

FA10

IN THE MAGISTRATE'S COURT FOR THE DISTRICT OF TSHWANE CENTRAL,
HELD AT PRETORIA

CASE NUMBER: 38834/17

IN THE MATTER BETWEEN:

THE SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED

PLAINTIFF

-and-



DEFENDANT

DEFENDANT'S PLEA

The defendant pleads to the plaintiff's Declaration as follows.

1. FIRST SPECIAL PLEA

1.1 The plaintiff sues the defendant for e-toll liability allegedly incurred by the defendant in an amount of R45 928.83 ("the claimed amount").

1.2 In particular, the plaintiff alleges that:

1.2.1 on 28 March 2008 and 28 July 2008, the plaintiff declared the following sections of national road (hereafter collectively



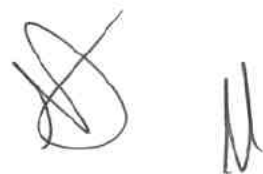
referred to as "the GFIP highways") to be toll roads in terms of section 27(1)(a)(i) of the South African National Roads Agency Limited and National Roads Act 7 of 1998 ("SANRAL Act"):

- 1.2.1.1 sections 20 and 21 of the N1;
- 1.2.1.2 section 12 of the N3;
- 1.2.1.3 section 1 of the N4;
- 1.2.1.4 sections 18 and 19 of the N12; and
- 1.2.1.5 sections 1 and 2 of the R21;

(Declaration paragraphs 4 to 7)

- 1.2.2 between 01 June 2014 and 31 August 2015, vehicles registered in the name of the defendant passed under e-toll gantries situated on the GFIP highways, which are deemed to be toll plazas for the purposes of section 27(1)(b) of the SANRAL Act;

(Declaration paragraphs 13 to 15)

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- 1.2.3 the passage of vehicles registered in the name of the defendant under e-toll gantries caused the defendant to incur e-toll liability, the total aggregate amount being the claimed amount;

(Declaration paragraphs 13 to 15 read with annexure A)

- 1.2.4 despite the fact that the 7-day grace period for payment of e-toll liability incurred has lapsed and the defendant has been duly invoiced, the defendant has not paid the amount.

(Declaration paragraphs 19 to 30)

- 1.3 The plaintiff purported to declare the GFIP highways to be toll roads by publication of the following declarations in terms of section 27(1)(a)(i) of the SANRAL Act ("the toll declarations"):

- 1.3.1 the declaration of National Road N1, Section 20: from Armadale to Midrand as a continuous toll road and the establishment of electronic toll points, dated 28 March 2008 and published as Government Notice No. 349 in Government Gazette No. 30912 dated 28 March 2008. A copy of Government Notice No. 349 is attached hereto as annexure "D1";

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1.3.2 the declaration of National Road N1, Section 21, from Midrand to the Proefplaas Interchange as a continuous toll road and the establishment of electronic toll points, dated 28 March 2008 and published as Government Notice No. 350 in Government Gazette No. 30912 dated 28 March 2008. A copy of Government Notice No. 350 is attached hereto as annexure "D2";

1.3.3 the declaration of National Road N3: Section 12: from Old Barn Interchange to the Buccleuch Interchange as a continuous toll road and the establishment of electronic toll points, dated 28 March 2008 and published as Government Notice No. 351 in Government Gazette No. 30912 dated 28 March 2008. A copy of Government Notice No. 351 is attached hereto as annexure "D3";

1.3.4 the declaration of National Road N4: Section 1: from Koedoespoort to Hans Strydom Drive as a continuous toll road and the establishment of electronic toll points, dated 28 March 2008 and published as Government Notice No. 352 in Government Gazette No. 30912 dated 28 March 2008. A copy of Government Notice No. 352 is attached hereto as annexure "D4";

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- 1.3.5 the declaration of National Road N12: Section 18: from Diepkloof Interchange to Elands Interchange as a continuous toll road and the establishment of electronic toll points, dated 28 March 2008 and published as Government Notice No. 353 in Government Gazette No. 30912 dated 28 March 2008. A copy of Government Notice No. 353 is attached hereto as annexure "D5";
- 1.3.6 the declaration of National Road N12: Section 19: from Gillooly's Interchange to the Gauteng/Mpumalanga Provincial Border as a continuous toll road and the establishment of electronic toll points, dated 28 March 2008 and published as Government Notice No. 354 in Government Gazette No. 30912 dated 28 March 2008. A copy of Government Notice No. 354 is attached hereto as annexure "D6"; and
- 1.3.7 the declaration of National Road R21 (also known as the P157-1 and P157/2) - Sections 1 and 2: from Hans Strydom Drive to Rietfontein Interchange (N12): Province of Gauteng, as a toll road and the establishment of electronic toll points, dated 28 July 2008 and published as Government Notice No. 800 in Government Gazette

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No. 31273 dated 28 July 2008. A copy of Government Notice No. 355 is attached hereto as annexure "D7".

1.4 The toll declarations are, however, unlawful and invalid because the plaintiff failed to comply with:

1.4.1 section 27(4) of the SANRAL Act; *alternatively*,

1.4.2 section 27(4) of the SANRAL Act read with section 4(1) of the Promotion of Administrative Justice Act 3 of 2000 ("PAJA")

before applying to the Minister of Transport ("the Minister") in terms of section 27(1)(a) read with 27(4) of the SANRAL Act for approval.

1.5 The plaintiff failed to comply with section 27(4) of the SANRAL Act, *alternatively* section 27(4) of the SANRAL Act read with section 4(1) of PAJA, in that:

1.5.1 the content of each of the notices of intent to toll published by the plaintiff in terms of section 27(4)(a) of the SANRAL Act prior to its applications to the Minister for approval ("the notices of intent to toll") was materially inadequate and/or irregular in that the notices:

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1.5.1.1 failed to inform members of the public, in general, and road-users of the GFIP highways, in particular:

- (a) that the proposed toll road in respect of which notice of intent to toll was given was one of seven planned toll roads in a planned open toll road scheme that would involve tolling the entire network of national highways running around, through and between Tshwane, Johannesburg and Ekurhuleni;
- (b) that the GFIP highways would be upgraded, and the nature and extent of such upgrades;
- (c) that the anticipated aggregate cost of the first phase of upgrades of the GFIP highways would be approximately R15 billion (2007 Rand);
- (d) that the cost of the upgrades would be funded entirely by means of tolling;



(e) that the anticipated amount of toll to be levied from users was 50c per kilometre.'

(f) that the tolling of the GFIP highways entailed a cost of approximately R1.7 billion (2007 Rand) in toll infrastructure, and an anticipated additional annual amount of approximately R447 million (2007 Rand) for administration and collection of toll;

(g) that the cost of toll infrastructure and of toll administration and collection would also be funded entirely by means of tolling;

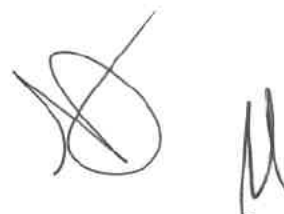
1.5.1.2 were objectively misleading in that they created the erroneous impression that the existing road (without upgrades) would be tolled;

1.5.1.3 failed, by reason of the omission referred to in paragraph 1.5.1.1 above, to place the public in a position to meaningfully comment and make representation.

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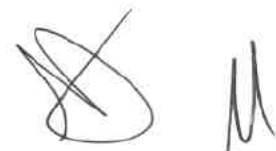
1.5.2 the extent of the publication of the notices of intent to toll
was materially inadequate and/or irregular in that:

- 1.5.2.1 in the case of the N1, N3, N14 and N12, the notices of intent to toll were published only in a single addition of the Government Gazette and in the inner pages of a single edition of the Beeld, the Star, the Sowetan, Mail & Guardian and the Sunday Times;
- 1.5.2.2 in the case of the R21, the notice of intent to toll were published only in a single edition of the Government Gazette and in the inner pages of a single edition of the Beeld, the Pretoria News, the Star and the Sowetan;
- 1.5.2.3 in all instances, there was no indication on the front page of the newspapers referred to above drawing the attention of the reader to the notice of intent to toll contained therein.;
- 1.5.2.4 in most instances, the publication of the notices of intent to toll in the newspapers referred to above were contained in the business section,

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or the business sectioned contained within the international sections of the newspaper;

- 1.5.2.5 the notices of intent to toll were only published in English and Afrikaans, and not in other language;
- 1.5.2.6 the notice of intent to toll the GFIP highways was not provided in the mass media, and in particular no use was made of television, radio, mobile telephone campaigns or social media;
- 1.5.2.7 notice of intent to toll was not brought to the attention of the public in general, and road users of the GFIP highways in particular, by the posting of suitable road signs on the proposed toll roads to ensure that such notices were effectively brought to the attention of the commuters and other road users who would be materially affected by the proposed toll declarations;
- 1.5.2.8 notice of intent to toll was not given to clearly identifiable institutions or organisations whose

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members would be materially affected by the
declaration of the roads as toll roads;

1.5.3 the public was afforded insufficient time to comment and make representations in response to the notices of intent to toll in that the plaintiff provided only the statutory minimum 30 days to the public and 60 days to affected provincial and municipal authorities to comment and make representations in the context where:

1.5.3.1 the notice of intent to toll provided materially inadequate information about the proposed declaration and about the planned open toll road scheme;

1.5.3.2 the proposed toll road scheme was unique in its size, magnitude, complexity and potential impact on secondary municipal and provincial roads;

1.5.3.3 open road tolling of the kind of scale planned for the GFIP highways had never before been implemented or experienced in South Africa;



- 1.5.3.4 large scale urban tolling had never before been implemented or experienced in South Africa;
- 1.5.3.5 South Africa had never before been confronted with the plan by the roads agency to toll all the major arterial routes in an urban area without making provision for reasonable alternative routes;
- 1.5.3.6 the potential social and economic impact of the toll road scheme was far-reaching and unexplored by all the intended recipients of the notices of intent to toll;
- 1.5.4 interested and affected parties who responded to the notices of intent to toll were not provided with the plaintiff's subsequent proposals to the Minister, or with any of the other material placed before the Minister as part of the applications on 10 January 2008 (in respect of the various sections of the N1, N3, N4 and N12) and 9 July 2008 (in respect of the two sections of the R21) for approval, and were not otherwise informed how the plaintiff intended to accommodate comments and representations received;



1.5.5 the plaintiff did not, alternatively did not fairly and properly, consider comments and representations received from the public pursuant to the notices of intent to toll that the GFIP highways should not be declares toll roads in that:

1.5.5.1 the plaintiff's Board did not read and consider the comments and representations made by respondents at all;

1.5.5.2 complaints by those who did respond that the extent of the publication had been sufficient to adequately inform the public of the intent to toll the GFIP highways were ignored;

1.5.5.3 complaints by those who did respond that the notices of intent to toll contained insufficient information to enable the public to meaningfully respond were ignored;

1.5.5.4 the fact that not a single respondent demonstrated any knowledge of the indicative cost of tolling of 50 cents per kilometre, and a number of respondents positively stated such costs were unknown, were ignored;

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1.5.5.5 objections that were not any, or not sufficient, reasonable public transport alternatives available for use was not properly considered;

1.5.5.6 objections by those who responded that there were not any, or not sufficient, reasonable alternative routes were ignored;

1.5.5.7 proposals that the future maintenance or future upgrades of the proposed toll roads be funded instead by means of fuel levy were either ignored (in the case of sanctions of the N1, N3, N4 and N12 forming part of the GFIP highways) or not properly considered (in the case of the R21).

1.6 The toll declarations are therefore unlawful and invalid in terms of:

1.6.1 sections 6(2)(b), 6(2)(c), 6(2)(f) and/or 6(2)(i) of PAJA;
and/or

1.6.2 section 1(c) of the Constitution.

1.7 In the premises, the defendant is not liable, and cannot be ordered, to pay the claimed amount.

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WHEREFORE the defendant prays that the plaintiff's claim be dismissed with costs.

2. SECOND SPECIAL PLEA

2.1 Paragraphs 1.1 to 1.3 hereof are repeated.

2.2 The toll declarations were made on the strength of the following approvals ("the Minister's approvals") granted by the Minister in response to the applications for approval received by him in January 2008 and July 2008:

2.2.1 the approvals dated 11 February 2008 that the following sections of national road be declared toll roads:

2.2.1.1 sections 20 and 21 of the N1;

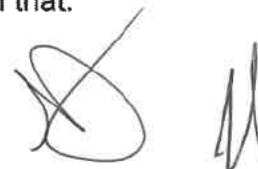
2.2.1.2 section 12 of the N3;

2.2.1.3 section 1 of the N4;

2.2.1.4 sections 18 and 19 of the N12;

2.2.2 the approvals dated 13 July 2008 that sections 1 and 2 of the R21 be declared toll roads.

2.3 The Minister's approvals are unlawful and invalid in that:

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2.3.1 prior to granting them, the Minister failed to consider, *alternatively* failed properly to consider one or more or all of the following materially relevant considerations:

2.3.1.1 the costs of toll operations;

2.3.1.2 alternative methods of funding the GFIP;

2.3.1.3 whether road users in Gauteng had any reasonable alternative routes to the GFIP highways available to them;

2.3.1.4 the feasibility and/or practical impossibility of enforcing open road tolling of the GFIP highways; and/or

2.3.1.5 in deciding whether to grant approval, the Minister improperly fettered his discretion and/or abdicated his decision-making power by considering himself to be bound to follow the Cabinet decision in July 2007 to approve the Gauteng Freeway Improvement Project ("GFIP") as a state implemented toll road scheme; and/or

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2.3.1.6 in deciding whether to grant approval, the Minister failed to consider the substance of the application and instead limited his role to checking whether the plaintiff had complied with the letter of section 27(4) of the SANRAL Act.

2.4 In the premises, the Minister's approvals are unlawful and invalid:

2.4.1 in terms of sections 6(2)(b), 6(2)(d), 6(2)(e)(iii), 6(2)(e)(iv), 6(2)(e)(vi), 6(2)(f)(ii)(aa), 6(2)(h) and/or 6(2)(i) of PAJA; *alternatively* section 1(c) of the Constitution;

2.4.2 because the process followed by the Minister in deciding to grant the approvals was irrational and in conflict with Section 1(c) of the Constitution;

2.4.3 because the Minister's decisions to grant the approvals were irrational and in conflict with Section 1(c) of the Constitution.

2.5 In consequence, the toll declarations, made on the strength of the Minister's approvals, are unlawful and invalid.

2.6 Paragraph 1.7 hereof is repeated.

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WHEREFORE the defendant prays that the plaintiff's claim be dismissed with costs.

3. THIRD SPECIAL PLEA

3.1 Paragraphs 1.1 to 1.3 hereof are repeated.

3.2 The toll declarations are unlawful and invalid because they were not preceded by lawful and valid decisions by the plaintiff's Board in terms of section 27(1)(a)(i) read with section 18(5) of the SANRAL Act to declare the GFIP highways toll roads.

3.3 The plaintiff's Board did not:

3.3.1 resolve prior to or on 28 March 2008, that the sections of N1, N3, N4 and N12 referred to in paragraph 1.2.1.1 to 1.2.1.4 hereof be declared toll roads; or

3.3.2 Resolve prior to or on 28 July 2008, that sections 1 and 2 of the R21 be declared toll roads.

3.4 The toll declarations are accordingly unlawful and invalid in terms of:

3.4.1 section 6(2)(a)(i), 6(2)(a)(ii), 6(2)(b), 6(2)(d) and/or 6(2)(i) of PAJA; and/or

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3.4.2 section 1(c) of the Constitution.

3.5 Paragraph 1.7 hereof is repeated.

WHEREFORE the defendant prays that the plaintiff's claim be dismissed with costs.

4. **FOURTH SPECIAL PLEA**

4.1 In the event that the court finds that the plaintiff's Board in fact resolved to declare the GFIP highways to be toll roads in terms of section 27(1)(a)(i) read with 18(5) of the SANRAL Act, the defendant pleads as follows in the alternative to the Third Special Plea.

4.2 Paragraphs 1.1 to 1.3 hereof are repeated.

4.3 The decisions by the plaintiff's Board to declare the GFIP highways to be toll roads are unlawful and invalid because in making them, the plaintiff's Board:

4.3.1 failed to consider alternative methods of funding;

4.3.2 improperly and/or unlawfully excluded the fuel levy as a method of funding for GFIP;

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- 4.3.3 failed to consider whether the enforcement of open road tolling was practically possible in the case of GFIP;
- 4.3.4 failed to consider whether there were reasonable alternative routes to the GFIP highways available to the road using public;
- 4.3.5 failed to consider the cost of toll operations;
- 4.3.6 failed to consider the substance of the representations made by the public in response to the notices of intent to toll published on 12 October 2007 and on 18 April 2008 respectively; and/or
- 4.3.7 fettered its discretion by regarding as binding upon it the Cabinet decision in July 2007 to approve GFIP as a state implemented toll road scheme.
- 4.4 Each of the considerations set out paragraphs 4.3.1 to 4.3.7 above was a materially relevant consideration that the plaintiff's Board was required to have taken into account.
- 4.5 In the premises, the decisions by the plaintiff's Board to declare the GFIP highways toll roads were unlawful and invalid



4.5.1 in terms of sections 6(2)(c), 6(2)(d), 6(2)(e)(iii), 6(2)(e)(iv), 6(2)(e)(vi), 6(2)(f)(ii)(aa), 6(2)(f)(ii)(cc), 6(2)(h) and/or 6(2)(i) of PAJA; *alternatively* Section 1(c) of the Constitution;

4.5.2 because the process followed by the plaintiff's Board making such decisions was irrational and in conflict with Section 1(c) of the Constitution;

4.5.3 because the decisions by the plaintiff's Board to declare the GFIP highways toll roads were irrational and in conflict with Section 1(c) of the Constitution.

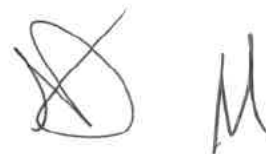
4.6 Paragraph 1.7 hereof is repeated.

WHEREFORE the defendant prays that the plaintiff's claim be dismissed with costs.

5. FIFTH SPECIAL PLEA

5.1 Paragraphs 1.1 to 1.3 hereof are repeated.

5.2 The toll declarations are unlawful and invalid because they were not preceded by lawful and valid decisions by the Minister for Environmental Affairs *alternatively* the Director General of

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Environmental Affairs, to grant the following environmental authorisations in terms of section 24 of the National Environmental Management Act 107 of 1998 ("NEMA") and the Regulations and Notices made thereunder:

- 5.2.1 Environmental Authorisation Reference 12/12/20/918 for the proposed upgrading of National Route 1 Section 20 and 21 between Buccleuch and Brakfontein Interchanges to commence and continue with activities 1(m), 1(v), 4, 7, 14 and 15 listed in the schedule to Government Notice No. R386 published in Government Gazette No 28753 dated 21 April 2006 ("GNR 386");
- 5.2.2 Environmental Authorisation Reference 12/12/20/919 for the proposed upgrading of National Route 1 Section 20 between Buccleuch and Fourteenth Avenue Interchanges to commence and continue with activities 1(m), 1(v), 4, 7, 14 and 15 listed in the schedule to GNR 386;
- 5.2.3 Environmental Authorisation Reference 12/12/20/920 for the proposed upgrading of National Route 1 Section 20 between Misgund and Fourteenth Avenue Interchanges to commence and continue with activities 1(m), 1(v), 4, 7, 14 and 15 listed in the schedule to GNR 386;

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- 5.2.4 Environmental Authorisation Reference 12/12/20/922 for the proposed upgrading of National Route 3 Section 12 between Dwars in die Weg and Geldenhuys Interchanges to commence and continue with activities 1(m), 1(v), 4, 7, 14 and 15 listed in the schedule to GNR 386;
- 5.2.5 Environmental Authorisation Reference 12/12/20/923 for the proposed upgrading of National Route 12 Section 18 between Uncle Charlies and Elands Interchanges to commence and continue with activities 1(m), 1(v), 4, 7, 14 and 15 listed in the schedule to GNR 386;
- 5.2.6 Environmental Authorisation Reference 12/12/20/926 for the proposed upgrading of National Route 1 between Brakfontein and the Waterfkloof Interchanges to commence and continue with activities 1(m), 1(v), 4, 7, 14 and 15 listed in the schedule to GNR 386;
- 5.2.7 Environmental Authorisation for the proposed upgrading of the Regional Route 21 between the N12 and Hans Strijdom Drive Interchanges to commence and continue with activities set out in paragraph 1 of section B of the undated basic assessment report compiled by Arup/ Tswelopele Environmental.



5.3 The issue of lawful and valid environmental authorisations was a condition precedent to the toll declarations.

5.4 The grant of the environmental authorisations referred to in paragraph 5.2 above were unlawful and invalid in that:

5.4.1 the content of each of the plaintiff's applications for an environmental authorisation and/or of the notices to the public of such applications was materially defective because it failed to disclose:

5.4.1.1 in addition to the plaintiff's intention to undertake the upgrades and improvements constituting the GFIP highways, its intention to fund such upgrades and improvements through e-tolling;

5.4.1.2 the socio-economic impacts that the proposed tolling would have on the environment;

5.4.2 those environmental authorisations were granted by the Chief Director: Environmental Impact Management who lacked authority to take such decisions;

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5.4.3 in granting those environmental authorisations, the Chief Director failed to consider one or more or all of the following materially relevant considerations:

5.4.3.1 the socio-economic impact that the proposed tolling would have on the environment;

5.4.3.2 the cumulative impact on the environment of recouping costs through tolling on the environment;

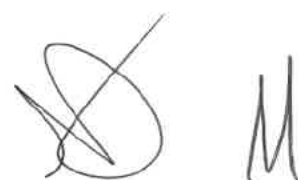
5.4.3.3 the feasible and reasonable alternatives to recouping costs through tolling; and

5.4.3.4 the appropriate conditions and mitigation measures to be imposed, given these impacts.

5.5 In the premises, the environmental authorisations are unlawful and invalid:

5.5.1 in terms of sections 6(2)(a)(i), 6(2)(b), 6(2)(c), 6(2)(e)(iii), 6(2)(e)(vi), 6(2)(f)(ii)(aa), 6(2)(h) and/or 6(2)(i) of PAJA;

5.5.2 in terms of section 1(c) of the Constitution.

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5.6 In consequence, the toll declarations, made on the strength of the environmental authorisations, are unlawful and invalid.

5.7 Paragraph 1.7 hereof is repeated.

WHEREFORE the defendant prays that the plaintiff's claim be dismissed with costs.

6. SIXTH SPECIAL PLEA

6.1 Paragraphs 1.1 to 1.3 hereof are repeated.

6.2 Regulation 6(3) of the e-Road Regulations requires the plaintiff to notify a registered user, within 32 days after its use of a toll road, of the amount of toll payable and the date for payment, by sending an invoice to the user's last known address.

6.3 Regulation 6(5) of the e-Road Regulations requires the plaintiff to notify an alternate user, within 32 days after its use of a toll road, but after the expiry of the grace period as defined in the 2013 and 2015 Conditions of Toll and if it has not registered as a user in the interim, of the amount of toll payable and the date for payment, by sending an invoice to the last known address provided in terms of the National Road Traffic Act.

6.4 The plaintiff alleges that:

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6.4.1 It sent various invoices in respect of each of the toll transactions to the defendant by post, at its last known address provided in terms of the National Road Traffic Act 93 of 1996; and

(Declaration paragraphs 20 to 23)

6.4.2 it brought the full outstanding amount of e-tolls as at 31 August 2015 to the defendant's attention on or about 10 May 2016, when a sms was sent to the Defendant.

(Declaration paragraph 24)

6.5 The plaintiff has not taken reasonable steps to apprise the defendant of the outstanding toll amount and/or to ensure that the invoices would have come to the attention of a reasonable user, in that it:

6.5.1 failed to send invoices to the defendant's last known address as recorded on the its e-toll account, despite the fact that the defendant, on the plaintiff's version, held an e-toll account;

6.5.2 failed to send an electronic message to the defendant's e-mail address or cellular telephone;

6.5.3 failed to cause the invoices to be sent by registered mail, rather than ordinary mail;

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6.5.4 failed to ensure that the invoices were sent to an address at which they would come to the defendant's attention and/or be timeously collected; and/or

6.5.5 failed to send invoices at all during the periods referred to in paragraph 21 of the Declaration.

6.6 The plaintiff has therefore failed to effect delivery of the invoice and/or to notify the defendant of the toll payable within the prescribed period.

6.7 In the premises,

6.7.1 the defendant not liable for the alleged use of the GFIP highways during the period 01 June 2014 and 31 August 2015; *alternatively*

6.7.2 the plaintiff's claim is premature.

6.8 Paragraph 1.7 hereof is repeated.

WHEREFORE the defendant prays that the plaintiff's claim be dismissed with costs.

7. SEVENTH SPECIAL PLEA

7.1 Paragraphs 1.1 to 1.3 hereof are repeated.

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7.2 The plaintiff alleges that:

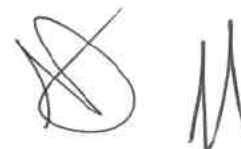
7.2.1 On 19 November 2013, the Head of the Department of Transport made known by publication in GNR887 in Government Gazette 37038 that the Minister had determined, in terms of section 27(3)(a) of the SANRAL Act, the tolls to be levied on the GFIP toll road from 3 December 2013. A copy of that notice ("the 2013 Toll Tariffs") is attached as "E1";

(Declaration paragraph 11.2)

7.2.2 On 17 June 2015, the Head of the Department of Transport made known by publication in GNR524 in Government Gazette 38949 (as corrected by GN579 in Government Gazette 38949, GN645 in Government Gazette 39027 and GN972 in Government Gazette 39298) that the Minister had determined, in terms of section 27(3)(a) of the SANRAL Act, the tolls to be levied on the GFIP toll road from 2 July 2015. A copy of that notice ("the 2015 Toll Tariffs") is attached as "E2";

(Declaration paragraph 12.2)

7.2.3 The 2013 and 2015 Toll Tariff prescribe the toll tariff that must be paid by registered and unregistered alternate users for the various classes of vehicle during the period referred to in Schedule A to the Declaration.

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(Declaration paragraph 18)

7.3 The 2013 and 2015 Toll Tariffs both stipulate a toll tariff amount inclusive of value-added tax ("VAT"), such that VAT is payable on every e-toll transaction recorded.

7.4 Section 7(1) of the Value-Added Tax Act 89 of 1991 ("the VAT Act") permits and requires VAT to be levied and paid in respect of:

7.4.1 The supply by any vendor of goods or services supplied in the course or furtherance of any enterprise carried on by such vendor;

7.4.2 the importation of goods into the Republic; and

7.4.3 the supply of imported services.

7.5 The activities engaged in by the plaintiff vis-à-vis the defendant do not constitute the supply of services, in that:

7.5.1 The plaintiff does not own, alternatively only owns in trust, the GFIP highways or supply or make them available to the defendant and other road users. The GFIP highways are a national asset that are controlled and managed by the Plaintiff.

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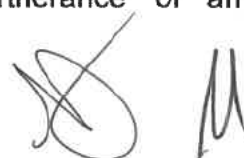
7.5.2 The defendant and other road users are entitled to use the GFIP highways by virtue of their status as public roads, and not because of any grant by the plaintiff. It is not the plaintiff's gift to confer an entitlement to use the GFIP highways on the public.

7.5.3 Insofar as the plaintiff supplies services in relation to the rehabilitation, maintenance and control of the GFIP highways, it supplies those services to the State and/or to national government, and not to the defendant and other road users.

7.6 Alternatively, if the Court determines that the plaintiff supplies goods or services, the defendant alleges that they are not supplied in the course or furtherance of an enterprise by the plaintiff, in that:

7.6.1 SANRAL is a "public authority" as defined in the VAT Act, and the provisions of paragraph (b)(i) of the definition of "enterprise" in section 1 accordingly apply to it;

7.6.2 Paragraph (b)(i) gives the Commissioner the power to notify the public authority that its supplies will "be treated as as supplies made in the course and furtherance of an



enterprise”, if the Minister is satisfied that such supplies “are of the same kind or similar to taxable supplies which are or might be made by any person other than such public authority in the course or furtherance of any enterprise”

7.6.3 The Commissioner has not notified the plaintiff that its supplies are to be treated as supplies made in the course or furtherance of any enterprise carried on by it, as contemplated in Section 7(1);

7.6.4 Alternatively, to paragraph 7.6.3 and to the extent that the Commissioner has so notified the plaintiff, such notification is invalid because the Minister was not, or could not rationally and reasonably have been, satisfied that the plaintiff’s supplies are of the same kind or are similar to taxable supplies which are or might be made by any person other than such public authority in the course or furtherance of any enterprise.

7.7 The plaintiffs’ activities vis-à-vis are consequently not subject to value-added tax.

7.8 The 2013 and 2015 Toll Tariffs purport to authorise the plaintiff to levy and collect VAT, when it has no lawful entitlement or duty to do so. They are consequently ultra vires and invalid.

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7.9 No toll tariff exclusive of VAT has been determined by the Minister in terms of section 27(3)(a) of the SANRAL Act, or published in the Gazette in terms of section 27(3)(a). There is accordingly no lawful toll amount that may be levied.

7.10 Paragraph 1.7 hereof is repeated.

WHEREFORE the defendant prays that the plaintiff's claim be dismissed with costs.

8. EIGHTH SPECIAL PLEA

8.1 Paragraphs 1.1 to 1.3 hereof are repeated.

8.2 The plaintiff failed to provide reasonable alternative, non-tolled routes to the GFIP highways.

8.3 That failure violated the defendant's constitutional rights to:

8.3.1 freedom of movement (as entrenched in section 21(1) of the Constitution);

8.3.2 equal benefit of the law (as entrenched in section 9(1) of the Constitution) in that, by imposing the toll, the plaintiff

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arbitrarily burdened the use of national roads such that people who cannot afford to pay the toll are limited in their use and enjoyment of a public facility.

8.4 The toll declarations are consequently unconstitutional and invalid.

8.5 Paragraph 1.7 hereof is repeated.

WHEREFORE the defendant prays that the plaintiff's claim be dismissed with costs.

9. NINTH SPECIAL PLEA

9.1 The plaintiff sues the defendant for a total amount R45 928.83 for e-toll liability allegedly incurred by the defendant in and during the 01 June 2014 and 31 August 2015.

9.2 The plaintiff served summons on the defendant only on 13 November 2017.

9.3 13 November 2017 is more than three years after the period 01 June 2014 to 12 November 2014 during which period, according to the schedule marked annexure "A" attached to the Declaration (which is denied), the plaintiff alleges the defendant incurred e-toll liability in the amount of R19 527.78.

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9.4 In the premises, the plaintiff's claim for R19 527.78 has prescribed in terms of section 11 of the Prescription Act 68 of 1969.

WHEREFORE the plaintiff's claim for the amount of R19 527.78 for e-toll liability allegedly incurred by the defendant between 01 June 2014 to 12 November 2014 should be dismissed with costs

PLEA OVER

10. AD PARAGRAPHS 1-2

The defendant admits the allegations contained herein.

11. AD PARAGRAPHS 1-3

The defendant denies the allegations contained herein and submits that the Defendant resides at [REDACTED]

12. AD PARAGRAPHS 4-7

12.1 On 28 March 2008 and 28 July 2008, the plaintiff purported to declare the sections of national road identified in paragraphs 5.1 to 5.4 and 7.1 to 7.2 of the Declaration to be toll roads. Copies of such purported declarations are attached hereto as "D1" to "D7".

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12.2 Save as aforesaid, the allegations contained herein are denied.

12.3 Without derogating from the generality of the foregoing denial, the defendant repeats paragraphs 1 to 5, and 8 hereof.

13. AD PARAGRAPH 8

The defendant denies the allegation contained herein.

14. AD PARAGRAPHS 9-10

The defendant notes the allegations contained herein.

15. AD PARAGRAPHS 11-12

15.1 The defendant admits:

15.1.1 that on 19 November 2013:

15.1.1.1 the plaintiff purported to publish the 2013 conditions of toll in terms of section 27(1)(b) of the SANRAL Act;

15.1.1.2 the head of Department of Transport purported to publish the 2013 toll tariffs in terms of section 27(3)(a) of the SANRAL Act;



15.1.2 that on 17 June 2015:

15.1.2.1 the plaintiff purported to publish the 2015 conditions of toll in terms of section 27(1)(b) of the SANRAL Act; and

15.1.2.2 the head of department purported to publish the 2015 toll tariffs determined by the Transport Minister in terms of section 27(3)(a) of the SANRAL Act.

15.2 The defendant denies that the 2013 conditions of toll, the 2013 toll tariffs, the 2015 conditions of toll or the 2015 toll tariffs are lawful and valid.

15.3 Without derogating from the generality of the foregoing denial, the defendant pleads that:

15.3.1 the validity of the administrative action identified in paragraphs 11.1, 11.2, 12.1 and 12.2 of the Declaration depended on the legal validity of the toll declarations;

15.3.2 the toll declarations were unlawful and invalid for the reasons set out in paragraphs 1 to 5, and 8 hereof; and

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15.3.3 by consequence, the 2013 conditions of toll, the 2013 toll tariffs, the 2015 conditions of toll or the 2015 toll tariffs are unlawful and invalid.

16. AD PARAGRAPHS 13-15

16.1 The defendant admits being the registered owner of the following vehicles during the period 01 June 2014 and 31 August 2015:

16.1.1 [REDACTED]

16.1.2 [REDACTED]

16.1.3 Save as aforesaid, the defendant denies the allegations contained herein.

16.2 Without derogating from the generality of the foregoing denial, the defendant denies each and every alleged e-toll transaction contained in annexure "A" to the Declaration.

17. AD PARAGRAPHS 16 - 17

17.1 The defendant notes the allegations contained herein.

17.2 The defendant repeats paragraph 16.1 and 16.2 hereof.

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18. **AD PARAGRAPH 18**

18.1 The defendant repeats paragraphs 15.2 to 15.3 hereof.

18.2 Save as aforesaid, the allegations contained herein are denied.

19. **AD PARAGRAPH 19**

19.1 The defendant admits not paying the plaintiff the amount, or part thereof, for e-toll liability allegedly incurred between 01 June 2014 and 31 August 2015.

19.2 The defendant denies it is liable to pay the plaintiff the claimed amount, or any amount at all.

20. **AD PARAGRAPHS 20-25**

The defendant denies the allegations contained herein.

21. **AD PARAGRAPH 26**

21.1 The defendant admits not paying the plaintiff the claimed amount, or part thereof, for e-toll liability allegedly incurred between 01 June 2014 and 31 August 2015.

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21.2 Save as aforesaid, the defendant denies the allegations contained herein.

22. **AD PARAGRAPHS 27**

The defendant denies the allegations contained herein, including the entire content of the schedule.

23. **AD PARAGRAPH 28**

23.1 The defendant notes the allegations contained herein.

23.2 The defendant denies, however, that:

23.2.1 it is lawful for the plaintiff to charge VAT on tolls;

23.2.2 the 2013 and 2015 tariffs notices comply with section 7(1) of the VAT Act;

23.2.3 invoices issued by the plaintiff for e-toll liability comply with and/or section 20(2) or 20(4) read with section 20(1) of the VAT Act.

23.2.4 Without derogating from the generality of the foregoing denial, the defendant repeats paragraphs 7.1 to 7.9 hereof.

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24. AD PARAGRAPHS 29-30

24.1 The defendant denies that it is liable to pay to the plaintiff the amount claimed or any amount at all.

24.2 Save as aforesaid, the defendant denies the allegations contained herein.

DATED at PRETORIA on this the 19TH day of FEBRUARY 2018.



ALET UYS ATTORNEYS

397 Central Park Avenue

Strubenkop Complex

Lynnwood, Pretoria

E-mail:

[REDACTED]

Ref: SM0196

SERVICE BY ELECTRONIC MAILS AS AGREED BETWEEN THE PARTIES

TO: **THE CLERK OF THE COURT
PRETORIA**



AND TO: **MORRIS FULLER WILLIAMS INC**

PO Box 571, Westville, 3630

(Ref: [REDACTED])

c/o COUZYN, HERTZOG & HORAK ATTORNEYS

320 Middel Street

Brooklyn

Pretoria

0011

Docex 50, Brooklyn



"D1"

GOVERNMENT NOTICES
GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF TRANSPORT
DEPARTEMENT VAN VERVOER

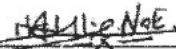
No. 349

28 March 2008

SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED
SUID-AFRIKAANSE NASIONALE PAD AGENTSAP BEPERK

DECLARATION OF NATIONAL ROAD N1: SECTION 20: FROM ARMADALE TO
MIDRAND AS A CONTINUOUS TOLL ROAD AND THE ESTABLISHMENT OF
ELECTRONIC TOLL POINTS

In terms of Section 27(1)(a)(i) of the South African National Roads Agency Limited and National Roads Act (Act No. 7 of 1998), the Agency hereby declares that section of the National Road N1, section 20 commencing at Km 10.8 on section 20 at the Armadale Interchange, where the existing Toll Road as declared by Government Notice No's 1686 of 1988 ends, from where it proceeds in a northerly direction along the existing National Road N1 section 20, up to the common cadastral boundary of Portion 149 of the farm Waterval No. 5-IR and portion 1 of holding 147 of Erand Agriculture Holdings and declared as a national road in terms of Government Gazette No's: 11586 of 25 November 1988, 6459 of 25 May 1979, 9942 of 27 September 1985, 17911 of 11 April 1987, 11028 of 13 November 1987, 14855 of 11 June 1993, 6918 of 7 October 1983 and 11533 of 7 October 1988, as a Toll Road.


NAZIM ALI
CHIEF EXECUTIVE OFFICER



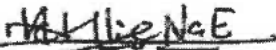
No. 350

28 March 2008

**SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED
SUID-AFRIKAANSE NASIONALE PAD AGENTSAP BEPERK**

**DECLARATION OF NATIONAL ROAD N1: SECTION 21: FROM MIDRAND TO THE
PROEFPLAAS INTERCHANGE AS A CONTINUOUS TOLL ROAD AND ESTABLISHMENT
OF ELECTRONIC TOLL POINTS**

In terms of Section 27(1)(a)(i) of the South African National Roads Agency Limited and National Roads Act (Act No. 7 of 1998), the Agency hereby declares that section of the National Road N1: Section 21 commencing at the common cadastral boundary of Portion 149 of the farm Waterval No. 5-JR and portion 1 of Holding 147 of Erand Agricultural holdings, from where it proceeds in a northerly direction along the existing National Road N1: section 21, up to where the existing Toll road commence as declared by Government Notice no.1343 of 2001 at the common cadastral boundary of Portion 108 of the farm Hartbeestpoort No. 362-JR and Remainder of Portion 91 of the farm Koedoespoort No. 456-JR and declared as a national road in terms of Government Gazette No's: 11533 of 7 October 1988, 17357 of 13 August 1996, 15011 of 30 July 1993, 6175 of 6 October 1978 and 14767 of 7 May 1993, as a Toll Road.


NAZIR ALLI
CHIEF EXECUTIVE OFFICER

"D3"

No. 351

28 March 2008

**SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED
SUID-AFRIKAANSE NASIONALE PAD AGENTSAP BEPERK**

**DECLARATION OF NATIONAL ROAD N3: SECTION 12: FROM OLD BARN
INTERCHANGE TO THE BUCCLEUCH INTERCHANGE AS A CONTINUOUS TOLL ROAD
AND THE ESTABLISHMENT OF ELECTRONIC TOLL POINTS**

In terms of Section 27 (1) (a)(i) of the South African National Roads Agency Limited and National Roads Act (Act No. 7 of 1998), the Agency hereby declares that section of the National Road N3: Section 12, commencing from km 13.81 on section 12 at the Old Barn Interchange where the existing Toll road as declared by Government notice No. 2609 of 1988 ends, from where it proceeds in a northerly direction along the existing National Road N3 section 12, up to where it joins the national road N1 Section 20 at the common cadastral boundary of Erf 381 of Buccleuch Township and the Remainder of Portion 1 of the farm Waterval No. 5-IR, and declared as a national road in terms of Government Gazette No.'s: 13745 of 31 January 1992, 14810 of 21 May 1993, 16018 of 14 October 1994 and 16087 of 25 November 1994, as a Toll Road.



**HAZIR ALLI
CHIEF EXECUTIVE OFFICER**

27 D4 11

No. 352

28 March 2008

**SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED
SUID-AFRIKAANSE NASIONALE PAD AGENTSAP BEPERK**

**DECLARATION OF NATIONAL ROAD N4: SECTION 1: FROM KOEDOESPOORT TO
HANS STRYDOM DRIVE AS A CONTINUOUS TOLL ROAD AND THE ESTABLISHMENT
OF ELECTRONIC TOLL POINTS**

In terms of Section 27(1)(a)(i) of the South African National Roads Agency Limited and National Roads Act (Act No. 7 of 1998), the Agency hereby declares that section of the National Road N4: Section 1 commencing from the common cadastral boundary of Portion 113 of the farm Koedoespoort No.325 - JR and the Remainder of Portion 91 of the farm Koedoespoort No. 325-JR, from where it proceeds in a easterly direction along the existing National Road N4 section 1 up to 500m East of the intersection of the centre lines of the Hans Strydom Drive and National Road 4 Section 1 where the existing toll road begins as declared by Government Notice No. 1162 of 2002 and declared as a national road in terms of Government Gazette No: 7565 of 1 May 1981, as a Toll Road.


NAZIR ALLI
CHIEF EXECUTIVE OFFICER

**SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED
SUID-AFRIKAANSE NASIONALE PAD AGENTSAP BEPERK**

**DECLARATION OF NATIONAL ROAD N12: SECTION 18: FROM DIEPKLOOF
INTERCHANGE TO ELANDS INTERCHANGE AS A CONTINUOUS TOLL ROAD AND THE
ESTABLISHMENT OF ELECTRONIC TOLL POINTS**

In terms of Section 27 (1)(a)(i) of the South African National Roads Agency Limited and National Roads Act (Act No. 7 of 1998), the Agency hereby declares that section of the National Road N12: Section 18, commencing from a point on the remainder of Portion 5 of the farm Vierfontein no. 321-IQ on National Road N1 section 20 as declared by Government notice No 2355 of 1988, from where it proceeds in a easterly direction along the existing National Road 103, up to National Road N3 section 12 as declared by Government notice No. 335 of 1992, at the common cadastral boundary of Erf 580 of Southcrest Township and portion 38 of the farm Elandsfontein No. 107-IR, and declared as a national road in terms of Government Gazette No's: 8389 of 24 September 1982, 14732 of 16 April 1993 and 15470 of 4 February 1994, as a Toll Road.

NAZIR ALI

**NAZIR ALI
CHIEF EXECUTIVE OFFICER**





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**SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED
SUID-AFRIKAANSE NASIONALE PAD AGENTSAP BEPERK**

**DECLARATION OF NATIONAL ROAD N12: SECTION 19: FROM GILLOOY'S
INTERCHANGE TO THE GAUTENG/MPUMALANGA PROVINCIAL BORDER AS A
CONTINUOUS TOLL ROAD AND THE ESTABLISHMENT OF ELECTRONIC TOLL POINTS**

In terms of Section 27 (1)(a)(i) of the South African National Roads Agency Limited and National Roads Act (Act No. 7 of 1998), the Agency hereby declares that section of the National Road N12: Section 19, commencing from the common cadastral boundary of Portion 898 of the farm Elandsfontein No. 90-JR and the Remainder of Portion 35 of the farm Elandsfontein No. 90-JR on National Road N3 Section 12 as declared by Government notice No. 338 of 1992, from where it proceeds in a easterly direction along the existing National Road N12 Section 19 up to the Gauteng/Mpumalanga Provincial border also the common cadastral boundary between the farms Holfontein No. 71 - IR and Modderfontein No. 236 - IR and declared as a national road in terms of Government Gazette No: 11964 of 23 June 1989, as a Toll Road.



**NAZIR ALLI
CHIEF EXECUTIVE OFFICER**





GOVERNMENT NOTICE
GOEWERMENTSKENNISGEWING

DEPARTMENT OF TRANSPORT
DEPARTEMENT VAN VERVOER

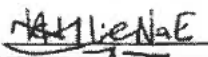
No. 800

28 July 2008

SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED
SUID-AFRIKAANSE NASIONALE PAD AGENTSAP BEPERK

DECLARATION OF NATIONAL ROAD R21: (ALSO KNOWN AS THE P157-1 AND P157/2) - SECTIONS 1 AND 2: FROM HANS STRYDOM DRIVE TO RIETFontein INTERCHANGE (N12): PROVINCE OF GAUTENG, AS A TOLL ROAD AND THE ESTABLISHMENT OF ELECTRONIC TOLL POINTS

In terms of Section 27(1) (a)(i) of the South African National Roads Agency Limited and National Roads Act (Act No. 7 of 1998), the Agency hereby declares that section of the National Road R21, sections 1 and 2 commencing at Hans Strydom Drive to Rietfontein Interchange (N12): Province of Gauteng, as declared by Government Notice No's 30961 of 2008, as a Toll Road.



NAZIR ALLI
CHIEF EXECUTIVE OFFICER

"E1"

GOVERNMENT NOTICES
GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF TRANSPORT
DEPARTEMENT VAN VERVOER

No. R. 887

19 November 2013

THE SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED AND NATIONAL ROADS ACT, 1998 (ACT
No. 7 OF 1998)

GAUTENG FREEWAY IMPROVEMENT PROJECT, TOLL ROADS: PUBLICATION OF TOLLS

The Head of the Department of Transport hereby makes known, in terms of section 27(3)(c) of the South African National Roads Agency Limited and National Roads Act, 1998 (Act No. 7 of 1998), that the Minister of Transport has, in terms of section 27(3)(a) of the Act and on the recommendation of the South African National Roads Agency SOC Ltd, determined the tolls to be levied, and the rebates thereon and any increases and reductions thereof in the Schedule hereto, on the following roads:

As declared by Government Notice No. 30912 of 28 March 2008

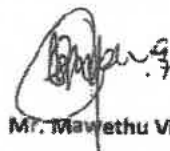
- N1 sections 20 and 21
- N3 section 12
- N4 section 1
- N12 sections 18 and 19

As declared by Government Notice No. 31273 of 28 July 2008

- R21 sections 1 and 2

The tolls to be levied on these roads in terms of sections 27(3) of the Act are set out in the Schedule to this Notice.

The Minister of Transport has also determined, on the recommendation of the South African National Roads Agency SOC Ltd and in terms of section 27(3)(d) of the Act, that the tolls that may be levied will be payable from 03/12/2013



Mr. Mavethu Vilana

ACTING DIRECTOR-GENERAL: TRANSPORT



SCHEDULE

THE SOUTH AFRICAN NATIONAL ROADS AGENCY LIMITED AND NATIONAL ROADS ACT, 1998 (ACT NO. 7 OF 1998)

GAUTENG FREEWAY IMPROVEMENT PROJECT, TOLL ROADS: PUBLICATION OF THE TOLLS FOR THE DIFFERENT CATEGORIES OF ROAD USERS AND CLASSES OF MOTOR VEHICLES AND THE REBATES THEREON AND INCREASES AND REDUCTIONS THEREOF

1. Definitions

In this Notice, a word or expression that has been defined in the Act or in the e-Road Regulations has the same meaning and:

discount	means a rebate as contemplated in section 27(3) of the Act;
GFIP Toll roads	means the roads comprising the Gauteng Freeway Improvement Project, which are N1 sections 20 and 21, N3 section 12, N4 section 1 and N12 sections 18 and 19 (as declared by Government Notice No. 30912 of 28 March 2008); and R21 sections 1 and 2 (as declared by Government Notice No. 31273 of 28 July 2008);
grace period	means seven days from the date and time that an e-toll transaction occurs;
standard tariff	means the toll amount used to calculate a discount, except a discount for an alternate user, that may apply; and
tariff	means the amount of toll as determined by the Minister in terms of section 27(3)(a) of the Act.

2. Users of the GFIP-toll roads and the toll payable by those users

- 2.1 Subject to any exemption that may be granted in terms of the Act, tolls shall be levied by the Agency for every e-toll transaction on the GFIP-toll roads and shall be payable by every user of the GFIP-toll roads by not later than the expiry of the grace period.
- 2.2 Users of the GFIP-toll roads are liable to pay toll, for each e-toll transaction, in the amount of the standard tariff or a tariff, which standard tariff or tariff is determined by-
- 2.2.1 the class of motor vehicle used on the GFIP-toll roads, contemplated in paragraph 4; and
- 2.2.2 the means by which the passage of a motor vehicle beneath a gantry is identified and the liability to pay toll recorded and the means of payment, including pre-payment of toll liability as contemplated in paragraph 3.



3. Tariffs

Tariffs for registered users, non-registered e-tag users, and alternate users

- 3.1 The standard tariffs and tariffs for the following users, differentiated according to the Class of motor vehicle, are set out in Table 1.
- 3.2 In respect of an e-toll transaction-
 - 3.2.1 a registered e-tag user pays the tariff set out in Column 3 of Table 1 for the particular class of motor vehicle;
 - 3.2.2 a non-registered e-tag user pays the tariff set out in Column 4 of Table 1 for the particular class of motor vehicle;
 - 3.2.3 a registered VLN user pays the tariff set out in Column 5 of Table 1 for the particular class of motor vehicle; and
 - 3.2.4 an alternate user pays the tariff set out in Column 6 of Table 1 for the particular class of motor vehicle.

Tariffs include VAT

- 3.3 The tariffs include value-added tax (VAT) as provided for in the Value- Added Tax Act, 1991 (Act No. 89 of 1991).

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Table 1: Tariffs for motor vehicle class: Class A1

Plaza name and place (Column 1)	Standard tariff (Column 2)	Tariff to be paid by registered e- tag users (Column 3)	Tariff to be paid by non- registered e-tag users (Column 4)	Tariff to be paid by registered VLN users (Column 5)	Tariff to be paid by alternate users (Column 6)
1, Barbet (N1-21)	R 3.48	R 1.80	R 3.48	R 3.48	R 10.44
2, Mossie (N1-21)	R 3.48	R 1.80	R 3.48	R 3.48	R 10.44
3, Indlazi (N1-21)	R 3.38	R 1.75	R 3.38	R 3.38	R 10.14
4, Pikoko (N1-21)	R 3.38	R 1.75	R 3.38	R 3.38	R 10.14
5, Ivusi (N1-21)	R 3.20	R 1.66	R 3.20	R 3.20	R 9.60
6, Flamingo (N1-21)	R 3.20	R 1.66	R 3.20	R 3.20	R 9.60
7, Ihobe (N1-21)	R 3.90	R 2.02	R 3.90	R 3.90	R 11.70
8, Sunbird (N1-20)	R 3.90	R 2.02	R 3.90	R 3.90	R 11.70
9, Tarentaal (N1-20)	R 2.99	R 1.55	R 2.99	R 2.99	R 8.97
10, Blouvaik (N1-20)	R 2.99	R 1.55	R 2.99	R 2.99	R 8.97
11, Owl (N1-20)	R 3.72	R 1.92	R 3.72	R 3.72	R 11.16
12, Pelican (N1-20)	R 3.72	R 1.92	R 3.72	R 3.72	R 11.16
13, King Fisher (N1-20)	R 3.31	R 1.71	R 3.31	R 3.31	R 9.93
14, Ukhozi (N1-20)	R 3.31	R 1.71	R 3.31	R 3.31	R 9.93
15, Fiscal (N1-20)	R 2.92	R 1.51	R 2.92	R 2.92	R 8.76
16, Stork (N1-20)	R 2.92	R 1.51	R 2.92	R 2.92	R 8.76
17, Ilowe (N1-20)	R 0.70	R 0.36	R 0.70	R 0.70	R 2.10
18, Leebe (N3-12)	R 2.51	R 1.30	R 2.51	R 2.51	R 7.53
19, Ibis (N3-12)	R 2.51	R 1.30	R 2.51	R 2.51	R 7.53
20, Kiewiet (N3-12)	R 2.68	R 1.39	R 2.68	R 2.68	R 8.04
21, Kwikkie (N3-12)	R 2.68	R 1.39	R 2.68	R 2.68	R 8.04
22, Starling (N3-12)	R 2.85	R 1.47	R 2.85	R 2.85	R 8.55
23, Rooivink (N3-12)	R 2.85	R 1.47	R 2.85	R 2.85	R 8.55
24, Mpshe (N3-12)	R 2.30	R 1.19	R 2.30	R 2.30	R 6.90
25, Ospecker (N3-12)	R 2.30	R 1.19	R 2.30	R 2.30	R 6.90
28, Phakwe (N12-18)	R 2.58	R 1.33	R 2.58	R 2.58	R 7.74
29, Thaha (N12-18)	R 3.65	R 1.89	R 3.65	R 3.65	R 10.95
30, Lenong (N12-18)	R 3.90	R 2.02	R 3.90	R 3.90	R 11.70
31, Lekgwaba (N12-18)	R 2.82	R 1.46	R 2.82	R 2.82	R 8.46
32, Lorie (N12-19)	R 3.83	R 1.98	R 3.83	R 3.83	R 11.49
33, Gull (N12-19)	R 3.83	R 1.98	R 3.83	R 3.83	R 11.49
34, Ilanda (N12-19)	R 2.82	R 1.46	R 2.82	R 2.82	R 8.46
35, Bee-eater (N12-19)	R 2.82	R 1.46	R 2.82	R 2.82	R 8.46
37, Hadedda (R21-1)	R 2.82	R 1.46	R 2.82	R 2.82	R 8.46
38, Ntsu (R21-1)	R 2.82	R 1.46	R 2.82	R 2.82	R 8.46
39, Heron (R21-1)	R 3.45	R 1.78	R 3.45	R 3.45	R 10.35
40, Bluecrane (R21-1)	R 3.45	R 1.78	R 3.45	R 3.45	R 10.35
41, Swael (R21-2)	R 4.87	R 2.52	R 4.87	R 4.87	R 14.61
42, Letata (R21-2)	R 4.87	R 2.52	R 4.87	R 4.87	R 14.61
43, Swan (R21-2)	R 4.00	R 2.07	R 4.00	R 4.00	R 12.00
44, Weaver (R21-2)	R 4.00	R 2.07	R 4.00	R 4.00	R 12.00
45, Hornbill (R21-2)	R 2.12	R 1.10	R 2.12	R 2.12	R 6.36
47, Ugaga (N12-19)	R 3.20	R 1.66	R 3.20	R 3.20	R 9.60
48, Inkovu (N4-1)	R 3.79	R 1.96	R 3.79	R 3.79	R 11.37
49, Penguin (N4-1)	R 3.79	R 1.96	R 3.79	R 3.79	R 11.37

Table 1: Tariffs for motor vehicle class: Class A2

Plaza name and place (Column 1)	Standard tariff (Column 2)	Tariff to be paid by registered e- tag users (Column 3)	Tariff to be paid by non- registered e-tag users (Column 4)	Tariff to be paid by registered VIN users (Column 5)	Tariff to be paid by alternate users (Column 6)
1. Barbet (N1-21)	R 3.80	R 3.00	R 5.80	R 5.80	R 17.40
2. Mossie (N1-21)	R 5.80	R 3.00	R 5.80	R 5.80	R 17.40
3. Indlazi (N1-21)	R 5.63	R 2.91	R 5.63	R 5.63	R 16.89
4. Piloko (N1-21)	R 5.63	R 2.91	R 5.63	R 5.63	R 16.89
5. Ivusi (N1-21)	R 5.34	R 2.76	R 5.34	R 5.34	R 16.02
6. Flamingo (N1-21)	R 5.34	R 2.76	R 5.34	R 5.34	R 16.02
7. Ithobe (N1-21)	R 6.50	R 3.36	R 6.50	R 6.50	R 19.50
8. Sunbird (N1-20)	R 6.50	R 3.36	R 6.50	R 6.50	R 19.50
9. Terentani (N1-20)	R 4.99	R 2.58	R 4.99	R 4.99	R 14.97
10. Blouvaik (N1-20)	R 4.99	R 2.58	R 4.99	R 4.99	R 14.97
11. Owl (N1-20)	R 6.21	R 3.21	R 6.21	R 6.21	R 18.63
12. Pelican (N1-20)	R 6.21	R 3.21	R 6.21	R 6.21	R 18.63
13. King Fisher (N1-20)	R 5.51	R 2.85	R 5.51	R 5.51	R 16.53
14. Ukhozi (N1-20)	R 5.51	R 2.85	R 5.51	R 5.51	R 16.53
15. Fiscal (N1-20)	R 4.87	R 2.52	R 4.87	R 4.87	R 14.61
16. Stork (N1-20)	R 4.87	R 2.52	R 4.87	R 4.87	R 14.61
17. Howe (N1-20)	R 1.16	R 0.60	R 1.16	R 1.16	R 3.48
18. Leeba (N3-12)	R 4.18	R 2.16	R 4.18	R 4.18	R 12.54
19. Ibis (N3-12)	R 4.18	R 2.16	R 4.18	R 4.18	R 12.54
20. Kiewiet (N3-12)	R 4.47	R 2.31	R 4.47	R 4.47	R 13.41
21. Kwikde (N3-12)	R 4.47	R 2.31	R 4.47	R 4.47	R 13.41
22. Starling (N3-12)	R 4.76	R 2.46	R 4.76	R 4.76	R 14.28
23. Rookvink (N3-12)	R 4.76	R 2.46	R 4.76	R 4.76	R 14.28
24. Mipshs (N3-12)	R 3.83	R 1.98	R 3.83	R 3.83	R 11.49
25. Ospecker (N3-12)	R 3.83	R 1.98	R 3.83	R 3.83	R 11.49
28. Phakwe (N12-18)	R 4.29	R 2.22	R 4.29	R 4.29	R 12.87
29. Thaha (N12-18)	R 6.09	R 3.15	R 6.09	R 6.09	R 18.27
30. Lemong (N12-18)	R 6.50	R 3.36	R 6.50	R 6.50	R 19.50
31. Lekgwaba (N12-18)	R 4.70	R 2.43	R 4.70	R 4.70	R 14.10
32. Loerie (N12-19)	R 6.38	R 3.30	R 6.38	R 6.38	R 19.14
33. Gull (N12-19)	R 6.38	R 3.30	R 6.38	R 6.38	R 19.14
34. Banda (N12-19)	R 4.70	R 2.43	R 4.70	R 4.70	R 14.10
35. Bee-eater (N12-19)	R 4.70	R 2.43	R 4.70	R 4.70	R 14.10
37. Hadede (R21-1)	R 4.70	R 2.43	R 4.70	R 4.70	R 14.10
38. Ntsu (R21-1)	R 4.70	R 2.43	R 4.70	R 4.70	R 14.10
39. Heron (R21-1)	R 5.74	R 2.97	R 5.74	R 5.74	R 17.22
40. Bluecrane (R21-1)	R 5.74	R 2.97	R 5.74	R 5.74	R 17.22
41. Swael (R21-2)	R 8.12	R 4.20	R 8.12	R 8.12	R 24.36
42. Letata (R21-2)	R 8.12	R 4.20	R 8.12	R 8.12	R 24.36
43. Swan (R21-2)	R 6.67	R 3.45	R 6.67	R 6.67	R 20.01
44. Weaver (R21-2)	R 6.67	R 3.45	R 6.67	R 6.67	R 20.01
45. Hornbill (R21-2)	R 3.54	R 1.83	R 3.54	R 3.54	R 10.62
47. Uqage (N12-19)	R 5.34	R 2.76	R 5.34	R 5.34	R 16.02
48. Inkovu (N4-1)	R 6.32	R 3.27	R 6.32	R 6.32	R 18.96
49. Penguin (N4-1)	R 6.32	R 3.27	R 6.32	R 6.32	R 18.96

Table 1: Tariffs for motor vehicle class: Class 8

Plaza name and place (Column 1)	Standard tariff (Column 2)	Tariff to be paid by registered e- tag users (Column 3)	Tariff to be paid by non- registered s-tag users (Column 4)	Tariff to be paid by registered VLM users (Column 5)	Tariff to be paid by alternate users (Column 6)
1. Barbet (N1-21)	R 14.50	R 7.50	R 14.50	R 14.50	R 43.50
2. Mossie (N1-21)	R 14.50	R 7.50	R 14.50	R 14.50	R 43.50
3. Indlazi (N1-21)	R 14.07	R 7.28	R 14.07	R 14.07	R 42.21
4. Plikoko (N1-21)	R 14.07	R 7.28	R 14.07	R 14.07	R 42.21
5. Ivusi (N1-21)	R 13.34	R 6.90	R 13.34	R 13.34	R 40.02
6. Flamingo (N1-21)	R 13.34	R 6.90	R 13.34	R 13.34	R 40.02
7. Ihobe (N1-21)	R 16.24	R 8.40	R 16.24	R 16.24	R 48.72
8. Sunbird (N1-20)	R 16.24	R 8.40	R 16.24	R 16.24	R 48.72
9. Tarentaal (N1-20)	R 12.47	R 6.45	R 12.47	R 12.47	R 37.41
10. Blouvaik (N1-20)	R 12.47	R 6.45	R 12.47	R 12.47	R 37.41
11. Owl (N1-20)	R 15.52	R 8.03	R 15.52	R 15.52	R 46.56
12. Pelican (N1-20)	R 15.52	R 8.03	R 15.52	R 15.52	R 46.56
13. King Fisher (N1-20)	R 13.78	R 7.13	R 13.78	R 13.78	R 41.34
14. Ukhozi (N1-20)	R 13.78	R 7.13	R 13.78	R 13.78	R 41.34
15. Fiscal (N1-20)	R 12.18	R 6.30	R 12.18	R 12.18	R 36.54
16. Stork (N1-20)	R 12.18	R 6.30	R 12.18	R 12.18	R 36.54
17. Howe (N1-20)	R 2.90	R 1.50	R 2.90	R 2.90	R 8.70
18. Loebe (N3-12)	R 10.44	R 5.40	R 10.44	R 10.44	R 31.32
19. Ibis (N3-12)	R 10.44	R 5.40	R 10.44	R 10.44	R 31.32
20. Kiewiet (N3-12)	R 11.17	R 5.78	R 11.17	R 11.17	R 33.51
21. Kwikkie (N3-12)	R 11.17	R 5.78	R 11.17	R 11.17	R 33.51
22. Starling (N3-12)	R 11.89	R 6.15	R 11.89	R 11.89	R 35.67
23. Rooivink (N3-12)	R 11.89	R 6.15	R 11.89	R 11.89	R 35.67
24. Mpshe (N3-12)	R 9.57	R 4.95	R 9.57	R 9.57	R 28.71
25. Oxpecker (N3-12)	R 9.57	R 4.95	R 9.57	R 9.57	R 28.71
26. Phakwe (N12-18)	R 10.73	R 5.55	R 10.73	R 10.73	R 32.19
27. Thaha (N12-18)	R 15.23	R 7.88	R 15.23	R 15.23	R 45.69
28. Lenong (N12-18)	R 16.24	R 8.40	R 16.24	R 16.24	R 48.72
29. Leigwaba (N12-18)	R 11.75	R 6.08	R 11.75	R 11.75	R 35.25
30. Loebe (N12-19)	R 15.95	R 8.25	R 15.95	R 15.95	R 47.85
31. Gull (N12-19)	R 15.95	R 8.25	R 15.95	R 15.95	R 47.85
32. Ilands (N12-19)	R 11.75	R 6.08	R 11.75	R 11.75	R 35.25
33. Bee-eater (N12-19)	R 11.75	R 6.08	R 11.75	R 11.75	R 35.25
34. Hadedu (R21-1)	R 11.75	R 6.08	R 11.75	R 11.75	R 35.25
35. Mtsu (R21-1)	R 11.75	R 6.08	R 11.75	R 11.75	R 35.25
36. Heron (R21-1)	R 14.36	R 7.43	R 14.36	R 14.36	R 43.08
37. Bluecrane (R21-1)	R 14.36	R 7.43	R 14.36	R 14.36	R 43.08
38. Swael (R21-2)	R 20.30	R 10.50	R 20.30	R 20.30	R 60.90
39. Letata (R21-2)	R 20.30	R 10.50	R 20.30	R 20.30	R 60.90
40. Swan (R21-2)	R 16.68	R 8.63	R 16.68	R 16.68	R 50.04
41. Weaver (R21-2)	R 16.68	R 8.63	R 16.68	R 16.68	R 50.04
42. Hornbill (R21-2)	R 8.85	R 4.58	R 8.85	R 8.85	R 26.55
43. Ugaie (N12-19)	R 13.34	R 6.90	R 13.34	R 13.34	R 40.02
44. Inkovu (N4-1)	R 15.81	R 8.18	R 15.81	R 15.81	R 47.43
45. Penguin (N4-1)	R 15.81	R 8.18	R 15.81	R 15.81	R 47.43

Table 1: Tariffs for motor vehicle class: Class C

Plaza name and place (Column 1)	Standard tariff (Column 2)	Tariff to be paid by registered e- tag users (Column 3)	Tariff to be paid by non- registered e-tag users (Column 4)	Tariff to be paid by registered VLN users (Column 5)	Tariff to be paid by alternate users (Column 6)
1. Barbet (N1-21)	R 29.00	R 15.00	R 29.00	R 29.00	R 87.00
2. Mossie (N1-21)	R 29.00	R 15.00	R 29.00	R 29.00	R 87.00
3. Indlazi (N1-21)	R 28.13	R 14.55	R 28.13	R 28.13	R 84.39
4. Pikoko (N1-21)	R 28.13	R 14.55	R 28.13	R 28.13	R 84.39
5. Ivusi (N1-21)	R 26.68	R 13.80	R 26.68	R 26.68	R 80.04
6. Plamingo (N1-21)	R 26.68	R 13.80	R 26.68	R 26.68	R 80.04
7. Ihobe (N1-21)	R 32.48	R 16.80	R 32.48	R 32.48	R 97.44
8. Sunbird (N1-20)	R 32.48	R 16.80	R 32.48	R 32.48	R 97.44
9. Tarentaal (N1-20)	R 24.94	R 12.90	R 24.94	R 24.94	R 74.82
10. Blouvaik (N1-20)	R 24.94	R 12.90	R 24.94	R 24.94	R 74.82
11. Owl (N1-20)	R 31.03	R 16.05	R 31.03	R 31.03	R 93.09
12. Pelican (N1-20)	R 31.03	R 16.05	R 31.03	R 31.03	R 93.09
13. King Fisher (N1-20)	R 27.55	R 14.25	R 27.55	R 27.55	R 82.65
14. Ukhosi (N1-20)	R 27.55	R 14.25	R 27.55	R 27.55	R 82.65
15. Fiscal (N1-20)	R 24.36	R 12.60	R 24.36	R 24.36	R 73.08
16. Stork (N1-20)	R 24.36	R 12.60	R 24.36	R 24.36	R 73.08
17. Howe (N1-20)	R 5.80	R 3.00	R 5.80	R 5.80	R 17.40
18. Leeba (N3-12)	R 20.88	R 10.80	R 20.88	R 20.88	R 62.64
19. Ibis (N3-12)	R 20.88	R 10.80	R 20.88	R 20.88	R 62.64
20. Kiewiet (N3-12)	R 22.33	R 11.55	R 22.33	R 22.33	R 66.99
21. Kwikkie (N3-12)	R 22.33	R 11.55	R 22.33	R 22.33	R 66.99
22. Starling (N3-12)	R 23.78	R 12.30	R 23.78	R 23.78	R 71.34
23. Rooivink (N3-12)	R 23.78	R 12.30	R 23.78	R 23.78	R 71.34
24. Mpshe (N3-12)	R 19.14	R 9.90	R 19.14	R 19.14	R 57.42
25. Oxpecker (N3-12)	R 19.14	R 9.90	R 19.14	R 19.14	R 57.42
28. Phakwe (N12-18)	R 21.46	R 11.10	R 21.46	R 21.46	R 64.38
29. Thaha (N12-18)	R 30.45	R 15.75	R 30.45	R 30.45	R 91.35
30. Lenong (N12-18)	R 32.48	R 16.80	R 32.48	R 32.48	R 97.44
31. Lekgwaba (N12-18)	R 23.49	R 12.15	R 23.49	R 23.49	R 70.47
32. Loele (N12-19)	R 31.90	R 16.50	R 31.90	R 31.90	R 95.70
33. Guli (N12-19)	R 31.90	R 16.50	R 31.90	R 31.90	R 95.70
34. Ilanda (N12-19)	R 23.49	R 12.15	R 23.49	R 23.49	R 70.47
35. Bee-eater (N12-19)	R 23.49	R 12.15	R 23.49	R 23.49	R 70.47
37. Hadeda (R21-1)	R 23.49	R 12.15	R 23.49	R 23.49	R 70.47
38. Ntsu (R21-1)	R 23.49	R 12.15	R 23.49	R 23.49	R 70.47
39. Heron (R21-1)	R 28.71	R 14.85	R 28.71	R 28.71	R 85.13
40. Bluecrane (R21-1)	R 28.71	R 14.85	R 28.71	R 28.71	R 85.13
41. Swael (R21-2)	R 40.60	R 21.00	R 40.60	R 40.60	R 121.80
42. Letate (R21-2)	R 40.60	R 21.00	R 40.60	R 40.60	R 121.80
43. Swan (R21-2)	R 33.35	R 17.25	R 33.35	R 33.35	R 100.05
44. Weaver (R21-2)	R 33.35	R 17.25	R 33.35	R 33.35	R 100.05
45. Hornbill (R21-2)	R 17.69	R 9.15	R 17.69	R 17.69	R 53.07
47. Ugaga (N12-19)	R 26.68	R 13.80	R 26.68	R 26.68	R 80.04
48. Inkovu (N4-1)	R 31.61	R 16.35	R 31.61	R 31.61	R 94.83
49. Penguin (N4-1)	R 31.61	R 16.35	R 31.61	R 31.61	R 94.83

Tariffs for day pass users

3.4 A day pass user pays the tariff set out in Table 2 for the particular motor vehicle class:

Table 2: Tariffs payable by day pass users	
Motor vehicle class	Tariff for each 24-hour period
A1	R 30.00
A2	R 50.00
B	R125.00
C	R250.00

4. Classes of motor vehicles

4.1 The classes of motor vehicles for the purposes of the GFIP-toll roads are set out in Table 3.

4.2 To qualify for a specific motor vehicle class, the motor vehicle must have the dimensions set out in Table 3.

Table 3: Classes of motor vehicles

Class	Motor vehicle type	Dimensions of motor vehicle
A1	Motor cycles	Length under 3,0 metres Width under 1,3 metres Height under 2,5 metres
A2	Light motor vehicles (excluding motor cycles and only if the motor vehicle without any trailer does not qualify as a Class B or C motor vehicle)	Length under 6,0 metres Height under 2,5 metres Trailers that meet the criteria below are not considered when measuring dimensions for light motor vehicles: 1. It is designed or adapted to be drawn by a tow bar that is attached to a Class A2 motor vehicle. 2. It is not self-propelled. 3. It has a centre axle or centre axles. 4. The gross vehicle mass is not more than 3 500 kilograms. This means a motor vehicle under 6,0 metres with a trailer that makes the total length of both vehicles more than 6,0 metres will still be classified as a Class A2 motor vehicle. If the motor vehicle is drawing a semi-trailer, the motor vehicle combination does not qualify as a Class A2 light motor vehicle. This is regardless of whether or not the motor vehicle drawing the semi-trailer is under 6,0 metres or not. A semi-trailer has the meaning given to it in the National Road Traffic Act.

Class	Motor vehicle type	Dimensions of motor vehicle
B	Small heavy motor vehicles (but only if the motor vehicle does not qualify as a Class C motor vehicle)	Length, including any trailer, of 6,0 metres or more, but not over 12,5 metres or Length, including any trailer, of under 6,0 metres and height of 2,5 metres or more
C	Large heavy motor vehicles	Length, including any trailer, of more than 12,5 metres

5. Discounts applying to tariffs

The sum of all discounts in respect of an e-toll transaction may not exceed the amount of toll payable in respect of such e-toll transaction.

Types of discount up to the end of the grace period

5.1 There are three types of discount that will be applied if payment for an e-toll transaction is made within the grace period:

5.1.1 time-of-day discount;

5.1.2 frequent user discount; and

5.1.3 grace-period discounts for alternate users,

which discounts are described more fully and apply in the circumstances and subject to the conditions as set out below.

5.2 The time-of-day discount and frequent user discount are calculated using the standard tariff set out in Column 2 of Table 1 for the particular motor vehicle class.

5.3 All discounts apply to a specific motor vehicle and not to an e-toll account that may be used to discharge liability for toll.

Types of discounts after the grace period has expired

5.4 There are only two types of discounts that shall apply after the grace period applicable to an e-toll transaction has expired:

5.4.1 discounts for alternate users; and

5.4.2 once-off discount for alternate users,

which discounts are described more fully and apply in the circumstances and subject to the conditions as set out below.

Time-of-day discount**A discount based on the time of day**

- 5.5 The time-of-day discount gives a discount to users who use the GFIP-toll roads at certain times.
- 5.6 The time-of-day discount applies to the following users in all motor vehicle classes:
- 5.6.1 a registered e-tag user;
 - 5.6.2 a non-registered e-tag user;
 - 5.6.3 a registered VLN user; and
 - 5.6.4 an alternate user, subject to payment being made within the grace period.
- 5.7 The time-of-day discount is applied through the Agency deducting from the tariff that the user who qualifies for the discount would ordinarily be liable to pay for the use of the motor vehicle on the GFIP-toll roads, an amount equal to a percentage of the standard tariff, the applicable percentage being that which corresponds with the time and day of use of the motor vehicle as reflected on Table 4 for the class of motor vehicle in question.
- 5.8 The Agency deducts the discount from the tariff that applies to the category of user and vehicle. It is in addition to any other discount that may apply to that user.

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Table 4: Time-of-day discounts

Time-of-day discounts: Classes A1 and A2				
Time of day	Weekday	Saturday	Sunday	Public holiday
After 00:00 up to and including 05:00	10% of standard tariff deducted	10% of standard tariff deducted	10% of standard tariff deducted	10% of standard tariff deducted
After 05:00 up to and including 06:00	10% of standard tariff deducted	10% of standard tariff deducted	10% of standard tariff deducted	10% of standard tariff deducted
After 06:00 up to and including 10:00	10% of standard tariff deducted	10% of standard tariff deducted	10% of standard tariff deducted	10% of standard tariff deducted
After 10:00 up to and including 14:00	10% of standard tariff deducted	15% of standard tariff deducted	15% of standard tariff deducted	15% of standard tariff deducted
After 14:00 up to and including 18:00	10% of standard tariff deducted	15% of standard tariff deducted	15% of standard tariff deducted	15% of standard tariff deducted
After 18:00 up to and including 23:00	10% of standard tariff deducted	10% of standard tariff deducted	10% of standard tariff deducted	10% of standard tariff deducted
After 23:00 up to and including 00:00	10% of standard tariff deducted	10% of standard tariff deducted	10% of standard tariff deducted	10% of standard tariff deducted

Time-of-day discounts: Classes B and C				
Time of day	Weekday	Saturday	Sunday	Public holiday
After 00:00 up to and including 05:00	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted
After 05:00 up to and including 06:00	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted
After 06:00 up to and including 08:30	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted
After 08:30 up to and including 16:00	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted
After 16:00 up to and including 18:00	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted
After 18:00 up to and including 19:00	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted
After 19:00 up to and including 23:00	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted
After 23:00 up to and including 00:00	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted	25% of standard tariff deducted

Discounts for frequent users

- 5.9 The frequent user discount only applies to registered e-tag users.
- 5.10 The frequent user discount is a discount on the standard tariff shown in Column 2 of Table 1 and this frequent user discount -
- 5.10.1 is based on how often a registered e-tag user uses the GFIP-toll roads in a specific motor vehicle in a calendar month;
 - 5.10.2 applies where the frequency of use of a motor vehicle in a calendar month, expressed as the total monetary value of all e-toll transactions incurred using that motor vehicle in that calendar month, reaches the threshold stipulated in Table 5 ;
 - 5.10.3 applies separately to each motor vehicle used on the GFIP-toll roads;
 - 5.10.4 does not apply to the cumulative use of all vehicles driven on the GFIP-toll roads by a user in a calendar month;
 - 5.10.5 is applied by the Agency by deducting from the tariff shown in Column 3 of Table 1 the value of the percentage reflected in Table 5 applicable to the corresponding threshold value;
 - 5.10.6 applies only to those e-toll transactions or portions thereof that occur when the threshold value has been reached and only for the remainder of that calendar month, but does not serve to reduce the liability for toll already incurred prior to that threshold being reached; and
 - 5.10.7 does not in any circumstances entitle a user to claim back from the Agency any toll which the user has already paid or which the user has become liable to pay for his or her use of the GFIP-toll roads.
- 5.11 The value of the e-toll transactions in a calendar month is calculated from the tariffs shown in Column 3 of Table 1, less any time-of-day and any other applicable discounts.
- 5.12 A 15% discount applies to e-toll transactions that take place when the user of a Class A2 motor vehicle has reached a threshold value of R400.00 in e-toll transactions in a calendar month.
- 5.13 No frequent user discounts for Class A2 motor vehicles apply to e-toll transactions under the R400.00 threshold.
- 5.14 Once the threshold value reflected in the last row of Table 5 has been reached for the class of motor vehicle in question, the user of the motor vehicle that reaches that threshold value will, for the remainder of the month in which the threshold value is reached, incur no further liability for toll for e-toll transactions in respect of that motor vehicle, which is expressed in Table 5 as a 100% discount on all further e-toll transactions in that calendar month.



Table 5: Frequent-user discounts

Percentage discount applicable to e-toll transactions (in terms of paragraphs 5.10 to 5.15)	Threshold value on total e-toll transactions calculated from the tariffs shown in Column 3 of Table 1 for the calendar month, less time-of-day and any other applicable discounts			
	Class A1 motor vehicles	Class A2 motor vehicles	Class B motor vehicles	Class C motor vehicles
0% off	R 0 up to R 250.00	R 0 up to R 400.00	R 0 up to R 1750.00	R 0 up to R 3500.00
15% off		Above R 400.00 up to R 450.00		
100% off	Above R 250.00	Above R 450.00	Above R 1750.00	Above R 3500.00

5.15 The threshold value for the frequent user discount set out in Table 5, shall be adjusted annually in accordance with the terms of paragraph 5.21 of this notice.

Grace-period discount for alternate users

5.16 An alternate user who pays within the grace period is entitled to a discount so that after the discount applies the user pays the amount equal to the amount shown in Table 6 below:

Table 6: Grace-period discounts for alternate users

Amount after discount (Column 1)	Conditions for an alternate user to receive discount on alternate user tariff (Column 2)
Tariff set out in Column 3 Table 1	If the user is registered with the Agency and has an e-tag but the user does not meet the criteria to be a registered e-tag user at the time of the e-toll transaction.
Tariff set out in Column 5 Table 1	If the user is identified by VLN but the user does not meet the criteria to be a registered VLN user at the time of the e-toll transaction.

5.17 Time-of-day and frequent user discounts will not apply to alternate users who pay for an e-toll transaction after expiry of the grace period.

5.18 5.18.1 Subject to complying with the requirements of the frequent user discounts as contemplated in paragraphs 5.9 to 5.15, frequent user discounts will also apply to alternate users with a registered e-tag who pay within the grace period. If the discounts do apply, the discount is calculated based on the standard tariff in Column 2 of Table 1 and deducted from the amount set out in Column 1 of Table 6.

5.18.2 Subject to complying with the requirements of the time-of-day discount as contemplated in paragraphs 5.5 to 5.8, time-of-day discounts will also apply to

alternate users who pay within the grace period. If the discount does apply, the discount is calculated based on the standard tariff in Column 2 of Table 1 and deducted from the amount set out in Column 1 of Table 6.

Discounts for alternate users after the grace period

5.19 An alternate user who uses a GFIP-toll road and fails to pay within the grace period will be granted a discount at the time of the payment of the invoice subject to the provisions of this paragraph. The discount available to the alternate user, the e-toll transactions to which the discount relates and the final date on which the discount is applicable, are -

5.19.1 60% of the tariff set out in Column 6 of Table 1, for all of the e-toll transactions reflected on an invoice but only if payment of the invoice is made by the user to the Agency within 30 days of the date of the invoice; or

5.19.2 30% of the tariff set out in Column 6 of Table 1, for all of the e-toll transactions reflected on an invoice but only if payment of the invoice is made by the user to the Agency after 30 and before 60 days of the date of the invoice.

Payment by a user to the Agency, as contemplated in paragraphs 5.19.1 and 5.19.2 above, must be made subject to the conditions that the Agency may determine and make known.

Once-off discount for alternate users registering an account with the Agency after the grace period

5.20 An alternate user who uses the GFIP-toll road for the first time and fails to pay within the grace period but who -

5.20.1 registers with the Agency as an e-tag or VLN user; and

5.20.2 pays the invoice referred to in paragraph 5.19,

within 30 days of the date of that invoice, is entitled to an additional discount so that after all the discounts have been applied, the user pays the amount equal to the amount shown in Column 2 of Table 1 for the class of motor vehicle in question.

Payment by a user to the Agency, as contemplated in paragraph 5.20.2 above, must be made subject to the conditions that the Agency may determine and make known.

Adjustment of tariffs and amounts

5.21 The tariffs and amounts displayed in this notice may be adjusted by a determination of the Minister annually: Provided that such adjustment shall not exceed the Consumer Price Index calculated for the preceding 12 months.



**DIE WET OP DIE SUID-AFRIKAANSE NASIONALE PADAGENTSKAP BEPERK EN NASIONALE
PAAIE, 1998 (Wet Nr. 7 van 1998)**

GAUTENG DEURPAD VERBETERINGSPROJEK, TOLPAAIE: PUBLIKASIE VAN TOL

Die Hoof van die Departement van Vervoer maak hiermee in die Bylae hierby bekend dat, ingevolge artikel 27(3)(c) van die Wet op die Suid-Afrikaanse Nasionale Padagentskap Beperk en Nasionale Paaie, 1998 (Wet Nr. 7 van 1998), die Minister van Vervoer, ingevolge artikel 27(3)(a) van die Wet, en op aanbeveling van die Suid-Afrikaanse Nasionale Padagentskap MSB Beperk, die tol wat op ondergenoemde paaie gehef moet word, die korting daarop en die verhogings en verminderings daarvan, as volg bepaal:

Soos verklaar deur Goewermentskennisgewing Nr. 30912 van 28 Maart 2008

- N1 gedeelte 20 en 21
- N3 gedeelte 12
- N4 gedeelte 1
- N12 gedeelte 18 en 19

Soos verklaar deur Goewermentskennisgewing Nr. 31273 van 28 Julie 2008

- R21 gedeelte 1 en 2

Die tariewe wat ingevolge artikel 27(3)(b) en (d) van die Wet op die paaie gehef sal word, is in die Bylae van hierdie Kennisgewing uiteengesit.

Die Minister van Vervoer het ook bepaal, op aanbeveling van die Nasionale Padagentskap MSB Beperk en ingevolge artikel 27(3)(d) van die Wet, dat die tol wat gehef mag word op 3.../62/2013 betaalbaar sal wees.



Mnr. Mavethu Vilana

WAARNEMENDE DIREKTEUR- GENERAAL: VERVOER



BYLAE

**WET OP DIE SUID-AFRIKAANSE NASIONALE PADAGENTSKAP BEPERK EN
NASIONALE PAAIE, 1998 (WET Nr. 7 van 1998)**

**GAUTENG DEURPAD VERBETERINGSPROJEK, TOLPAAIE: PUBLIKASIE VAN DIE TOL VIR DIE
VERSKILLEND KATEGORIEË VAN PADGEBRUIKERS EN DIE KLASSE VAN MOTORVOERTUIE
EN DIE KORTING DAAROP EN DIE VERHOOGING OF VERMINDERING DAARVAN**

1. Woordomskrywings

In hierdie kennisgewing het 'n woord of uitdrukking wat in die Wet of in die e-Padregulasies omskryf is dieselfde betekenis en:

afslag	beteken 'n korting ingevolge artikel 27(3) van die Wet
GDVP-tolpaaie	beteken die Gauteng Deurpad Verbeteringsprojek (GDVP) tolpaaie, wat insluit: N1 gedeelte 20 en 21; N3 gedeelte afdeling 12; N4 gedeelte 1; en N12 gedeelte 18 en 19 (soos verklaar deur Goewermentskennisgewing Nr. 30912 van 28 Maart 2008); en R21 gedeelte 1 en 2 (soos verklaar deur Goewermentskennisgewing Nr. 31273 van 28 Julie 2008);
grasietydperk	beteken sewe dae vanaf die datum en die tyd wat die e-toltransaksie plaasvind;
standaard-tarief	beteken die tolbedrag wat gebruik word om die die afslag te bereken, behalwe vir die afslag vir 'n alternatiewe gebruiker wat van toepassing mag wees; en
tarief	beteken die bedrag van tol soos bepaal deur die Minister ingevolge artikel 27(3)(a) van die Wet.

2. Gebruikers van die GDVP – tolpaaie en die tol betaalbaar deur sodanige gebruikers

2.1 Onderhewig aan enige vrystelling wat ingevolge die Wet toegestaan mag word, sal tol, teen nie later as die einde van die grasietydperk, deur die Agentskap gehef word vir elke toltransaksie op die GDVP-tolpaaie.

2.2 Gebruikers van die GDVP-tolpaaie is aanspreeklik om tol te betaal, vir elke toltransaksie teen die bedrag van die standaardtarief of 'n tarief, welke standaardtarief of tarief bepaal word deur -

2.2.1 die klas voertuig wat op die GDVP-tolpaaie gebruik word soos bedoel in paragraaf 4; en

- 2.2.2 die wyse waarop 'n motorvoertuig se deurgang onder 'n tolportaal geïdentifiseer word en die verantwoordelikheid om tol te betaal en die wyse van betaling, insluitend vooraf-betaling van tol soos bedoel in paragraaf 3.

3. Tariewe

Tariewe vir geregistreerde gebruikers, nie-geregistreerde gebruikers, e-tag gebruikers en alternatiewe gebruikers

- 3.1 Die standaard tariewe en tariewe vir die volgende gebruikers wat onderskei word deur die klas motorvoertuig, word hieronder in Tabel 1 uiteengesit.
- 3.2 Ten opsigte van 'n e-toltransaksie-
- 3.2.1 'n geregistreerde e-tag gebruiker betaal die tarief soos in Kolom 3 van Tabel 1 uiteengesit, vir die besondere klas van motorvoertuig;
- 3.2.2 'n nie-geregistreerde e-tag gebruiker betaal die tarief soos in Kolom 4 van Tabel 1 uiteengesit, vir die besondere klas van motorvoertuig;
- 3.2.3 'n geregistreerde VLN gebruiker betaal die tarief soos in Kolom 4 van Tabel 1 uiteengesit, vir die besondere klas van motorvoertuig; en
- 3.2.4 'n alternatiewe gebruiker betaal die tarief soos in Kolom 5 van Tabel 1 uiteengesit, vir die besondere klas van motorvoertuig.

Tariewe sluit BTW in

- 3.3 Die Tariewe sluit Belasting op Toegevoegde Waarde (BTW), soos bedoel in die Wet op Belasting op Toegevoegde Waarde, 1991 (Wet Nr. 89 van 1991), in.



Tabel 1: Tariewe vir motorvoertuigklas: Klas A1

Plazaansam en -plek (Kolom 1)	Standaard- tarief (Kolom 2)	Tarief wat deur geregistreerde e-tag gebruikers betaal moet word (Kolom 3)	Tarief wat deur nie- geregistreerde e-tag gebruikers betaal moet word (Kolom 4)	Tarief wat deur geregistreerde VLN gebruikers betaal moet word (Kolom 5)	Tarief wat deur alternatiewe gebruikers betaal moet word (Kolom 6)
1, Barbet (N1-21)	R 3.48	R 1.80	R 3.48	R 3.48	R 10.44
2, Mossie (N1-21)	R 3.48	R 1.80	R 3.48	R 3.48	R 10.44
3, Indlazi (N1-21)	R 3.38	R 1.75	R 3.38	R 3.38	R 10.14
4, Pikoko (N1-21)	R 3.38	R 1.75	R 3.38	R 3.38	R 10.14
5, Ivusi (N1-21)	R 3.20	R 1.66	R 3.20	R 3.20	R 9.60
6, Flamingo (N1-21)	R 3.20	R 1.66	R 3.20	R 3.20	R 9.60
7, Ihobe (N1-21)	R 3.90	R 2.02	R 3.90	R 3.90	R 11.70
8, Sunbird (N1-20)	R 3.90	R 2.02	R 3.90	R 3.90	R 11.70
9, Tarentaal (N1-20)	R 2.99	R 1.55	R 2.99	R 2.99	R 8.97
10, Blouvalk (N1-20)	R 2.99	R 1.55	R 2.99	R 2.99	R 8.97
11, Owl (N1-20)	R 3.72	R 1.92	R 3.72	R 3.72	R 11.16
12, Pelican (N1-20)	R 3.72	R 1.92	R 3.72	R 3.72	R 11.16
13, King Fisher (N1-20)	R 3.31	R 1.71	R 3.31	R 3.31	R 9.93
14, Ukhozi (N1-20)	R 3.31	R 1.71	R 3.31	R 3.31	R 9.93
15, Fiscal (N1-20)	R 2.92	R 1.51	R 2.92	R 2.92	R 8.76
16, Stork (N1-20)	R 2.92	R 1.51	R 2.92	R 2.92	R 8.76
17, Howe (N1-20)	R 0.70	R 0.36	R 0.70	R 0.70	R 2.10
18, Leebe (N3-12)	R 2.51	R 1.30	R 2.51	R 2.51	R 7.53
19, Ibis (N3-12)	R 2.51	R 1.30	R 2.51	R 2.51	R 7.53
20, Kiewiet (N3-12)	R 2.68	R 1.39	R 2.68	R 2.68	R 8.04
21, Kwikkie (N3-12)	R 2.68	R 1.39	R 2.68	R 2.68	R 8.04
22, Starling (N3-12)	R 2.85	R 1.47	R 2.85	R 2.85	R 8.55
23, Rooivink (N3-12)	R 2.85	R 1.47	R 2.85	R 2.85	R 8.55
24, Mpshe (N3-12)	R 2.30	R 1.19	R 2.30	R 2.30	R 6.90
25, Oupecker (N3-12)	R 2.30	R 1.19	R 2.30	R 2.30	R 6.90
28, Phakwe (N12-18)	R 2.58	R 1.33	R 2.58	R 2.58	R 7.74
29, Thaha (N12-18)	R 3.65	R 1.89	R 3.65	R 3.65	R 10.95
30, Lenong (N12-18)	R 3.90	R 2.02	R 3.90	R 3.90	R 11.70
31, Lekgwaba (N12-18)	R 2.82	R 1.46	R 2.82	R 2.82	R 8.46
32, Loerie (N12-19)	R 3.83	R 1.98	R 3.83	R 3.83	R 11.49
33, Gull (N12-19)	R 3.83	R 1.98	R 3.83	R 3.83	R 11.49
34, Ilanda (N12-19)	R 2.82	R 1.46	R 2.82	R 2.82	R 8.46
35, Bee-eater (N12-19)	R 2.82	R 1.46	R 2.82	R 2.82	R 8.46
37, Hadede (R21-1)	R 2.82	R 1.46	R 2.82	R 2.82	R 8.46
38, Ntsu (R21-1)	R 2.82	R 1.46	R 2.82	R 2.82	R 8.46
39, Heron (R21-1)	R 3.45	R 1.78	R 3.45	R 3.45	R 10.35
40, Bluecrane (R21-1)	R 3.45	R 1.78	R 3.45	R 3.45	R 10.35
41, Swael (R21-2)	R 4.87	R 2.52	R 4.87	R 4.87	R 14.61
42, Letata (R21-2)	R 4.87	R 2.52	R 4.87	R 4.87	R 14.61
43, Swan (R21-2)	R 4.00	R 2.07	R 4.00	R 4.00	R 12.00
44, Weaver (R21-2)	R 4.00	R 2.07	R 4.00	R 4.00	R 12.00
45, Hornbill (R21-2)	R 2.12	R 1.10	R 2.12	R 2.12	R 6.36
47, Ugaga (N12-19)	R 3.20	R 1.66	R 3.20	R 3.20	R 9.60
48, Inkovu (N4-1)	R 3.79	R 1.96	R 3.79	R 3.79	R 11.37
49, Penguin (N4-1)	R 3.79	R 1.96	R 3.79	R 3.79	R 11.37

Tabel 1: Tariewe vir motorvoertuigklas: Klas A2

Plaza naam en -plek (Kolom 1)	Standaard- tarief (Kolom 2)	Tarief wat deur geregistreerde e- tag gebruikers betaal moet word (Kolom 3)	Tarief wat deur nie- geregistreerde e-tag gebruikers betaal moet word (Kolom 4)	Tarief wat deur geregistreerde VLN gebruikers betaal moet word (Kolom 5)	Tarief wat deur alternatiewe gebruikers betaal moet word (Kolom 6)
1. Barbet (N1-21)	R 5.80	R 3.00	R 5.80	R 5.80	R 17.40
2. Mossie (N1-21)	R 5.80	R 3.00	R 5.80	R 5.80	R 17.40
3. Indlazi (N1-21)	R 5.63	R 2.91	R 5.63	R 5.63	R 16.89
4. Pikoko (N1-21)	R 5.63	R 2.91	R 5.63	R 5.63	R 16.89
5. Ivusi (N1-21)	R 5.34	R 2.76	R 5.34	R 5.34	R 16.02
6. Flamingo (N1-21)	R 5.34	R 2.76	R 5.34	R 5.34	R 16.02
7. Ihobe (N1-21)	R 6.50	R 3.36	R 6.50	R 6.50	R 19.50
8. Sunbird (N1-20)	R 6.50	R 3.36	R 6.50	R 6.50	R 19.50
9. Yarentaal (N1-20)	R 4.99	R 2.58	R 4.99	R 4.99	R 14.97
10. Blouvalk (N1-20)	R 4.99	R 2.58	R 4.99	R 4.99	R 14.97
11. Owl (N1-20)	R 6.21	R 3.21	R 6.21	R 6.21	R 18.63
12. Pelican (N1-20)	R 6.21	R 3.21	R 6.21	R 6.21	R 18.63
13. King Fisher (N1-20)	R 5.51	R 2.85	R 5.51	R 5.51	R 16.53
14. Ukhosi (N1-20)	R 5.51	R 2.85	R 5.51	R 5.51	R 16.53
15. Fiscal (N1-20)	R 4.87	R 2.52	R 4.87	R 4.87	R 14.61
16. Stork (N1-20)	R 4.87	R 2.52	R 4.87	R 4.87	R 14.61
17. Howe (N1-20)	R 1.16	R 0.60	R 1.16	R 1.16	R 3.48
18. Leebe (N3-12)	R 4.18	R 2.16	R 4.18	R 4.18	R 12.54
19. Ibis (N3-12)	R 4.18	R 2.16	R 4.18	R 4.18	R 12.54
20. Kiewiet (N3-12)	R 4.47	R 2.31	R 4.47	R 4.47	R 13.41
21. Kwikkie (N3-12)	R 4.47	R 2.31	R 4.47	R 4.47	R 13.41
22. Starling (N3-12)	R 4.76	R 2.46	R 4.76	R 4.76	R 14.28
23. Roofvink (N3-12)	R 4.76	R 2.46	R 4.76	R 4.76	R 14.28
24. Mpshe (N3-12)	R 3.83	R 1.98	R 3.83	R 3.83	R 11.49
25. Oxpecker (N3-12)	R 3.83	R 1.98	R 3.83	R 3.83	R 11.49
28. Phakwe (N12-18)	R 4.29	R 2.22	R 4.29	R 4.29	R 12.87
29. Thaha (N12-18)	R 6.09	R 3.15	R 6.09	R 6.09	R 18.27
30. Lenong (N12-18)	R 6.50	R 3.36	R 6.50	R 6.50	R 19.50
31. Lekgwaba (N12-18)	R 4.70	R 2.43	R 4.70	R 4.70	R 14.10
32. Loerie (N12-19)	R 6.38	R 3.30	R 6.38	R 6.38	R 19.14
33. Gull (N12-19)	R 6.38	R 3.30	R 6.38	R 6.38	R 19.14
34. Ilanda (N12-19)	R 4.70	R 2.43	R 4.70	R 4.70	R 14.10
35. Bee-eater (N12-19)	R 4.70	R 2.43	R 4.70	R 4.70	R 14.10
37. Hadede (R21-1)	R 4.70	R 2.43	R 4.70	R 4.70	R 14.10
38. Ntsu (R21-1)	R 4.70	R 2.43	R 4.70	R 4.70	R 14.10
39. Heron (R21-1)	R 5.74	R 2.97	R 5.74	R 5.74	R 17.22
40. Bluecrane (R21-1)	R 5.74	R 2.97	R 5.74	R 5.74	R 17.22
41. Swael (R21-2)	R 8.12	R 4.20	R 8.12	R 8.12	R 24.36
42. Letata (R21-2)	R 8.12	R 4.20	R 8.12	R 8.12	R 24.36
43. Swan (R21-2)	R 6.67	R 3.45	R 6.67	R 6.67	R 20.01
44. Weaver (R21-2)	R 6.67	R 3.45	R 6.67	R 6.67	R 20.01
45. Hornbill (R21-2)	R 3.54	R 1.83	R 3.54	R 3.54	R 10.62
47. Ugaga (N12-19)	R 5.34	R 2.76	R 5.34	R 5.34	R 16.02
48. Inkovu (N4-1)	R 6.32	R 3.27	R 6.32	R 6.32	R 18.96
49. Penguin (N4-1)	R 6.32	R 3.27	R 6.32	R 6.32	R 18.96

Tabel 1: Tariewe vir motorvoertuigklas: Klas B

Plaasnaam en -plek (Kolom 1)	Standaard- tarief (Kolom 2)	Tarief wat deur geregistreerde a-tag gebruikers betaal moet word (Kolom 3)	Tarief wat deur nie- geregistreerde a-tag gebruikers betaal moet word (Kolom 4)	Tarief wat deur geregistreerde VLN gebruikers betaal moet word (Kolom 5)	Tarief wat deur alternatiewe gebruikers betaal moet word (Kolom 6)
1, Barbet (N1-21)	R 14.50	R 7.50	R 14.50	R 14.50	R 43.50
2, Mossie (N1-21)	R 14.50	R 7.50	R 14.50	R 14.50	R 43.50
3, Indlazi (N1-21)	R 14.07	R 7.28	R 14.07	R 14.07	R 42.21
4, Pikoko (N1-21)	R 14.07	R 7.28	R 14.07	R 14.07	R 42.21
5, Ivusi (N1-21)	R 13.34	R 6.90	R 13.34	R 13.34	R 40.02
6, Flamingo (N1-21)	R 13.34	R 6.90	R 13.34	R 13.34	R 40.02
7, Ihobe (N1-21)	R 16.24	R 8.40	R 16.24	R 16.24	R 48.72
8, Sunbird (N1-20)	R 16.24	R 8.40	R 16.24	R 16.24	R 48.72
9, Tarentaal (N1-20)	R 12.47	R 6.45	R 12.47	R 12.47	R 37.41
10, Blouvalk (N1-20)	R 12.47	R 6.45	R 12.47	R 12.47	R 37.41
11, Owl (N1-20)	R 15.52	R 8.03	R 15.52	R 15.52	R 46.56
12, Pelican (N1-20)	R 15.52	R 8.03	R 15.52	R 15.52	R 46.56
13, King Fisher (N1-20)	R 13.78	R 7.13	R 13.78	R 13.78	R 41.34
14, Ukhozi (N1-20)	R 13.78	R 7.13	R 13.78	R 13.78	R 41.34
15, Fiscal (N1-20)	R 12.18	R 6.30	R 12.18	R 12.18	R 36.54
16, Stork (N1-20)	R 12.18	R 6.30	R 12.18	R 12.18	R 36.54
17, Ilowe (N1-20)	R 2.90	R 1.50	R 2.90	R 2.90	R 8.70
18, Leebe (N3-12)	R 10.44	R 5.40	R 10.44	R 10.44	R 31.32
19, Ibis (N3-12)	R 10.44	R 5.40	R 10.44	R 10.44	R 31.32
20, Kiewiet (N3-12)	R 11.17	R 5.78	R 11.17	R 11.17	R 33.51
21, Kwikkie (N3-12)	R 11.17	R 5.78	R 11.17	R 11.17	R 33.51
22, Starling (N3-12)	R 11.89	R 6.15	R 11.89	R 11.89	R 35.67
23, Roofvink (N3-12)	R 11.89	R 6.15	R 11.89	R 11.89	R 35.67
24, Mpshe (N3-12)	R 9.57	R 4.95	R 9.57	R 9.57	R 28.71
25, Oupecker (N3-12)	R 9.57	R 4.95	R 9.57	R 9.57	R 28.71
28, Phakwe (N12-18)	R 10.73	R 5.55	R 10.73	R 10.73	R 32.19
29, Thaha (N12-18)	R 15.23	R 7.88	R 15.23	R 15.23	R 45.69
30, Lanong (N12-18)	R 16.24	R 8.40	R 16.24	R 16.24	R 48.72
31, Lekgwaba (N12-18)	R 11.75	R 6.08	R 11.75	R 11.75	R 35.25
32, Loerle (N12-19)	R 15.95	R 8.25	R 15.95	R 15.95	R 47.85
33, Gull (N12-19)	R 15.95	R 8.25	R 15.95	R 15.95	R 47.85
34, Ilanda (N12-19)	R 11.75	R 6.08	R 11.75	R 11.75	R 35.25
35, Bee-eater (N12-19)	R 11.75	R 6.08	R 11.75	R 11.75	R 35.25
37, Hadede (R21-1)	R 11.75	R 6.08	R 11.75	R 11.75	R 35.25
38, Ntsu (R21-1)	R 11.75	R 6.08	R 11.75	R 11.75	R 35.25
39, Heron (R21-1)	R 14.36	R 7.43	R 14.36	R 14.36	R 43.08
40, Bluecrane (R21-1)	R 14.36	R 7.43	R 14.36	R 14.36	R 43.08
41, Swael (R21-2)	R 20.30	R 10.50	R 20.30	R 20.30	R 60.90
42, Letata (R21-2)	R 20.30	R 10.50	R 20.30	R 20.30	R 60.90
43, Swan (R21-2)	R 16.68	R 8.63	R 16.68	R 16.68	R 50.04
44, Weaver (R21-2)	R 16.68	R 8.63	R 16.68	R 16.68	R 50.04
45, Hornbill (R21-2)	R 8.85	R 4.58	R 8.85	R 8.85	R 26.55
47, Ugaga (N12-19)	R 13.34	R 6.90	R 13.34	R 13.34	R 40.02
48, Inkovu (N4-1)	R 15.81	R 8.18	R 15.81	R 15.81	R 47.43
49, Penguin (N4-1)	R 15.81	R 8.18	R 15.81	R 15.81	R 47.43