

Stephan Krygsman
*Centre for Transport, Urban
and Regional Research*



Western Cape Road Use Charge

PILOT PROJECT

A fair, transparent and sustainable charge
for using our roads

In the news ...

SA's fuel levy could be gone in 10 years – and may be replaced by new system entirely

Staff Writer 1 September 2018



The Road Accident Fund is hopelessly insolvent

'There is a material uncertainty relating to whether the RAF is a going concern' – AG

By Barbara Curson 24 Oct 2019 00:10



E-tolls have failed: Now for the R20bn question — how to pay the debt?

E-tolling in Gauteng has failed because the public never bought into the plan. (Photo: REUTERS / Siphwe Sibeko)

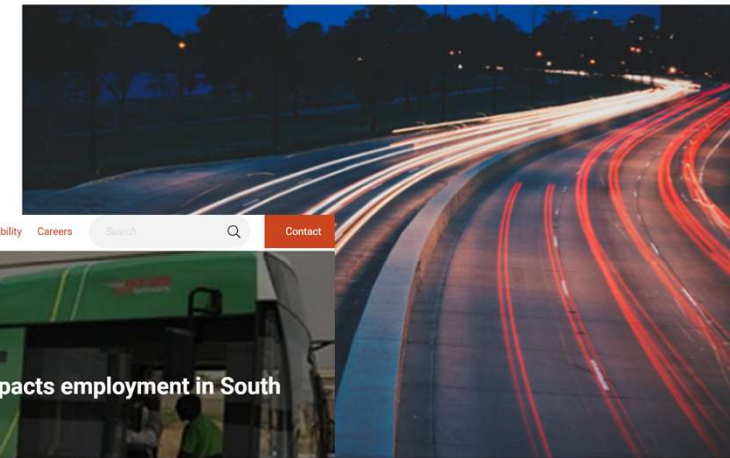
By Greg Nicolson Follow

09 Jul 2019 0

Motorists have crippled the e-toll system simply by refusing to pay. Various incentives and punishments have been used to save it, but the only remaining question is how Sanral's debts will be paid once e-tolls are inevitably scrapped.

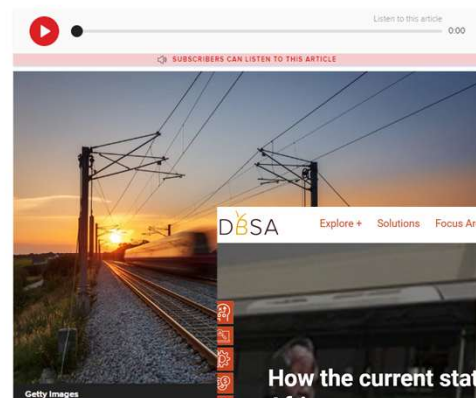
South Africa has another massive problem – its roads

Staff Writer 12 June 2019



OPINION | SA's rail system is broken. This is how it happened, and how to fix it

fin24 Nolwazi Tusini with Pulene Tshabalala-Kingston, Zimkhitha Zatu and Gwen Mahuma



How the current state of public transport impacts employment in South Africa

HOW CURRENT STATE PUBLIC TRANSPORT IMPACTS EMPLOYMENT SOUTH AFRICA

What is the problem

Government declares war on potholes in South Africa



Accounting software for small business

The Department of Transport, with the South African National Roads Agency (Sanral) will soon launch a new Vala Zonke "War Room" to take on the country's pothole crisis.

According to the department, the war room will monitor and manage all pothole repairs in the country, at the Sanral Central Operations Centre (COC) in Centurion. The new facility will be inspected by transport minister Sindiwe Chikunga on Friday (7 July).

"Having reflected on the progress made, taken learnings from the processes, and addressed some of the practical challenges, government is highlighting its commitment to this campaign aimed at eradicating potholes across South Africa's road network," it said.

The new facility will feature a dedicated team from various clusters to coordinate the government's ongoing efforts in eradicating the country's pothole problem, as well as to monitor service delivery in repairing potholes.

Going potty? How to survive South Africa's 25 million potholes...

Rain erodes run-down road infrastructure to form when these are filled with water, they become even danger.



Potholes on South African roads have steadily increased over the past five years. Image: iStock

It is estimated that South Africa has 25 million potholes, which means that you have a good chance of encountering at least one when you drive around on our country's roads.

However, there are some steps you can take to protect your car and yourself against the perils of potholes.

Potholes in SA: Increase of 67% - report

According to a report of the South African National Roads Agency (Sanral), the number of potholes increased by 67% over the past five

MEC 100% liable for damages following motorist's pothole-related accident

Engineer was claiming R8.6m but quantum of injury damages is still to be determine

By Roy Cokayne 14 Mar 2024 04:01



The MEC said there were not potholes and the driver failed 'to keep a proper lookout' and failed avoid the accident'. Image (illustrative): Shutterstock

Listen to this article
0:00 / 7:06

North West MEC for Public Works and Roads Gaoage Molapisi has been found by the High Court in Mahikeng to be liable for 100% of the damages "as may be proven or agreed" from the injuries to an engineer whose vehicle hit a pothole on a gravel road lost control and collided with a tree.

Petrus Jacobs, who was driving his Ford Everest on the Sterkstroom gravel road between Klerksdorp and Ventersdorp on 27 April 2018 when the accident occurred, initially claimed R8.6 million in damages for past and future medical expenses, past and future loss of earnings, and general damages.

REPORT OF THE PUBLIC PROTECTOR ISSUED IN TERMS OF SECTION 182(1)(b) OF THE CONSTITUTION OF THE REPUBLIC OF SOUTH AFRICA, AND SECTION 8(1) OF THE PUBLIC PROTECTOR ACT, 1994



REPORT NUMBER: 25 OF 2023/24

ISBN NUMBER: 978-1-7764603-8-0

SYSTEMIC INVESTIGATION INTO ALLEGATIONS OF INADEQUATE AND/OR LACK OF PROVISION OF ESSENTIAL SERVICES AND BASIC INFRASTRUCTURE BY VARIOUS ORGANS OF STATE IN CERTAIN VILLAGE WITHIN THE PROVINCE OF EASTERN CAPE

- (g) Whether the provision of road infrastructure by the Eastern Cape Department of Roads and Transport within certain villages in the Eastern Cape Province is delivered in a progressive and effective manner as contemplated by the law, if not, whether such constitutes improper conduct as envisaged in section 182(1)(a) of the Constitution as well as improper prejudice in terms of section 6(4)(a)(v) of the Public Protector Act
- (aa) The allegation that the provision of road infrastructure by the EC Department of Roads and Transport, within certain villages in the EC province is not delivered in a progressive and effective manner as contemplated by the law, is **substantiated**.
- (bb) The evidence placed before the Public Protector reveals that most of the provincial major roads and some bridges in particular those under Alfred Nzo District such as the stretch of R61 along Mbazana, and the R405 between Matatiele and Mount Frere are dilapidated and detour of urgent intervention or repair as extrapolated from evidence.
- (cc) The investigation by the Public Protector has revealed a pattern of incomplete or partial road upgrading and maintenance, notably for roads such as R61, R405 and DR08569 at Emalaheni, where service level agreements were in place and budgets already allocated. This may be attributed to lack of proper planning and management of contracts on the part of the ECDoT.
- (dd) Investigation has further revealed that conditions of the roads in former homelands areas such as those under Alfred Nzo District compare relatively poor to areas like BCM and NMBM as adumbrated in evidence.
- (ee) The ECDoT acknowledged the backlog in the provision of road infrastructure but indicated that funding constraints and the current funding trends and model do not assist the ECDoT in reducing the historical backlog of upgrading and maintenance of the roads in the EC province. The HOD for ECDoT, Mr Mafisi submitted that the ECDoT is currently receiving about one billion, five hundred million rand (R1 500 000 000), inclusive of EPWP to maintain its road network and that the ECDoT requires a minimum of three billion, eight hundred and fifty million rand (R3 850 000 000), annually to maintain its road network.
- (ff) Investigation has also determined that the ECDoT faces the following challenges with regard to Roads Maintenance in the EC province:
 - (a) Community demands when ECDoT is implementing a project e.g. compensation for borrow pits;
 - (b) Project stoppages by Small, Medium and Micro Enterprises (SMME's), usually demanding "benefitiation";
 - (c) Demands for roads to be surfaced with tar (though a gravel road may be in a good/reasonable condition); and
 - (d) Extension of scope on awarded project, e.g. request to work on access roads or other culverts.

Roads	
B+ National roads	South Africa's road network is approximately 750 000 km long, making it the tenth longest in the world. About 160 000 km of the network are paved. SANRAL manages 21 403 km of this paved network (13% of these are toll roads), with the balance shared between provinces and municipalities. The proportion of the national road system in poor or very poor condition is below 7% thanks to SANRAL's strong maintenance and expansion regimen, which is excellent by global standards. By contrast, the secondary and tertiary road network is experiencing accelerated rates of deterioration, compromising both road safety and the efficiency of moving freight.
D Paved provincial roads	Most provincial and local road authorities do not regularly undertake or publish assessments of the condition of their road networks, and repairs are therefore typically reactive, e.g. fixing potholes rather than conducting regular preventative maintenance. Moreover, maintenance and improvements are generally underfunded, and the future negative consequences of this trend on the longevity of roadways are rarely assessed.
D Paved roads in the major urban areas	With the exception of the Western Cape, the condition of most paved provincial roads is substandard. There is a risk of further deterioration due to increased vehicle overloading, poor maintenance and the steady reduction of skilled personnel in roads departments. In major urban areas the condition of paved roads has also continued to deteriorate. While obtaining reliable road condition data for smaller municipalities was not possible, their roads generally suffer from significant and increasing maintenance neglect.
D- Other municipalities' paved roads	Provincial and municipal authorities share the country's gravel roads approximately equally. Gravel roads constitute nearly 80% of the country's road network, but few of them are in a satisfactory condition due to lack of capacity and insufficient funding.
E Provincial and municipal unpaved roads	Most South Africans (73% of the population) depend heavily on public and non-motorised transport. Around 20% of workers walk all the way to their place of employment. All public transport users also require pedestrian infrastructure for their first/last kilometre, as well as stops, stations and ranks. Statistics on infrastructure conditions for these modes are mostly unavailable, often due to a complete lack of services. This not only creates inefficiencies in public transport services, but also contributes to an extremely high road fatality rate (12 577 persons in 2021), of which over 40% are pedestrians.

How do we collect?

90% of road use revenue



R90 Bil

R 5 Bil

R 45 Bil

R ... Bil

R ... Bil

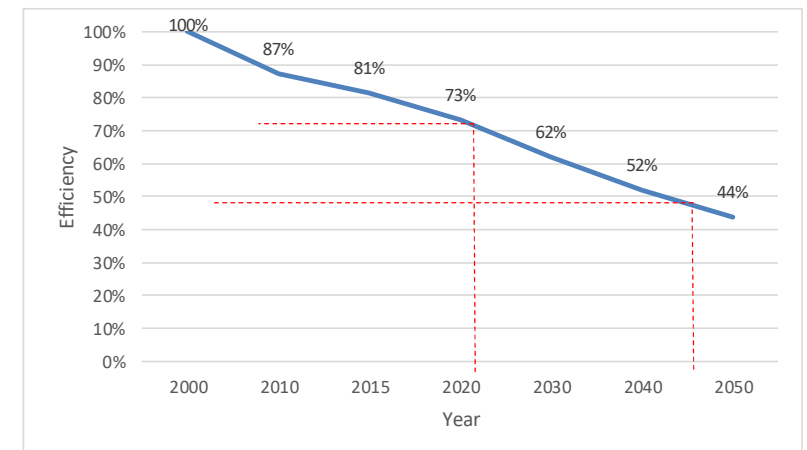
Efficacy of our fuel-based levies...

❑ Is this trusted road user 'cost' recovery method becoming inefficient?

- Generating less income per vehicle per annum per litre of fuel used
 - Year 2000 = 100: +/- 1.1% decrease per year
 - *Fuel efficiency is dwarfed by inflation and specifically transport construction inflation*
 - *Still a growth in traffic of between 2 - 4 % in Southern Africa*

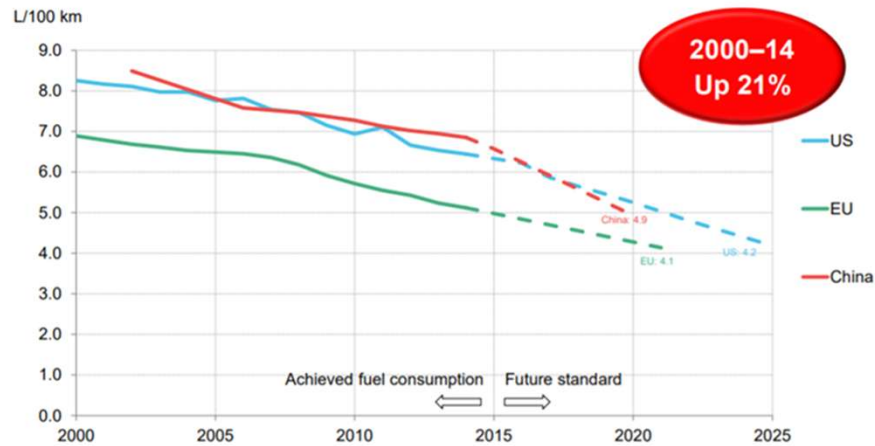
❑ Factors behind these trends:

- **Technology:**
 1. Improved vehicle fuel efficiency
 2. Introduction of electric and hybrid vehicles
- **Socio-demographics:**
 1. Changing travel behaviour
 2. Shared ownership / rideshare
 3. Social consciousness - alternative fuels / less travel
- **Policy:**
 1. Increase in road use taxes
 2. Active opposition against ICE/Green taxes
 3. Rules & Regulations



Not only us...

Fuel economy regulations for China, US and Europe, 2000-25 (litres/100km)



Note: The fuel economy targets have been normalised to the CAFE testing procedure. US targets are for passenger cars only.

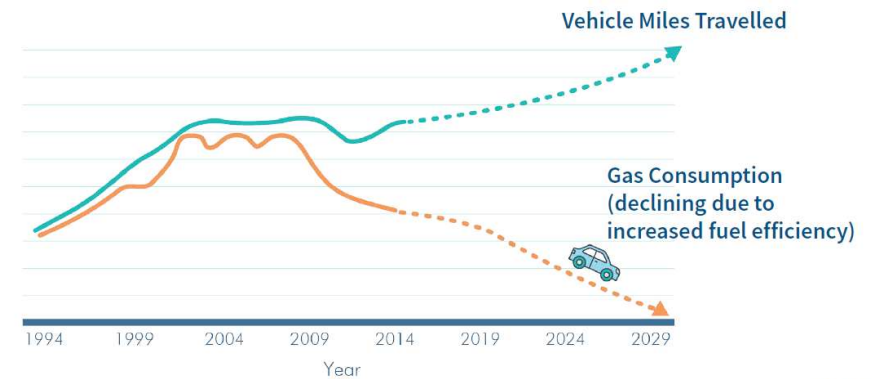
Source: EPA, NHTSA, EU, ICCT

31 Michael Liebreich Bloomberg New Energy Finance Summit, 25 April 2017

@mliebreich

Bloomberg
New Energy Finance

Revenue Loss Due to Increased Fuel Efficiency



A lot of long-term research

NATIONAL SURFACE TRANSPORTATION INFRASTRUCTURE FINANCING COMMISSION



AUTHORIZING LEGISLATION COMMISSIONERS MEETINGS & HEARINGS BACKGROUND DOCUMENTS

Final Report

On Thursday, February 26, 2009, the National Surface Transportation Infrastructure Financing Commission released its Final Report. A copy of the full report can be downloaded by [clicking here](#). The Press Release can be downloaded by [clicking here](#), and the Executive Summary, which summarizes the report's conclusions and recommendations, can be downloaded by [clicking here](#). Printed bound copies of the Final Report can be ordered by e-mailing financecommissionreport@dod.gov. A copy of the Commission's Options Evaluation Tool, which they used to evaluate the different funding and financing options, is available at the [link below](#).

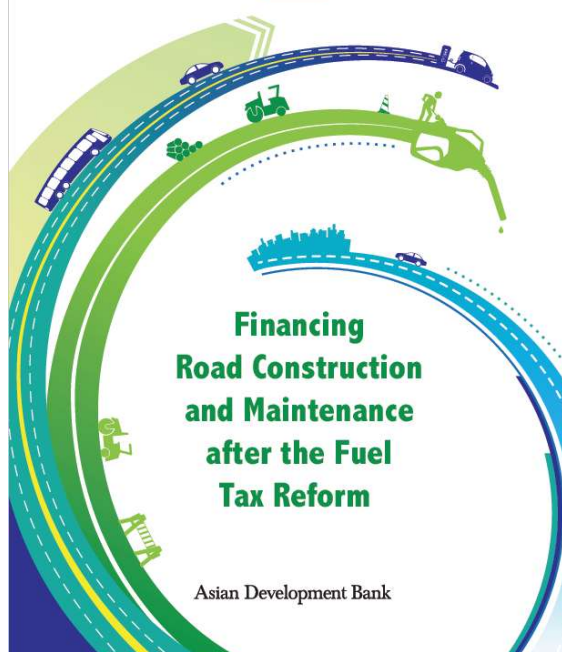
The Financing Commission offers a roadmap for sweeping reform of the nation's transportation infrastructure funding and finance framework. The Commission offers specific recommendations for increasing investment in transportation infrastructure while at the same time moving the Federal Government away from reliance on motor fuel taxes toward more direct fees charged to transportation infrastructure users.

The Financing Commission's recommendations are timely and provocative, as the nation grapples with staggering shortfalls in infrastructure funding and the new administration turns its attention to building what President Obama calls "the roads and bridges...necessary to make this country great again."

GOVERNMENT POLICY STATEMENT
ON LAND TRANSPORT FUNDING
2012/13-2021/22
AUG 2013

www.mta.gov/ta

ADB



Financing Road Construction and Maintenance after the Fuel Tax Reform

Asian Development Bank

bosch
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THI
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CLEAN ENERGY ELECTRIC VEHICLES TESLA NEWS EXCLUSIVES SERIES PAGES ABOUT



Images: EVs in Addis Ababa, Ethiopia, courtesy of Moses Nideritu.

Ethiopia Says ICE Vehicle Import Ban Continues As Part of New Economic Reforms, Only EV Imports Allowed!

Izululwazi ngoQoqosho noLawulo · Ekonomiese en Bestuurswetenskappe

ROAD MAINTENANCE FINANCING AND COST RECOVERY OPTIONS
THE FUTURE OF ROAD USER REVENUES IN DEVELOPING ASIA AND THE PACIFIC

Serge Cortier van Dessel and Michael Anyella

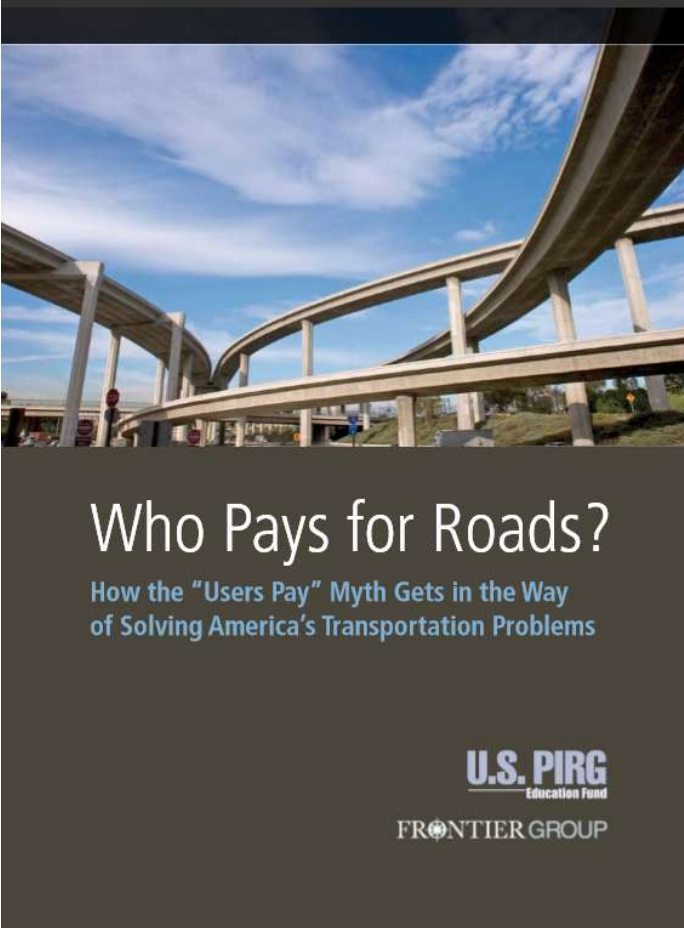
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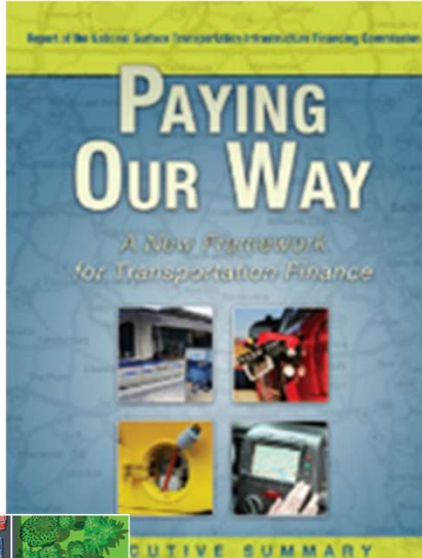
Research followed with Public In



Who Pays for Roads?
How the "Users Pay" Myth Gets in the Way of Solving America's Transportation Problems

U.S. PIRG
Education Fund

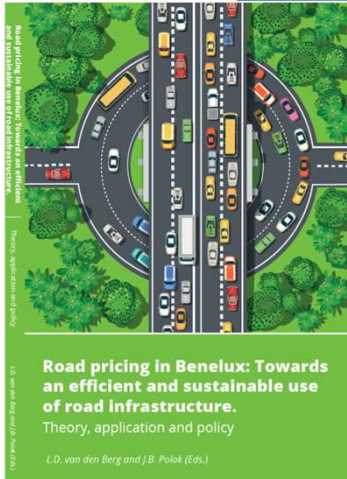
FRONTIER GROUP



Report of the National Surface Transportation Infrastructure Financing Commission

PAYING OUR WAY
A New Framework for Transportation Finance

EXECUTIVE SUMMARY



Road pricing in Benelux: Towards an efficient and sustainable use of road infrastructure.
Theory, application and policy

L.D. van den Berg and J.B. Polak (Eds.)



GNSS ADOPTION FOR ROAD USER CHARGING

ISSUE 2
2022



GALILEO **EUROPEAN SPACE INFRASTRUCTURE**
EUROPEAN SPACE AGENCY

EUSPA
EUROPEAN UNION SPACE PROGRAMME

ROAD SECTOR POLICY CONFERENCE 2024
Strengthening Institutional Capacity for a Sustainable Road Sector

And News campaigns...



Difference Engine End of the road

Getting motorists to pay by the mile could help restore America's failing infrastructure



Facebook post from 9 News Perth, dated 24 Nov at 11:06. The post title is 'PAY BY TRAVEL' and the text reads: 'Drivers could eventually pay for each kilometre they travel. Fuel excise and registration fees might be scrapped, and replaced with a system charging drivers for how much they use the roads. What are your thoughts?' Below the text is a video player showing a highway with a play button overlay. The video title is 'PAY BY TRAVEL DRIVERS COULD PAY FOR DISTANCE THEY TRAVEL FUEL EXCISE AND REGO FEES WOULD BE SCRAPPED'. The post has 79,373 views, 10 reactions, and 13 comments.

And the trails and pilot projects ...

NEWS PRESS JOBS

BECOME A CUSTOMER MY ACCOUNT EN

Satellie

FIND A SERVICE POINT TOLL SUPPORT SEARCH

The Belgian Kilometre Charging System
Home » belgian kilometre charging system



What is it?

- ✓ In Belgium, a toll is levied on motorways and on several Regional and municipal roads.
- ✓ Sustainable principle: everyone pays a fair contribution to use the Belgian roads.
- ✓ The tolled road network and the applicable tariffs have been set by the 3 Belgian Regions (Flanders, Wallonia and Brussels-Capital).
 > Viapass is the entity representing those 3 Regions: Visit the [Viapass website](#) for more information on the tariffs and tolled roads.
 > Satellie collects the toll on behalf of Viapass.
- ✓ Distinctive feature: In Flanders and in the Brussels-Capital Region, the Kilometre Charge is a tax. In Wallonia, it is a fee subject to VAT since the roads are managed by the private company Sofico.

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Share your love for Oregon's roads. Spaces are limited!

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California Road Charge

Secure | https://www.californiaroadchargepilot.com

CALIFORNIA ROAD CHARGE HOME ABOUT CONNECT Español

Learn More

The California Road Charge Pilot Program is researching a sustainable alternative to the gas tax. Road charging is much like a utility, but for vehicle miles traveled. The more you use the service, the more you contribute. The pilot program will inform the Legislature's decision on whether and how to move forward with a full-scale road charge program.

LEARN MORE

WHAT IS A ROAD CHARGE?

Viapass - Vlaanderen

www.viapass.be/en

Downloads Media FAQ Press releases News Stats NL FR DE EN

About Viapass Background EETS Contact

The road towards better mobility

Viapass Kilometer Charge for trucks of +3.5 tons as of April 1st 2016

Since April 1 2016, Kilometer Charge applies for HGV of over 3.5 tons. All these trucks need to be equipped with an On Board Unit that is constantly monitored on where they drive on public roads. This OBU will only charge the kilometers driven on paying toll roads. All information revealed is to be found on the page "About Viapass", the categories of vehicles included that are exempted from the Kilometer Charge or toll outside its scope. The tariffs and the maps of the paying toll roads are to be found on the "Downloads" page. The use of the On Board Unit will be controlled; fraudulent or misuse will be fined.

Viapass.be

HAWAII DEPARTMENT OF TRANSPORTATION

HiRUC HAWAII ROAD USAGE CHARGE

What do I need to know now? How did we get here? Community Engagement +Feedback Final Report Learn Contact

A New Way to Pay for our Roads

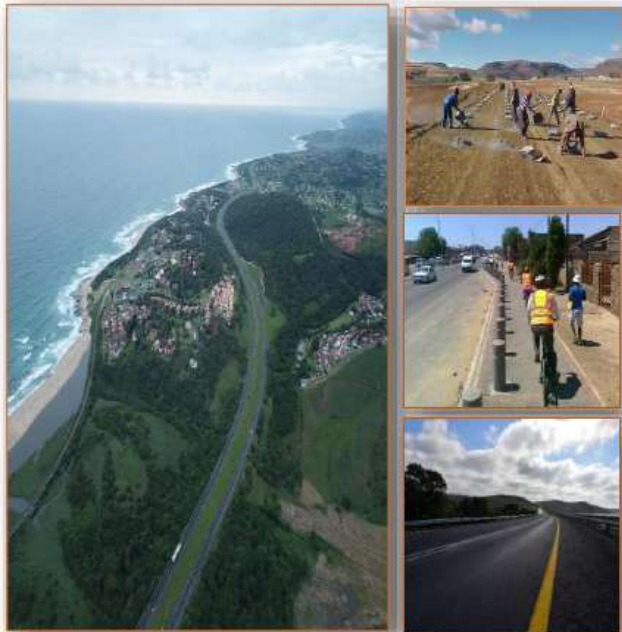
Fair and sustainable funding is coming, mahalo for your support!

Governor Josh Green signed the road usage charge (RUC) bill into law (Act 222) on July 5, 2023. The law establishes the option for electric vehicle (EV) drivers to pay a RUC of less than a penny a mile (\$8 for 1,000 miles) driven, OR pay a \$50 annual flat fee, beginning July 1, 2025.

RUC Bill Signed

South Africa Road Funding Policy ...

ROADS POLICY FOR SOUTH AFRICA JANUARY 2020



8.3. EXISTING AND POSSIBLE ADDITIONAL ROAD FUNDING SOURCES IN SOUTH AFRICA

8.3.1. In the current South African context, all taxes collected reverts to the National Revenue Fund and National Treasury allocates budgets to national departments, provinces, municipalities and State Owned Entities as outlined in the Division of Revenue Act (DoRA).

8.3.2. To ensure the realisation or implementation of this policy, various sources of revenue will need to be pursued by Road Authorities (including the three spheres of government).

8.3.2.1. At national level, the potential sources of revenue include:

- For road infrastructure: general tax (equitable share), toll, specific taxes (carbon, fuel), loans and bonds, the road reserve portfolio, business opportunities, weigh bridges, and weight distance charges.
- For regulation and law enforcement: general tax, business opportunities, specific taxes, cross border charges, weighbridges, traffic fines and donor funding.
- For road safety: general tax, specific taxes (carbon, fuel), traffic fines and donor funding.
- For victims of road crashes: general and specific taxes and fuel levies.

8.3.2.2. At provincial level, the potential sources of revenue include:

- For road infrastructure: general tax (equitable share and grants), toll, the road reserve portfolio, business opportunities, weight distance charges, driver licence fees, vehicle licence fees, developer contributions, weigh bridges, provincial airport levies/duties and business opportunities.
- For regulation and law enforcement: general tax, permit fees, traffic fines, business opportunities, driver licence fees, vehicle licence fees, traffic fines and donor funding.
- For road safety: general tax, traffic fines and donor funding.

South Africa Road Funding Policy ...

National Land Transport Act (NLTA, No. 5 of 2009)

Functions of the Minister of Transport and MEC's to,

“(c) ensure that the money available for land transport matters is applied in an efficient, economic, equitable and transparent manner;”

As stipulated in the NLTA, each Provincial Government is required to annually prepare an integrated *Provincial Land Transport Framework*

Objectives (among others):

1. to invest in transport infrastructure or systems in ways which will promote growth in the economy;
2. to minimise the negative side affects which transport may have on its surroundings;
3. to improve transport infrastructure and services through greater effectiveness and efficiency;
4. to democratise decision-making

South Africa Road Funding Policy ...

- Criteria required to achieve an appropriate funding strategy for transport
 - The development of such a funding strategy depends on a number of these criteria:
 1. The strategy should be *appropriate and affordable*: in metropolitan areas, the provision of transit is generally accepted as the most cost-effective alternative to private transport.
 2. It should be *legally possible*: the necessary laws and institutions to provide the infrastructure should be in place.
 3. It should be *implementable and sustainable*: the need for adequate funds and stable funding sources needs to be emphasised.
 4. It should be *logical and reasonable*: the community asked to contribute should be convinced that the funding mechanisms and channels are acceptable.

WCRUC
Western Cape Road Use Charge

Home About our roads The Research Why a new Charge? Public Participation Sign up FAQ Generate RUC Contact us

Western Cape Road Use Charge

PILOT PROJECT

A fair, transparent and sustainable charge for using our roads

The end of the fuel levy



Stellenbosch

The Centre for Urban, Regional and Transport Research at Stellenbosch University and the Western Cape Provincial Government is running an experiment to determine the need for a **fair, transparent and sustainable** distance-based RUC. They also want to find out **what the public thinks** about this idea.

Members of the public can give their opinion on the RUC by completing a survey. They can also volunteer to participate in the DRIVE pilot programme (at no cost to them) to test the system in the Western Cape.

[Complete the Survey](#)

[Sign up for DRIVE](#)

WCRUC
Western Cape Road Use Charge

021 808 2624 info@wc-ruc.org LinkedIn

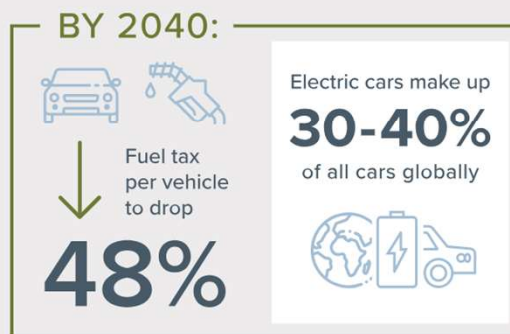
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The end of the fuel levy

An increase in vehicle fuel efficiency and the anticipated growth of Electric Vehicles (EV's) on our roads will lead to a decrease in the fuel levy revenue.

Taxes and charges tied to fuel use may no longer be an option to charge road users for the use of our roads.

In future, South Africa will need to find alternative means to charge road users for the use of the roads. One option is implementing a road use charge (RUC) based on distance travelled.



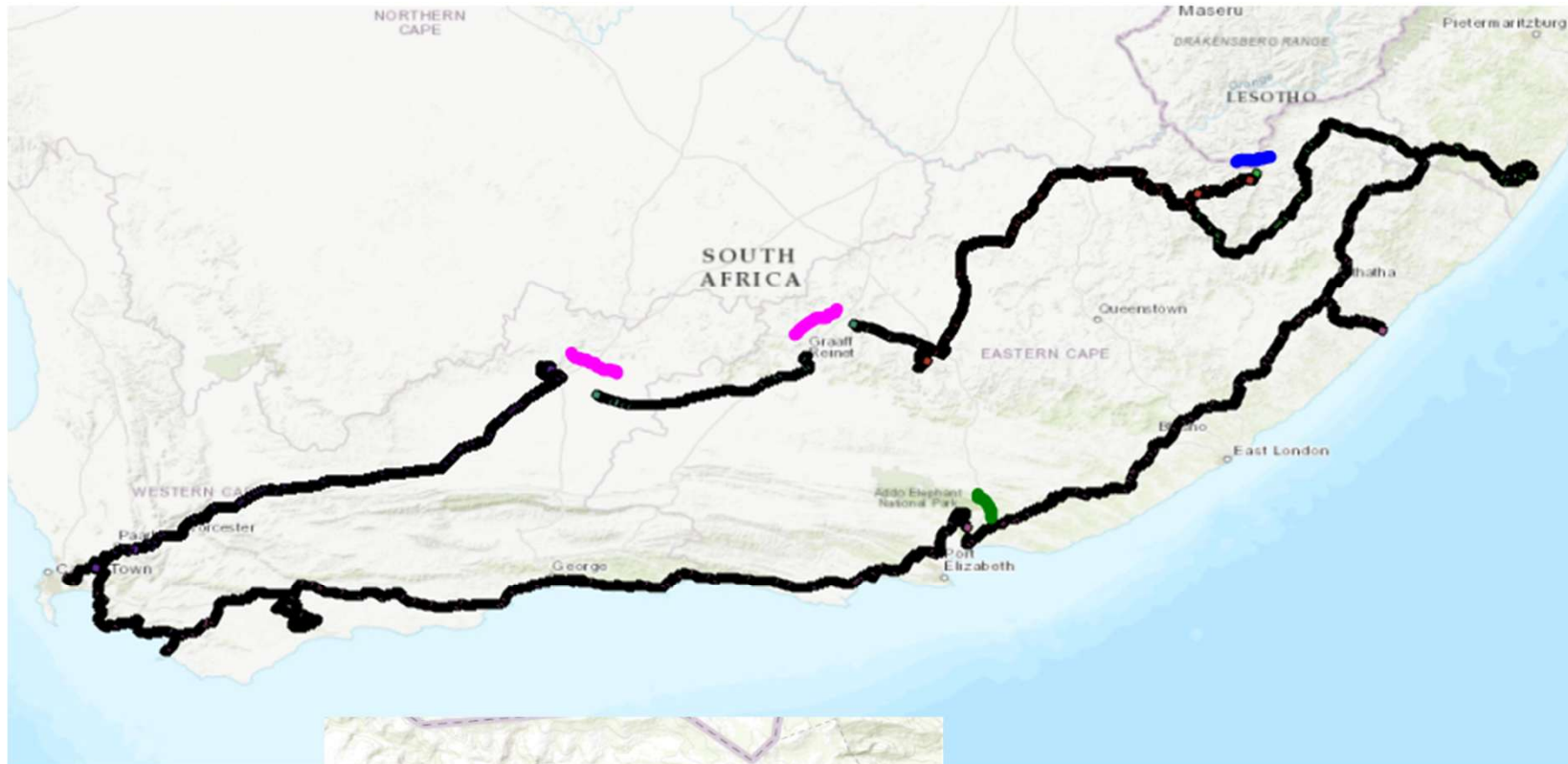
www.wc-ruc.org

What are we trying to do?

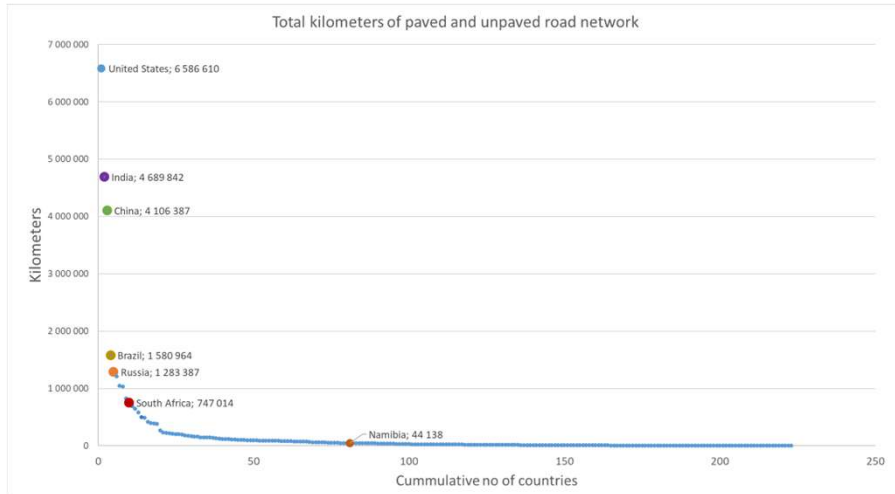
1. Trying to build consensus about the importance of our *road network*
2. Trying to build consensus on the *need for road funding*
3. Explaining the *problem* with fuel-based taxes
4. Presenting an alternative approach to people
5. Getting their feedback

6. *Testing the scenario*
7. *Source data*

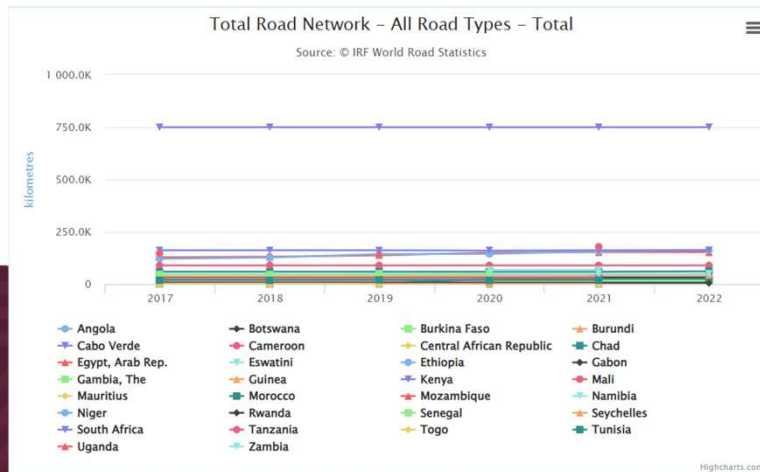
Looking for problems



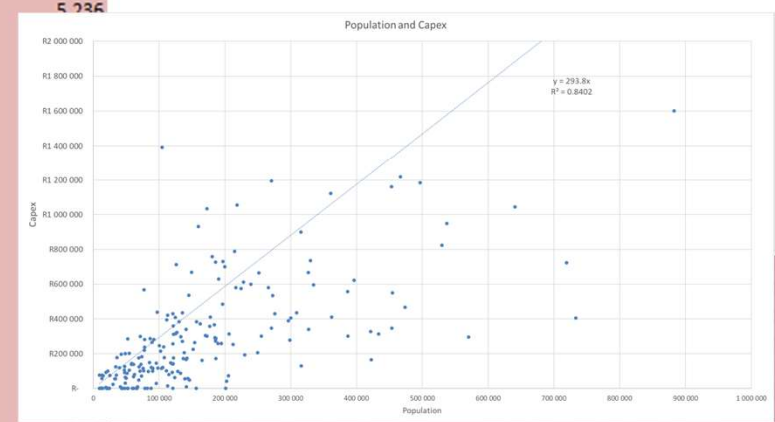
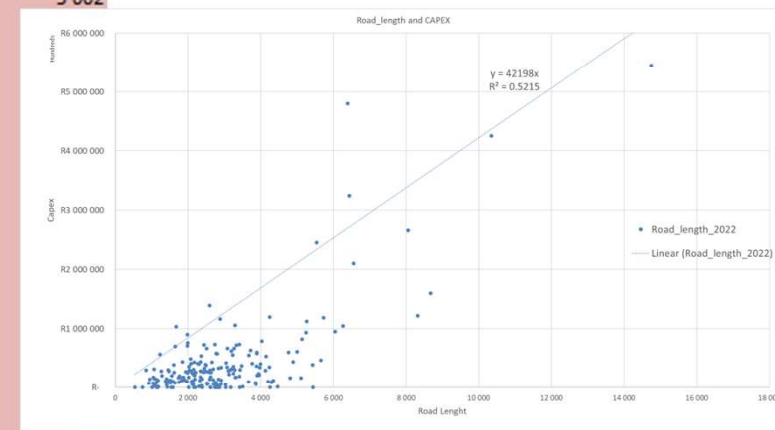
South Africa: Our road network ... the value....



- +/- R2,1 trillion --- we really do not know!!!



LocalMunicipalityName	Population_2022	Road_length_2022	Area_size_km2_20	CAPEX_budget_2021_2_Ro	Invest per KM
!Kheis	19208	1428	11107	R 600 000	420
Abaqulusi	255120	3165	4314	R 30 189 612	9 540
Alfred Duma	362162	3764	3764	R 41 000 000	10 894
Amahlathi	89077	2432	4505	R 26 580 100	10 931
Ba-Phalaborwa	189253	2636	7489	R 25 941 771	9 843
Beaufort West	51684	2806	21917	R -	-
Bela-Bela	77211	2164	3406	R 22 075 100	10 203
Bergrivier	75635	2328	4407	R 11 644 000	5 002
Big Five Hlabisa	112745	2306	3466	R 1 542 000	
Bitou	71416	849	992	R 29 982 427	
Blouberg	164954	5117	9540	R 16 213 744	
Blue Crane Route	33412	2704	11068	R 5 500 000	
Breedee Valley	196590	2074	3834	R 48 500 511	
Buffalo City	787551	6391	2750	R 480 263 988	
Bushbuckridge	466640	8322	10248	R 121 800 316	
Cape Agulhas	35830	1785	3471	R 17 812 850	
Cederberg	60917	2135	8007	R 6 756 797	
Chief Albert Luthuli	184756	4134	5559	R 29 292 000	
City of Cape Town	4758405	16325	2446	R 2 230 707 907	
City of Johannesburg	6148353	18399	1645	R 1 444 990 255	
City of Matlosana	454723	3674	3602	R 55 012 148	
City of Mbombela	776130	8059	7141	R 266 329 000	
City of Tshwane	3904059	21679	6298	R 1 014 299 280	
Dannhauser	103657	1930	1707	R 11 594 000	
Dawid Kruiper	119853	4307	44231	R 9 208 705	2 138
Dihlabeng	151828	3135	4868	R 22 488 915	7 174
Dikgatlong	52580	1586	7316	R -	-
Dipaleseng	42554	1770	2645	R 19 610 712	11 077
Ditsobotla	186148	3304	6387	R 17 300 000	5 236
Dr Beyers Naude	78186	5441	28653	R -	
Dr JS Moroka	230238	3415	1416	R 19 271 602	
Dr Nkosazana Dlamini Zuma	111293	2481	3602	R 39 500 000	
Dr Pixley Ka Isaka Seme	95613	2832	5227	R 3 000 000	
Drakenstein	298529	2358	1538	R 27 785 752	
eDumbe	95663	1411	1943	R 14 500 000	
Ekurhuleni	4114110	14749	1975	R 544 958 794	
Elias Motsoaledi	272608	4147	3713	R 53 434 000	
Elundini	130391	2497	5019	R 38 371 237	
Emadlangeni	47503	1502	3539	R 9 126 650	
Emakhazeni	57837	2843	4736	R 13 879 888	
Emalaheni 1	102027	3960	2678	R 21 486 067	
Emalaheni 2	570317	2038	3484	R 29 599 647	
Emfuleni	733031	3995	966	R 40 593 642	
Emthanjeni	47655	2915	13472	R 12 596 000	
Endumeni	85340	1073	1610	R 14 986 000	13 963
Engcobo	135310	2348	2484	R 43 552 899	18 545



Survey results

- ❑ Surveys 2018, 2022, 2024 -
 - $n_1 = 600$; $n_2 = 300$; $n_3 > 1000$
- ❑ Main Findings
 - People *do not know* how much they pay
 - They over-estimate what they pay
- ❑ Not a lot of trust in Government
 - If you do something in one part of the country ...
 - Mistakes has 'spatial' spillover effects
 - Congestion charges, Tolls, Fuel Levy, Road Accident Levy = RUC!
- ❑ Want to pay for roads *only*
 - General government expenditure is *not OK!!!*
 - But **public transport is also OK ... also OK to help people**
 - *They want to know how much they should pay and how the money is spent ...*
 - Younger users are much more OK with pay-as-you-drive approach...

- ❑ Just maybe we are paying too much attention to the **levy** and too little to the way we **spend** the money

What do we hope to achieve

1. **Gain general acceptance of the road funding problem**
 - Involve the stakeholders in understanding the dilemma
 - **Launch the website October 2024 and tracking January 2025**
2. Implement vehicle tracking and simulate distance-based road user charge
 - Track 100 - 1000 people by June 2025
 - Send monthly invoices
 - Check road network
 - ***Technical issues are not the biggest issues***
3. Inform policy with collaborative long-term, imbedded research
 - It is not only the citizenry that should be engaged.
 - It is also government that must be enabled.



Participation in administration, rather than trust in government

Thank you
Enkosi
Dankie