

Sanral has new e-toll tactics

Selling your car to an individual or a dealer is going to be harder as a new process that will enable the buyer to know if the vehicle has outstanding e-tolls is being developed.



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Yesterday, Electronic Toll Collection - the company established to collect money on behalf of the SA National Roads Agency - outlined its strategies to recover the billions of rands in e-toll fees that have not been paid.

ETC said that debt accumulated between 3 December 2013 and 31 August 2015 could still be settled at a 60% discount before the 1 May deadline. This is in line with a dispensation announced by Deputy President Cyril Ramaphosa last year. If a debt is large, a payment arrangement that will allow a 60% discount can be made. The e-toll debt currently stands at about R5.2billion.

ETC's chief operating officer, Mark Ridgway, said: "This requirement was borne out of requests from the motor industry which said that the administrative burden of tolling was onerous. The vehicle is listed on a database and is similar to a finance house saying you owe R50,000 on your car. This may affect the trade-in value on a vehicle."

Settling e-toll debt

Furthermore, he said, Sanral had gazetted plans, awaiting public comment, whereby traffic fines could be issued for unpaid e-tolls in line with the Administrative Adjudication of Road Traffic Offences Act.

Ridgway said about 17% of the province's road users owed 83% of the debt. There are about 2.5 million cars that use Gauteng's tolled highways every month.

He said some companies owed as much over R20-million in e-toll bills. If the e-toll debt was not settled within the discount period, he said, a court summons would be served. Bills involving payment of less than R400,000 will be brought before a magistrate's court while bills in excess of R400,000 will be brought before the high court.

The good news is that since 1 September 2015, the toll tariff for unregistered road users is now approximately 50% lower than it was.

ETC said it could not disclose the cost of recovering every unpaid Rand, but said this would be much lower in a compliant environment than one in which motorists defied them.

Source: The Times

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