**National Assembly**

**Question Number: 3489**

**Adv A de W Alberts (FF Plus) to ask the Minister of Transport:**

(1) (a) What number of road users in each month since 1 December 2013 until the present have paid e-toll accounts in relation to the total number of road users on the roads where the Gauteng e-tolling system is operative, as regards (i) the total numbers and (ii) percentages of (aa) paying road users and (bb) the total number of road users and (b) what are the particulars regarding the total amount of the monthly income generated in each month by the e-tolling system in the specified period that is paid to a certain company (name specified) and/or any other foreign firm/service provider and what amount remains in South Africa;

(2) whether any plans exist to extend the e-tolling system to other roads in Gauteng or in any other provinces; if not, whether he regards the non-extension of the e-tolling system as an indication that the system has failed; if so, what are the full relevant particulars regarding the roads and timelines of the planned extension of the system;

(3) whether any standards regarding legal metrological technical regulations have been created for the e-tolling instrumentation and technical system in terms of the of the Legal Metrology Act, Act 9 of 2014; if not, why not; if so, (a) what are the relevant particulars in this regard and (b) whether the e-tolling measuring instruments were verified accordingly and comply with the requirements; if so what are the full particulars in respect of the date on which it took effect;

(4) whether regular inspection is required; if not what is the position in this regard; if so, what are the relevant particulars of the verification;

(5) whether the e-tolling measuring instruments were imported legally in terms of the previous Act, the Trade Metrology Act, Act 77 of 1973, or any other relevant legislation; if not, how did it happen that unverified instruments were imported and taken into use; if so, what are the full relevant particulars?

**NW4059E**

**REPLY:**

1. (a) (i) Road use on Gauteng e-tolling system is measured in terms of total individual transactions at all Toll Gantry locations. Please see table below for the Transactions Paid (aa) versus the Total Transactions (bb) in a month.

(a) (ii) Road use on Gauteng e-tolling system is measured in terms of total individual transactions at all Toll Gantry locations. Please see table below for the Paid % in a month.

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| --- | --- | --- | --- |
| **Transactions** | **Paid Transactions** | **Total Transactions** | **Paid %** |
| Dec-13 | 20,785,542 | 53,003,201 | 39% |
| Jan-14 | 25,079,987 | 60,093,598 | 42% |
| Feb-14 |  26,308,532 | 61,275,089 | 43% |
| Mar-14 | 27,772,020 | 66,566,742 | 42% |
| Apr-14 | 27,670,060 | 66,005,652 | 42% |
| May-14 | 28,840,313 | 69,524,695 | 41% |
| Jun-14 | 27,620,694 | 68,070,263 | 41% |
| Jul-14 | 28,864,702 | 73,105,125 | 39% |
| Aug-14 | 28,346,546 | 73,710,373 | 38% |
| Sep-14 | 27,176,734 | 72,779,790 | 37% |
| Oct-14 | 28,448,201 | 78,214,190 | 36% |
| Nov-14 | 25,969,036 | 74,337,111 | 35% |
| Dec-14 | 21,328,075 | 67,223,456 | 32% |
| Jan-15 | 22,400,799 | 69,249,776 | 32% |
| Feb-15 | 22,931,526 | 71,629,658 | 32% |
| Mar-15 | 24,244,365 | 80,003,523 | 30% |
| Apr-15 | 21,394,927 | 72,664,902 | 29% |
| May-15 | 23,036,505 | 76,951,582 | 30% |
| Jun-15 | 22,909,536 | 74,975,032 | 31% |
| Jul-15 | 25,301,965 | 80,642,609 | 31% |
| Aug-15 | 24,467,085 | 77,919,932 | 31% |
| Sep-15 | 26,697,723 | 77,605,567 | 34% |
| Oct-15 | 27,938,500 | 82,326,471 | 34% |
| Nov-15 | 27,054,182 | 80,290,924 | 34% |
| Dec-15 | 23,624,266 | 72,805,287 | 32% |
| Jan-16 | 24,573,362 | 73,257,559 | 34% |
| Feb-16 | 26,733,544 | 79,066,173 | 34% |
| Mar-16 | 26,402,052 | 80,007,973 | 33% |
| Apr-16 | 26,275,066 | 79,992,761 | 33% |
| May-16 | 27,621,133 | 82,293,707 | 34% |
| Jun-16 | 27,063,279 | 80,464,054 | 34% |
| Jul-16 | 27,157,391 | 83,677,522 | 32% |
| Aug-16 | 26,707,601 | 82,447,442 | 32% |
| Sep-16 | 27,443,254 | 85,039,339 | 32% |
| Oct-16 | 27,197,586 | 85,772,379 | 32% |
| Nov-16 | 27,259,360 | 85,106,234 | 32% |
| Dec-16 | 22,657,693 | 75,664,235 | 30% |
| Jan-17 | 23,358,303 | 75,596,764 | 31% |
| Feb-17 | 24,063,244 | 77,147,835 | 31% |
| Mar-17 | 26,886,316 | 86,732,583 | 31% |
| Apr-17 | 23,129,194 | 77,126,837 | 30% |
| May-17 | 26,482,251 | 86,221,226 | 31% |
| Jun-17 | 25,152,145 | 82,555,665 | 30% |
| Jul-17 | 26,020,789 | 87,141,156 | 30% |
| Aug-17 | 26,222,692 | 87,224,633 | 30% |
| Sep-17 | 25,075,823 | 85,216,222 | 29% |
| Oct-17 | 26,054,251 | 88,279,240 | 30% |
| Nov-17 | 25,815,329 | 87,712,942 | 29% |
| Dec-17 | 21,374,274 | 77,973,117 | 27% |
| Jan-18 | 22,191,182 | 78,445,802 | 28% |
| Feb-18 | 22,743,772 | 79,692,925 | 29% |
| Mar-18 | 23,751,346 | 85,614,183 | 28% |
| Apr-18 | 22,216,963 | 81,085,686 | 27% |
| May-18 | 24,143,853 | 87,426,578 | 28% |
| Jun-18 | 23,063,671 | 84,761,844 | 27% |
| Jul-18 | 23,567,230 | 87,581,258 | 27% |
| Aug-18 | 23,303,900 | 87,920,771 | 27% |

 (b) Please see table below that reflects the projected cashflow and actual cash receipts from account holders. All payments are deposited into SANRAL’s bank accounts which are audited by the Auditor General. The toll operator was appointed through an open tender process. It is a locally registered company with local and international shareholding. SANRAL is not privy to the agreements with their shareholders and the handling of losses and/or profits. The toll operator is compensated in terms of their tendered rates for services provided under the contract and does not receive a share of the toll revenue. To render the required services under the contract, they currently employ 1029 people of which 1024 or 99.5 % are South Africans.

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| **Month** | **Actual Income** | **Forecast Income** |
| Dec-13 | R63 455 430 | R37 290 000 |
| Jan-14 | R98 610 974 | R66 670 000 |
| Feb-14 | R94 017 402 | R74 430 000 |
| Mar-14 | R107 586 423 | R93 930 000 |
| Apr-14 | R113 428 985 | R85 050 000 |
| May-14 | R116 865 284 | R114 310 000 |
| Jun-14 | R119 516 621 | R117 530 000 |
| Jul-14 | R108 740 225 | R131 280 000 |
| Aug-14 | R100 003 412 | R137 480 000 |
| Sep-14 | R87 741 205 | R124 390 000 |
| Oct-14 | R75 199 510 | R68 400 000 |
| Nov-14 | R64 871 679 | R57 000 000 |
| Dec-14 | R72 350 461 | R34 200 000 |
| Jan-15 | R44 962 429 | R45 600 000 |
| Feb-15 | R61 398 683 | R45 600 000 |
| Mar-15 | R67 672 141 | R45 600 000 |
| Apr-15 | R60 816 286 | R45 600 000 |
| May-15 | R75 717 000 | R45 600 000 |
| Jun-15 | R77 980 230 | R54 735 730 |
| Jul-15 | R81 557 505 | R54 735 730 |
| Aug-15 | R73 530 822 | R119 586 705 |
| Sep-15 | R59 411 220 | R60 000 000 |
| Oct-15 | R63 583 365 | R60 000 000 |
| Nov-15 | R71 546 170 | R60 000 000 |
| Dec-15 | R61 356 654 | R115 000 000 |
| Jan-16 | R86 241 110 | R135 000 000 |
| Feb-16 | R66 470 717 | R145 000 000 |
| Mar-16 | R80 287 535 | R105 000 000 |
| Apr-16 | R125 000 000 | R130 000 000 |
| May-16 | R110 658 054 | R101 000 000 |
| Jun-16 | R65 330 000 | R101 000 000 |
| Jul-16 | R62 223 000 | R101 000 000 |
| Aug-16 | R61 276 860 | R101 000 000 |
| Sep-16 | R68 100 000 | R101 000 000 |
| Oct-16 | R71 400 000 | R101 000 000 |
| Nov-16 | R72 461 000 | R65 000 000 |
| Dec-16 | R30 802 706 | R65 000 000 |
| Jan-17 | R84 825 000 | R65 000 000 |
| Feb-17 | R55 325 172 | R65 000 000 |
| Mar-17 | R66 466 277 | R65 000 000 |
| Apr-17 | R64 327 952 | R69 000 000 |
| May-17 | R56 013 668 | R86 000 000 |
| Jun-17 | R59 142 222 | R65 000 000 |
| Jul-17 | R68 459 234 | R65 000 000 |
| Aug-17 | R57 787 465 | R65 000 000 |
| Sep-17 | R59 443 095 | R65 000 000 |
| Oct-17 | R72 781 413 | R65 000 000 |
| Nov-17 | R68 702 155 | R65 000 000 |
| Dec-17 | R16 548 442 | R65 000 000 |
| Jan-18 | R84 302 761 | R65 000 000 |
| Feb-18 | R61 735 537 | R65 000 000 |
| Mar-18 | R56 577 112 | R65 000 000 |
| Apr-18 | R63 421 845 | R65 000 000 |
| May-18 | R62 028 447 | R65 000 000 |
| Jun-18 | R46 545 853 | R65 000 000 |
| Jul-18 | R73 700 653 | R65 000 000 |
| Aug-18 | R39 851 834 | R65 000 000 |
| Sep-18 | R50 364 399 | R65 000 000 |

1. The current phase of the Gauteng Open Road Tolling (GORT) project was the first phase of approximately 200km. An additional 150 km of new freeways were envisaged as part of the next phases of the GFIP.

The roll-out of new freeways in Gauteng is dependent on the Government’s final decision on the infrastructure funding mechanism, including that of e-tolling for any further extension in Gauteng and in the other provinces.

The of the roads and timelines will become clear once Government has decided on infrastructure funding mechanism as indicated in above.

(3) Interim requirements have been developed and accepted by the acting CEO of the National Regulator for Compulsory Specifications in accordance with Section 22 (2) (c) of the Legal Metrology Act.

1. Contained in the interim requirements of the National Regulator for Compulsory Specifications for more detail (Copy can be provided if required).
2. The equipment has been type approved in accordance with the interim requirements and a type approval certificate was issued on 16 May 2018 after conclusion of the type approval process.

(4) The measuring instruments are subject to regular verification at periods not exceeding 12 months (refer to the Interim technical requirements for further detail). It is noted that initial verification was successfully completed as part of the type approval process.

(5) The instruments were imported legally. There were no requirements published as technical regulations for the type of equipment that are used on the GFIP gantries in terms of the Trade Metrology Act and initially the equipment was not considered to fall within the ambit of the Trade Metrology Act. After the new act was published, SANRAL discussed the way the equipment operates with the NRCS and the agreed process as described above in paragraph (3) and (4) was developed.