CONSTRUCTION BOOK

PROJECTS 2026

EDITION 3

www.infrastructuresa.org

INFRASTRUCTURE South Africa

FOREWORD BY THE MINISTER OF PUBLIC WORKS AND INFRASTRUCTURE

The publication of the Third Edition of the Construction Book comes at an important time for South Africa's infrastructure and construction sectors.

Hon. Dean Macpherson,
Minister of Public Works and Infrastructure

Government's infrastructure programme must do more than identify projects. It must provide the market with greater visibility of projects that are funded, sufficiently prepared and expected to move into procurement and construction. This visibility is important for rebuilding confidence in the infrastructure pipeline and enabling the construction industry to plan ahead.

The Construction Book is one of the instruments through which we are seeking to provide that certainty. It brings together projects across the public sector that are expected to enter the market over the coming 12 to 18 months and provides contractors, financiers, professional service providers, suppliers and other industry participants with an indication of the opportunities that lie ahead.

For the construction industry, advance knowledge of the pipeline matters. Companies need time to plan their capacity, retain and develop skills, secure equipment, establish supply chains and build the partnerships necessary to compete for work. Emerging contractors and smaller firms also need sufficient lead time to position themselves within project and procurement opportunities. A more visible pipeline enables the industry to make these decisions on the basis of better information.

The Third Edition also reflects the importance of collaboration across the infrastructure system. The projects contained in this publication have been submitted by departments, provinces, municipalities, state-owned entities and other implementing institutions. I would like to acknowledge these institutions for their cooperation with Infrastructure South Africa and

for the work being undertaken to strengthen the quality and visibility of the national infrastructure pipeline.

The value of the Construction Book will, however, increasingly be measured by what happens after publication. Infrastructure South Africa will therefore strengthen the monitoring of projects contained in the Book, working with project owners to track progress towards procurement and construction. This will allow government to understand where projects are progressing, where delays are emerging and where intervention may be required.

This work forms part of a broader effort to improve the infrastructure investment environment. Better project preparation, stronger coordination, greater transparency on the pipeline and more predictable procurement are all necessary if we are to increase infrastructure investment and strengthen the capacity of the construction sector.

The Construction Book must therefore be understood as more than a catalogue of projects. It is an important market-signalling instrument and part of government's commitment to building a more credible and predictable infrastructure pipeline.

I encourage the construction industry, investors and other partners to engage with the opportunities reflected in this Third Edition and to continue working with government as we strengthen the infrastructure pipeline and improve the delivery of projects across the country.

STATEMENT BY HEAD OF INFRASTRUCTURE SOUTH AFRICA

The Third Edition of the Construction Book marks a further step in Infrastructure South Africa's work to improve visibility of the country's infrastructure pipeline and provide the construction industry with more useful and timely market information.

Ms. Mameetse Masemola
Head of Infrastructure South Africa

This edition comprises 110 projects across six infrastructure sectors, with a combined value of approximately R395 billion and a national geographic spread. Beyond the headline numbers, this edition also reflects important changes in the composition and maturity of the infrastructure pipeline.

For the first time, Public-Private Partnership projects are specifically included in the Construction Book, with opportunities across transport, social infrastructure and water and sanitation. This reflects the increasing importance of alternative procurement and financing approaches as government seeks to crowd in private-sector capital, expertise and operating capability.

We have also significantly expanded the coverage of municipal infrastructure. Whereas the previous edition profiled one municipality, this edition includes other metropolitan municipalities such as the Cities of Polokwane, eThekwini Municipality and Johannesburg, as well as other municipalities such as Mogale City. Municipal infrastructure is also the largest sector in the Book by value, comprising 10 projects valued at approximately R112 billion. This expanded municipal focus is important given the central role of local government in providing water, sanitation, roads, electricity and other infrastructure that enables communities and local economies to function.

A further addition is digital infrastructure, which did not feature as a separate sector in the previous edition. The Third Edition includes three digital infrastructure projects valued at approximately R28 billion, including investments associated with MeerKAT and the SAeX East Subsea Fibre-Optic Cable. For ISA, an equally important development is that we are beginning to see projects that we supported upstream through project preparation, packaging,

technical work and coordination progressing downstream into procurement and construction, for example Tygerberg Hospital PPP. This is precisely what project preparation must achieve, resolving the issues that prevent viable projects from moving through the infrastructure value chain and reaching the market.

The Construction Book therefore also provides an increasingly useful basis for measuring the performance of the pipeline. From this edition, ISA intends to introduce quarterly monitoring of projects contained in the Book, working with project sponsors to track procurement milestones, tenders issued, awards, construction commencement and material changes to project timelines, scope and value.
This will enable us to better understand how projects are converting from planning and preparation into procurement and construction, identify recurring constraints and provide more timely information to the construction industry on opportunities approaching the market.
The Construction Book will complement, rather than replace, formal procurement platforms such as National Treasury's eTender Portal.
Our intention is to create a clearer line of sight between the forward infrastructure pipeline and the tenders that subsequently enter the market, enabling contractors, professional service providers, suppliers and financiers to plan and position themselves earlier.

The credibility of the Construction Book rests on the quality of the information it contains and, importantly, on the strength of the collaboration that underpins it. I would therefore like to thank the CEOs of state-owned companies and public entities, Heads of Department, municipal managers, and the many technical teams who have worked tirelessly with Infrastructure South Africa to provide, verify and refine the project information contained in this edition. We value this partnership and look forward to deepening it as we strengthen the Construction Book as a trusted source of infrastructure pipeline and market information and progressively move towards more regular and timely reporting on projects coming to market.

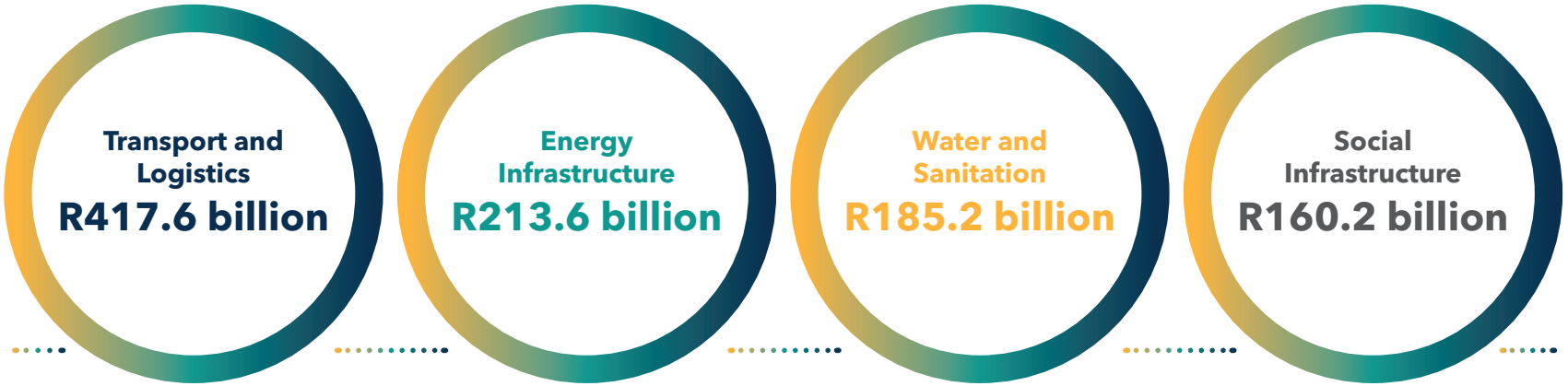
01

CONSTRUCTION SECTOR OVERVIEW

CONSTRUCTION SECTOR OVERVIEW

The construction industry is navigating a complex operating environment marked by renewed government focus and persistent sector challenges. As a major employer in South Africa, the sector remains vital to economic growth and job creation. Employment in construction increased by 34,937 in the fourth quarter, bringing total employment to 1.42 million people by the end of 2025. Construction contributed 2.30% of national value added, in constant prices, according to GDP estimates, although this share declined from the previous year. While activity is improving, growth remains gradual. Strengthening infrastructure governance, addressing construction-related criminal disruption, and restoring local government delivery capacity will be critical if the sector is to support broader growth and employment objectives.

The National Treasury has approved an infrastructure budget of R1,066.4 billion for a three-year period starting in 2026/27. This budget focuses on several key sectors, including:



These sectors were highlighted in the second edition of the Construction Book, which was launched at the Sustainable Infrastructure Development Symposium of South Africa (SIDSSA), and social infrastructure is a new sector focus for this year. The social infrastructure sector consists of Health, Education, Human Settlement and Other Social Services.

In alignment with our mandate to coordinate the development, management, and monitoring of a comprehensive infrastructure pipeline, the third edition of the Construction Book will also concentrate on these key sectors. The Construction Book aims to provide a transparent overview of the upcoming project pipeline across the country, offering crucial insights for industry planning. This information will enable stakeholders to make informed decisions regarding their business strategies, resource allocation, and economic opportunities.

CONSTRUCTION SECTOR OVERVIEW

Total GVA for the Construction sector in 2025Q4 was R98 billion.

In 2025Q4, GVA growth decreased to -1.3% from 0.1% in 2025Q3.

Average GVA growth was -4.2% for the last 10 years.

In the fourth quarter of 2025, total Gross Value Added (GVA) in the construction sector was R98 billion, down from R99 billion in the third quarter. This represented a 1.3% quarter-on-quarter decline and reflected continued pressure on sector output. For 2025 as a whole, the construction GVA averaged R99 billion, compared with R103.6 billion in 2024. Although the sector remains below pre-pandemic levels, it continues to play a central role in South Africa's long-term development strategy because of its contribution to infrastructure delivery, employment, and economic growth.
From 2025 to the current period, South Africa's construction sector has remained in a recovery phase rather than a full growth cycle. Public infrastructure investment has become the main driver of renewed confidence, particularly in transport and logistics, energy, water and sanitation, and municipal infrastructure. However, delivery continues to be constrained by weak local government implementation capacity, procurement delays, project preparation gaps, rising input costs, and disruptions on construction sites. These pressures have resulted in uneven output growth, highlighting the need for coordination by Infrastructure South Africa. This coordination will improve planning, promote private-sector involvement, and support job creation. With the government's commitment to revitalising the sector, there are promising indications of potential recovery and expansion.

The newly approved Integrated Social Facilitation Framework by the Department of Public Works and Infrastructure (DPWI) aims to combat organised crime and protect important construction projects. This framework serves as a vital tool in our efforts to address recurring challenges in South African infrastructure projects, such as weak community engagement, public distrust, site disruptions, and low local participation. It will introduce a coordinated approach to social facilitation with accredited facilitators, improved governance, enhanced monitoring and evaluation, and a risk-based strategy for community-related risks.

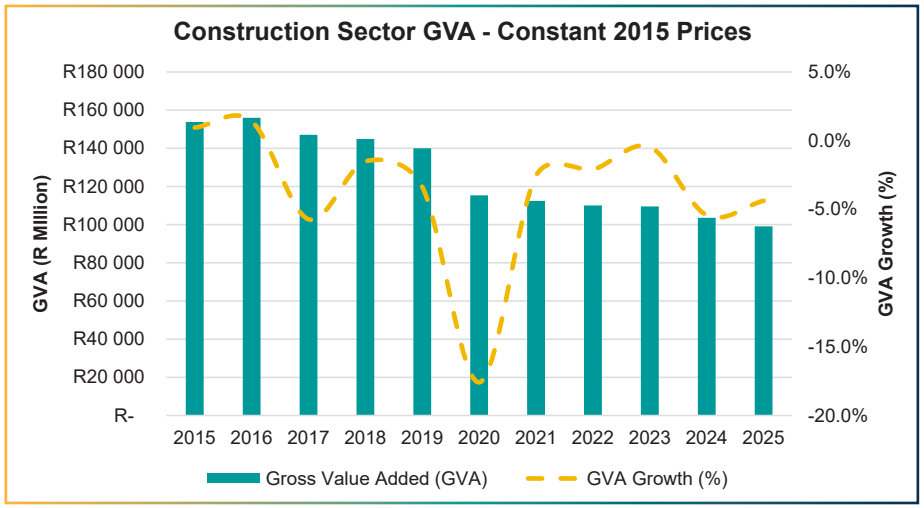
CONSTRUCTION SECTOR OVERVIEW

Over the past decade, South Africa's construction sector experienced a sustained downward trend, interrupted only by brief periods of stabilisation.

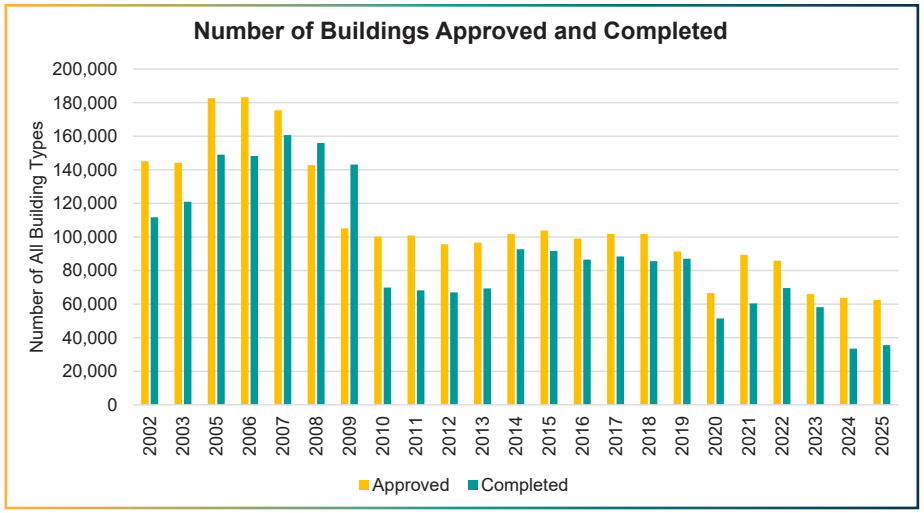
Output peaked in 2016 at approximately R156 billion (a 1.4% year-on-year increase) before entering a sharp contraction in 2017, when activity plunged by nearly 6.0% to R147 billion. This structural slide was further exacerbated by the acute shock of the COVID-19 pandemic in 2020. While the sector has since struggled with broader stagnation, quarterly performance offers a slight glimmer of stability, edging up by 0.1% in the fourth quarter of 2025.

Evaluating the pipeline from initial building approval to completion offers actionable insights into the construction sector's latent potential. Historical data show that even during challenging economic cycles, developers have successfully brought major projects to completion, most notably when completions outpaced approvals in 2008 and 2009.

Addressing municipal turnaround times, input costs, and developer sentiment offers a clear path to narrowing the execution gap and translating approved plans into active, value-generating developments.



Source: Quantec (2026)

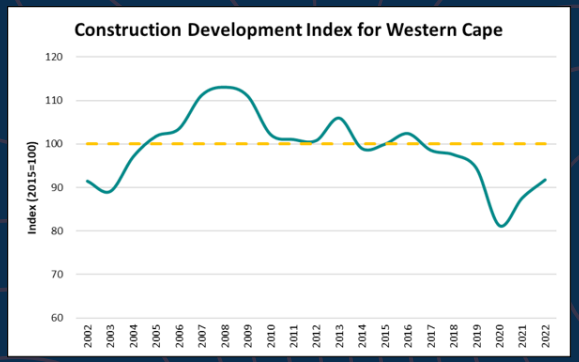


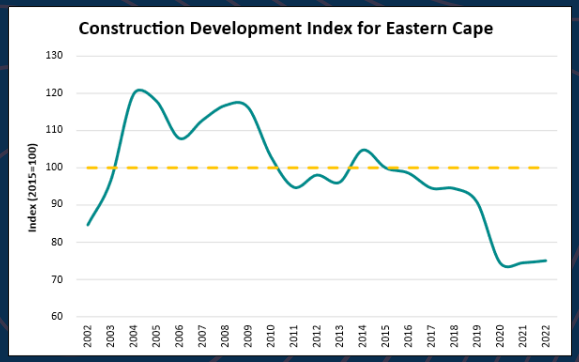
Source: Quantec (2026)

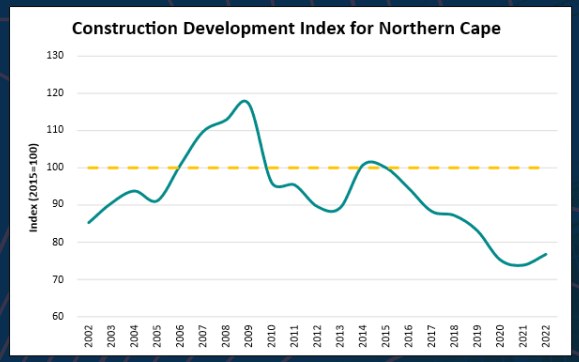
CONSTRUCTION DEVELOPMENT INDEX

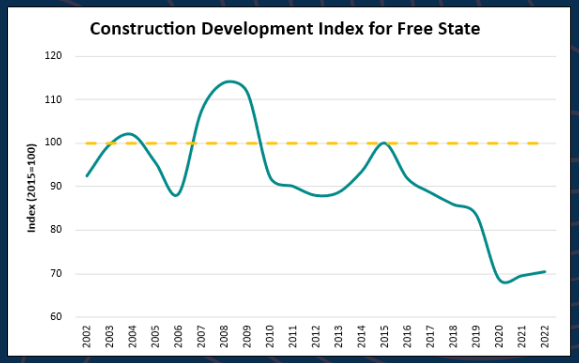
CONSTRUCTION DEVELOPMENT INDEX

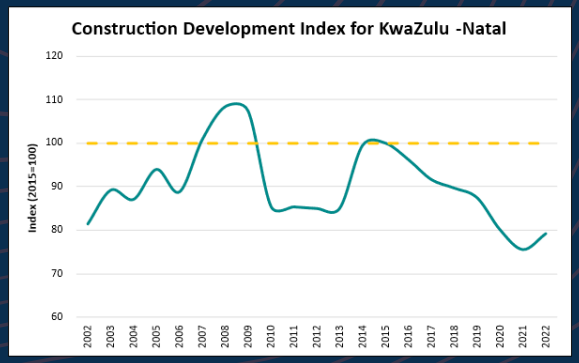
Overview of Provincial CDI (2015=100)

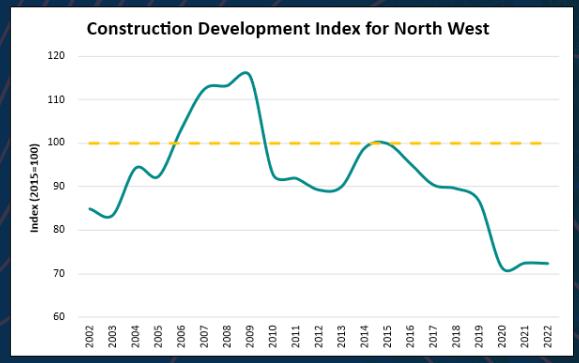


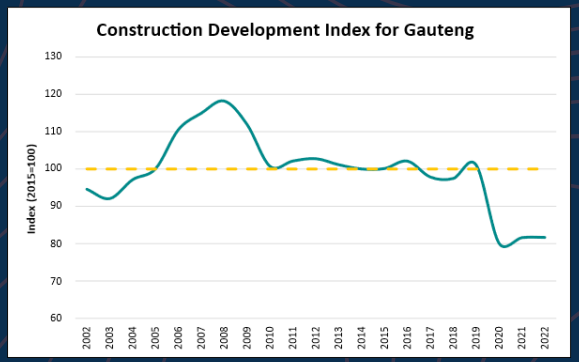


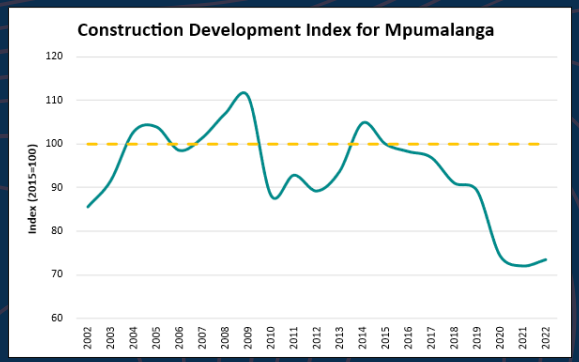


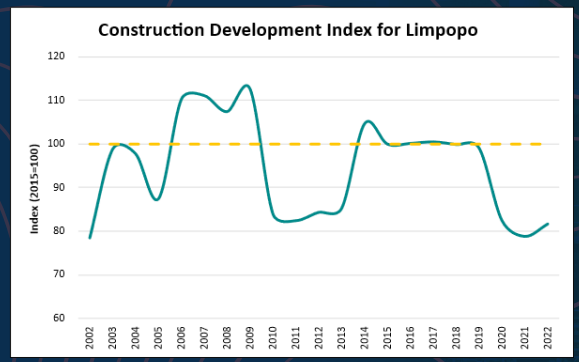




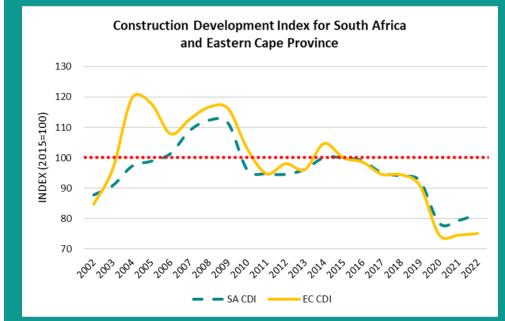








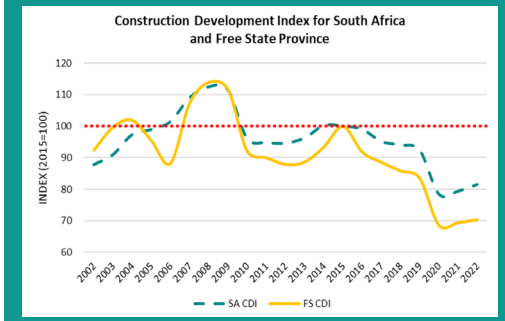
PROVINCIAL CDI ANALYSIS (1)



Eastern Cape CDI

Trend: EC CDI shows a narrative of "resilient but divergent" growth.

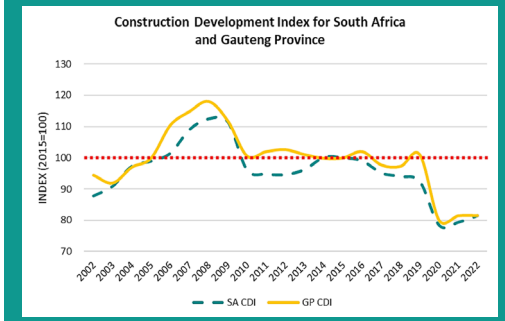
Insight: Technical efficiency may be the key focal shift required to improve the construction environment in the Eastern Cape.



Free State CDI

Trend: FS CDI shows more volatility than the average national CDI.

Insight: Enhancing capital productivity and driving the completion of physical infrastructure and buildings to revitalise the Free State construction sector and lift the CDI.

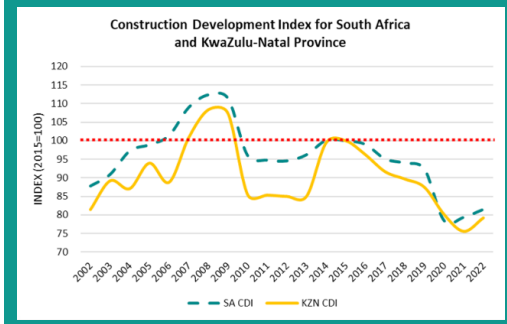


Gauteng CDI

Trend: GP CDI shows similarities to the national average CDI; however, the province outperformed the national average despite a general industry-wide decline.

Insight: Gauteng's high concentration of complex commercial and civil projects makes it more susceptible to macro-volatility.

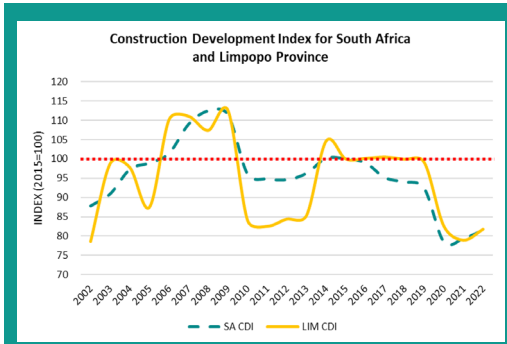
PROVINCIAL CDI ANALYSIS (2)



KwaZulu-Natal CDI

Trend: KZN CDI shows a logistics-centric construction industry, noting the ongoing logistics and industrial development along the N2 and N3 corridors.

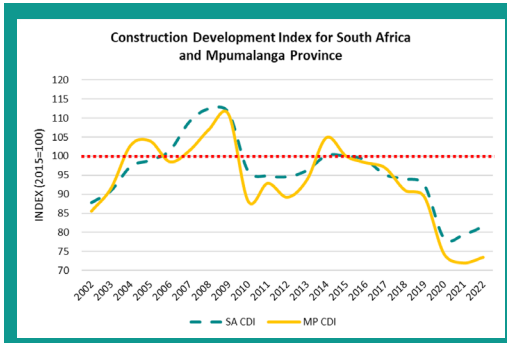
Insight: KZN has seen a localised surge driven by massive state-led infrastructure spending, which could result in a "logistics-led recovery for the construction industry



Limpopo CDI

Trend: LIM CDI shows a highly volatile sector that exhibits much sharper peaks and deeper contractions.

Insight: The health of the industry and the CDI is most accurately mirrored by the completion of buildings.

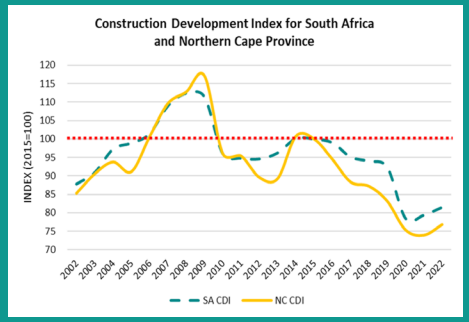


Mpumalanga CDI

Trend: MP CDI shows high volatility and sensitivity at the peaks and troughs, with the provincial CDI performing similarly to the national average over the period.

Insight: The construction industry in Mpumalanga is tied almost exclusively to the efficiency of large-scale assets (noting the correlations for capital productivity and buildings completed).

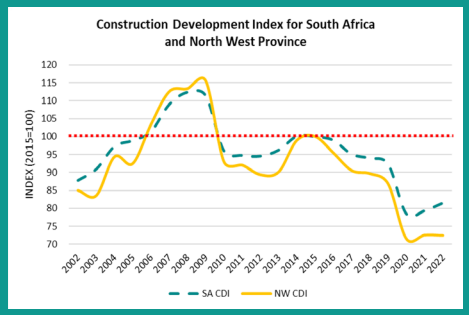
PROVINCIAL CDI ANALYSIS (3)



Northern Cape CDI

Trend: NC CDI shows some volatility in periods of growth and decline, with the provincial CDI following a similar trend to the national average.

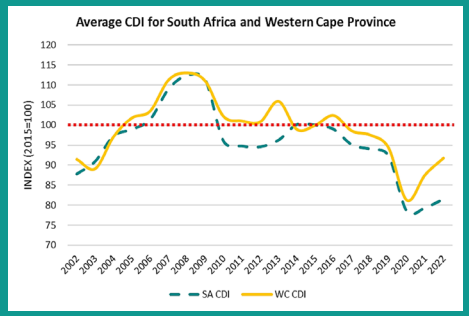
Insight: CDI only moves meaningfully when projects are completed. Important to note that logistical delays often stall GFCF from turning into actual development, given the province's remote nature.



North West CDI

Trend: NW CDI shows a highly volatile performance, with the provincial CDI closely tracking the national average.

Insight: The construction health of the province is driven by efficiency and output (productivity and completions) far more than by investment volume or job creation.



Western Cape CDI

Trend: WC CDI shows similarities to the national average CDI; however, the province outperformed the national average.

Insight: Western Cape's construction sector is driven more by efficiency and investment than by the sheer number of people employed (noting that there is a weak link between employment and the CDI).

PROJECT PIPELINE OVERVIEW

Value of the Book:
R395 billion

Number of Projects:
110

Number of Sectors:
6

Geographical Spread:
National

PUBLIC PRIVATE PARTNERSHIPS

This is the first time PPP projects have been featured in the Construction Book.

The PPP Framework was revised with effect from June 2026 to make accommodations for the following enhancements for infrastructure development: Fast-track approval path for PPPs below R2 billion, more delegated authority to accounting officers, PPP Advisory Unit provides technical oversight, improved project preparation and governance.

In addition, the private sector may now make unsolicited bids on conceptual projects aligned with public sector priorities.

Overall, this improves the investment landscape for collaboration on infrastructure projects.

Address infrastructure backlogs

Drive economic growth and long-term investment

Create jobs

Improve public service delivery and asset management

Some of the highlights from the 3rd edition include the following projects:

TRANSPORT SECTOR

Rail Corridor [National]

SOCIAL INFRASTRUCTURE

George Mukhari Hospital [Gauteng]

WATER & SANITATION

Beitbridge Musina Water Transfer Scheme [Limpopo]

MUNICIPAL INFRASTRUCTURE

Municipal infrastructure is a key feature in the Construction Book.

This sector forms the foundation upon which South Africa's towns, cities, and rural communities function and entails essential public assets and services such as roads, water supply systems, sanitation facilities, electricity networks, stormwater drainage, public transport, and waste management systems.

With municipal infrastructure being critical to supporting economic development and improving the quality of life for citizens,, as well as 2026 being a Local Government Elections year, it is worth showcasing the plethora of work being undertaken in key municipalities in the country.

Investing in sustainable infrastructure helps municipalities prepare for future challenges while supporting long-term development goals. Investment platforms often require robust governance, project preparation, monitoring, and reporting mechanisms.

This can encourage municipalities to improve project planning, asset management, financial management, and operational efficiency. Enhanced governance increases investor confidence and improves the long-term performance of municipal infrastructure assets; which are generally long-term in nature and can generate predictable revenue streams through service charges, tariffs, user fees, and municipal agreements. As a result, these projects can be attractive to institutional investors seeking stable, long-term returns with low to moderate risk.

In support of the country's infrastructure development agenda, it is imperative to include municipal projects. eThekwini Municipality, City of Cape Town, City of Polokwane, City of Tshwane, Mogale City and City of Johannesburg feature in this year's edition of the Construction Book. These municipalities are implementing projects that help address critical infrastructure deficits, improve service delivery, stimulate economic growth, create jobs, and promote sustainable development.

At the same time, they offer investors access to long-term, impactful investment opportunities. Well-structured investment platforms can therefore serve as a powerful vehicle for mobilising capital, strengthening municipalities, and building more resilient and inclusive communities across South Africa.

Municipal infrastructure is a key feature in the Construction Book.

MUNICIPAL INFRASTRUCTURE

Municipalities play a critical role in the provision of essential services such was waste management, water and sanitation, roads, electricity and water and sanitation, the quality of which directly affect the quality of life of the communities that they serve.

Municipalities have fine-tuned their planning to be more strategic and long-term in nature, enabling them to attract investment from the private sector, integrate cities better through smart precinct planning, and overall, facilitate a cascade of projects and regulations to unlock adjacent projects with dependencies. This approach has made this sector the largest in this year's edition of the Construction Book. Projects to look out for include the Leratong Mixed-Use Development Bulk Services Programme (G.P), Sibaya Coastal Precinct (KZN) and Phillipi Collect Sewer (W.C).

Infrastructure quality is often the most visible measure of local government performance and with elections set for November 2026, it is encouraging to note the quantum of work currently under execution or planned for the coming 12 – 24 months as municipalities reinforce their approach towards building efficient and financially sustainable municipalities.

R112 b

SECTOR VALUE

The geographical spread spans the major metro municipalities. This sector is the highest valued sector within the Construction Book.

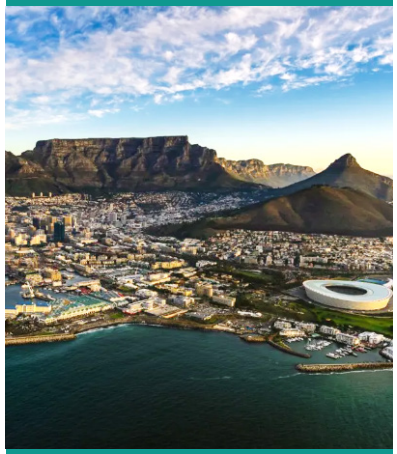
10

NUMBER OF PROJECTS

Many of the these projects are long-term and catalytic projects, which not only include multidisciplinary and stakeholder participation but also unlock many adjacent projects.

MUNICIPAL INFRASTRUCTURE

City of Cape Town



Key Themes:

- Leveraging off existing energy partnerships;
- Alternative funding models;
- Water and Sanitation

eThekwini Metro

Key themes:

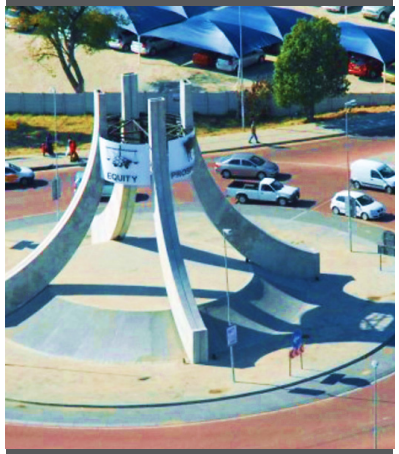
- Collaboration with private parties;
- Multi-disciplinary projects;
- Holistic precinct development with municipal services

Mogale City

Key Themes:

- Water and sanitation sustainability;
- Integrated and smart precinct development

City of Polokwane



Key Themes:

- Water infrastructure implementation;
- Healthcare upgrades and investment;
- PPP projects

WATER SECTOR PROJECTS

Water sector projects include dams, water treatment plants, wastewater treatment facilities, irrigation systems, reservoirs and pipelines.

South Africa is one of the world's water-scarce countries, with limited freshwater resources and uneven rainfall patterns. Growing population demands, urbanization, and climate change place increasing pressure on available water supplies.

In the Municipal space, many existing water systems suffer from aging infrastructure, leaks, and inefficiencies. Upgrading pipelines, treatment facilities, and distribution networks reduces water losses, improves service delivery, and lowers operating costs. Projects featured in this year's edition of the Construction Book aim to address these challenges, as well as spearhead sustainability initiatives and improve overall water resilience.

R35 b

SECTOR VALUE

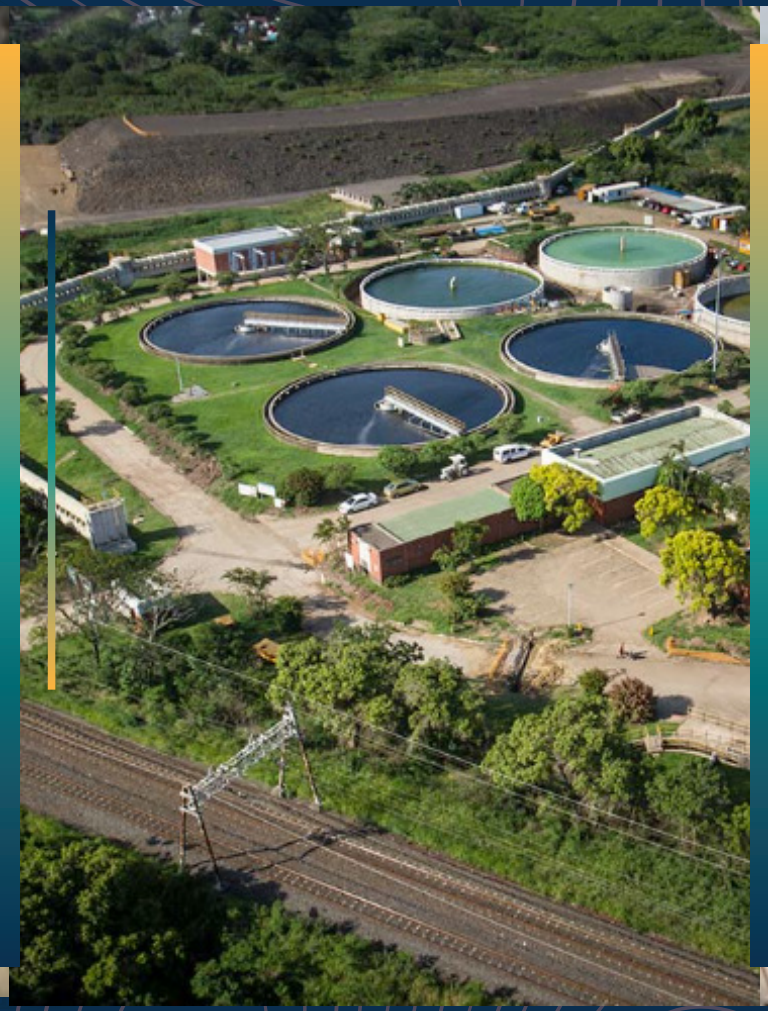
There is a slight drop in the number of projects featured this year due to a number of upcoming projects still in Planning phase. Municipalities feature highly in this sector as they tackle the service delivery requirements for water delivery and wastewater management.

18

NUMBER OF PROJECTS

Water sector projects are generally long-term in nature hence are implemented in phases or significant work packages. Projects to look out for include Southern Aqueduct (KZN) and COCT Desalination (W.C).

WATER SECTOR PROJECTS



TRANSPORT SECTOR PROJECTS

Transport infrastructure remains a vital element of the construction industry and a foundation for economic activity.

With a sector comprising public transport systems, rail, roads, logistics, airports and ports, efficient transport networks reduce travel times and logistics costs, improve productivity, and enable businesses to access local and international markets more effectively.

Project sponsors remain active in this sector noting the sector as a key enabler of economic development. While the demand for new and maintenance projects remains high, numerous projects have been split into phases to ensure bankability and improve their chances of being implemented successfully.

Transport sector infrastructure projects are vital for South Africa because they stimulate economic growth, create jobs, support trade and tourism, improve access to essential services, strengthen regional integration, and promote social inclusion. Continued investment in transport infrastructure is critical for achieving sustainable development and improving the quality of life for South Africans.

Key projects to look out for include the Upgrade of the R24 (N.W) and Rail Container Corridors (Nationwide).

R81 b

SECTOR VALUE

The sector includes a mix of procurement strategies ranging from PPP's to open and negotiated tenders.

The projects have a National spread.

41

NUMBER OF PROJECTS

The majority of projects belong to SANRAL with major municipalities (City of Cape Town and eThekwini Municipality) solidifying their presence in this sector. There is also a revival of rail and ports projects by the Transnet group.

TRANSPORT SECTOR PROJECTS

ENERGY SECTOR PROJECTS

The energy sector includes substations, power plants, transmission lines, wind farms, solar farms, energy storage systems, and oil and gas facilities.

This year sees a resurgence of projects in a sector that has performed the strongest in previous editions of the Construction Book.

Energy sector projects are highly significant to the construction industry because they create employment, drive infrastructure development, attract investment, promote technological advancement, and boost economic growth. In South Africa, where energy reliability is critical for development, energy projects play a vital role in strengthening both the construction sector and the broader economy.

Key projects to look out for include Aries-Aggenys 400kV Line (N.C) and the Refurbishment of the Main Plant at Steenbras (W.C).

R86 b

SECTOR VALUE

The sector spread remains National with a mixed procurement approach in line with the various organisations supply chain and governance policies. Tender information is easily obtainable on their respective websites.

29

NUMBER OF PROJECTS

The majority of projects belong to Eskom, which continues to perform exceptionally under its current leadership. Municipal projects are also featured with sponsors such as City of Cape Town and Midvaal starting to showcase their projects.

ENERGY SECTOR PROJECTS

DIGITAL INFRASTRUCTURE PROJECTS

Digital infrastructure refers to the technology and systems that enable digital communication and access to information. This includes broadband networks, mobile networks, data centers, fiber-optic cables, internet services, and communication technologies.

The world renowned South African Radio Astronomy MeerKAT project features highly in this sector, with 60 new dishes being built. The first phase of SAeX East Subsea Fibre-Optic Cable is in its elementary phases and is another project to look out for.

This fast-growing industry remains critical for South Africa's development as it supports education, healthcare, business growth, government services, and financial inclusion. By expanding affordable and reliable digital connectivity, South Africa can reduce inequality and improve economic opportunities for all citizens.

R28 b

SECTOR VALUE

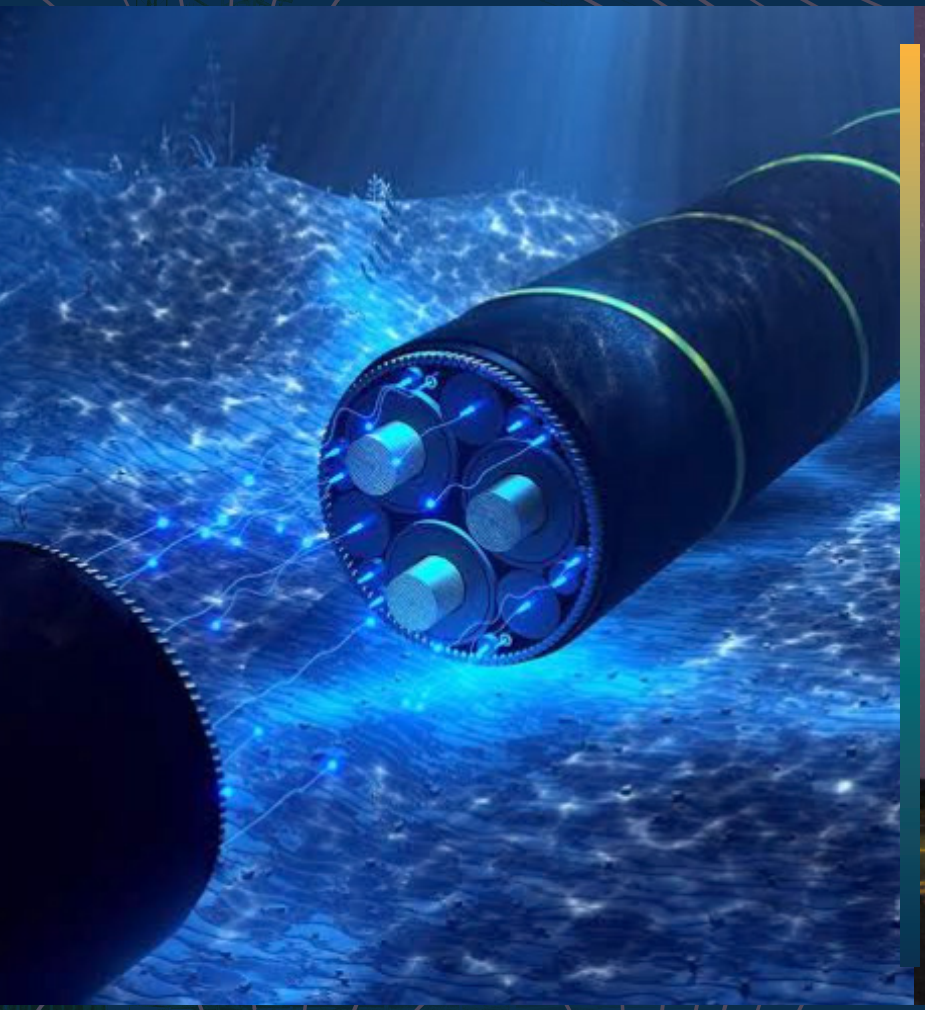
The sector includes a mix of procurement strategies ranging from PPP's to open and negotiated tenders.
The projects have a National spread.

3

NUMBER OF PROJECTS

TThis is a new sector to the Construction Book and features existing and future projects.

DIGITAL INFRASTRUCTURE PROJECTS



SOCIAL INFRASTRUCTURE PROJECTS

Social Infrastructure is the lifeline of public sector service delivery and includes projects such as schools, hospitals, housing, water and sanitation systems, libraries and the like. They are often non-revenue generating in nature.

Access to basic services remains a challenge, however, the State continues to invest in this sector and the projects in this year's edition of the Construction Book showcase this. Projects to look out for include Tygerberg and Belhar Hospitals (W.C), Durban Film City (KZN), Joburg Fresh Produce Market (G.P) and Limpopo Central Hospital (L.P).

Social infrastructure remains vital in South Africa because it improves access and living standards, builds more inclusive communities, promotes education and health, reduces inequality, creates jobs, and supports long-term economic development.

R52 b

SECTOR VALUE

The geographical spread is centred within the major metro municipalities. With the revision of PPP regulations, it is envisioned that more municipalities will adopt the PPP approach as they plan projects and strategies longterm.

16

NUMBER OF PROJECTS

This sector sees the largest opportunity for PPP projects to be structured and implemented given their longterm, operational nature and ability to offer value-for-money.

SOCIAL INFRASTRUCTURE PROJECTS

PROJECT SECTORS OVERVIEW

MUNICIPAL INFRASTRUCTURE PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
City of Cape Town	Phillipi Collect Sewer - Phase 2	This is a Waste sector project entailing the execution of the second phase of sewer collection at Phillipi.	Western Cape	Procurement	Quarter 2 FY 2026/27
City of Cape Town	Visserhoek North: Design and Development of Airs - Phase 2	This is a Waste sector project entailing the design and development of phase 2 works at Visserhoek North.	Western Cape	Procurement	Quarter 4 FY2026/27
City of Cape Town	Cape Town Transfer Station	This is a Waste sector project and entails the development of a new refuse transfer station in the City of Cape Town	Western Cape	Feasibility	Quarter 3 FY 2027/28
eThekwini Metro	"GIBA Business Estate Development: City's Work Packages (Roads, Water and Streetlighting)"	The Giba Business Estate Development ia a catalytic light industrial and logistics comprising of approximately 200 000 square metres of warehousing and industrial space . The project is implemented in two phases through a partnership between the City and the private developer. Phase 1 comprises of , construction of 22 engineered platforms and engineering services (Roads, bridges, water, sewer , electricity). Phase 2 will comprise of the top structure.	Kwa-Zulu Natal	Construction	Quarter 1 FY 2026/27
eThekwini Metro	Sibaya Coastal Precinct	"Sibaya Coastal Precinct is conceptualized as a living, vibrant community, for people to fully realize a reconnected lifestyle of work, live and play. This ground-breaking coastal precinct will contain offices, shops, restaurants, educational institutions, recreational opportunities and more, to complement a residential offering. Seven Nodes have been earmarked for development in different phases of Sibaya Coastal Precinct.	Kwa-Zulu Natal	Procurement	Quarter 4 FY2026/27
eThekwini Metro	Centrum Gugu Dlamini Precinct	Centrum forms part of the City's initiative to redevelop and regenerate the inner-city. This project is a catalytic land development project located in the inner-city and has remained under-developed over the last two decades. It is expected that part of the Gugu Dlamini sub-precinct will be tendered to private developers for mixed-use facilities while the City manages the bulk infrastructure and Government precinct components.	Kwa-Zulu Natal	Feasibility	Quarter 2 FY2027/28
eThekwini Metro	Cornubia Integrated Development	Cornubia is planned to be a mixed-use, mixed-income development incorporating industrial, commercial, retail, social to middle-income residential and open-space uses to be implemented over a 20-30 year period which started in 2010 with an investment value across 1300ha of land owned by both Tongaat-Hulett and eThekwini Municipality. Phase 1 contains the establishment of Cornubia Boulevard while Phase 2 establishes the residential and other mixed-use components, including the provision of bulk infrastructure and services.	Kwa-Zulu Natal	Feasibility	Quarter 2 FY2027/28

MUNICIPAL INFRASTRUCTURE PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
Mogale City	Integrated Waste Management Facility	This project entails the development of an integrated waste facility for Mogale.	Gauteng	Procurement	Quarter 3 FY 2026/27
Mogale City	Leratong Mixed-Use Development Bulk Services Programme	The scope of work entails the provision of bulk services for the establishment of a mixed-use precinct in Leratong.	Gauteng	Procurement	Quarter 2 FY2026/27
Mogale City	Integrated Brickvale Infrastructure Development Programme	The project reviews the infrastructure requirements for the integrated Brickvale development.	Gauteng	Procurement	Quarter 2 FY2026/27

SECTOR VALUE: R 112,765,037,802.25

WATER SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
Joburg Water	Lanseria Wastewater Treatment Works PPP Project	The project entails the planning, design and implementation of the Lanseria wastewater treatment works and associated bulk outfall sewer. The objective is to construct and commission a 50Mℓ/day module as part of a programme to deliver 150Mℓ/d.	Gauteng	Feasibility	Quarter 3 FY2027/28
Department of Water and Sanitation	Beitbridge Musina Water Transfer Scheme	The project entails the construction of a pipeline of about 20km crossing the Limpopo River from Beitbridge to Musina with bidirectional capacity to transfer 41Mℓ/d of treated water from Beitbridge water treatment works to the terminal reservoirs in Musina.	Limpopo	Feasibility	Quarter 2 FY2027/28
City of Cape Town	Macassar Wastewater Treatment Works	The project seeks to increase the wastewater treatment capacity within the Macassar sewerage catchment to meet both current and future demand through the refurbishment and extension of the wastewater treatment works.	Western Cape	Construction	Quarter 1 FY2026/27
uMngeni-uThukela	Lower uMkhomazi Bulk Water Supply Scheme	Construction of an off-channel storage dam at Ngwadini, two weirs within the uMkhomazi River, raw water transfer to a 100Mℓ/day water treatment plant at Craigieburn and potable water infrastructure to supply the South Coast Quarry Reservoir	Kwa-Zulu Natal	Procurement	Quarter 2 FY2026/27
City of Cape Town	City of Cape Town Water Desalination	The development of permanent sea water desalination plant yielding a minimum of 50Mℓ/day of desalinated water (from sea water to potable water)	Western Cape	Feasibility	Quarter 1 FY2027/28
Sol Plaatje Local Municipality	Sol Plaatje Municipality Integrated Bulk Supply System Intervention	This programme entails the urgent refurbishment and renewal of old water supply infrastructure. The programme is planned to be implemented in phases, with activities identified over the short, medium and long-term.	Northern Cape	Construction	Quarter 1 FY2026/27
City of Cape Town	Berg Rivier Voëlvlei Dam Pipeline	Construction of a weir and abstraction works with a pumpstation on the Berg River, with a 6,3km long pipeline to the Voëlvlei Dam.	Western Cape	Construction	Quarter 4 FY2025/26
City of Polokwane	Polokwane Regional Wastewater Treatment Plant	This is a multi-phase project that entails the construction, operations and maintenance of the Polokwane Regional Wastewater Treatment Works.	Limpopo	Procurement	Quarter 2 FY2026/27
eThekwini Metro	eThekwini Non-Revenue Water	This project aims to reduce massive water losses–currently sitting at roughly 50% to 52.8% of total volume–by 5% per year over a multi-year period. The operational scope covers strategic analysis, district metering, leak detection and infrastructure repair.	Kwa-Zulu Natal	Procurement	Quarter 2 FY2026/27
City of Cape Town	Table Mountain Group Aquifer: Nuweberg	Table Mountain Group Aquifer: Nuweberg	Western Cape	Procurement	Quarter 1 FY2026/27
City of Cape Town	Table Mountain Group Aquifer: Pre-Treatment	Table Mountain Group Aquifer: Pre-Treatment	Western Cape	Procurement	Quarter 3 FY2026/27
City of Cape Town	Table Mountain Group Aquifer: Groenlande	Table Mountain Group Aquifer: Groenlande	Western Cape	Procurement	Quarter 3 FY2026/27

WATER SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
City of Cape Town	Flood Alleviation - Lourens River Phase 2	The Lourens River catchment covers an area of 130km² originating from the Diepgat Ravine, which flows through Somerset West before entering the False Bay in Strand. The full length of the Lourence River was declared a protected Natural Environment in 1997, making it one of only five reviers with such protection status in South Africa. Unfortunately, the river is prone to sever flooding due to the Helderberg Basin's mountainous surroundings, local rain patterns and exposed mountain slopes. This project aims to address those risks through the development of new flood mitigation measures as well we the restoration of pre-existing measures and river infrastructure.	Western Cape	Feasibility	Quarter 1 FY2027/28
eThekwini Metro	Hammarsdale Wastewater Treatment Works (WTW) Improvements to Liquid and Solids Treatment Facilities	"Project is for the functional upgrade of the Hammarsdale WTW, with scope as follows: Construction of a new inlet works of 27 Ml/d ADWF capacity, complete with mechanical screenings and grit removal facilities. Construction of a new raw sewage pump station to convey screened sewage to existing secondary treatment facility. Construction of a new sludge dewatering facility for mechanical sludge dewatering using solid bowl centrifuge decanters, complete with poly-make up plant and all associated electromechanical equipment. Civil refurbishment of existing 6 No. BardenPho Bioreactors including replacement of all mechanical equipment. Plant wide medium voltage electrical upgrade including provision of a new 1250 kVA standby generator. Plant wide low voltage electrical upgrades comprising new switchboards and electrical control for unit processes. Plant wide instrumentation and automation upgrade including provision of a new Scada facility."	Kwa-Zulu Natal	Construction	Quarter 4 FY2025/26
eThekwini Metro	Southern aqueduct	"The scope of the works includes: Approximately 5km of DN600, 8Km of DN1000, 7km of DN1200; 6km of DN1400 & 3.5km of DN1600 steel watermains All associated valves within a water pipeline including chamber structures. All remedial works to paved road surfaces necessitated by the installation of the steel watermains. All works relating to connecting the new watermain to the existing DN 1000 watermain Removal of the existing 975D and 825D Prestressed Concrete Pipe (SOCOMON) The project is divided into 8 No. Work packages"	Kwa-Zulu Natal	Construction	Quarter 2 FY2026/27

WATER SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
eThekwini Metro	Northern WWTW	"The NWWTW consists of two process streams. The older process stream has a capacity of 20Ml/d and the newer process of 50Ml/d. The scope includes the following objectives: Ensure that effluent release from the plant does not contaminate the Umgeni River and meets the required water quality regulations. Repair the damaged components of the 50 Ml/d and 20 Ml/d plants to achieve the full plant capacity of 70 Ml/d with efficient capital expenditure. Implement a cost-effective, efficient, and environmentally sustainable solution for sludge handling and disposal. Meet Health and Safety and environmental regulations requirements of the plant. Conduct civils and structural repairs to enhance or increase plant capacity. Perform functional repairs and augmentation of the works to achieve the maximum plant capacity. Design the necessary modifications to increase the plant capacity to 120 Ml/d, which will include two 50 Ml/d plants and the augmented 20 Ml/d plant. maximum plant capacity. This will involve additional process design for each plant and their combined processes."	Kwa-Zulu Natal	Construction	Quarter 2 FY2026/27
City of Joburg	Water Re-Use and Reclamation	Construction of Re-use and Reclamation Infrastructure to augment water supply in the City of Johannesburg.	Gauteng	Feasibility	Quarter 4 FY2027/28
City of Joburg	Non-Revenue Water Performance Based Contracts	Performance-Based contracting mechanism to reduce the Non-Revenue Water in the City of Johannesburg. Currently estimated Capital investment in 1273 km in pipe replacement in key zones in Johannesburg.	Gauteng	Feasibility	Quarter 2 FY2027/28

SECTOR VALUE: R 351,475,979,36.03

TRANSPORT SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
Transnet National Ports Authority (TNPA)	Ngqura Manganese Export Terminal Project	The project entails the development of a 16 million ton per annum (mtpa) manganese export facility at the Port of Ngqura to complement 6mtpa from the Port of Saldanha to cater for a projected demand of 22mtpa.	Western Cape	Design	Quarter 4 FY2026/27
Gauteng Provincial Government	Post-2026 Gautrain Rapid Rail Link System	Procurement of a new concessionaire to operate the already established and functional Gautrain system	Gauteng	Procurement	Quarter 2 FY2026/27
Transnet	North-east Corridor	The North-east Corridor stretches from the Limpopo River at Beitbridge in Limpopo Province to Richards Bay on the east coast via Komatipoort and from Pyramid/Rayton/Emalahleni to Komatipoort. The corridor carries 14% of Freight Rail's volumes. The Corridor strategically links the South African rail freight system with that of other SADC countries, mainly via Eswatini, Zimbabwe, Mozambique, Zambia and the Democratic Republic of Congo. Commodities are transported via various border posts or entry gates such as Komatipoort, Golela, Beitbridge, Livingstone and Sakania. The project entails rail modernisation and restorative project to uplift slot capacity and volumes on the north-east corridor (rail track, formation and signal upgrades) for the short-term positioning of the corridor for PSP under rail reform.	Limpopo	Feasibility	Quarter 1 FY2027/28
Transnet	Cape Corridor	The Cape Corridor has the largest area footprint in freight rail, stretching from Warrenton in the north-east to Cape Town in the south and from Hotazel in the north-west to Gqeberha in the south-east. CapeCor is the natural hinterland for the ports of Cape Town, Mossel Bay, Gqeberha , Ngqura and East London. We have incorporated the areas of Bethlehem and Kroonstad into the Cape Corridor. It is a rail modernisation and restorative project to uplift slot capacity and volumes on the cape corridor (rail track, formation and signal upgrades) for the short-term positioning of the corridor for PSP under rail reform.	Western Cape	Feasibility	Quarter 2 FY2027/28
Transnet	Central Corridor	The Central Corridor serves as a vital thoroughfare and pivotal connection point for other corridors, fulfilling an enabling role for cross-network rail traffic. Commodities moved through this corridor include chrome, coal, iron ore, manganese and time-sensitive traffic of containers and vehicles. It plays a significant role in bolstering the manufacturing industry, particularly automotive, by providing essential rail connectivity and services to the automotive hub and container terminal in Pretoria. This is a rail modernisation and restorative project to uplift slot capacity and volumes on the central corridor (rail track, formation and signal upgrades) for the short-term positioning of the corridor for PSP under rail reform.	Gauteng	Feasibility	Quarter 2 FY2027/28

TRANSPORT SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
Transnet	Container Corridor	This corridor is the rail artery to the port of Durban and plays a key role in connecting the Port of Durban to the inner land, as well as in connecting inland freight terminals serving the Gauteng area and neighbouring countries. Containers, fuel, grain, motor vehicles and other general cargo are the main commodities railed on the corridor. The scope entails rail modernisation and restorative project to uplift slot capacity and volumes on the container corridor (rail track, formation and signal upgrades) for the short-term positioning of the corridor for PSP under rail reform.	KwaZulu-Natal	Feasibility	Quarter 1 FY2027/28
SANRAL	R415 Matatiele to Qacha's Nek	Construction services for the improvement of the R415 between Matatiele and Qacha's Nek border post with Lesotho (km 6.16 to 31.97).	Eastern Cape	Procurement	Quarter 2 FY2026/27
SANRAL	N2WCR Bambisana to Lingeni	Construction services for N2WCR Bambisana to Lingeni (N2/20km4.9-km15.4)	Eastern Cape	Procurement	Quarter 1 FY2026/27
SANRAL	Bhisho to N6 Bridge - Construction Services	Construction services for the crushing of material Bhisho to N6 Bridge	Eastern Cape	Procurement	Quarter 2 FY/2026/27
SANRAL	R34 Section 6 Koppiealleen to Odendaalsrus - Maintenance Services	MPRS2: Periodic Maintenance of the National Route R34, Section 6, from Koppiealleen (km 0.0) to Odendaalsrus (km 25.3)	Free State	Procurement	Quarter 3 FY2026/27
SANRAL	N1 Section 16 Sydenham to Glen Lyon - Pavement Repair	MSPGA: Pavement repair N1 section 15 between Sydenham (28.5) and Glen Lyon (62.3)	Free State	Procurement	Quarter 2 FY2026/27
SANRAL	R573 Section 1 Kameelfontein Street Upgrade	The Upgrading Of National Road R573 Section 1 From Kameelfontein street (km 19,6) to km 31,00	Gauteng	Procurement	Quarter 4 FY2026/27
SANRAL	R573 Section 1 Stormvoël to Baviaanspoort and Sefako Makgatho Drive - Upgrades	The upgrading of National Road R573 Section 1 from Stormvoel road (km 0,0) to Baviaanspoort Road (Km 2.4) and The upgrading of National Road R573 Section 1 from Baviaanspoort Road (Km 2.4) to North of Sefako Makgatho Drive (Km 4.0) and the new R573 / Sefako Makgatho Interchange	Gauteng	Procurement	Quarter 4 FY2026/27
SANRAL	N573 Section 1 - Upgrade	Upgrade of National Road R573 section 1 from km 37,8 to Km 48,6	Gauteng	Procurement	Quarter 2 FY2026/27
SANRAL		The upgrading of National Road R573 Section 1 from Stormvoel road (km 0,0) to Baviaanspoort Road (Km 2.4) and The upgrading of National Road R573 Section 1 from Baviaanspoort Road (Km 2.4) to North of Sefako Makgatho Drive (Km 4.0) and the new R573 / Sefako Makgatho Interchange	Gauteng	Procurement	Quarter 3 FY2026/27
SANRAL	N3 Sections 1 and 2 Dwars in die Weg to Heidelberg	The Improvement of National Road N3 section 1 and 2 in Dwars in die Weg to Heidelberg	Gauteng	Procurement	Quarter 3 FY2026/27
SANRAL	Hluhluwe to Sibichayi River	MPRS2: Hluhluwe(0)-Sibichayi riv(15)	KwaZulu-Natal	Procurement	Quarter 2 FY2026/27

TRANSPORT SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
SANRAL	Hammarsdale to Cato Ridge Package 2	DICAL: Hammarsdale to Cato Ridge Package 2	KwaZulu-Natal	Procurement	Quarter 2 FY2026/27
SANRAL	Modimolle to Witteklip	DILPS: Modimolle to Witteklip	Limpopo	Procurement	Quarter 2 FY2026/27
SANRAL	N11 Section 13 R518 Intersection to Grootsandsloot River	The rehabilitation of national route n11 section 13 from r518 intersection (km 8,345) to Grootsandsloot river (km 24,0) (re-tender)	Limpopo	Procurement	Quarter 4 FY2026/27
SANRAL	N573 Section 3	The upgrade of National Road R573 Section 3 (km 13.3 to km 20.3)	Mpumalanga	Procurement	Quarter 3 FY2026/27
SANRAL	R33 Section 8 N17 to Carolina - Repair and Reseal	The Repair and Reseal of National Road R33 section 8 from N17 (Km 62.95) to Carolina (Km 100.162)	Mpumalanga	Procurement	Quarter 2 FY2026/27
SANRAL	R501 Section 3 Potchefstroom to Carletonville - Upgrade	The Upgrade On National Road R501 Section 3 From Potchefstroom (Km 3.9) To Carletonville (Km 52.4)	North West	Procurement	Quarter 4 FY2026/27
SANRAL	R24 Section 1 Oorsaak to NW - Upgrade	Upgrading of National Road R24 section 1 Oorsaak to NW	North West	Procurement	Quarter 2 FY2026/27
SANRAL	N14 Section 13 Ventersdorp to NW/GP Border - Improvement	The Improvement on National Route N14 section 13 from Ventersdorp (KM 0.0) to North West/Gauteng provincial border (KM 47.9)	North West	Procurement	Quarter 3 FY2026/27
SANRAL	Santoy to McCarthy's Rest	DNUSC: Santoy/8.4-McCarthy's Rest/11	Northern Cape	Procurement	Quarter 3 FY2026/27
SANRAL	N12 Section 9 Hopetown to Kimberley - Maintenance	Period Maintenance of National Route N12 section 9 from Hopetown (km 0) to Kimberley (km 117.5).	Northern Cape	Procurement	Quarter 2 FY2026/27
SANRAL	FMS Contractor - WC O&M	FMS Contractor - WC O&M	Western Cape	Procurement	Quarter 4 FY2026/27
SANRAL	Swartklip to Baden Powell	DICAL: Swartklip to Baden Powell	Western Cape	Procurement	Quarter 2 FY2026/27
SANRAL	Old Oak to Brighton Road	DICAL: Old Oak to Brighton Road	Western Cape	Procurement	Quarter 3 FY2026/27
City of Cape Town	Congestion Relief - Erica Drive	This project addresses the reduction in traffic congestion on Erica Drive	Western Cape	Procurement	Quarter 2 FY2026/27
City of Cape Town	Zevenwacht Link Extension - Buttskop Road Rail LCE	The project entails eliminating the dangerous Buttskop rail level crossing in Blackheath, Cape Town through various elements including road extensions, a grade-separated bridge and key strategic closures.	Western Cape	Procurement	Quarter 3 FY2026/27

TRANSPORT SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
eThekwini Metro	Ntshongweni Urban Development: Upgrade of Kassier Road	The Ntshongweni Urban Development is a new mixed-use development and economic hub in the Outer West region of eThekwini with an investment value of R 28 bn. It consists of 9 precincts which comprise of retail, residential, commercial, logistics, industrial and business park precincts. The development is a catalytic project that has been ear-marked to fast-track economic growth, address unemployment and reduce poverty and inequality in the city. Kassier Road is a critical arterial road providing access to the Ntshongweni Uban Development from the surrounding national and regional road networks, specifically the R103, N3, M13 and the P559. Kassier Road is therefore the backbone upon which the entire development is to be developed and will rely on to function and provide the amenities, land uses and activities proposed to be developed. The scope of work includes upgrading 6km of road from a single to a dual carriageway with two lanes in each direction, including bridge structures and a stormwater drainage system.	KwaZulu-Natal	Detailed Design	Quarter 2 FY27/28
eThekwini Metro	Cornubia Boulevard Development - Phase 1	Construction of 1km of roadway of Cornubia Boulevard within the Cornubia Precinct	KwaZulu-Natal	Procurement	Quarter 2 FY26/27
TNPA	Relocation of SA Navy to Naval Island & Pelican Island	"The project is an enabler to the development of Pier 1 Container Terminal in the Port of Durban and entails the following: a) The development of the new Base at Naval & Pelican Islands in the Port of Richards Bay b) The development of a Satellite Station at the Port of Durban c) The development of the SA Navy Residential village and supporting facilities at Richards Bay"	KwaZulu-Natal	Detailed Design	Quarter 2 FY2026/27
TNPA	New Berth 210 – Liquid Bulk	"The project entails the following: a) The development of the Berth 210 and Bulk infrastructure to accommodate the projected Liquid Bulk volumes at the Port of Richards Bay"	KwaZulu-Natal	Detailed Design	Quarter 2 FY2027/28
TNPA	New Berth 605	"The project entails the following: a) The development of the new Berth 605 to increase Container handling Capacity from 50 000 to 200 000 TEUs in the Port of Richards Bay"	KwaZulu-Natal	Detailed Design	Quarter 2 FY2027/28

TRANSPORT SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
TNPA	New Berths 802 & 803 – Dry Bulk	"The project entails the following: a) The development of the new Berths 802 & 803 to increase Dry Bulk handling Capacity at the Port of Richards Bay b) To increase Dry Bulk (Chrome & Magnetite) handling Capacity from 5.3 to 11.7 and 6.25 to 9.08 mtpa , respectively"	KwaZulu-Natal	Feasibility	Quarter 2 FY2027/28
TNPA	New Berths 709 & 710 for Multi-Dry Bulk	"The project entails the following: a) The development of the new Berths 709 & 710 to increase Neo Bulk handling Capacity at the Port of Richards Bay."	KwaZulu-Natal	Procurement	Quarter 2 FY2026/27
TNPA	Berth A100 Liquid Bulk	"The project entails the following: a) TNPA is planning on construction of liquid bulk Berth at A100 location which will include marine infrastructure, bulk services and associated Common User Infrastructure at the Port of Ngqura. The Liquid Bulk Terminal will be the main liquid fuels supply hub for Nelson Mandela Bay and surrounding areas and will replace the Port of Port Elizabeth Liquid Bulk Terminal."	Eastern Cape	Procurement	Quarter 2 FY2026/27
City of Cape Town	Sea Point Seawall Refurbishment	The seawall, a vital 4.8 km coastal protection asset, has reached the end of its design life and requires phased refurbishment to ensure its integrity, resilience, and sustainability for the next 50 years. This project aims to repair the seawall and adjacent promenade, improve safe coastal access, and enhance the overall coastal experience—addressing high-risk failure areas and rising sea-level threats while supporting significant economic and social benefits for the City.	Western Cape	Detailed Design	Quarter 2 FY2027/28

SECTOR VALUE: R 81,333,495,353.17

ENERGY SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
Midvaal Local Municipality	Midvaal Electricity Distribution Project	This is a PPP project that entails the refurbishment and expansion of the existing distribution lines owned by the municipality.	Gauteng	Procurement	Quarter 2 FY2026/27
Eskom	Tubatse Strengthening Phase 2 - Sekhukhune-Witkop Line	"This project entails the following two components: 1. Equip 400kV feeder bay at Sekhukhune (Senakwangwedi B) 2. Witkop substations and construct a 160km 600kV line between the substations."	Limpopo	Design	Quarter 2 FY2028/29
Eskom	Mahikeng Main Transmission Substation and Pluto-Mahikeng 400kV Powerline	"This project entails the following components: 1. Mahikeng Substation - Establish the Mahikeng 400/88kV substation - Establish / equip 1 x 400kV feeder bay (Pluto 1) - Establish 1 x 400vK spare feeder bay (Mookodi 1) - Cater for 2 x 400kV future feeder bay - Establish 2 x 400kV trfr bays and 2 x 88kV trfr bays and install 2 x 315 MVA 400/88 kV trfs - Cater for 1 x 400kV and 1 x 88kV future trfr bay for a future 315 MVA 400/88 kV trfr - Establish and equip 4 x 88kV feeder bays - Cater for 4 x 88kV future feeder bays 2. Pluto Substation - Establish and equip 1 x 400kV feeder bay 3. Powerline - Construct ≈180km Pluto-Mahikeng 400kV line."	North West	Design	Quarter 2 FY2027/28
Eskom	Foskor-Merensky 400kV Powerline	"This project entails the following scope: 1. Establish and equip 400kV feeder bays at Merensky substation 2. Establish and equip 400kV feeder bays at Foskor substation 3. Construct an ±135km 400kV Foskor-Merensky line."	Limpopo	Design	Quarter 2 FY2028/29
Eskom	Poseidon North Substation (Iziko)	"The scope entails the following: 1. Establish the new 400/132kV Poseidon North Substation, south of Iziko Series Cap station 2. Design the 132kV busbar to align with the end-state of 4 x 500MVA 400/132kV substation 3. Looping in and out of the existing 400kV Hydra-Poseidon Line 1 4. Construct 2 x 1km 400kV loop ins 5. Install 1 x 500MVA 400/132 kV trfr 6. Terrace 3 x 132kV feeder bays with the commissioning of the first 500MVA trfr."	Eastern Cape	Feasibility	Quarter 3 FY2026/27

ENERGY SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
Eskom	Tshwane Strengthening - Thuso Third TRFR (400/132kV trft3)	"The scope entails the following: 1. Equip 1 x 400kV trfr bay 2. Equip 1 x 132kV trfr bay 3. Install third 250MVA 400/132kV trfr at Thuso Substation 4. Bus section and bus coupler for 400kV and 132kV busbars."	Gauteng	Feasibility	Quarter 2 FY2027/28
Eskom	Demeter 400/88kV Substation and Associated Transmission Lines - Sesiu (Demeter) Integration	New Demeter (Sesiu) 400/88kV Substation, loop in Pluto-Thuso 400kV into Demeter 10km 400/88kV transformation (first, second and third 315 MVA trfrs and 400kV busbar).		Design	Quarter 4 FY2027/28
Eskom	Gamma-Grassbridge 2 x 765kV Transmission Lines	"The project entails the following: 1. Gamma Substation - Establish and equip 2 x 765kV feeder bays at Gamma substation for the lines to Grassbridge substation 2. Grassbridge Substation: - Extend the Grassbridge substation to accommodate a new 765kV yard - Establish and equip 2 x 765kV feeder bays at Grassbridge - Establish and equip 2 x 765/400kV trfr bays at Grassbridge Substation - Install 2 x 2000MVA 765/400kV trfrs at Grassbridge - Install 2 x 400MVAr busbar reactor at Grassbridge Substation 3. Gamma-Grassbridge Lines: - Construct the 2 x 355km Gamma-Grassbridge 765kV lines and install 1 x 400MVAr ine reactor on each end of both lines."	Northern Cape	Procurement	Quarter 2 FY2026/27
Eskom	Sorata Substation Strengthening	"The scope of work for the Sorata 275/132kV Substation entails the following: 1. Extend 400kV busbar with bus coupler 2. Extend 132kV busbar with bus section and establish 1 x 400kV trfr bay 3. Establish 1 x 132kV trfr bay 4. Install 1 x 250MVA 275/132kV trfr 5. 1 x 400kV feeder bay at Tugela 275/132kV Substation 6. 1 x 275kV feeder bay (note: all 400kV equipment to be operated at 275kV) 7. Recycle Groenkop-Tugela 132kV line 1 and construct Sorata-Tugela 400kV line (operated at 275kV). Estimated length is 60km."	Free State	Procurement	Quarter 2 FY2027/28

ENERGY SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
Eskom	Leseding 400/132kV 500MVA TRFR 3	"The scope of works entails the following: 1. Extend the 132kV yard 2. Extend the 132kV busbars 3. Establish and equip 1 x 500MVA 400/132kV TRFR bay 4. Add a bus section (with associated bus zone protection) on the 132kV busbar 5. Install a third 1 x 500MVA 400/132kV TRFR 6. Install a bus coupler on the 132kV busbar to prevent islanding of a portion of the 132kV busbar with the introduction of the 132kV bus section."	Limpopo	Construction	Quarter 3 FY2025/26
Eskom	KZN Strengthening-Empangeni: Mbewu Substation	"Establishing the Mbewu Gas Insulated Switchgear (GIS) Substation and equipping the 400kV yard. New Substation (GIS) 765/400kV: 1. 1 x 765kV feeder bay 2. 10 x 400kV feeder bays (4 feeder bays will be for the future) 3. 2 x 400kV loop-ins and loop-outs 4. 1 x 400kV connection to Invubu line."	Kwa-Zulu Natal	Procurement	Quarter 4 FY2025/26
Eskom	KZN Strengthening-Empangeni: Mbewu Line	"Constructing the Mbewu-uMfolozi 765kV line, 98km in length and operating at 400kV. Extension of Majuba-uMfolozi 765kV line: 1. Construct 1 x new 765kV line (98km) 2. Construct 1 x 400kV feeder bay at uMfolozi MTS."	Kwa-Zulu Natal	Procurement	Quarter 3 FY2026/27
Eskom	Koeberg 400kV Busbar Reconfiguration and TRFRs	"The scope entails the following: 1. Build a new 2 x 250MVA, 400/132kV Gas Insulated Switchgear Substation 2. Construct new 400kV and 132kV busbars with space capability of 3 x 250MVA, 400/132/22kV transformation 3. Equip new 2 x 250MVA, 400/132/22kV trfrs 4. Re-route the gen trfrs in-feed 1 and 2 to the new 400kV busbar 5. Re-route the outgoing 400kV and 132kV feeders from existing GIS busbar to new 400kVand 132kV busbar."	Western Cape	Procurement	Quarter 1 FY2026/27
Eskom	Lowveld Strengthening Phase2B	"The Lowveld Strengthening phase 2B project entails reinforcement of the transmission supply network into the Lowveld Customer Load Network (CLN) by introducing 400 kV at the Marathon 275/132 kV substation . Line : Construct the ± 94 km long Gumeni-Marathon 400 kV line. Relocate 4 km's of an existing Eskom Distribution 132 kV o/h line. Demolish the existing Eskom Distribution building at Sterkspruit Technical Network Centre in Mbombela that is inside the proposed Gumeni-Marathon 400 kV line servitude."	Mpumalanga	Procurement	Quarter 2 FY2026/27

ENERGY SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
Eskom	Tshwane Metro - Badimong Integration	"The scope of works entails the following: 1. Establish new 400/132kV MTS 2. 400kV loop-in and loop-out of Badimong Substation 3. Install OPGW between Badimong and Apollo Substation."	Gauteng	Procurement	Quarter 2 FY2026/27
Eskom	Richard's Bay Combined Cycle Power Plant	The Richards Bay Combined Cycle Power Plant, situated within the Richards Bay Industrial Development Zone (IDZ) in KwaZulu-Natal, is designed to consist of four units, each with an installed capacity of 750 MW, totalling 3,000 MW. The project is currently in its development phase. Environmental Authorisations (EA) were granted in December 2019 for the plant and in March 2020 for transmission infrastructure. However, the plant EA has been set aside by the Supreme Court of Appeal (SCA), and a new EAP has been appointed to start with the new EA application process. The initial public participation is planned in August-October 2026. Eskom Board approved the PSP Joint Development Agreement (JDA) process for the Project on 28 May 2026. This allows the project to accelerate the process of obtain a PSP partner. HOA signed between ZET and Eskom (anchor off taker) on 05 June 2026. The schedule is being revised to reflect these changes.	Kwa-Zulu Natal	Design	Quarter 4 2026/27
Eskom	Komati Power Station Solar PV and BESS - Renewables	Komati Power Station has reached its expected end-of-life in September 2022 with unit 9 reaching its dead-stop-date (DSD). The objective of the project is to investigate the repurposing of the existing thermal power plant into the photo voltaic (PV) and battery energy storage system (BESS) renewable energy power plant 72MW and 150MW (600 MWh) BESS project.	Mpumalanga	Design	Quarter 1 FY2026/27
Eskom	Majuba PV Project	The Majuba 45MW PV project, situated within the boundary of Eskom-owned land near Majuba Powerstation, was selected as one of the five reference sites for the installation of a utility scale solar photovoltaic (PV) system under the Ilanga PV rollout programme. The suitable area for PV installation was identified considering wetland (with buffer of 30m) and existing underground services (electrical cables and water pipes). The available area for PV installation was identified as approximately 94.6 (ha) hectares and the site is generally flat and identified as suitable for the installation of a PV system.	Mpumalanga	Design	Quarter 2 FY2026/27
Eskom	Tutuka PV Project	The Tutuka Powerstation, located in Mpumalanga Province, has been selected for the installation of a ground-mounted photovoltaic (PV) system (36MW PV Plant) under the Ilanga PV rollout programme. The site is located within the Eskom power station boundaries. The proposed site is owned by Eskom and the available area for the PV installation is approximately 98.8ha.	Mpumalanga	Design	Quarter 1 FY2026/27

ENERGY SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
Eskom	Sere PV Project	The Sere 19.5MW Solar PV Plant is located within the Sere Wind Farm. The site is located on portions of the farms Olifants River Settlement 617 and 620, and Gravewaterkop 158 portion 5 situated on the Namaqualand Coast in the Vredendal District, about 14km west of Koekenaap in the north of the Western Cape Province.	Western Cape	Design	Quarter 1 FY2026/27
Eskom	Ankerlig and Gourikwa OCGT Conversion Phase 1B	Eskom owns and operates 14 open cycle gas turbines at Ankerlig and Gourikwa Powerstations. The OCGT Conversion Balance of Plant Phase 1B Project focuses on the installation of additional gas processing plant and piping configuration on site to transfer gas from the receiving station at the plant boundary to the turbines. The conversion aims to enable the use of natural gas as the primary fuel source and offers an estimates savings of up to 40% on fuel cost with a payback period of 2-3 years on capital cost.	Western Cape	Feasibility	Quarter 1 FY2027/28
Eskom	Tubatse Pumped Hydropower Storage	The Tubatse Pumped Storage Scheme (PSS) Project involves the development of a 1500MW installed generating capacity PSS in the Limpopo Province. The Tubatse PSS will support the national grid with additional peaking capacity and provide large grid scale energy storage of at least 21GWh. Tubatse (previously known as "Lima") had been developed during a 2007/8 feasibility study until the project was put on-hold in 2009 and project development officially restarted in August 2022. All land was purchased in 2008 and is currently still owned by Eskom for the construction of the scheme.	Limpopo	Feasibility	Quarter 2 FY2026/27
Eskom	Aries-Aggenys 400kV Line 2	"The scope entails the following: 1. Conduct Aries-Aggenys second 400kV line (200km) 2. Establish and equip 1 x 400kV feeder bay at Aries 3. Establish and equip 1 x 400kV feeder bay at Aggenys"	Northern Cape	Feasibility	Quarter 3 FY2026/27
Eskom	Groeipunt 400/132kV Est	"The project entails the following: 1. Establish a 400kV yard and associated equipment at Groeipunt Substation 2. Establish 500MVA 400/132kV transformation at Groeipunt Substation, including associated trfr bays 3. Extend the existing 132kV busbars at Groeipunt 4. Conduct 2 x Aggenys-Groeipunt 400kV lines (≈63km each) 5. Establish and equip 2 x 400kV feeder bays and Aggenys 6. Establish and equip 2 x 400kV feeder bays at Groeipunt."	Northern Cape	Feasibility	Quarter 1 FY2027/28
Eskom	Kimberley Str Phase 4: Boundary - Ferrum 400kV Line	"The project entails the following: 1. Equip 1 x 400kV feeder bay at Ferrum Substation 2. Establish and equip 1 x 400kV feeder bay at Boundary Substation 3. Construct the first 400kV line from Ferrum to Boundary (≈265km)."	Northern Cape	Feasibility	Quarter 1 FY2027/28

ENERGY SECTOR PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
Eskom	Kimberley Str Phase 3: Hermes - Mookodi 400kV Line	"The project entails the following: 1. Equip 1 x 400kV feeder bay at Mookodi Substation 2. Equip 1 x 400kV feeder bay at Hermes Substation 3. Construct ≈240km Mookodi-Hermes 400kV Line 4. Install 1 x 400kV 100Mvar busbar reactor at Hermes Substation."	North West	Feasibility	Quarter 1 FY2027/28
Eskom	West Rand Str Phase 1: Hera - Westgate 400kV Line	"Westgate Substation presently feeds mining, industrial and residential loads in the West Rand Customer Load Network (CLN) and is expected to get additional load from Randfontein Municipality and Mogale City. If the new load is connected, Westgate Substation will become Grid Code N-1 non-compliant under certain contingencies. Various options were considered to address both the transmission and distribution network constraints in the area. The recommended longterm solution entailed the establishment of a 400kV busbar and installation of a 1 x 500MVA 400/132kV trfr ay Westgate Substation. This will be fed from a 400kV line from Hera Substation. This option is in alignment with the strategic plan which proposes the upgrade of the 275kV transmission network in the West Rand CLN to 400kV."	Gauteng	Feasibility	Quarter 3 FY2026/27
City of Cape Town	Steenbras: Refurbishment of Main Plant	The project entails the refurbishment of the main plant at Steenbras Power Station.	Western Cape	Feasibility	Quarter 2 FY2027/28
City of Cape Town	Gugulethu-Mitchell's Plain 132kV Line UG	This project entails the upgrade of the Gugulethu-Mitchell's Plain line to 132kV.	Western Cape	Procurement	Quarter 2 FY2026/27

SECTOR VALUE: R 85,934,887,141.47

DIGITAL CONNECTIVITY AND INFRASTRUCTURE PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
South African Radio Astronomy Observatory	Square Kilometre Array (SKA) MID AA	The project entails the construction of 60 new dishes, which will be combined with the 13 dishes that have already been built, bringing the total to 73 new dishes. These will be integrated with the existing 64 MeerKAT dishes, forming an initial array of 137 dishes, which will make up a functional telescope.	Northern Cape	Construction	Quarter 2 FY2025/26
Department of Communications and Digital Technologies	SA Connect - Phase 2	This programme will deploy approximately 1180km of new fibre, enabling broadband coverage for about 5.5 million households through Wi-Fi hotspots and supporting infrastructure.	National	Construction	Quarter 4 FY2024/25
SAEx International Management (SIML)	SAEx East Subsea Fibre-Optic Cable - Phase 1	SAEx East is a 11,700km subsea cable between Cape Town and Singapore.	Western Cape	Feasibility	Quarter 1 FY2027/28
Eskom	Aries-Aggenys 400kV Line 2	"The scope entails the following: 1. Conduct Aries-Aggenys second 400kV line (200km) 2. Establish and equip 1 x 400kV feeder bay at Aries 3. Establish and equip 1 x 400kV feeder bay at Aggenys"	Northern Cape	Feasibility	Quarter 3 FY2026/27
Eskom	Groeipunt 400/132kV Est	"The project entails the following: 1. Establish a 400kV yard and associated equipment at Groeipunt Substation 2. Establish 500MVA 400/132kV transformation at Groeipunt Substation, including associated trfr bays 3. Extend the existing 132kV busbars at Groeipunt 4. Conduct 2 x Aggenys-Groeipunt 400kV lines (≈63km each) 5. Establish and equip 2 x 400kV feeder bays and Aggenys 6. Establish and equip 2 x 400kV feeder bays at Groeipunt."	Northern Cape	Feasibility	Quarter 1 FY2027/28
Eskom	Kimberley Str Phase 4: Boundary - Ferrum 400kV Line	"The project entails the following: 1. Equip 1 x 400kV feeder bay at Ferrum Substation 2. Establish and equip 1 x 400kV feeder bay at Boundary Substation 3. Construct the first 400kV line from Ferrum to Boundary (≈265km)."	Northern Cape	Feasibility	Quarter 1 FY2027/28

SECTOR VALUE: R28,765,000,000.00

SOCIAL INFRASTRUCTURE PROJECTS

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
Gauteng Department of Health	Chris Hani Baragwanath Academic Hospital	This is a PPP project with feasibility studies underway for the construction of a central hospital facility in Soweto.	Gauteng	Feasibility	Quarter 3 FY2026/27
Gauteng Department of Health	George Mukhari Academic Hospital	This is a PPP project currently in planning phase with the procurement of a Transactional Advisor to follow soon. The scope includes the construction of a central hospital facility in Ga-Rankuwa.	Gauteng	Feasibility	Quarter 1 FY2027/28
Limpopo Department of Health	Siloam District Hospital	The re-building of a new 224-bed hospital, re-purposing and refurbishing a psychiatric ward and mortuary.	Limpopo	Construction	Quarter 1 FY2026/27
National Department of Health	Limpopo Central Hospital	Construction of a new 488-bed central hospital in Polokwane, which will form part of an academic health complex attached to the University of Limpopo's medical school.	Limpopo	Construction	Quarter 1 FY2026/27
Western Cape Government	Belhar Regional Hospital	This project entails the construction of a 550-bed regional Hospital.	Western Cape	Feasibility	Quarter 2 FY2026/27
Western Cape Government	Klipfontein Hospital	The scope of this project entails the construction of a new hospital to replace the GF Jooste Hospital.	Western Cape	Feasibility	Quarter 4 FY2026/27
City of Johannesburg	Joburg Fresh Produce Market	This project entails the refurbishment and modernisation of the fresh produce market to a smart facility that fulfills current and future needs, and ensures sustainability.	Gauteng	Feasibility	Quarter 2 FY2027/28
City of Cape Town	EPIC - Emergency Police Incident Control	This social infrastructure project is a technology and communication platform that allows for an integrated approach for the City of Cape Town's Safety and Security departments and emergency services, that allows for incident registration, rapid response capabilities, fast and efficient knowledge-sharing, situational awareness for the City and to create insight to the different service priorities such as national disaster act and illegal land invasions.	Western Cape	Detailed Design	Quarter 2 FY2027/28
City of Cape Town	Strandfontein Pavillion Refurbishment	This project involves the refurbishment of Strandfontein Pavillion.	Western Cape	Procurement	Quarter 2 FY2026/27
City of Cape Town	New Wynberg Municipal Court and Safety and Security Facility	This project aims to construct a dedicated municipal court structure alongside safety and security operations to handle local bylaw and traffic-related matters in the Wynberg area.	Western Cape	Procurement	Quarter 2 FY2026/27
eThekwini Metro	Avoca Node - Caneridge	The Caneridge Development falls within the Avoca Node which comprises of 3 Precinct namely Northfields, Brickworks and Caneridge. The Northfields and Brickworks are primarily light industry precincts. The Caneridge project will address key socio-economic challenges by providing much-needed affordable housing in the heart of eThekwini's rapidly expanding northern corridor where there are already extensive job opportunities.	Kwa-Zulu Natal	Feasibility	Quarter 3 FY27/28

PROJECT SPONSOR	PROJECT NAME	DESCRIPTION	LOCATION	PROJECT STAGE	PLANNED PROCUREMENT PERIOD
eThekwini Metro	Centrum	Centrum forms part of the Inner City's Gugu Dlamini Sub-Precinct, which has been underutilised for the past decades. It is now proposed to be made available to the Private Sector to develop a mixed-use development, which will respond to the objectives of: improving urban connections, economic viability, public efficiency and productivity through clustering of government services and various mixed facilities.	Kwa-Zulu Natal	Procurement	Quarter 3 FY27/28
eThekwini Metro	Virginia Airport	"The Virginia Airport mixed-use development is envisaged to consist of: High-End Residential, luxurious tourism precinct and leisure activities. The 26.25 hectare of land is owned by eThekwini municipality and is currently zoned as airport. Between 2012-2019, the City resolved to undertake various feasibility studies to investigate alternative and optimal use of the site to advance the economic development aspirations of the City which concluded that the site was no longer suitable to be utilised as an airport. "	Kwa-Zulu Natal	Procurement	Quarter 3 FY27/28
eThekwini Metro	Durban Film City	The Durban Film Studio is a private sector led project with an estimated investment value of over R7.5 billion. The project is envisaged to be a world-class film studio complemented by tourism and leisure elements which will make Durban a significant role player in the South African film industry.	Kwa-Zulu Natal	Feasibility	Quarter 2 FY27/28
Mogale City	Bob Van Reenen Stadium and Sport Precinct Revitilisation	This project reviews the revitilisation of sports facilities within the Mogale area, with a particular focus on the Bob Van Reenen Stadium.	Gauteng	Procurement	Quarter 3 FY2026/27
Mogale City	Government Precinct Commercialisation Programme	The scope of work reviews government real estate assets within Mogale.	Gauteng	Procurement	Quarter 4 FY2026/27

SECTOR VALUE: R 51,863,078,422.11

CONSTRUCTION BOOK 2026 - EDITION 3

CONSOLIDATED TOTALS

SECTORAL TOTAL	MUNICIPAL INFRASTRUCTURE	R 112,765,037,802.25
	WATER	R 35,147,597,936.03
	TRANSPORT	R 81,333,495,353.17
	ENERGY	R 85,934,887,141.47
	DIGITAL INFRASTRUCTURE	R 28,765,000,000.00
	SOCIAL INFRASTRUCTURE	R 51,863,087,422.11
CONSTRUCTION BOOK TOTAL		**R 395,809,105,655.03**

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