAM)

- **Location**

Specifies the geographic placement of the facility, corridor, or infrastructure element. Location analysis considers accessibility, connectivity, proximity to demand centers, and alignment with regional development plans.

- **Capacity**

Refers to the maximum output, throughput, or service level that the infrastructure can handle. Capacity assessment helps determine whether the facility can meet current and future demand.

- **Are there any envisaged Operational constraints?**

Identifies potential challenges or limitations affecting operations. Examples include:

- Seasonal disruptions (floods, storms)
 - Limited workforce or technical expertise
 - Regulatory or licensing restrictions
 - Infrastructure reliability or maintenance issues

- **Which of the following criteria is being used to support this analysis in terms of Segmentation?**

- **Income**

Evaluates households or communities based on income levels to identify affordability, subsidy needs, or targeted interventions.

- **Region**

Geographic segmentation to assess regional disparities, prioritize investment, or plan for equitable access.

- **Service level**

Differentiates areas based on the quality, frequency, or type of service currently available.

- Any additional segmentation criteria relevant to the project context, e.g., age group, household size, or sector-specific requirements.

- **Other_3**

- Secondary or supplementary criteria to further refine analysis, such as socio-economic vulnerability, land tenure, or accessibility constraints.

3] Demand Forecasting

- **Projections of usage over time**

- **traffic volumes**

Measures the number of vehicles or commuters using a specific road, corridor, or transport system over a defined period. Traffic volume data helps in planning capacity, managing congestion, scheduling maintenance, and designing future infrastructure upgrades.

- **energy consumption**

Tracks the amount of energy used by infrastructure, facilities, or services. Monitoring energy consumption is essential for assessing operational efficiency, identifying cost-saving opportunities, promoting sustainability, and supporting the transition to renewable energy sources.

- **housing uptake**

Refers to the rate at which housing units are occupied or utilized within a development or project area. This metric informs demand planning, infrastructure provisioning, and investment decisions for supporting amenities such as water, electricity, and transport.

- Additional performance indicators may include:

- Water consumption or access levels
- Waste management metrics
- Public transport ridership
- Environmental compliance measures
- Socio-economic impact metrics (employment, local procurement)
- Other_4

- **Informed by**

- **historical data**

Refers to past records and datasets that provide insight into previous patterns, performance, and infrastructure usage. Examples include traffic counts, energy consumption records, housing development statistics, and service delivery reports. Historical data supports trend analysis and baseline assessments.

- **growth trends**

Analyzes projected increases or changes in population, demand, service usage, or economic activity. Growth trend analysis helps in capacity planning, resource allocation, and prioritization of infrastructure investments to meet future needs.

- **policy targets**

Represents government or institutional objectives, regulatory standards, and strategic goals that guide project planning and implementation. Examples include national development targets, municipal service delivery goals, energy efficiency mandates, and sector-specific policies.

4] Size

Project Type	Routine Project
Project Size	Small to Medium - Below 30 Mill

CHALLENGES

- **Technical challenges**

These involve difficulties related to the design, construction, or maintenance of infrastructure. Examples include:

- Complex engineering requirements (bridges, tunnels, or terrain constraints)

- Integration with existing infrastructure or utilities
- Technology adoption and compatibility issues
- Ensuring compliance with safety, environmental, and quality standards

- **Financial Complexity**

Challenges related to funding and financial management of the project. Examples include:

- Securing sufficient investment from public and private sources
- Structuring viable financing and risk-sharing mechanisms
- Cost escalation and budget overruns
- Managing multiple funding partners and compliance with financial regulations

- **Operational Complexity**

Refers to challenges in running, managing, and maintaining the infrastructure after construction. Examples include:

- Staffing and technical capacity constraints
- Coordination among multiple stakeholders and agencies
- Monitoring and maintaining service levels and quality
- Regulatory compliance, safety, and environmental management

PHASES

- **Initiation**

The first phase involves defining the project's objectives, scope, stakeholders, and feasibility. Key activities include:

- Needs assessment and problem identification
- Stakeholder engagement and consultations
- Preliminary cost and resource estimation
- Approval and project authorization

1] Phase 1
Initiation

- **Design**

In this phase, detailed plans and specifications are developed to guide construction and implementation. Key activities include:

- Conceptual and detailed engineering design
- Architectural and structural planning
- Environmental and social impact assessments
- Preparation of drawings, specifications, and bills of quantities (BOQs)

1] phase 2

Design

- **Develop**

This phase involves finalizing all preparatory activities before construction begins. Key activities include:

- Procurement planning and tendering
- Securing funding and approvals
- Site preparation and mobilization of resources
- Contracting construction and consulting firms

1] Phase 3

Develop

- **Implement**

The execution phase where physical construction or deployment takes place. Key activities include:

- Civil works, installations, and construction activities
- Quality assurance and compliance monitoring
- Coordination with stakeholders and contractors
- Mitigation of risks and operational challenges

1] Phase 4

Implement

- **Handover**

This phase marks the transition from construction to operational management. Key activities include:

- Testing and commissioning of infrastructure
- Training of operational staff
- Final inspections and approvals
- Formal handover to the responsible authority or operator

1] Phase 5

Handover

- **Monitor & Evaluate**

Ongoing assessment of project performance, outcomes, and impact. Key activities include:

- Monitoring service delivery, capacity, and usage
- Evaluating socio-economic, environmental, and financial outcomes
- Identifying lessons learned and continuous improvement
- Reporting to stakeholders and funders

1] Phase 6

Monitor

PROJECT STAGE-3 SUBMISSION & APPROVAL

Self Approved By: **Poonam Yawalkar**

Self Approved On: **29 Nov 2025 12:53:34 PM**

Submitted By	
Submitted On	
Signed By	
Approved On	