

National Assembly

Question No: 1734

1734. Mr C H H Hunsinger (DA) to ask the Minister of Transport:

(a) What are the names of the current toll roads and/or gates and (b)(i) which of the specified toll roads and/or gates (aa) are self-funding and/or (bb) have shortfalls and (ii) by what amount has the specified shortfalls (aa) increased and/or (bb) decreased in the past three years?

NW2124E

Reply:

SANRAL uses the Loan Supportable by Revenue (LSR) model to determine the viability of a toll scheme to support all its financial obligations through the projected revenue over the lifecycle of the toll scheme. It is a natural cycle for toll schemes to begin with negative cashflows in the initial years due to the impact of the initial capital outlay for construction works. The cashflows improve over the life cycle following a J-Curve pattern to the point of break even and subsequent positive cashflows.

(a) SANRAL currently has the following toll roads:

- a. N1 Huguenot
- b. N1 South
- c. N1 North
- d. N2 Tsitsikamma
- e. N2 South Coast
- f. N2 North Coast
- g. N3 Mariann Hill
- h. N4 Magalies
- i. N17 Johannesburg
- j. N17 Ermelo
- k. GFIP (eToll)

(b) (i) (aa) the following toll roads are self-funding

- a. N1 Huguenot
- b. N1 South
- c. N1 North
- d. N2 Tsitsikamma
- e. N2 South Coast
- f. N2 North Coast
- g. N3 Mariann Hill
- h. N4 Magalies
- i. N17 Johannesburg
- j. N17 Ermelo

(b) (i) (bb) the following toll roads have shortfalls

- a. GFIP (eToll)

(b) (ii) (aa) the shortfalls have increased by following amount over the past three years

- a. GFIP (eToll) had operating cost shortfall of R263 million.

(c) (ii) (bb) not applicable