

NATIONAL ASSEMBLY:

QUESTION NUMBER: 3041

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

- (1) Whether he can give an indication of the expected and actually realized income regarding the Gauteng e-toll system for each month from 31 December 2013 to date;
- (2) what type of road user made payments through corporate and individual road users for each month during the same period respectively;
- (3) what number of e-tags that are recorded have been activated and deactivated for each month during the same period;
- (4) what is the total (a) amount of legal costs spent on issuing summonses to road users thus far and (b) outstanding debt to the e-toll system for each month of the specified period;
- (5) whether any consideration is given to reissue summonses; if not, what is the position in this regard; if so, (a) what amount has been budgeted for this, (b) what number of persons or institutions will be sued in this regard and (c) on what date will this take place?

NW3405E

REPLY:

- (1) Please see Table 1 below for the expected (forecast) versus realized (actual) income.
- (2) Payments are made by an account holder who assumes responsibility to pay the account for the registered vehicles, which can be an individual, a corporate, or a combination. The person/entity that sets up the account does not complete a "field" to indicate if it is a corporate or individual user. As a result, the SANRAL toll system does not record whether a vehicle is registered (or owned) by an individual or a corporate user and the information requested cannot be directly extracted from the toll system. Should more details be required the Member of Parliament is welcome to visit SANRAL Head Office in Pretoria.
- (3) Table 2 below provides, for each month, the number of tags that have been activated and deactivated from December 2013 to date. The table does not reflect the tags registered prior to

the December 2013 date, such as the tags that were already in use on the Bakwena route. Tags are deactivated for various reasons, which include the following:

- Movement of tag to a new vehicle
- Movement of vehicles and tags between accounts, e.g. Public Entity and Key accounts
- Deregistrations, etc

Table 1: GFIP expected (forecast) versus realized (actual) income

GFIP Toll Receipts vs Forecast
Rmillion

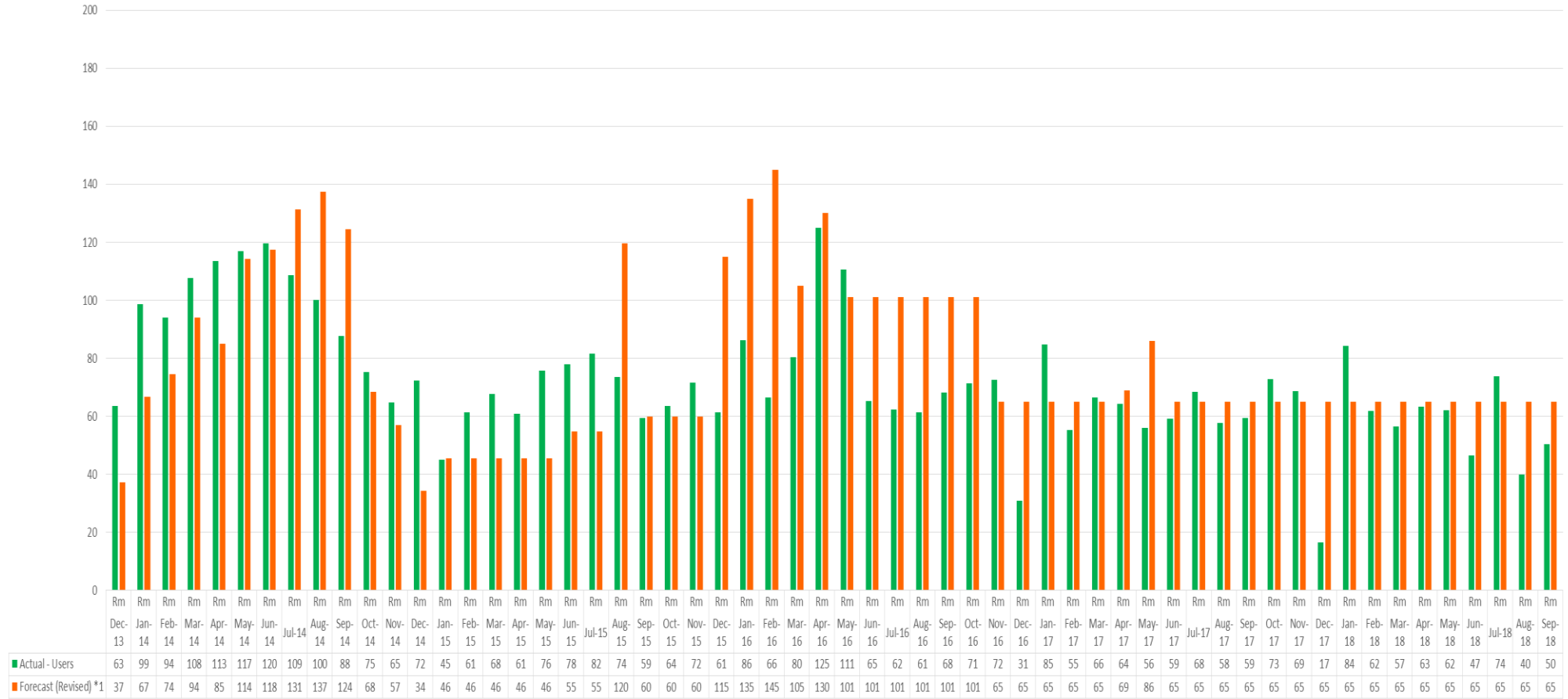


Table 2: e-Tag Activations versus Deactivations

Year	Month	Tags Activated	Tags Deactivated
2013	December	348382	22667
2014	January	165030	23480
	February	112086	18424
	March	87814	18731
	April	70082	17578
	May	62602	18419
	June	65643	19330
	July	51642	19357
	August	40810	18739
	September	34834	22980
	October	31604	17940
	November	25614	17144
	December	18833	12155
2015	January	24856	17406
	February	22443	15280
	March	21656	16827
	April	18924	15425
	May	22663	17850
	June	29217	17329
	July	36139	19312
	August	30274	21768
	September	30685	19336
	October	32080	18070
	November	24631	15287
	December	18624	12945
2016	January	29676	16615
	February	30536	16897
	March	31193	20179
	April	29310	19458
	May	34520	21343
	June	28130	19711
	July	32300	16475
	August	27270	16852
	September	28881	20350
	October	30733	16361
	November	26566	59163
	December	21566	84980
2017	January	30497	17699
	February	29186	16936
	March	28355	28654

	April	19699	17387
	May	24736	18799
	June	24399	16537
	July	29388	17478
	August	29138	17409
	September	26645	16760
	October	31358	17295
	November	29733	15409
	December	21410	12567
2018	January	29016	19675
	February	28005	16357
	March	21786	18216
	April	21571	16997
	May	22334	20042
	June	24091	14923
	July	29719	16678
	August	26140	16107
	September	27454	15749
	October	31005	16733

(4) (a) The Contractor (ETC) incurred R4,6m on legal fees up to August 2018.

(b) The Accounting Policy of SANRAL, which is in line with IFRS, determines that the impairment assessment is done on an annual basis. As such the trade receivables balance is calculated, audited and published annually. Table 3 below reflects the audited trade receivables for the requested financial years:

Table 3

Financial Year	Toll debtors (R'million)
2018	10 840.4
2017	8 798.4
2016	6 620.1
2015	4 935.3
2014	951.3

(5) SANRAL's toll operator is not re-issuing summonses. The summonses that have already been issued will be amended to include new debt (if required) but will not require re-issuing. Therefore, we respond as follows:

- a) Not applicable as the re-issuing summonses is not required.
- b) Not applicable refer to a).
- c) Not applicable refer to a).