Government Gazette
Staatskoerant

REPUBLIC OF SOUTH AFRICA
REPUBLIEK VAN SUID AFRIKA

Vol. 728 23 February Februarie 2026 No. 54203

ISSN 1682-5845

N.B. The Government Printing Works will not be held responsible for the quality of "Hard Copies" or "Electronic Files" submitted for publication purposes

AIDS HELPLINE: 0800-0123-22 Prevention is the cure

IMPORTANT NOTICE:

THE GOVERNMENT PRINTING WORKS WILL NOT BE HELD RESPONSIBLE FOR ANY ERRORS THAT MIGHT OCCUR DUE TO THE SUBMISSION OF INCOMPLETE / INCORRECT / ILLEGIBLE COPY.

NO FUTURE QUERIES WILL BE HANDLED IN CONNECTION WITH THE ABOVE.

Contents

No.		Gazette No.	Page No.
GOVERNMENT NOTICES • GOEWERMENTSKENNISGEWINGS			
Transport, Department of / Vervoer, Departement van			
7164	The South African National Roads Agency Limited and National Roads Act, 1998 (Act No. 7 of 1998): Amendments to the SANRAL Policy for Rest and Service Facilities (RSF) for National Roads.....	54203	3

GOVERNMENT NOTICES • GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF TRANSPORT

NO. 7164 **23 February 2026**

THE SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

Registration No: 1998/009584/30

A. THE AMENDMENTS TO THE SANRAL POLICY FOR REST AND SERVICE FACILITIES (RSF) FOR NATIONAL ROADS

By virtue of Section 44 and 48 of The South African National Roads Agency Limited and National Roads Act, 1998 (Act No. 7 of 1998), I hereby declare:

The amendments to the SANRAL Policy for Rest and Service Facilities (RSF) for National Roads for public comments in terms of the Promotion of Administrative Justice Act, 2000 (Act 3 of 2000).

All comments regarding the amendments to the SANRAL Policy for Rest and Service Facilities (RSF) for National Roads must be sent to:

By email: RSFPOLICY@nra.co.za **OR**

Hand Delivered via Registered post:

48 TAMBOTIE AVENUE
VAL DE GRACE
PRETORIA
GAUTENG
0001

All comments must be received within 30 days from the date of this notice

(ACTING) DIRECTOR GENERAL

Stakeholder engagements will also be held at the following venues (Table 1-1) to explain the Policy:

Notes:

(a) **Stakeholder engagements**: will also be held **online** via the link - see schedule on Table 1-1

(b) **Access to the previous RSF Policy 2021**: via the following link:

https://www.nra.co.za/uploads/27/SANRAL-Rest-and-Service-Facilities-Policy-July-2021.pdf

Table 1-1: Schedule of Stakeholder Engagements

PROVINCE	PHYSICAL ENGAGEMENT LOCATION AND VENUE ADDRESS		DATE	TIME	Virtual Platform Link:
Gauteng	Pretoria	SANRAL's Central Operations Centre, 36 Assegaai Wood St, Rooihuiskraal Ext 39 Gauteng, Diepsloot.	03 March 2026	10h00 – 12h00	https://events.teams.microsoft.com/event/d1d555ff-d81a-4d89-a4db-c00e6fa59386@584b61ea-161e-43d5-ae37-58d72221bd9d
North-West	Rustenburg	Kings Palace Hotel	04 March 2026	14h00-16h00	https://events.teams.microsoft.com/event/4f2a0f3f-e070-480f-9bc8-99880c601a7b@584b61ea-161e-43d5-ae37-58d72221bd9d
Mpumalanga	Nelspruit	Oewersig Community Hall, Vintonia, Nelspruit	06 March 2026	10h00-12h00	https://events.teams.microsoft.com/event/b1550f0f-1b04-4da7-ae05-33c476174974@584b61ea-161e-43d5-ae37-58d72221bd9d
Limpopo	Mokgalakwena	Mogalakwena, Oasis Hotel	10 March 2026	10h00-12h00	https://events.teams.microsoft.com/event/4c1cc8e4-2ba1-47f1-b6e6-bc4b5bdfc580@584b61ea-161e-43d5-ae37-58d72221bd9d
KwaZulu-Natal	Durban	Coastlands Hotel, 329 Umhlanga Rocks Drive, Umhlanga Ridge	12 March 2026	10h00-12h00	https://events.teams.microsoft.com/event/3dc3bdee-f68f-4ae6-90d9-559825a90c2b@584b61ea-161e-43d5-ae37-58d72221bd9d
Eastern Cape	Gqeberha	SANRAL Eastern Cape, 20 Shoreward Drive, Bay West, Gqeberha	13 March 2026	10h00-12h00	https://events.teams.microsoft.com/event/9b0be18c-7203-438b-8340-f554b33e51e0@584b61ea-161e-43d5-ae37-58d72221bd9d
Western Cape	Bellville	SANRAL Western Cape, 1 Havenga Street, Oakdale, Bellville	17 March 2026	10h00-12h00	https://events.teams.microsoft.com/event/0a9c9395-fb4c-428f-bd97-7670f6ada903@584b61ea-161e-43d5-ae37-58d72221bd9d
Northern Cape	Kimberley	Protea Hotel, Kimberley	19 March 2026	10h00-12h00	https://events.teams.microsoft.com/event/69b7c590-6aaa-4943-8df8-29240ca24a2a@584b61ea-161e-43d5-ae37-58d72221bd9d
Free State	Bloemfontein	Bloemfontein City Hall, 5 President Brandt Street, Mangaung	20 March 2026	14h00-16h00	https://events.teams.microsoft.com/event/8ba64101-42c6-44db-9fab-faaa9f445d93@584b61ea-161e-43d5-ae37-58d72221bd9d

Reminder: Written comments: Mandatory written submissions must be sent within 30 days from the date of this notice using the following address:

RSFPOLICY@nra.co.za or Hand Delivered Via Registered Post:
South African National Roads Agency SOC Limited
48 Tambotie Avenue
Val De Grace
Pretoria
Gauteng
0001

SANRAL
SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD
Reg. No. 1998/009584/30
BUILDING SOUTH AFRICA THROUGH BETTER ROADS

POLICY FOR REST AND SERVICE FACILITIES ALONG NATIONAL ROADS (DRAFT)

JANUARY 2026

DRAFT

TABLE OF CONTENTS

1. GLOSSARY OF TERMS 1

2. PURPOSE OF THE POLICY 5

3. BACKGROUND 7

4. POLICY STATEMENT 7

5. POLICY GOALS 7

6. POLICY PRINCIPLES 8

7. RSF LOCATION CRITERIA AND SERVICE PROVISION 10

8. ADDITIONAL CRITERIA AND OBJECTIVES IN REGARD TO THE ESTABLISHMENT OF RSFS 13

9. LEGISLATIVE AND POLICY FRAMEWORK 15

10. ADDITIONAL SCOPE OF THIS POLICY 20

11. POLICY REQUIREMENTS FOR TENDERS TO ESTABLISH AN RSF 28

12. FINANCIAL COMPENSATION 31

13. TRANSITIONAL PERIOD 32

14. RESPONSIBILITIES 34

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

1. GLOSSARY OF TERMS

"AADT"	means Annual Average Daily Traffic.
"ALTERNATIVE FUELS"	means fuel other than petrol or diesel for powering a motor vehicle, such as natural gas, methanol, electricity, hydrogen propulsion or any other similar fuel.
"APPLICANT"	means the person applying for access and/or egress to/from the national road.
"BUILDING RESTRICTION AREA"	has the same meaning as ascribed in the SANRAL Act.
"CHARGING"	means the re-energising of an EVs battery with electricity.
"CHARGING POINT"	means any location where electric vehicle supply equipment is permanently located and the vehicle can be plugged in and charged.
"CLASS 1"	Inter-urban freeways, major inter-urban rural roads
"CLASS 2/3"	Inter-urban collectors, major rural roads, major industrial, Lightly trafficked rural roads, strategic roads.
"COTO"	means the Committee of Transport Officials.
"DIRECT ACCESS"	Means access and/or egress from a national road by means of an interchange and/or element thereof, an intersection or on/off ramp lane(s) from or onto the national road.
"ELECTRIC VEHICLES OR EVs"	means the collective term for plug-in hybrid electric vehicles (PHEVs) and all-types of electric vehicles that are capable of drawing electricity from electrical power sources, which stores the electricity in batteries.
"PUBLIC CHARGING FACILITY"	means the infrastructure that supplies electric energy for the purposes of recharging EVs. It will also allow electric vehicles

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

	to exchange a discharged battery pack for a fully charged one.
"FACILITY"	means a rest, service, or retail area as well as combinations thereof or other facilities such as roundabouts, Toll gate facilities, hotels and attractions or any other business located along a national road and operated for the benefit of the traveling public and dependent on Direct Access from a national road which includes a Facility at an interchange and shall in such a case mean that the Facility is accessed through an interchange, i.e. grade separation. The interchange may also provide Direct Access to the Facility and to a crossroad to the national road and which may have an adjacent facility located within the declared national road boundary.
"FUEL"	means a substance that is burned to provide energy, heat or power to a motor vehicle.
"FCEV"	means fuel cell electric vehicles (FCEVs) that are powered by hydrogen.
"GLA"	means Gross Leasable / Lettable Area.
"LOS"	means Level of Service.
"LAND RESERVATION FEE"	means a refundable security deposit, determined in accordance with the applicable tender conditions and lease agreement, payable to secure compliance with lease-related obligations.
"MAXI SERVICE AREA"	means a rest and service facility as ascribed in Table 1 of this Policy.
"NATIONAL ROAD"	has the same meaning as ascribed in the SANRAL Act.
"NATIONAL ROAD RESERVE"	has the same meaning as ascribed in the SANRAL Act.

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

"NEW ENERGY VEHICLES" OR "NEV"	means vehicles that utilise alternative energy sources, other than EVs, such as Fuel Cell Energy Vehicles (FCEV) and other means.
"PUBLIC ROAD"	has the same meaning as ascribed in the SANRAL Act.
"RANGE"	means the distance an EV, NEV or FCEV vehicles can travel before the battery requires a charge or the energy source requires "refuelling".
"RANGE ANXIETY"	means the anxious feeling of operating an EV, NEV or FCEV with the fear of running out of battery charge, before reaching a charging or refuelling facility.
"RATES CARD"	means SANRAL's published schedule of tariffs, fees, levies, deposits, or other charges of general application (and any associated calculation methodology), adopted and issued by SANRAL from time to time pursuant to the SANRAL Act and any applicable regulations, prescribing the amounts payable, or the basis for determining amounts payable, in respect of authorisations, consents, or related statutory approvals for facilities associated with national roads, but excluding lease rentals payable to SANRAL as landowner, which shall be determined separately in accordance with market valuation and the terms of the applicable lease agreement.
"REST AND SERVICE FACILITY" OR "RSF"	means a facility located along or adjacent to a National Road, established for the primary benefit of the travelling public, which provides fuel and/or alternative fuels together with ancillary services and amenities (including rest, refreshment, convenience retail, sanitation, and related services), and which is dependent on access to and from a National Road authorised in terms of the SANRAL Act.
"REST AND SERVICE – URBAN"	means an RSF situated within an Urban Area, as defined in the SANRAL Act, providing the services and amenities

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

	contemplated in this Policy, and meeting the size, scale and operational requirements applicable to an urban RSF as set out in Table 1.
"REST AND SERVICE – RURAL"	means an RSF situated within a Rural Area, providing the services and amenities contemplated in this Policy, and meeting the size, scale and operational requirements applicable to a rural RSF as set out in Table 1.
"ROAD"	has the same meaning as ascribed in the SANRAL Act.
"ROAD TRAFFIC SIGN"	has the same meaning as ascribed in the National Road Traffic Act (93 of 1996).
"SARTSM"	means the Southern African Development Community Road Traffic Signs Manual.
"RURAL AREA"	means any area that is not an Urban Area as defined in the SANRAL Act, including areas under the jurisdiction of a traditional authority or other rural governance structure recognised in terms of applicable law.
"RURAL ROADS"	means roads situated within a Rural Area, including rural through-routes and bypasses around an Urban Area, as classified and contemplated in the COTO TRH26 South African Road Classification and Access Management Manual.[1]
"SANRAL"	means South African National Roads Agency SOC Ltd or its duly appointed agents and/or delegates.
"SANRAL ACT"	means the South African National Roads Agency Limited and National Roads, Act 7 of 1998.

DRAFT

[1] https://www.transport.gov.za/wp-content/uploads/2023/02/TRH26-RCAM.pdf

This gazette is also available free online at **www.gpwonline.co.za**

"STATUTORY GUIDELINE MANUAL"	means a guideline manual to assist SANRAL's statutory control officials with the processing of applications made to SANRAL for an approval, consent, authorisation or a combination hereof, as contemplated in the SANRAL ACT.
"TRH26"	means the COTO TRH 26 South African Road Classification and Access Management Manual (1.0) dated August 2012.
"TRUCK STOP"	means a facility and associated land use primarily intended to provide rest, refuelling, parking, and support services for trucks and other heavy commercial vehicles travelling along a National Road, and which may include ancillary uses such as food and refreshment services, ablution facilities, overnight accommodation, minor vehicle servicing and repairs, secure heavy vehicle parking, and other amenities customarily associated with freight transport operations.
"URBAN AREA"	has the same meaning as ascribed in the SANRAL ACT.
"URBAN ROADS"	means roads located in an Urban Area, excluding through-ways and bypasses as per the COTO TRH26.
"VAT"	means Value Added Tax.

DRAFT

2. PURPOSE OF THE POLICY

2.1 This document outlines SANRAL's policy for RSFs along and adjacent to National Roads, including but not limited to facilities that provide refuelling opportunities as well as those offering alternative fuels.

2.2 It is noted that in addition to refuelling opportunities, RSFs play a vital role in enhancing road safety, convenience, and economic benefit, by providing spaces for drivers to take breaks during their journeys, seek refuge in situations involving

This gazette is also available free online at **www.gpwonline.co.za**

perceived or actual safety concerns and emergencies and enjoy a range of food and other services located within a RSF.

2.3 The purpose of this Policy is to establish clear principles towards development, approval and management of RSFs located adjacent or along or within the National Road Reserve and/or the Building Restriction Area, regardless of the road's functional classification.

2.4 The authority of this policy is derived from the SANRAL Act and in particular under Section 44 and 48 of the SANRAL Act, which regulate access to and egress from a National Road.

2.5 This Policy is grounded in SANRAL's statutory powers and may supplement the Statutory Guideline Manual. Where this Policy differs from any guideline or internal manual, SANRAL officials shall apply this Policy, provided that the exercise of any power remains consistent with the SANRAL Act, regulations made thereunder, PAJA, and the Constitution.

2.6 In response to global climate challenges and the United Nations goals on sustainable development, this Policy has been updated to include considerations for New Energy Vehicles (NEVs) and the requirements for RSFs on or along National Roads.

2.7 This Policy is an internal administrative instrument adopted to guide the exercise of SANRAL's statutory powers. It must be interpreted and applied subject to the Constitution, the South African National Roads Agency Limited and National Roads Act 7 of 1998, all regulations made thereunder, the Promotion of Administrative Justice Act 3 of 2000, and any other applicable legislation.

2.8 SANRAL may require levies to be paid by RSFs in terms of section 26(g) of the SANRAL Act as a condition of authorisation for RSFs with Direct Access. The applicable levies shall be determined in accordance with SANRAL's published Rates Card and applied prospectively in compliance with PAJA.

2.9 In the event of any inconsistency between this Policy and any applicable law, the law shall prevail. This Policy does not create enforceable rights independent of the

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

SANRAL Act and does not limit SANRAL's duty to exercise its powers lawfully, reasonably, and procedurally fairly.

3. BACKGROUND

3.1. SANRAL is a creature of Statute, established by Section 2 of the SANRAL Act as a State-Owned Company, duly registered in terms of the Companies Act, 2008 (Act No. 71 of 2008).

3.2. The shareholder is the South African Government duly represented by the Minister of Transport.

3.3. SANRAL is tasked with financing, developing, managing, planning and maintaining national roads within the framework of government policy.

3.4. This document repeals the previous "Policy for Rest and Service Facilities on National Roads" which was approved in August 2021. All applications received will be determined in terms of this policy which takes effect upon promulgation.

4. POLICY STATEMENT

4.1 This Policy applies to all matters arising from, or connected with, the exercise by SANRAL of its statutory powers and functions under the SANRAL Act, including in particular sections 44 and 48 (relating to access to and egress from National Roads) and section 26(g) (relating to financial compensation and levies associated with facilities and authorisations on the national road network).

4.2 This Policy shall be applied by SANRAL consistently and lawfully in the administration and enforcement of access permissions, conditions, levies, and related approvals, in accordance with the SANRAL Act and all applicable law.

5. POLICY GOALS

5.1. **TRANSFORMATION AND EQUITY**: to promote transformation and equitable access to opportunities arising from the establishment and operation of RSFs, in a manner consistent with section 217 of the constitution, applicable procurement legislation, and SANRAL'S transformation and preferential procurement policies. This is to ensure that there is meaningful transformation, equitable share, participation and empowerment of historically disadvantaged individuals, in particular black people and majority black owned entities, in all business aspects.

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

5.2. **ROAD SAFETY**: to support road safety and the efficient operation of the national road network by ensuring that the planning, location, design, and operation of RSFs do not compromise traffic flow regulations, stringent access management and control measures, or road user safety.

5.3. **ROAD USER CONVENIENCE AND FATIGUE MANAGEMENT:** to facilitate the provision of appropriately located RSFs that assist in reducing driver fatigue and enhancing road user convenience, subject to network integrity and safety considerations.

5.4. **ECONOMIC ACTIVITY COMPATIBLE WITH NATIONAL ROADS:** to enable the development of RSFs as sites or hubs for local and regional economic activity where such development is compatible with the planning, operation, and long-term sustainability of the national road network including creating jobs and supporting tourism and trade.

5.5. **ENVIRONMENTAL RESPONSIBILITY**: to ensure that RSFs are planned and operated in a manner that supports environmental sustainability, complies with applicable environmental legislation, and minimises adverse environmental impacts associated with development along national roads, and ensures minimal disruption to local ecosystems, landscapes, and communities.

5.6. **ACCESSIBILITY AND INCLUSIVITY:** to promote reasonable accessibility of RSFs to diverse categories of road users, including freight operators, tourists, and persons with disabilities, in accordance with applicable legislation and technical standards.

5.7. **SPATIAL PLANNING AND COOPERATIVE GOVERNANCE:** to ensure that the planning, location and establishment of RSFs are aligned with applicable spatial planning and land use management frameworks, including the Spatial Planning and Land Use Management Act, 2013 (SPLUMA), municipal land use schemes, and the principles of cooperative governance, in order to promote integrated development, sustainable land use, and compatibility with surrounding land use patterns.

6. POLICY PRINCIPLES

6.1 **ROAD SAFETY**: Priority must be given to road safety and traffic flow when considering the location, design, and operation of RSFs.

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

6.2 **SUSTAINABILITY**: RSFs must comply with environmental legislation, town planning legislation, and minimize adverse impacts.

6.3. **PUBLIC BENEFIT**: RSFs should provide benefits such as rest, fuel, food, sanitary, medical, mini-banking facilities, and in certain cases even vehicle repair services, enhancing the overall road user experience and road safety.

6.4. **PRIVATE SECTOR PARTICIPATION**: The development of RSFs should encourage investment by private sector operators while adhering to regulatory guidelines and oversight.

6.5 **COMMERCIAL BENEFIT:** It is SANRALs responsibility to facilitate the establishment of RSFs, Charging Stations, and Electrical Vehicle Battery Swapping or Switching Stations along National Roads in a manner consistent with SANRAL's Transformation Policy and applicable procurement law. Where SANRAL elects to pursue a particular commercial framework, including partnerships or any kind of Special Purpose Vehicle arrangement, such framework shall be implemented through a fair, equitable, transparent, competitive, and cost-effective process, and shall comply with applicable procurement legislation, Treasury prescripts, and SANRAL's Preferential Procurement Policy, and shall be consistent with section 217 of the Constitution.

6.6. **TRANSPARENCY AND ACCOUNTABILITY**: Ensure transparency in decision-making processes and accountability in project approvals and implementation in pursuit of the Constitutional value of achievement of equality.

6.7. ADMINISTRATIVE JUSTICE

6.7.1. Any decision taken by SANRAL under or pursuant to this Policy, including decisions relating to the granting, refusal, amendment or withdrawal of access permissions, the imposition of conditions, the determination or revision of levies or charges of general application, or any enforcement measure, which materially and adversely affects the rights or legitimate expectations of an Applicant, owner, operator or other affected person, constitutes administrative action as contemplated in PAJA, and shall be lawful, reasonable and procedurally fair.

6.7.2. Prior to taking any adverse decision, SANRAL shall, subject to any lawful limitation, and in accordance with PAJA and the SANRAL Act, provide the affected party with adequate written notice of the proposed decision and its purpose, afford a reasonable opportunity to make representations, consider all relevant representations received,

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

and ensure that mandatory statutory procedures, including any applicable publication or public participation requirements, have been complied with.

6.7.3. SANRAL shall communicate all decisions taken under this Policy in writing. Such communication shall, where applicable, identify the decision-maker, the statutory power relied upon, the material considerations taken into account, the conditions imposed, the effective date of the decision, and the reasons therefor, sufficient to enable the affected party to understand the basis of the decision and to exercise any rights of review or remedy available in law.

6.7.4. SANRAL shall ensure that decisions taken under this Policy are rationally connected to the purpose for which the power is exercised, the information before SANRAL at the time, and the objectives of the SANRAL Act and this Policy.

7. RSF LOCATION CRITERIA AND SERVICE PROVISION

7.1 The type of RSF per location will consist of one or a combination of the following:

7.1.1 Rest and Service Facility (Urban Area);

7.1.2 Rest and Service Facility (Rural Area);

7.1.3 Maxi Service Areas;

7.1.4 Public Charging Facilities; and

7.1.5 Truck Stops.

7.2. SANRAL will apply this policy in determining the locations and type of all RSF on National Roads in a procedurally fair, lawful, and rational process, including notice and an opportunity to make representations, where applicable.

7.3. Where RSFs are proposed to be established on SANRAL owned land, SANRAL shall consider leasing out such properties to third parties at the market rates in accordance with SANRAL's Property Policy.

7.4. SANRAL will determine the RSF type, size and distances between RSFs on all National Roads based on this policy, taking into consideration the road functional

DRAFT

This gazette is also available free online at www.gpwonline.co.za

classification (i.e. Class 1, Class 2 or Class 3 Roads), AADT and any other relevant factors set out in this policy, including but not limited to the applicable zoning of the property as well as applicable environmental considerations.

7.5. In respect of SANRAL owned land, Property Policy shall be adhered to, including issuing open tenders for the development of RSFs, the location of which will be determined by SANRAL at its sole and absolute discretion.

7.6. The responsibility for obtaining all development rights for the lawful operation of the RSF shall be the responsibility of the successful Applicant who will develop the RSF concerned in-line with the conditions as stipulated herein by SANRAL, or in the case of SANRAL owned land, in respect of the tender specifications.

7.7. In respect of SANRAL owned land, SANRAL will issue the Tenderer with the requisite power of attorney in order to establish the *locus standi* of the Tenderer to make the necessary development rights applications to the relevant authorities.

7.8. RSFs must not compromise the mobility on a National Road, nor may they pose any detrimental road traffic safety risks to road users.

7.9. The location, design and operation of an RSF shall not impair, constrain or prejudice the current or future development, capacity, safety, or access management requirements of the national road network in the vicinity of the RSF, including any future widening, realignment, upgrading, interchange development, or reconfiguration of the National Road.

7.10. SANRAL reserves the right, in the exercise of its statutory mandate, to undertake such future works and to amend, restrict, relocate or otherwise modify access and egress arrangements serving the RSF as may be necessary for road network planning, safety or operational purposes.

7.11. The owner or operator of the RSF shall have no entitlement to the maintenance of existing access arrangements in perpetuity and shall, at its own cost, make all modifications, upgrades or adjustments to the RSF infrastructure, access connections, and associated works that may be required as a consequence of such future road developments, subject always to applicable law and the terms of the relevant authorisation or lease agreement.

7.12. The development of RSFs must be fully compliant with SANRAL's Transformation Policy and the Property Policy.

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

7.13. Any facility within an RSF, that exceeds the stipulated size in **table A** below, will be considered as a normal traffic generating development, and access will, therefore, be subject to the access requirements of the COTO TRH26 – South African Road Classification and Access Management Manual[2].

7.14. All new RSFs and the refurbishment/upgrading of existing RSFs shall allow for the integration of NEVs into existing and new infrastructure.

7.15. Depending on the location, scale and strategic function of an RSF, SANRAL may require or permit the incorporation of certain additional facilities or services intended to enhance the convenience, safety and welfare of the travelling public, such as appropriately designed public transport interfaces, emergency or roadside assistance amenities, or other ancillary services directly related to the operation of the RSF.

7.16. Any such additional facilities shall be subject to feasibility, applicable statutory approvals, and compliance with this Policy, and shall not detract from the primary purpose of the RSF as a rest and service facility associated with the national road network.

7.17. All RSF developments, whether situated on land owned by SANRAL or on privately or publicly owned land requiring access to or affecting a National Road, shall be subject to SANRAL's statutory powers and approval rights in terms of the SANRAL Act, including sections 44 and 48, and section 26(g) shall apply.

7.18. Provision shall be made for the design and engineering of the selected RSF, including all access, egress, and road-related works, to be prepared and certified by appropriately qualified and registered built environment professionals. Such designs shall be submitted to SANRAL for review, consideration and written approval prior to implementation.

7.19. SANRAL's approval under this Policy is required independently of any municipal planning or building approvals and shall be exercised to ensure compliance with national road safety, operational, and network planning requirements.

[2] https://www.transport.gov.za/wp-content/uploads/2023/02/TRH26-RCAM.pdf

This gazette is also available free online at **www.gpwonline.co.za**

7.20. The locations and distances between RSFs including EVC facilities on a National Road will also take into consideration other RSFs and EVC facilities within a 5km radius from centre line of a National Road which can be utilised by the public.

7.21. Direct Access onto or from a crossroad intersecting with a National Road and which is planned to be less than 120m from the intersection of the centre line of the National Road, may not be considered.

8. ADDITIONAL CRITERIA AND OBJECTIVES IN REGARD TO THE ESTABLISHMENT OF RSFS

8.1. Design and Layout Requirements

The criteria in this section applies in addition to the requirements in sections 7, 9, 10 and 11.

8.1.1. **Access Design**: Direct access onto the National Road must meet engineering design standards to minimize congestion and accidents. This includes adequate slip roads, turning lanes, and signage.

8.1.2. **Safety Features**: RSFs must incorporate features such as adequate lighting, surveillance systems ('CCTV'), pedestrian walkways, and safety barriers. Where SANRAL permits or requires CCTV or similar infrastructure within the National Road Reserve or Building Restriction Area, any fee or charge shall be imposed only in terms of an applicable SANRAL policy authorised by the SANRAL Act and, where applicable, the relevant lease or access authorisation. The basis of calculation shall be disclosed to the operator in writing and applied consistently, considering annual escalations, and may take into account similar infrastructure market rates, such as cell masts.

8.1.3. **Service Offering**: The design of RSFs should accommodate fuel stations, parking areas for light and heavy vehicles, restrooms, dining facilities, convenience stores, banking, medical, and emergency services.

8.1.4. **Aesthetic Considerations**: The design of RSFs must be visually compatible with the surrounding environment, with attention to landscape integration and minimal disruption of natural views. An artist's impression of any proposed RSF must be provided with any application for the establishment of RSFs, which

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

artistic impression shall demonstrate the appearance of the proposed RSF in relation to the surrounding environment. SANRAL's RSFs should be branded as such as much as possible to promote the SANRAL brand.

8.2. **Access Management and Traffic Control**

8.2.1. **Traffic Impact Assessment (TIA)**: The party applying for permission to establish an RSF, including property developers, shall provide a comprehensive Traffic Impact Assessment that demonstrates the impact of the RSF on traffic flow and road safety and propose mitigation strategies to minimize and reduce adverse road traffic safety impacts.

8.2.2. **Maintenance**: The party applying for permission to establish an RSF, shall remain responsible for maintaining the access and egress points and ensuring they meet national road safety and operational standards.

8.3. Environmental and Social Considerations

8.3.1. **Environmental Protection**: RSFs must comply with environmental and planning legislation. The party applying for permission to establish an RSF must submit environmental as well as land use authorisation from the relevant authority, or exemption as the case may be, including measures to mitigate negative environmental and land use planning impacts.

8.3.2. **Community Engagement**: The party applying for permission to establish an RSF must engage with local communities and stakeholders during the planning phase to ensure that the RSF meets local needs and mitigates any negative social impacts.

8.3.3. **Sustainability Practices**: RSFs must incorporate sustainable practices such as water conservation, renewable energy use (e.g., solar panels), and waste management systems.

8.4. Economic and Social Benefits

8.4.1. **Local Economic Development**: RSFs should promote the creation of opportunities for local businesses and job creation. The applicant applying for permission to establish an RSF must engage local suppliers, workforce, and service providers. The forming of Joint Ventures with local businesses in the development of RSFs will be encouraged for inclusive growth, job creation and development.

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

8.4.2. **Social Amenities**: RSFs should, having regard to their location, scale and function, provide appropriate and well-maintained facilities and services that promote the health, comfort, safety and convenience of road users, including adequate sanitation, lighting, secure rest areas, and other amenities consistent with the purpose of a rest and service facility. Where feasible and appropriate, SANRAL may encourage or permit the inclusion of additional health and safety-related services, such as first-aid support facilities, wellness points, or other "on-the-go" services aimed at enhancing traveller welfare, subject to applicable approvals and operational practicality.

8.5. Implementation and Monitoring

8.5.1. **Phased Implementation**: RSFs may be developed in phases, depending on the demand and traffic volumes, with regular assessments to ensure compliance with safety, environmental, and economic goals.

8.5.2. **Performance Monitoring**: Regular inspections and audits must be conducted by SANRAL to ensure RSFs continue to meet regulatory, safety, service standards, as well as any contractual obligations.

8.5.3. **Compliance**: SANRAL shall establish penalties or corrective measures for non-compliance with this Policy or applicable authorisations, provided that any such measure is imposed in accordance with PAJA, after written notice, a reasonable opportunity to make representations, and consideration of proportionality

9. LEGISLATIVE AND POLICY FRAMEWORK

The following legislation, policies, guidelines and manuals form part of the legislative and policy framework governing and/or providing additional direction in the implementation of this Policy:

9.1. SANRAL ACT

9.1.1. All RSFs shall be planned, designed, authorised, and implemented in compliance with the South African National Roads Agency Limited and National Roads Act 7 of 1998, including, insofar as applicable, sections 44, 46, 47, 48, 49, 50, and 52, as well taking into account, as may be applicable, sections 26 (g) and 34 (1)(i)(j) which is in addition to the powers conferred in terms of Section 25.

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

9.1.2. In considering the application of Section 48 of the SANRAL Act, two definitions contained in Section 1 are relevant namely:

9.1.2.1 **Building restriction area** means the area consisting of land (but excluding land in an urban area) - (a) situated alongside a national road within a distance of 60 metres from the boundary of the national road; or (b) situated within a distance of 500 metres from any point of intersection; and

9.1.2.2 **point of intersection** means the point where the centre line of a national road meets the centre line of any road crossing the national road or of any road meets the boundary of any national road with which it links up.

9.1.3 In the event that the proposed development of the RSF is located in an area other than an urban area, is on, over or below the surface of a national road or land in a building restriction area and is situated either 60 metres from the boundary line of a national road or within a distance of 500 metres from any point of intersection – written approval must be obtained from SANRAL prior to construction.

9.1.4 Applications for RSFs submission purporting to be a circulation for comments in terms of Section 42 of SPLUMA or a fulfilment of conditions imposed in terms of section 43 of SPLUMA shall be rejected and correspondence addressed to the applicant directing that the appropriate application be submitted. The misappreciation of the applicable SANRAL Act provisions does not prevent SANRAL considering the submission from rejecting an application and directing that the appropriate application be submitted by the applicant.

9.1.5 During the development application process (prior to the approval), a local authority may direct an applicant to address a copy of the land development application to SANRAL for **commentary as an interested and affected party**. At this stage, SANRAL is not armed with the capacity to approve or deny the land development application but can only comment on the implication of the proposed land development application on its functions. The commentary received from SANRAL is then considered by the municipality and taken into account in the decision-making process. It is important to consider that the land development application is only the beginning and not the only approval required. Despite unfavourable

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

comments from SANRAL, a Municipality may decide to approve a land development application. This, however, does not automatically translate to an ability for the applicant to proceed with the proposed development.

9.1.6 SANRAL is amenable to accept that a reasonable expectation be, that applications for commentary and or approval be completed within 90 days. If the nature or complexity of the application warrants a future extension, such extension will be communicated to the applicant concerned.

9.2. SARTSM Manual

9.2.1. In addition to the above clauses of this Policy and to further enhance the objectives of providing services to road users, the basic requirements for RSFs, as described in Chapter 4 of Volume 2 of the Southern African Development Community Road Traffic Signs Manual SA ('SARTSM'), should also, where relevant, be considered and met for RSFs.

9.2.2. It is noted that the SARTSM makes reference to **3 types** of Rest and Service Areas, namely:

i. **Rest Area Class 1** - Basic Requirements – tree shade, rubbish bins, tables and benches;

ii. **Service Area Class 2** - Basic Requirements – roofed shade, toilets, braai, rubbish bins and tables and benches; and

iii. **Service Area Class 3** - Basic requirements - roofed shade, toilets, braai, rubbish bins and table and benches; fuel; restaurants (for light and heavy vehicles and passengers). Additional criteria include:

a. fuel and restaurant facilities shall comply with warrants for this type of facilities;

b. a wide range of additional facilities may be provided, as described in this Policy;

c. the RSF may qualify for the use of a primary name on the tourism signs provided the name could be subject to SANRAL naming rights.

d. Naming rights and associated signage rights, if any, shall be regulated by written agreement and applicable SANRAL signage standards, which may consider the name of the nearest interchange along the National Road, in which an appropriate fee or rate shall be levied as agreed by the

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

parties in line with the South African manual for outdoor advertising control and regulations on advertising on or visible from the national roads. Any decision to grant or refuse naming rights shall be taken consistently, for a proper purpose, and supported by written reasons, and in line with the applicable regulations on advertising on or visible from the national roads.

9.3. Electric Vehicles White Paper (NOVEMBER 2023)

9.3.1. The Electric Vehicles White Paper (**DTIC: 2023**) sets out the policy goals and actions which shall be taken to support the transition towards a broader new energy vehicle production and consumption in South Africa, with an immediate focus on electric vehicles. The six actions in support of the development of a South African market for EVs are:

i. Developing and implementing a framework for fleets to transition to SA-produced new energy vehicles, including government-owned, public transport, corporate fleets, and mining equipment;
ii. Scaling up investment for charging infrastructure;
iii. Developing opportunities for localisation of charging components and infrastructure;
iv. Supporting increased grid capacity to facilitate uptake of EVs;
v. Considering consumer incentives for adoption of EVs; and
vi. Evaluating the need for economic regulation on EV charging.

9.3.2. The relevant sections from the White Paper with reference to charging infrastructure in the context of SANRAL's initiative are as follows:

- **Global Context**: In terms of road transport, these policy announcements include setting targets for banning new sales of Internal Combustion Energy vehicles; introducing carbon taxes levied on new vehicles and fuel consumption; incentives for transitioning automotive and component production; plans for rolling out charging infrastructure and upgrading electricity grids; and consumer subsidies for purchases of EVs.

- **South African Context**: The pace of South Africa's transport transition will however be influenced by several factors:

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

"*…The charging infrastructure rollout is still in early stages and there are challenges with the interoperability of the privately funded charging systems. Lessons from network industries are clear that interoperability supports greater access and competition, which can deliver better prices."*

- **Policy Actions**: Undertake a collaborative analysis between Eskom Distribution, SANRAL**,** NAAMSA, the DTIC, DoT, IDC, and DBSA of South Africa's EV charging infrastructure short and long-term needs, current developments, current critical infrastructure funds, and opportunities that results in a coordinated national strategy and plan for investments to scale up over the next five years. This includes hydrogen re-filling infrastructure for FCEVs.

- **Increase grid capacity to support EV uptake** : The rollout of charging infrastructure necessitates complementary investments in auxiliary cabling and transformers in the electricity distribution systems that are already backlogged in their maintenance requirements and are not designed for EV use. In addition, the electrification of vehicles will lead to an increase in electricity demand putting pressure on an already constrained grid. Consequently, there is a need to plan for optimal rollout of EV-enabling distribution grid upgrades and power generation.

DRAFT

9.4. SANRAL Policy on Road Planning and Design

9.4.1. **The SANRAL Policy on Road Planning and Design** shall be followed when determining the requirements for access/egress to/from the National Road network.

9.4.2. **COTO TRH26 Road Classification and Access Management Manual** will be strictly enforced in cases where access/egress is taken from National Roads or roads within the Building Restriction Area.

9.4.3. In the application for and design of all RSFs, the applicant must demonstrate compliance with all related SANRAL policies, procedures and guidelines that are applicable, including *inter alia*:

- Procedures for Road Planning and Geometric Design;

This gazette is also available free online at **www.gpwonline.co.za**

- Guideline for Pedestrian and Public Transport Facilities on National Roads;
- Statutory Control Manual;
- Transformation Policy;
- Roads Plan 2030; and
- Property Policy (as amended).

10. ADDITIONAL SCOPE OF THIS POLICY

10.1. SANRALs Declared National Roads

In line with the Policy Statement, this Policy applies to all National Roads, and for all classes and types of Roads. SANRAL shall exercise its absolute discretion in approving the locations for RSFs on the National Road with careful consideration given to future traffic growth as well as the promotion of the optimal use of SANRAL property having regard to the following:

10.1.1. SANRAL shall consider future traffic growth, road upgrades as well as provincial and municipal development planning and future land use plans when considering locations.

10.1.2. SANRAL will not ordinarily entertain unsolicited applications to establish a RSF adjacent to a National Road or within the Building Restriction Area. SANRAL may, however, consider a motivated application in exceptional circumstances, assessed with reference to section 10.9, the integrity of the national road network, safety, and proper planning considerations.

10.1.3. All RSFs proposed to be established along or adjacent to National Roads must conform to the requirements as stipulated by SANRAL, including any conditions provided for in the tender in respect of SANRAL owned land, and may include, *inter alia*, some or all of the following:

- Normal RSF requirements in terms of minimum requirements;
- Interchange improvements;
- Payment of utilities;
- Public transport / modal transfer facilities/ “on the Go” medical facilities;
- Electric vehicle charging facilities or battery exchange / battery swapping facilities;
- Toll office / services / parking for the SANRAL on-road Services;

This gazette is also available free online at **www.gpwonline.co.za**

- Period of contract and minimum hand-back requirements; and
- Transformation and equitable access to opportunities.

10.1.4. SANRAL may consider the provision of public transport and pedestrian accommodation that may be required, and as informed by SANRAL's Pedestrian and Public Transport Guideline Document.

10.1.5. With respect to the type of charging speed (refer to 10.3.2.6), the following applies:

10.1.5.1. **On Class 1 Urban roads,** only Level 3 (DC) "super charging / fast charging facilities" or battery exchange/swapping facilities will be permitted.

10.1.5.2. **On Class 1 Rural roads, Class 2 Urban and Rural Roads -** Level 2 (AC)/ Level 3 (DC) "super charging / fast charging facilities" or battery exchange/swapping facilities will be permitted.

10.1.6. With respect to the type of RSF, SANRAL has determined grades based on the class of road, location and AADT as per Table 2: Grades and Type of Facility below which will be specified in the tender.

10.1.7. The above requirements will also apply for RSFs on roads that intersect with the Class 1 roads and are located within the building restriction zone (500m) of an interchange terminal intersection.

10.2. Types of RSFs

10.2.1. In addition to the defined terms relating to RFSs, the following additional aspects shall inform the design of RFSs.

10.2.2. The types of RSFs already listed in this Policy (

10.2.3. Table 1: Allowable Facilities Within an RSF: **Sizes**) are expanded below:

10.2.3.1. **RSF (Urban Area), RSF (Rural Area)**: An RSF providing a convenience shop, parking, Automatic Teller Machines (ATMs), wash bays, all types of fuel (including alternative energy source(s) like electrical charging) and additional transport related services to the benefit of the public.

10.2.3.2. **Class 3 Full Service Facility (Maxi Service Area)**: A RSF providing an amenity building (including a convenience shop, restaurants, fast food

This gazette is also available free online at **www.gpwonline.co.za**

drive-thru, washrooms and tourist information), all types of fuel (including alternative energy source(s) e.g. electrical charging), ATMs/banking facilities, parking, medical emergency services and additional transport related services.

10.2.3.3. **Truck Stop**: An RSF that provides the basic amenities to enable drivers to rest. These may include the following :

- Fuel services;
- Basic washrooms and amenities;
- ATMs;
- Convenience stores;
- Food services i.e. takeaways and restaurants;
- Lighting;
- Security;
- Secure, adequate and suitable heavy vehicle parking (for all types of heavy vehicles);
- Overnight accommodation for long distance vehicles;
- Truck repair and maintenance workshops;
- Vehicle washing facilities;
- Alternative energy facilities (including electrical vehicles charging facilities); and
- Medical facilities “On the go”.

10.2.3.4. **Public Charging Facilities**: RSFs located along National Roads with the specific aim of reducing range anxiety. In order to ensure that the RSF is viable, ancillary services will be allowed and the size of the of this RSF will be restricted.

10.2.4. Separate GLA requirements (allowable sizes) for Rural Area and Urban Area RSFs are provided in

10.2.5. **Table** 1: Allowable Facilities Within an RSF: **Sizes**

Table 1: Allowable Facilities Within an RSF: Sizes

	Max size of the RSF

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

Type of Facility within the RSF	Convenience Store (m^2)	Other Ancillary Services (restaurants, drive thru' s etc.) (m^2)	Car Wash	Total GLA (m^2)
RSF (Rural Area)	150	200	5 hand wash bays or 1 automated bay	350
RSF (Urban Area)	250	250	5 hand wash bays or 1 automated bay	500
Maxi Service Area	250	2000	None	2250
Public Charging RSF	150	150	5 hand wash bays or 1 automated bay	300
Truck Stop	250	2750	Dependent on size of RSF and location	3000

10.2.6. The sale or provision of alcohol at RSFs shall not be permitted under any circumstances.

10.2.7. The size of Truck Stops is dependent on the demand and location of the RSF. The size of such Truck Stops should not exceed 3000m^2 unless adequately motivated.

10.2.8. The specifications for an RSF proposed to be established on SANRAL owned land shall be specified in the tender document.

10.3. Alternative Fuels

10.3.1. Recognising global trends to move away from the use of fossil fuels and to promote sustainable transport, SANRAL shall aim to provide adequate infrastructure to support sustainable environment. Whilst SANRAL has no control over the continued use of petrol and diesel cars and the fact that currently the import costs of NEVs is regarded by the market as extremely high and unaffordable, SANRAL may, by establishing a network of NEV facilities, have a positive effect on NEV confidence in South Africa, which will further promote public and private partnerships.

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

10.3.2. The facilitation of the integration of NEV charging facilities into existing and new infrastructure will be as follows:

10.3.2.1. All applications for permission to establish RSFs that have not yet been decided as at the date of promulgation of this Policy shall be determined in accordance with SANRAL's applicable Rates Card lawfully in force at the time of decision.

10.3.2.2. SANRAL supports and may facilitate the development of electric vehicle charging infrastructure, including public charging stations and battery swapping or switching facilities, at appropriate RSFs along the national road network, as part of its strategy to enable alternative fuels and sustainable transport.

10.3.2.3. Where SANRAL elects to participate in or structure such infrastructure through a particular commercial or delivery model, including the establishment of a Special Purpose Vehicle or other public/private partnership arrangement, this shall be undertaken in accordance with applicable procurement legislation, National Treasury prescripts, and SANRAL's governance and transformation policies.

10.3.2.4. The technical specifications, charging standards, and operational requirements applicable to such facilities shall be determined separately in the relevant tender documentation, lease agreements, or implementation guidelines, and are not prescribed in this Policy.

10.3.2.5. SANRAL may elect to participate (public-private partnership, equity or leasing arrangements) in the establishment of EVC stations and battery swapping or switching facilities, as part of its Horizon 2030 Strategy through Business Development activities.

10.3.2.6. There are three primary types of electric car charger speeds, and these include the following Level 1, Level 2, and Level 3 chargers:

10.3.2.7. **Level 1** – is the standard domestic slowest option, typically used for overnight charging or homes (3.7 kW of AC Power) – not recommended for a public charging station.

10.3.2.8. **Level 2** – This type of charger offers a considerably faster charge rate than a Level 1 and must be professionally installed into the

This gazette is also available free online at **www.gpwonline.co.za**

electric circuit. These are commonly found in residential, workplace and public charging stations and is the most used solution (7.4 kW and 22kW of AC Power).

10.3.2.9. **Level 3** - also known as DC Fast Chargers (DCFC), rapid chargers, provide direct current (DC) charging at much higher power levels than Level 1 or Level 2 chargers. They can charge an EV up to 80% capacity in just 20-60 minutes depending on the vehicle's battery capacity and the charger's power output. These charges are commonly found along highways and in urban areas for longer trips or quick top-ups. (60 to 350 kW of DC power) and it is most expensive but preferred options for urban areas.

10.3.3. All applications for permission to establish RSFs that have been formally submitted to SANRAL, but which have not yet been finally decided as at the Commencement Date of this Policy shall be processed and determined in accordance with this Policy as well as any applicable Rates Card that was in lawfully force at the date of submission of the application, unless a revised Rates Card has been lawfully adopted, published and brought into effect prospectively in accordance with the SANRAL Act and PAJA, and the Applicant has been afforded adequate written notice of any materially adverse financial implications prior to the decision being taken.

10.3.4. The provision of other alternative fuels (i.e. hydrogen, LP gas etc.) may be specified in the tenders led by SANRAL when and if these alternative fuels enter the vehicle market.

DRAFT

10.4. Changes to existing RSFs

10.4.1. Details of any and all redevelopments, expansions or upgrading proposals of existing RSFs shall be submitted to SANRAL for consideration and approval. SANRAL shall review existing rights in compliance with this policy, whilst taking cognisance of limitations SANRAL shall impose in terms of the SANRAL Act. A levy, as determined in this Policy read together with SANRAL's rates card, will be payable in all such cases and will apply to the full RSF and which will include:

- The Upgrading/ redevelopment/ expansion of an RSF;
- The Accommodation of alternative fuels;

This gazette is also available free online at **www.gpwonline.co.za**

- A proposed change of ownership;
- The upgrading to a Class 3 Maxi Service Areas;
- The upgrading to a Class 3 RSF with a Truck Stop;
- The change to a Filling Station with a convenience store only i.e. a reduced Facility;
- The establishment of a Truck Stop;
- RSFs within a 10km radius of a border post – cluster developments; and
- The establishment of a Diesel Depots.

10.5. Truck Stops

10.5.1. SANRAL shall determine and approve the locations of all Truck Stops on National Roads.

10.5.2. More than one Truck Stop at a border post may be considered subject to proper planning of access and potential turning movements. Border control operations, including border control precinct plans shall be considered in deciding whether or not to approve the locations of such Truck Stops.

10.5.3. SANRAL may determine the best commercial model for the establishment of Trucks Stops on National Roads, which may include, inter alia, an establishment of Special Purpose Vehicles. Any such commercial model shall be implemented in compliance with applicable procurement legislation, Treasury prescripts, and SANRAL's Preferential Procurement Policy.

DRAFT

10.6. Diesel Depots

10.6.1. No direct access from a National Road shall be allowed in respect of Diesel Depots.

10.7. Pedestrians and Public Transport

10.7.1. Where the RSF is located along a public transport Road, provision should be made in the design to accommodate pedestrian and public transport facilities 'downstream' of the cross road, before or at the access to the RSF. These may include features to accommodate buses, taxis, ride-hailing services, or other forms of public transport, ensuring smooth access and integration with the RSF location.

This gazette is also available free online at **www.gpwonline.co.za**

10.7.2. The above should meet the requirements of SANRALS's Pedestrian and Public Transport Guidelines.

10.8. Land Ownership

10.8.1. Where SANRAL decides to release SANRAL owned land for the development of RSFs along the National Road, such land may be leased out by SANRAL, based on SANRAL's commercial model and in compliance with the Property Policy, to the operator of the RSF for a period that must have regard to the commercial investment made by the party applying for permission to establish a RSF and which allows for a return on that investment. In such scenario, the maximum period of such lease is to be no longer than 15 years or such other period as may be determined by SANRAL at its sole and absolute discretion.

10.8.2. SANRAL's Transformation Policy and objectives must be met in the leasing of identified SANRAL owned land.

10.8.3. In respect of SANRAL owned land, a land reservation fee, shall be required to be paid to SANRAL. Such fee shall constitute a refundable security deposit payable in terms of the applicable tender conditions and lease agreement. The deposit shall be held by SANRAL in a dedicated non-interest bearing account and may be applied only in accordance with the lease agreement, including for unpaid service charges, utilities, or penalties lawfully due. Any unused balance shall be refunded in accordance with the lease agreement.

10.9. Exercise of Discretion

10.9.1. While SANRAL may, for planning and network integrity purposes, identify preferred locations for RSFs, nothing in this Policy shall be construed as precluding SANRAL from considering a motivated application that falls outside such identified locations.

10.9.2. SANRAL shall not rigidly apply this Policy in a manner that fetters its discretion.

10.9.3. Any decision to depart from this Policy, or to refuse an application under it, shall be rationally related to the objects of the SANRAL Act and accompanied by adequate written reasons.

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

11. POLICY REQUIREMENTS FOR TENDERS TO ESTABLISH AN RSF

11.1. Determination of RSFs and Truck Stops on National Roads

11.1.1. SANRAL shall identify the preferred locations for RSFs, including NEV facilities, and Truck Stops for the purposes of planning, safety, and network integrity. This does not preclude SANRAL from considering an application outside such preferred locations in accordance with section 10.9; therefore in such cases and subject to the South African National Roads Agency Limited and National Roads Act 7 of 1998, SANRAL will identify and approve suitable locations for RSFs and Truck Stops on National Roads.

11.1.2. The locations of RSFs, as determined by SANRAL, shall take into consideration, inter alia, the range of NEVs, currently being at a maximum distance of 250 km, and having further regard to the locations of all existing RSFs and charging facilities within a 5km radius of a National Road.

11.1.3. Multiple open tenders in respect of SANRAL owned land, may be issued to balance the viability of RSFs on high and low volume roads.

11.1.4. The purpose of the open tender process, in respect of SANRAL owned land, is to ensure a transparent and fair process ensuring that as many private stakeholders have an opportunity to access development opportunities.

11.1.5. A tender may include a combination of different Grades of Facilities to promote equitable coverage across various locations. This approach allows for the pairing of a high-traffic volume facility with a more remote, lower-traffic volume facility, ensuring that less accessible or underserved areas also benefit from the infrastructure development. By combining facilities in this way, the goal is to balance economic viability with the broader objective of providing comprehensive service across all regions, regardless of traffic volume.

11.1.6. The Grades are as shown in Table 2: Grades and Type of Facility, below:

Table 2: Grades and Type of Facility

GRADE	ROAD CLASS	AREA	AADT	TYPE OF FACILITY ALLOWABLE
Grade 1	Class 1	Urban Area	> 6000	RSF Urban Area; Maxi Facility
Grade 2			3000 - 6000	RSF Urban Area

DRAFT

This gazette is also available free online at www.gpwonline.co.za

Grade 3			< 3000	RSF Urban Area, Public Charging Facility
Grade 1		Rural Area	> 6000	RSF Rural Area, Maxi Facility
Grade 2			3000 - 6000	RSF Rural Area
Grade 3			< 3000	RSF Rural Area Public Charging Facility
Grade 2	Class 2	Urban Area	> 3000	RSF Urban Area, Public Charging Facility
Grade 3			< 3000	RSF Urban Area, Public Charging Facility
Grade 2		Rural Area	> 3000	RSF Rural Area Public Charging Facility
Grade 3			< 3000	RSF Rural Area Public Charging Facility
Grade 3	Other	Rural Area	0 - 3000	RSF Rural Area Public Charging Facility

11.1.7. RSFs shall, as far as possible, generate electrical power through use of renewable energy sources or other alternative sources, considering grid availability, feasibility, and cost. Excess energy generated through solar photovoltaic panels or other similar modalities may be sold to local municipalities.

11.1.8. SANRAL shall apply its Transformation Policy and Preferential Procurement Policy in compliance with the Broad-Based Black Economic Empowerment Act 53 of 2003 and applicable procurement legislation, in order to promote the advancement of previously disadvantaged people.

11.1.9. SANRAL may, introduce building restriction requirements to ensure the safety, functionality, and long-term viability of national road infrastructure. This is based on the following reasons:

- **Preserving road safety** – Restricting buildings near roads to maintain clear sightlines for drivers, avoid distractions, and reduce the risk of accidents.

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

- **Protecting road integrity** – Preventing construction that could undermine road foundations, drainage systems, or other critical infrastructure.
- **Controlling access** – Limiting the number of access points to the road network to maintain smooth traffic flow and prevent congestion or bottlenecks.
- **Future expansion** – Ensuring there is sufficient space for potential future road widening or the addition of transport facilities.
- **Environmental considerations** – Preventing development that could disrupt natural ecosystems or cause drainage issues that may affect the road network.

11.2. Road Safety

11.2.1. Road safety is a top priority, particularly as increased traffic on the National Road and turning movements at RSF accesses can compromise road safety. To minimize conflicts with turning traffic, the following measures must apply:

11.2.1.1. For National Roads with an AADT exceeding 6 000 vehicles per day ('vpd'), direct right-turn movements across a National Road must be prohibited from the initial access design and operation. This can be achieved by either duplicating the RSF on both sides of the national or crossroad or providing an interchange. If the RSF is duplicated, an underpass must be included to accommodate delivery vehicles;

11.2.1.2. For National Roads with an AADT between 3000 and 6000 vpd, and where traffic forecasts predict that the AADT will exceed 6000 vpd within the first five years of operation, the measures outlined in 11.2.1.1. shall apply from the outset;

11.2.1.3. For National Roads with an AADT below 6000 vpd, and where traffic volumes are predicted to exceed 6000 vpd after the first five years of operation, grade separation as described per the above shall be implemented and completed within a period of three years after this traffic threshold has been reached.

11.2.2. Failure to implement the required grade separation within the stipulated time frame shall constitute a material breach of any access authorisation granted, in

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

which SANRAL shall close access onto the National Road after having followed the breach provisions of the contract concluded with the RSF. In such circumstances, notice, opportunity to remedy shall be afforded to the RSF, and in compliance with statutory requirements and procedural fairness.

11.2.3. When exercising its power under section 44(5) of the SANRAL Act to close or restrict an access, SANRAL should, where procedurally fair and reasonably practicable-

11.2.3.1. issue written notice to the owner of the property and/or the operator of the RSF, setting out the decision and reasons;

11.2.3.2. afford a reasonable opportunity to make representations;

11.2.3.3. consider whether less restrictive measures are reasonably available; and

11.2.3.4. record written reasons demonstrating rationality and compliance with section 44.

12. FINANCIAL COMPENSATION

12.1. Levy payment

12.1.1. All RSFs with Direct Access shall be authorised by SANRAL in terms of the SANRAL Act.

12.1.2. Such authorisation may be issued by SANRAL subject to the condition that the owner of the property, or where the property is owned by SANRAL, the operator of the RSF, shall pay a levy calculated on the gross turnover (excluding VAT) derived from:
(a) the sale of petroleum products (including fuel and lubricants);
(b) sales conducted through convenience service shops and restaurants;
(c) the sale of NEV products; and
(d) all other sales within the RSF.

12.1.3. The quantum of any levy, rates or fee may be imposed as a condition of an access authorisation contemplated in the SANRAL Act and shall be determined in accordance with SANRAL's applicable Rates Card or other published tariff adopted pursuant to the SANRAL Act.

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

12.1.4. SANRAL may review the Rates Card periodically, including at intervals of up to three years, provided that revisions are implemented prospectively and on written notice to affected land owners and/or operators of RSFs.

12.1.5. Before applying a revised levy or tariff to an existing RSF, SANRAL shall give written notice of the proposed revision, the effective date, and the basis of calculation, and shall afford the owner of the property, or in the case of SANRAL owned land, the operator of the RSF, a reasonable opportunity to make representations.

12.1.6. In order to co-develop, develop and operate a RSF, the owner of the property, or in the case of SANRAL owned land, the operator of the RSF, shall submit annual audited financial statements including details regarding the fuel sales to SANRAL in order for SANRAL to perform reconciliation of monthly gross revenue generated and levies for the year (to determine over or under recovery of levies).

12.1.7. The payment of the levy shall be payable monthly within 14 days of month-end based on income statement for the month.

12.1.8. SANRAL may undertake audits on RSFs periodically. SANRAL shall give reasonable prior written notice of an audit, unless the audit is reasonably required without notice to prevent or investigate suspected material non-compliance, fraud, or misrepresentation.

DRAFT

12.2. Other Fees

SANRAL may, where lawful and appropriate, require rentals, deposits, guarantees, or other charges related to the leasing, development, and operation of an RSF on SANRAL-owned land, in accordance with the SANRAL Act, applicable regulations, and SANRAL's Property Policy. Any fee charged for an authorisation or consent in terms of the SANRAL Act is distinct from lease rentals and lease-related charges. Lease-related charges shall be recorded in the lease agreement.

13. TRANSITIONAL PERIOD

13.1. SANRAL recognises that there are RSF applications that are being processed wherein Applicants have incurred significant expense to develop the designs, undertake Environmental Impact Assessments and traffic studies and have or are prosecution the land rezoning.

This gazette is also available free online at **www.gpwonline.co.za**

13.2. To ensure an equitable transition to implementing this Policy, the following will apply:

13.2.1. Applications submitted after commencement

13.2.1.1. Any application for approval of an RSF submitted to SANRAL on or after the commencement date of this Policy shall be considered and determined in accordance with this Policy and SANRAL's applicable rates card in force at the time of determination.

13.2.2. Applications submitted before commencement

13.2.2.1. Any application submitted to SANRAL before the commencement date of this Policy shall, as a general rule, be assessed under the policy and requirements in force at the date of submission.

13.2.2.2. SANRAL may apply provisions of this Policy to a pending application only to the extent that:

(i) the provision is not materially adverse to the Applicant; or

(ii) SANRAL has given the Applicant written notice of the proposed application of the new provision, the reasons for it, and a reasonable opportunity to make representations.

13.2.2.3. Where SANRAL requires an Applicant to submit additional or updated information to align a pending application with this Policy, SANRAL shall do so in writing and shall allow a reasonable period for compliance.

13.2.3. Internal processing stages

13.2.3.1. The stages described in this Policy constitute internal administrative milestones only and do not create any right or entitlement to approval unless SANRAL expressly confirms an approval in writing.

13.2.4. Procedural fairness and adverse decisions

13.2.4.1. If SANRAL intends to refuse an application, discontinue processing, or make any decision materially and adversely affecting an Applicant, SANRAL shall comply with the requirements of procedural fairness, including:

(a) giving written notice of the proposed decision and the reasons for it; and

(b) providing written reasons for the final decision.

DRAFT

This gazette is also available free online at **www.gpwonline.co.za**

13.2.5. New Applications

- No new ad-hoc applications for RSFs shall be considered under the previous 2021 policy when this amended RSF Policy comes into effect.

13.2.6. Current Applications

- Submitted Applications for RSFs that have not received Stage 1 approval shall not be considered further.

Stage 1	Review of preliminary design and any / all further information required as per the guidelines. Draft an agreement between parties.

- Applications for RSFs with Stage 2 approval shall continue through the design and implementation process to completion.

Stage 1	Review of preliminary design and any / all further information required as per the guidelines. Draft an agreement between parties.
Stage 2	Review of detail designs and approvals by relevant specialist and any / all further information required as per the guidelines. Final Agreement and financial compensation arrangements.

- Where Applicants exceed the allocated time for completion of designs and submissions, no further extensions of time shall be granted and the Application for the RSF will be rejected.

14. RESPONSIBILITIES

14.1. The SANRAL Board shall monitor the implementation of this policy, assisted by the Transformation and Compliance unit. This policy may be reviewed and amended by the Board as follows:

14.1.1. **Periodic Review**: This policy may be reviewed and updated from time to time, but at least once every three years, to reflect changes in the operational environment, including traffic patterns, legal requirements, and technological advancements that affect the implementation of this Policy;.

DRAFT

This gazette is also available free online at www.gpwonline.co.za

14.1.2. **Stakeholder Consultation**: SANRAL shall engage stakeholders, including road users, local businesses (private sector), environmental groups in the review and amendment process;

14.1.3. SANRAL shall maintain a decision record for each application, authorisation, refusal, or enforcement step taken under this Policy, including the information considered, the statutory power relied upon, and written reasons; and

14.1.4. SANRAL shall, where required by PAJA or upon request in terms of PAJA, furnish adequate written reasons for decisions taken under this Policy.

15. APPEALS

15.1. Any person aggrieved by a decision taken by SANRAL under this Policy may exercise any internal remedy provided for in the SANRAL Act, including any appeal mechanism created by the SANRAL Act, where applicable.

15.2. SANRAL shall, in its written notification of an adverse decision, indicate whether an appeal or internal remedy is available under the SANRAL Act and identify the steps required to pursue it.

DRAFT

…End…

This gazette is also available free online at **www.gpwonline.co.za**

Printed by and obtainable from the Government Printer, Bosman Street, Private Bag X85, Pretoria, 0001
Contact Centre Tel: 012-748 6200. eMail: info.egazette@gpw.gov.za
Publications: Tel: (012) 748 6053, 748 6061, 748 6065

This gazette is also available free online at **www.gpwonline.co.za**