## coatofarms

## THE DEPARTMENT OF TRANSPORT

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 23 April 2015

**To:** All Head of Departments

 Accounting Officers

## Adjustments in fuel and tariffs for motor transport

In line with the processes that The Department of Transport embarked on during 2007 to align reimbursements to officials traveling with motor vehicles to the actual cost incurred by the officials, the following changes has been affected to the rates for reimbursement

On the 1st April 2007, the Department of Transport with assistance from our service provider introduced the new tariff calculation model to be used to calculate the tariffs for officials that make use of their private vehicles and Subsidised vehicles on Scheme A and Scheme C.

The service provider provides The National Department of Transport with the raw data for updating the motor vehicle rates model. As we normally indicate, the model that was used previously was outdated and not flexible enough to accommodate both petrol and diesel vehicles. The raw data used in the model is obtained from the same service provider that provides rates to the Automobile Association.

All calculations are done in terms of the methodology as set out in Transport Handbook no1 of 1977. The tariffs as set out in the handbook make provision for fuel consumption, maintenance and capital depreciation.

Throughout our consultations with our service provider, we ensure that the database currently utilized, whenever it is updated during the beginning of every financial year reflects the accurate and regular updated information in terms of fuel consumption, maintenance and capital depreciation. The capital and maintenance costs are updated annually in April, with the fuel tariffs being adjusted monthly as per the prices published by the Department of Energy.

Throughout our consultations with the service provider, they have noted that the rates in general there might be slight difference despite the steep fluctuation in the fuel pricing in this current month,

Some of the reasons are based on the following:

* As with previous years, the continuous introduction of more models in entry and small segments drive the market into lower fuel consumptions with models like the new 1.2 Golf and Polo reaching fuel consumption below 6l/100km on the open road.
* This has also now flowed into the LCV and SUV market, with the introduction of especially more competitive far Eastern brands such as GWM and Mahindra launching more models annually in SA.
* While these same competitors drive the well-known manufacturers to keep parts pricing reasonable, there will always be an increase in labour costs which lead to more expensive maintenance rates

The Department of Transport always strives to ensure that the newly updated rates distributed are accurate and understood to minimize additional queries. We also like to thank you for your patience and understanding.

Kind regards,

Mlungisi Maphanga

**Director: Government Motor Transport.**

**TARIFFS FOR THE USE OF MOTOR TRANSPORT**

1. Amendment No 04 of 2015 of the Annexure to Transport Circular No 1 of 1977 (Transport Handbook on Tariffs for the use of Motor Transport) as amended; and (Private)
2. Amendment of Annexure B of the instructions with regard to the new Subsidized Motor Scheme (Subsidized Scheme A and C).

As a result of the fluctuation of the fuel price on the 1st April 2015 the following tariffs are consequently amended from the 1st April 2015.

Please note:

* **Private rates include fuel, maintenance, capital, insurance and depreciation.**

These rates are to be used by all individuals making use of their own motor vehicle transport, including individuals whom structured for car allowances and all officials partaking in Scheme B of the Subsidized Motor Transport scheme.

* **Subsidized Scheme A rates are only inclusive of fuel.**

There rates are to be used by all officials taking part in Scheme A of the Subsidized Motor Transport scheme where government contributes towards the capital, insurance and maintenance of the vehicle.

* **Subsidized Scheme C rates are only inclusive of maintenance.**

These rates are to be used by all officials taking part in Scheme C of the Subsidized Motor Transport scheme. This rate needs to be added to the rate in Scheme A to determine the rate of reimbursement in cents per kilometre.

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|  |   |   |   |   | April-2015 |   |  |
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|  |   | **Category A:** | **Sedans** |  |  |   |  |
|  |   |  | **Station Wagons** |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **PETROL VEHICLES** |  |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |   |  |
|  |   | Up to 1250 CC | 244,9 | 80,7 | 31,4 |   |  |
|  |   | 1251 - 1550 | 306,9 | 94,6 | 32,7 |   |  |
|  |   | 1551-1750 | 336,6 | 103,2 | 38,9 |   |  |
|  |   | 1751-1950 | 395,2 | 113,8 | 47,1 |   |  |
|  |   | 1951-2150 | 406,5 | 116,3 | 55,9 |   |  |
|  |   | 2151-2500 | 481,8 | 141,5 | 65,3 |   |  |
|  |   | 2501-3500 | 595,4 | 148,5 | 75,1 |   |  |
|  |   | Greater than 3500 | 677,6 | 163,0 | 102,0 |   |  |
|  |   |   |   |   |   |   |  |
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|  |   |   |   |   | April-2015 |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Category A:** | **Sedans** |  |  |   |  |
|  |   |  | **Station Wagons** |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **DIESEL VEHICLES** |  |  |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |   |  |
|  |   | Up to 1250 | 227,9 | 56,9 | 30,3 |   |  |
|  |   | 1251-1550 | 294,8 | 68,5 | 37,2 |   |  |
|  |   | 1551-1750 | 316,4 | 69,3 | 43,0 |   |  |
|  |   | 1751-1950 | 331,4 | 74,1 | 52,5 |   |  |
|  |   | 1951-2150 | 376,8 | 75,7 | 56,2 |   |  |
|  |   | 2151-2500 | 441,3 | 84,3 | 70,1 |   |  |
|  |   | Greater than 2500 | 566,8 | 94,4 | 87,3 |   |  |
|  |   |   |   |   |   |   |  |
|  |  |  |  |  |  |  |  |
|  |   |   |   |   | April-2015 |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Category B:** | **Light Delivery Vehicles** |   |  |
|  |   |  | **Single Cab 4x2** |  |   |  |
|  |   |  | **Extended Cab 4x2** |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   |  **PETROL**  |  |  |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |   |  |
|  |   |  Up to 1250  | 217,6 | 104,6 | 25,5 |   |  |
|  |   |  1251-1550  | 276,6 | 112,2 | 32,0 |   |  |
|  |   |  1551-1750  | 284,9 | 120,1 | 32,6 |   |  |
|  |   |  1751-1950  | 339,9 | 126,9 | 33,9 |   |  |
|  |   |  1951-2150  | 377,1 | 160,2 | 38,2 |   |  |
|  |   |  2151-2500  | 392,2 | 171,5 | 42,2 |   |  |
|  |   |  2501-3500  | 409,4 | 173,3 | 42,6 |   |  |
|  |   |  Greater than 3500  | 477,2 | 193,5 | 50,6 |   |  |
|  |   |   |   |   |   |   |  |
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|  |   |   |   |   | April-2015 |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Category B:** | **Light Delivery Vehicles** |   |  |
|  |   |  | **Single Cab 4x2** |  |   |  |
|  |   |  | **Extended Cab 4x2** |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   |  **DIESEL**  |  |  |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |   |  |
|  |   |  Up to 1250  | 244,2 | 70,3 | 31,6 |   |  |
|  |   |  1251-1550  | 299,9 | 71,5 | 39,0 |   |  |
|  |   |  1551-1750  | 305,6 | 76,3 | 39,3 |   |  |
|  |   |  1751-1950  | 348,4 | 108,5 | 46,2 |   |  |
|  |   |  1951-2150  | 352,8 | 111,2 | 47,5 |   |  |
|  |   |  2151-2500  | 387,9 | 128,0 | 48,8 |   |  |
|  |   |  2501-3500  | 397,7 | 133,1 | 52,9 |   |  |
|  |   |  Greater than 3500  | 532,3 | 181,2 | 52,7 |   |  |
|  |   |  |  |  |  |   |  |
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|  |   |   |   |   | April-2015 |   |  |
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|  |   | **Category C:** | **4x4 Light Delivery Vehicles** |   |  |
|  |   |  | **All Double Cabs** |  |   |  |
|  |   |  | **4x4 Single/ Extended Cabs** |   |  |
|  |   |  |  |  |  |   |  |
|  |   |  **PETROL**  |  |  |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |   |  |
|  |   |  Up to 2000  | 356,2 | 143,9 | 33,5 |   |  |
|  |   |  2001 to 2500  | 405,4 | 172,0 | 39,9 |   |  |
|  |   |  2501-3500  | 466,5 | 192,3 | 41,0 |   |  |
|  |   |  Greater than 3500  | 532,3 | 206,7 | 51,6 |   |  |
|  |   |  |  |  |  |   |  |
|  |   |  **DIESEL**  |  |  |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |   |  |
|  |   |  Up to 2000  | 361,6 | 117,7 | 49,1 |   |  |
|  |   |  2001 to 2500  | 431,9 | 130,6 | 49,8 |   |  |
|  |   |  2501-3500  | 481,8 | 134,6 | 54,3 |   |  |
|  |   |  Greater than 3500  | 545,9 | 162,1 | 87,7 |   |  |
|  |   |  |   |   |   |   |  |
|  |  |  |  |  |  |  |  |
|  |   |  |   |   | April-2015 |   |  |
|  |   |  |  |  |  |   |  |
|  |   |  **Category D:**  | **Multi Purpose Vehicles** |   |  |
|  |   |  | **Sports Utility Vehicles** |   |  |
|  |   |  | **Crossover vehicles** |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   |  **PETROL**  |  |  |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |   |  |
|  |   |  Up to 1550  | 331,0 | 111,0 | 40,6 |   |  |
|  |   |  1550-1950  | 357,6 | 113,9 | 49,4 |   |  |
|  |   |  1951-2150  | 413,6 | 126,0 | 53,5 |   |  |
|  |   |  2151-2500  | 485,0 | 151,7 | 58,4 |   |  |
|  |   |  2501-3500  | 606,2 | 164,7 | 70,0 |   |  |
|  |   |  Greater than 3500  | 678,4 | 191,6 | 74,6 |   |  |
|  |   |  |  |  |  |   |  |
|  |   |  **DIESEL**  |  |  |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |   |  |
|  |   |  Up to 2150  | 440,9 | 95,5 | 57,2 |   |  |
|  |   |  2151-2500  | 551,6 | 114,2 | 63,9 |   |  |
|  |   |  2501-3500  | 589,1 | 129,0 | 70,9 |   |  |
|  |   |  Greater than 3500  | 672,5 | 149,5 | 90,4 |   |  |
|  |   |  |  |  |  |   |  |
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|  |   |  |   |   | April-2015 |   |  |
|  |   |  |  |  |  |   |  |
|  |   |  **Category F:**  | **Motor Cycle** |  |   |  |
|  |   |  | **Scooter** |  |  |   |  |
|  |   |  |  |  |  |   |  |
|  |   | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |   |  |
|  |   |  Up to 250  | 120,1 | N/a | N/a |   |  |
|  |   |  Over 250  | 171,5 | N/a | N/a |   |  |
|  |   |   |   |   |   |   |  |