



MULILO

Beaufort West Solar PV Energy Facility

Traffic Study for Revised Site Access

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MULILO

BEAUFORT WEST SOLAR PV ENERGY FACILITY

EXECUTIVE SUMMARY

Objective

The development of the Beaufort West Solar PV Energy Facility is proposed approximately 7 km south of the town of Beaufort West, Western Cape. The proposed facility will have a combined maximum generating capacity of 415 MW. The overall objective is to generate electricity by means of renewable energy technology capturing solar energy to feed into the national grid.

The project was granted environmental authorisation in 2023. Subsequently, a new access point is proposed which requires a Basic Assessment (BA). This report presents the traffic study for the proposed access point which forms part of the requisite BA.

The main objective of the Traffic Study is to determine the impact/s of the proposed site access on the affected roads and to assess the suitability of the proposed access in respect of the traffic volumes generated by the proposed Beaufort West Solar PV Energy Facility. The resultant traffic as well as other traffic-related considerations are referenced from the initial traffic study carried out for the 2023 environmental authorisation. This study addresses the evaluation of the proposed access road exclusively.

Key Findings

The development is located in close proximity to national and provincial roads. It is reachable from likely points of supply through an existing road network that is in good and suitable condition, including for the transportation of abnormal loads.

An access to the facility already exists in the form of a farm access point but may require minor upgrades in order to accommodate the proposed adjusted land use.

The construction phase of this development will typically generate the highest number of additional vehicle trips. They will however be temporary and the impacts are considered to be nominal.

A number of mitigation measures are proposed to accommodate the development and to reduce the impact to the surrounding road network.

Recommendation

With reference to this report, associated assessment and the findings made within, it is SiVEST's opinion that the Beaufort West Solar PV Energy Facility will have a nominal impact on the existing traffic network. The project is therefore deemed acceptable from a transport perspective, provided the recommendations and mitigations measures in this report are implemented, and hence the Environmental Authorisation (EA) should be granted for the EIA application.

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MULILO

BEAUFORT WEST SOLAR PV ENERGY FACILITY

1. INTRODUCTION

1.1. BACKGROUND

Mulilo propose to develop the Beaufort West Solar PV Energy Facility and associated infrastructure approximately 7 km south of the town of Beaufort West, Western Cape. The project involves the development of a solar energy facility with a total generation capacity of approximately 415MWac electricity from renewable solar energy to be supplied to the national Eskom grid via the existing Droerivier substation located near to the site.

The project was granted environmental authorisation in 2023. Subsequently, a new access point is proposed which requires a Basic Assessment (BA). SiVEST Civil Engineering Division undertook the initial traffic study carried out for the 2023 environmental authorisation and has been appointed by Mulilo to undertake the current traffic study for the proposed new access.

The main objective of the Traffic Study is to determine the impact/s of the proposed site access on the affected roads and to assess the suitability of the proposed access for the traffic generated by the proposed Beaufort West Solar PV Energy Facility. The generated traffic as well as other traffic-related considerations are referenced from the initial traffic study. The current study evaluates the proposed access road exclusively.

1.2. OBJECTIVE AND SCOPE OF WORK

The objective of the traffic study is to determine the impact of the proposed access point on the affected roads and assess the suitability of the access for the proposed development. The assessment considers applicable road and traffic design standards as well as normative requirements for solar energy facilities.

1.3. SPECIALIST DETAILS

The traffic study is undertaken by Ntuthuko Hlanguza of the civil engineering division of SiVEST SA (Pty) Ltd. Ntuthuko is a professionally registered civil engineer with a BSc.Eng (Civil) qualification and a post-graduate certificate in Energy Efficiency and Sustainability (UCT). He has over 10 years' experience in a wide range of civil engineering applications including specialist studies in the renewable energy sector. His experience in the different facets of Civil Engineering means he can advise clients in the renewable energy sector in transportation studies, access and internal road layouts and designs, glint and glare assessments, water demand and stormwater management. Ntuthuko Hlanguza's credentials are summarised in Table 1-1 while his full curriculum vitae is included in Appendix A.

Table 1-1 Specialist Credentials and Experience

Company	SiVEST (Pty) Ltd
Contact Details	ntuthukoh@sivest.co.za
Qualifications	BSc.Eng (Civil) (UKZN) Cert. Energy Efficiency & Sustainability (UCT)
Professional Registrations & Memberships	<ul style="list-style-type: none"> • Pr. Eng – Engineering Council of South Africa • MSAICE – Member of South African Institute of Civil Engineers
Expertise to carry out the Transportation Study	<ul style="list-style-type: none"> • Lesaka PV Cluster • Karee WEF • Mierdam PV • Patatskloof WEF • Platsjambok West PV • Platsjambok East PV

2. PROJECT DESCRIPTION

2.1. LOCATION

The Beaufort West SEF will be developed on Farm Oude Volks Kraal No.164 Portion 0 and Farm Quaggasfontein No. 166 Portion 0, which are situated approximately 7 km south of the town of Beaufort West within the Beaufort West Local Municipality in the Central Karoo District Municipality, Western Cape Province. The combined area of the two farms is 3 763 ha. Access to the facility will be off the R306 to the east of the site.

Figure 2-1 below depicts the locality map of the proposed facility.

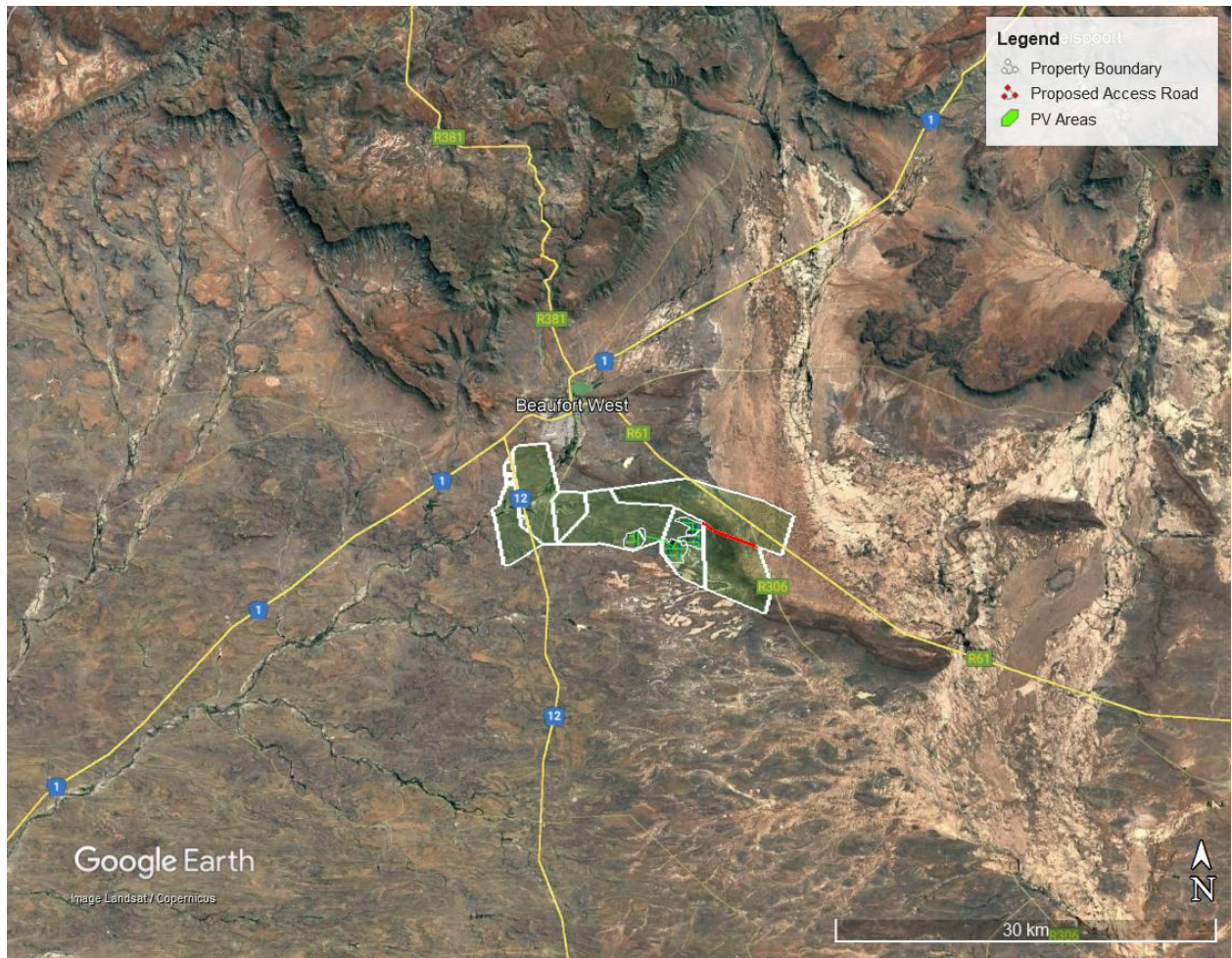


Figure 2-1 Site Locality

2.2. DEVELOPMENT COMPONENTS

The components of the proposed development are summarised below.

2.2.1. Solar Energy Components

- Solar PV Panels
- Panel mounting structures
- Electrical reticulation
- On-site IPP substations
- Electrical transformers
- Battery Energy Storage System (BESS)

2.2.2. Site Facilities and Services

- Operation and Maintenance Centre
- Security guard huts
- Ablution facilities and septic tanks with soakaways or conservancy tanks
- On-site boreholes
- Laydown areas

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- Fencing and lighting, lightning protection system (LPS), telecommunication infrastructure, batching plant if required
- Access and internal roads

2.3. DEVELOPMENT LAYOUT

2.3.1. Site Layout

The proposed preferred and alternative site layouts for the Beaufort West SEF are shown in **Figure 2-2** and **Figure 2-3** respectively.

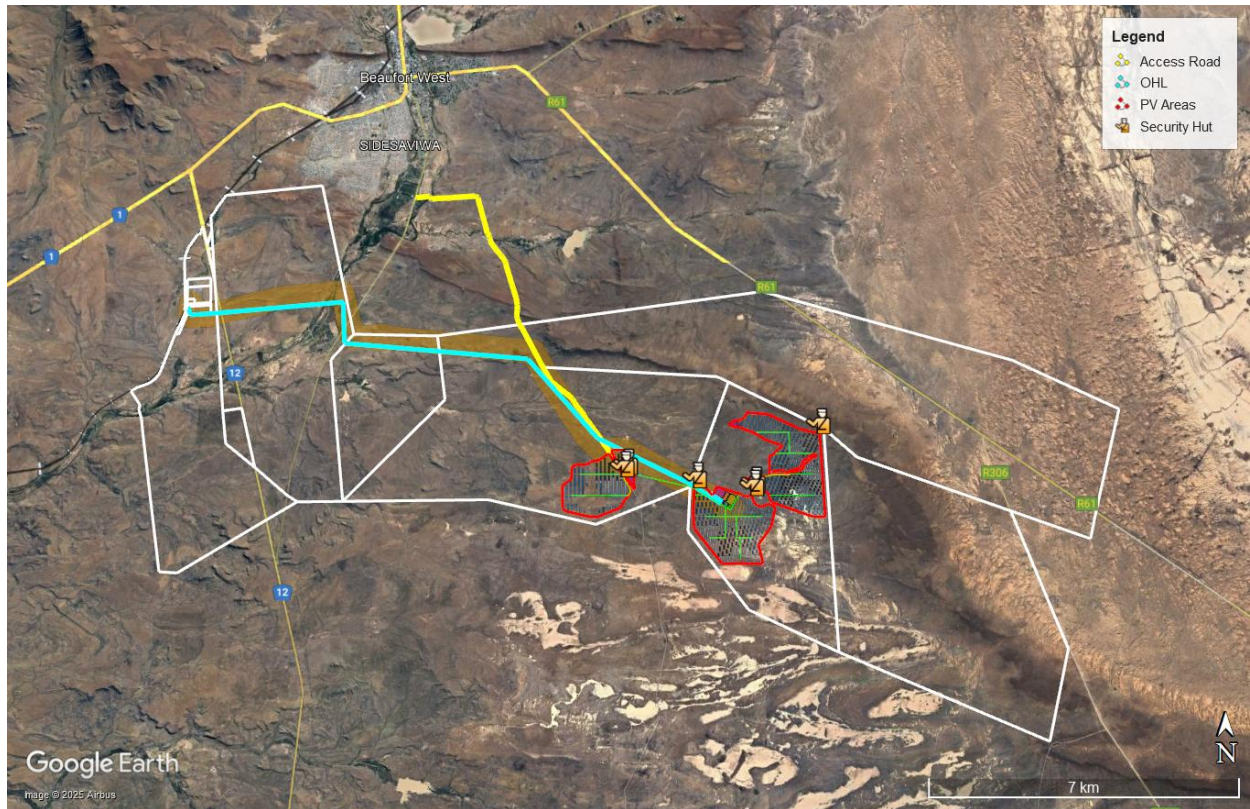


Figure 2-2 Proposed Preferred Site Layout

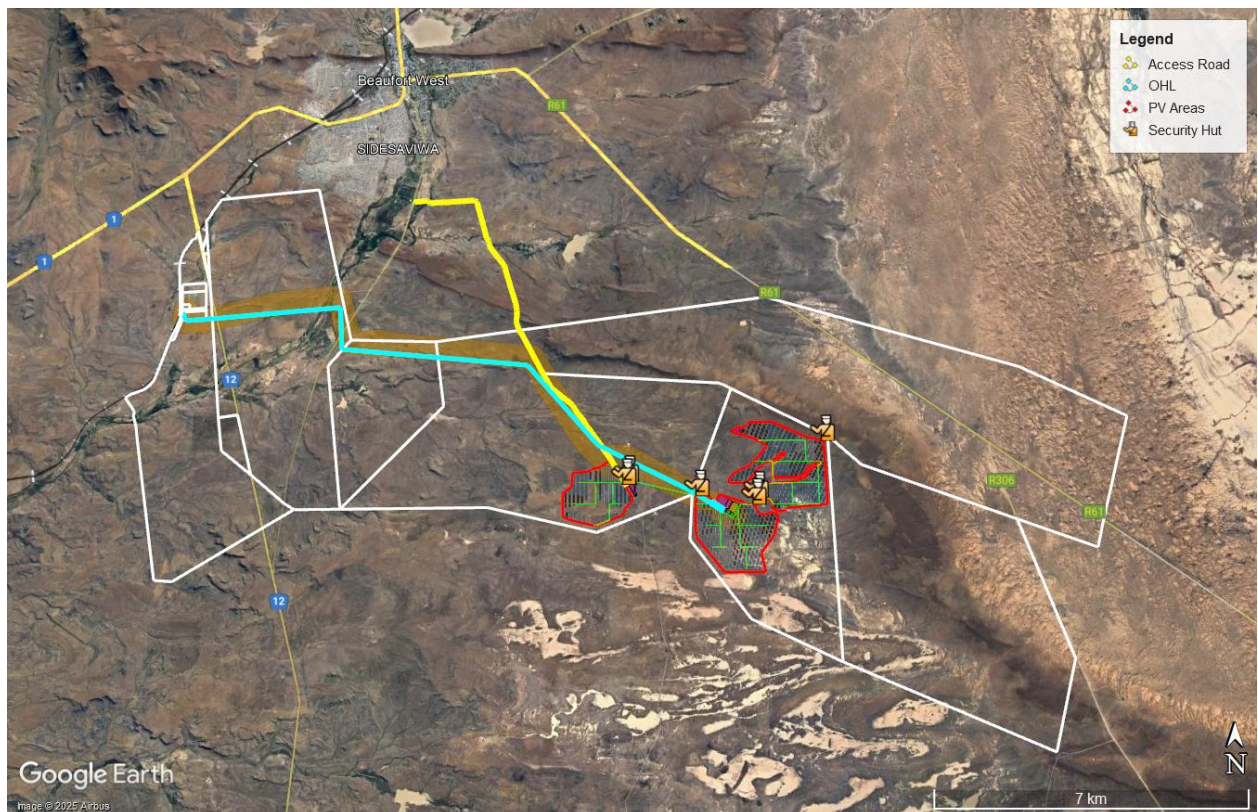


Figure 2-3 Proposed Alternative Site Layout

3. LEGAL REQUIREMENTS AND GUIDELINES

3.1. LEGAL REQUIREMENTS

Key legal requirements for studies of this nature in relation to the proposed development are as follows:

- National Environmental Management Act, 1998 (Act No 107 of 1998) (NEMA)
- Road Safety Act (Act No 93 of 1996)
- National Road Traffic Regulations, 2000

3.2. GUIDELINES

Key guidelines for studies of this nature in relation to the proposed development are as follows:

- TMH 15: South African Engineering Service Contribution Manual for Municipal Road Infrastructure
- TMH 16 Vol 1: South African Traffic Impact and Site Traffic Assessment Manual
- TMH 16 Vol 2: South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual
- TMH 17: South African Trip Data Manual
- TRH 11: Dimensional and Mass Limitations and Other Requirements for Abnormal Load Vehicles
- TRH 26: South African Road Classification and Access Management Manual

4. METHODOLOGY

4.1. ADOPTED APPROACH

The approach and methodology followed in undertaking the traffic study is outlined below.

4.1.1. Site Investigation

A site investigation was conducted on 08 May 2025 wherein the geometric and spatial characteristics of the proposed access were observed.

4.1.2. Geometric Assessment

The proposed access was compared to acceptable standards for access widths, site distances, access spacings, verge widths and bell-mouth radii, taking cognizance of the expected traffic along the through-road (R306) and along the access road.

4.1.3. Assessment of Impacts

The impacts of the proposed access were explicitly identified, assessed and rated using the stipulated impact rating system. Recommendations were made to mitigate the identified impacts at all stages of the development, namely the construction phase, operation phase and decommissioning phase.

4.1.4. Presentation of Findings

The outcomes of the specialist study were collated, synthesised and presented in a report.

4.2. BASE INFORMATION

Below is the primary base information utilised for the Transportation study:

- Central Karoo District Municipal Spatial Development Framework (2021)
- Western Cape Provincial Strategic Plan 2019-2024 (2019)
- Record Traffic Data (2016)
- TIAs for relevant proposed developments (2022)
- GIS Information (2011-2017)

4.3. ASSUMPTIONS AND LIMITATIONS

The following assumptions and limitations are to be noted:

- The analysis is based on the information provided at the time by the applicant and their representatives.
- The design horizon for the proposed facility is assumed to be 20 years.
- The study and its findings are limited to the technical specifications provided by the client.
- Computed traffic volumes were referenced from the traffic study undertaken in 2022 for the same development
- The information provided in this report is an informed estimate. Construction related traffic may however vary and be different to the information provided during construction phases as a result of supplier delivery schedule changes.
- Some of the figures provided are indicative figures as many of the components are still at design stage and will only be confirmed closer to time of construction.
- Seasonal impacts do not affect the assessment.

5. SPECIALIST FINDINGS

5.1. SITE ACCESS CHARACTERISTICS

The proposed site access is off road R306, which is a gravel provincial gravel road with an RCAM classification of R3. It has a road reserve of 30 meters and is in good condition. The traffic authority of the R306 in the vicinity of the site is the Western Cape Department of Transport and Public Works.

Figure X below and the following images depict the proposed access.

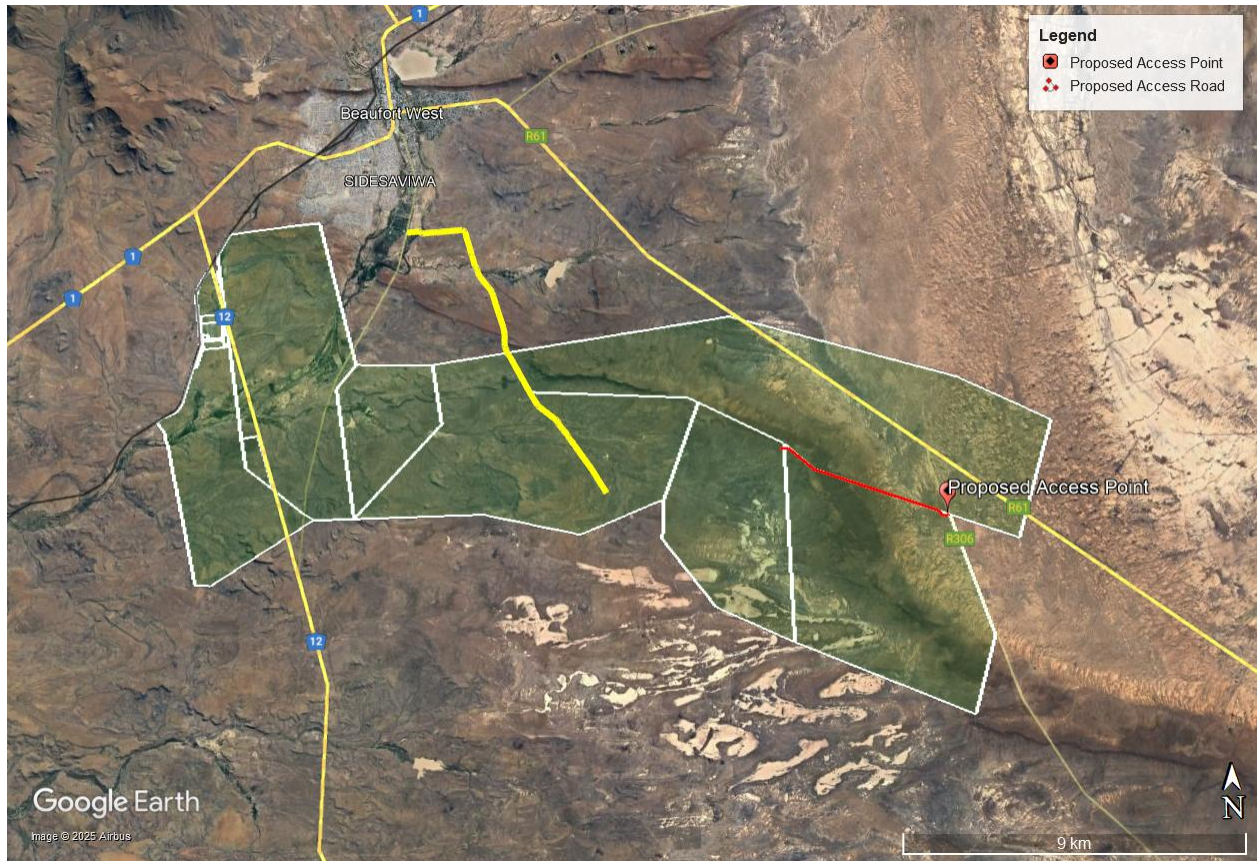


Figure 5-1 Proposed Access



Image 5-1 Proposed Access point to the right (north-to-south view along R306)



Image 5-2 Proposed Access point to the left (south-to-north view along R306)



Image 5-3 R306 in good condition (north-to-south view)



Image 5-4 R302 with sufficient road reserve for turning radii



Image 5-5 Proposed Access with approximately 5 m wide opening



Image 5-6 Access Road looking back towards access

5.2. ACCESS DESIGN CONSIDERATIONS

The nature of the proposed development requires that the following access design standards be satisfied. It is noted that these standards are formulated with dimensional abnormal loads in mind and may be relaxed for normal-load applications.

Table 5-1 Access Design Considerations

Design Element	Minimum	Recommended	Proposed Access	Assessment
Sight Distance	200 m	300 m	+ 1000 m	✓
Turning Radii	14 m	20 m	± 5 m	×
Access Width Clearance	6 m	10 m	± 5 m	×
Access Height Clearance	4.7 m	No Obstruction	No Obstruction	✓

Sight Distance

The proposed access provides the required site distance of 200 m from all approach directions.

Turning Radii

The intersections of the proposed access road with the R306 does not satisfy the minimum turning radii requirement and will hence need to be upgraded. There is sufficient space within the verges of the intersection to carry out upgrades to the access and to accommodate any hanging from abnormal vehicles.

Access Width Clearance

The existing access gate constricts the access to an opening of approximately 5 m, resulting in the access not satisfying the required width clearance. A wider access opening will therefore be required.

Access Height Clearance

No overhead obstacles are present at the two access points.

Access Upgrades

Based on the above assessments, the proposed access will need to be upgraded to achieve a wider access opening and larger turning radii for incoming and outgoing traffic. The access upgrade must be designed to the standards of the Western Cape Department of Transport and Public Works and submitted to the same for approval through a formal application.

Standard access requirements from the Western Cape Department of Transport & Public Works have been included in Figure 5-2 and Figure 5-3 below.

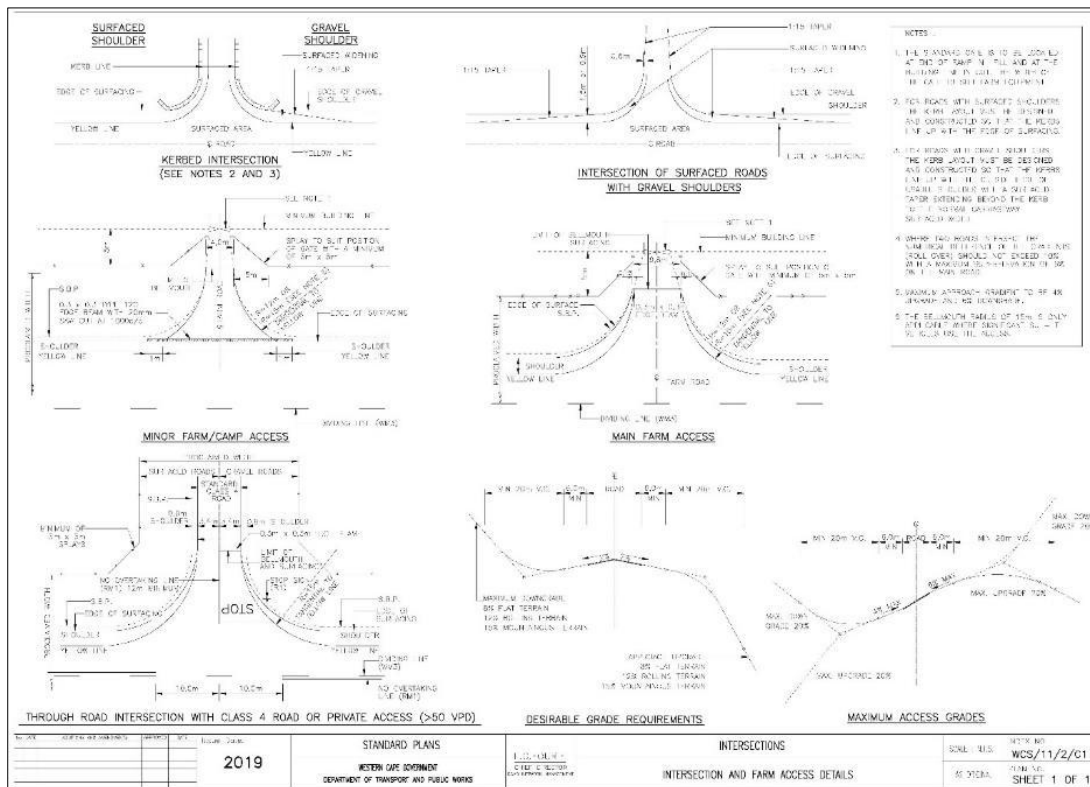


Figure 5-2 Typical Intersection and Farm Access Detail

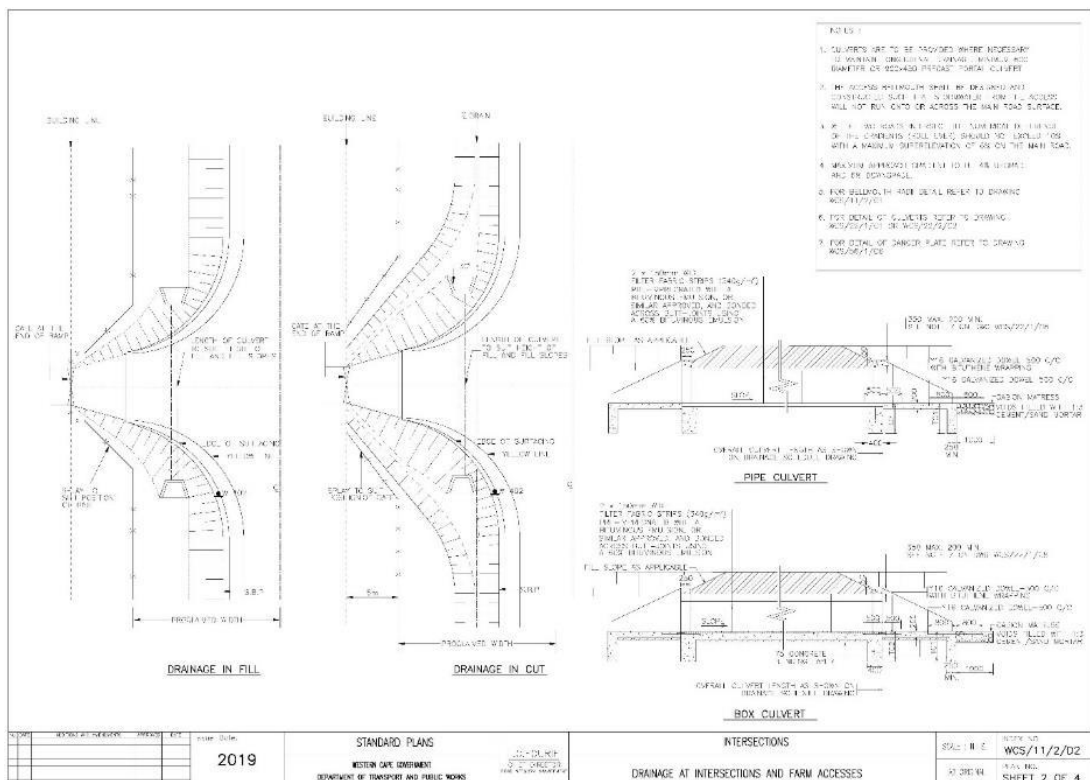


Figure 5-3 Typical Drainage at Intersections and Farm Accesses

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5.3. TRAFFIC IMPACT

5.3.1. Pre-development Phase

The Western Cape Provincial Government makes use of a Traffic Counting System (TCS) and serves the Western Cape Provincial Network since 1999. The main emphasis of the system is on Trunk, Main and Divisional roads and at the present time only Minor roads that intersect with more important roads are on the system.

The data indicated below is from a traffic station at the intersection of the R306 and the R61 and presents the traffic on the R3060 leg of the intersection. This traffic is taken as the traffic that would pass the proposed access point to the Beaufort West Solar PV Energy Facility.

Table 5-2 Traffic Data

	Light Vehicles	Heavy Vehicles	Total Vehicles	Station Count Chart
Road MR00411 (R306) at intersection with TR03501 (R61) Km 110 Station No: 2135D Count Date: 20/07/2023				
Morning 7:00-9:00	5	1	6	
Weekday Middy 9:00-15:00	16	2	18	
Afternoon 15:00-18:00	15	1	16	
Average Annual Daily Trips	47	4	51	

Based on the table above, it can be concluded that the existing peak traffic on this section of road is the 'Weekday Middy' peak hour traffic between 09:00 – 15:00.

5.3.2. Construction Phase, O&M Phase, and Decommissioning Phase

The construction phase will typically generate the highest number of trips for the proposed facility. The traffic impact on the public road network will result from the delivery of associated plant, materials, equipment and abnormal loads, as well as the commuting of construction labour. The resultant impact on the surrounding road network will be increased dust generation, noise and the increase in road maintenance.

The operation and Maintenance phase will generate a low volume of traffic consisting primarily of the commuting of staff and the odd maintenance and repair crew. It is assumed that panels will be cleaned periodically using water drawn from on-site boreholes. Alternatively, water truck will add to the O&M traffic periodically but will not be regular enough to have a significant impact on the traffic.

The decommissioning phase will generate similar traffic to that of the construction phase as defunct materials and equipment are carted away.

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The traffic emanating from the construction phase, O&M phase and decommissioning phase was determined in a previous study and is summarised in Table 5-3 below.

Table 5-3 Traffic Generation during the Construction Phase, O&M Phase and Decommissioning Phase

Phase	Morning 07:00-09:00			Weekday Midday 09:00-15:00			Afternoon 15:00-17:00		
	LV	HV	T	LV	HV	T	LV	HV	T
Construction Phase	6	14	20	8	14	22	6	14	20
O&M Phase	10	0	10	1	0	1	10	0	10
Decommissioning Phase	3	2	5	2	8	10	3	2	5

In terms of *TMH16: South African Traffic Impact and Site Traffic Assessment Manual*, developments that generate less than 50 peak hour trips are not required to undertake a detailed Traffic Impact Assessment (TIA). This development is estimated to generate ± 20 peak hour trips on the R306 during the construction phase. The resulting traffic impact on the surrounding road network during this phase is therefore seen as nominal.

6. IMPACT RATING ASSESSMENT (IRA)

The 'Impact Rating System' takes into account the nature, scale and duration of the effects on the environment whether such effects are positive (beneficial) or negative (detrimental). Each issue / impact is also assessed according to the project stages:

- Planning
- Construction
- Operation
- Decommissioning

A rating points-based system is applied to the potential impacts on the environment and includes objective evaluations of the mitigation of the impact. The assessment can be found in Table 6-1 below, which also includes an assessment of the cumulative impacts discussed in Section 7.

Table 6-1 Impact Rating Table

Alternative:	Preferred Alignment
PLANNING, DESIGN AND DEVELOPMENT PHASE	
Potential impact and risk:	Increase in traffic during site investigations
Nature of impact:	
Extent and duration of impact:	2

Consequence of impact or risk:	Insignificant
Probability of occurrence:	Definite
Degree to which the impact may cause irreplaceable loss of resources:	Very Low
Degree to which the impact can be reversed:	High
Indirect impacts:	
Cumulative impact prior to mitigation:	Insignificant
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Insignificant
Degree to which the impact can be avoided:	Very Low
Degree to which the impact can be managed:	High
Degree to which the impact can be mitigated:	High
Proposed mitigation:	Stagger site visits
Residual impacts:	
Cumulative impact post mitigation:	Insignificant
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Insignificant
OPERATIONAL PHASE	
Potential impact and risk:	Increased Traffic
Nature of impact:	
Extent and duration of impact:	4
Consequence of impact or risk:	Very Low
Probability of occurrence:	Definite

Degree to which the impact may cause irreplaceable loss of resources:	Low
Degree to which the impact can be reversed:	High
Indirect impacts:	Increased need for maintenance of gravel road R103
Cumulative impact prior to mitigation:	Very Low
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very Low
Degree to which the impact can be avoided:	Low
Degree to which the impact can be managed:	Medium
Degree to which the impact can be mitigated:	Low
Proposed mitigation:	None
Residual impacts:	
Cumulative impact post mitigation:	Very Low
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very Low

7. CUMULATIVE IMPACT ASSESSMENT

The proposed access transfers the traffic impacts of the proposed developments onto the R306. The resulting traffic impacts are found to be nominal, thus the cumulative traffic impacts when adding those of the Beaufort West Solar PV Energy Facility to those of other planned developments in the same vicinity are also estimated to be nominal.

8. RECOMMENDATIONS

Following the traffic study of the proposed accesses for the planned Beaufort West Solar PV Energy Facility, the following are recommended:

- Since the traffic volume is estimated to be highest during the construction phase, traffic calming and speed reduction should be implemented at the approaches to the site access during construction

- The condition and quality of the gravel roads used should be monitored closely during and after construction, and any required maintenance should be undertaken timeously under the auspices of the relevant transport department.
- The existing access should be upgraded to achieve a wider access and larger turning radii.

9. CONCLUSION AND IMPACT STATEMENT

9.1. CONCLUSION

The traffic study evaluated the traffic impacts of the proposed access to the planned Beaufort West Solar PV Energy Facility.

It was found that the highest traffic impact would occur during the construction phases, which was estimated to generate an additional ± 20 peak hour vehicle trips onto the R306.

The proposed site access is deemed sufficient and suitably positioned for the proposed facility but will require upgrading to achieve a wider opening and larger turning radii..

No fatal flaws were identified for the proposed access. No areas are to be avoided from a traffic perspective.

9.2. IMPACT STATEMENT

With reference to this report, associated assessment and the findings made within, it is SiVEST's finding that the proposed access to the planned Beaufort West Solar PV Energy Facility has a nominal impact on the existing traffic network. The access is therefore deemed acceptable from a traffic perspective, provided the recommendations and mitigations measures in this report are implemented, and hence the Environmental Authorisation (EA) should be granted for the EIA application.

10. REFERENCES

- South African National Roads Agency Limited – *Drainage Manual (5th Edition)*
- American Association of State Highway Transportation Officials - *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT \leq 400) (2001)*
- Technical Recommendations for Highways (TRH11) – *Guidelines for Granting of Exemption Permits for the Conveyance of Abnormal Loads and for other Events on Public Roads (7th Edition - 2000)*
- Technical Recommendations for Highways (TRH17) – *Geometric Design of Rural Roads (1988)*
- Technical Recommendations for Highways (DRAFT-TRH20) – *Unsealed Roads: Design, Construction and Maintenance (2013)*
- Technical Recommendations for Highways (TRH26) – *South African Road Classification and Access Management Manual (2012)*
- Western Cape Government Department Transport and Public Works – *Road Network Information System*
- Western Cape Government Department Transport and Public Works – *Gravel Roads Manual*



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