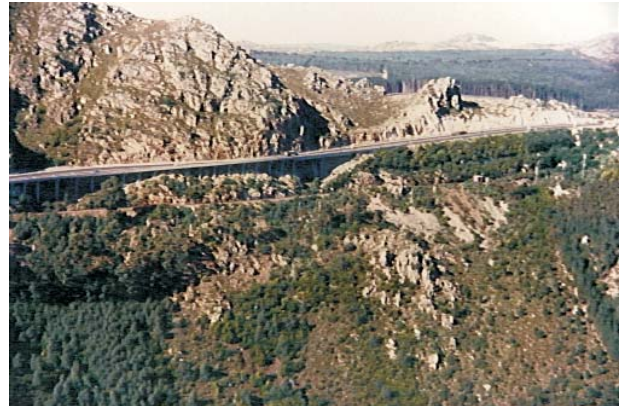


TOLL ROAD PLANNING THE WINELANDS TOLL HIGHWAY

In March 1998 the Protea Parkways Consortium (hereafter referred to as the Consortium) submitted an unsolicited proposal to the South African National Roads Agency (SANRAL) to develop a concession contract to design, finance, construct, maintain, operate and toll the N1 and N2 National Routes in the Western Cape. Following a delay of approximately two years while the unsolicited proposal process was formalised, the Consortium was awarded Scheme Developer Status in April 2000.

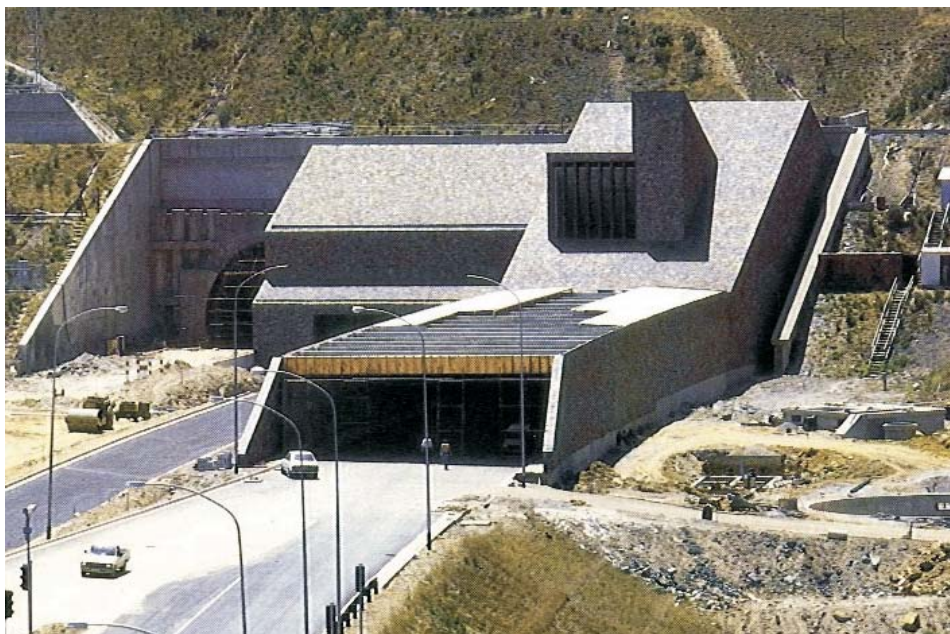
The extent of the proposed scheme may be summarised as follows : along the N1 from the Durban Road Interchange, just west of the R300, through to Sandhills at the start of the Hex River Valley, covering a distance of 105 km; and along the N2 from just west of the R300 through to Bot River, a distance of 70 km. A number of improvements are proposed including the widening of sections of road, new and upgraded infrastructure and interchanges, realignment and continuity of the national route through the Helderberg Basin and the lining and operation of the second Huguenot tunnel.

In partnership, the SANRAL and Consortium have initiated four aspects as part of the Scheme Development. These include :



National Route N2 - Sir Lowry's Pass

- ◆ *A Traffic & Tolling Strategy Study*
- ◆ *An Environmental Impact Assessment Study*
- ◆ *Preliminary Engineering Design and Contract Documentation*
- ◆ *An Economic Viability Study*



National Route N1 - Du Toit's Kloof Tunnel West Portal

Environmental issues unfortunately have delayed project implementation, however the project has now been approved by the National Department of Environment. The contract documentation has recently been updated and it is expected that SANRAL will advertise the tender in the latter half of 2009, for the design, finance, construction, maintenance and operation of the toll facility over a 30 year concession period.