## coatofarms

## THE DEPARTMENT OF TRANSPORT

Enquiries: Andries Schoeman, Tel: 012 309 3117/3697

Email: schoemaA@dot.gov.za,/mhlopeT@dot.gov.za

# Reference: T118

03 November 2015

### TO: All heads of departments

### Accounting officers

### TARIFFS FOR THE USE OF MOTOR TRANSPORT

1. Amendment No 11 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 4th November 2015 the following tariffs are consequently amended from the 1st November 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.

# Andries Schoeman

#### For DIRECTOR‑GENERAL: TRANSPORT

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  |  |  | Comparrison between 2014 and 2015 rate model | | | | |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | November-2015 |  |  |  |  |  |  | 42035 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Category A:** | **Sedans** |  |  |  |  |  |  | Sedans |  |  |  |  |  |  |
|  |  |  | **Station Wagons** | |  |  |  |  |  | Station Wagons | |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **PETROL VEHICLES** | |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |  |  |  |  | Private | Sub Scheme A | Sub Scheme C | | Private | Sub Scheme A | Sub Scheme C |
|  |  | Up to 1250 CC | 241,8 | 76,4 | 31,4 |  |  |  |  | 244,5 | 80,56 | 30,94 |  | -2,65 | -4,12 | 0,46 |
|  |  | 1251 - 1550 | 303,3 | 89,6 | 32,7 |  |  |  |  | 305,4 | 93,97 | 32,43 |  | -2,10 | -4,39 | 0,29 |
|  |  | 1551-1750 | 332,6 | 97,8 | 38,9 |  |  |  |  | 334,4 | 101,70 | 38,74 |  | -1,83 | -3,95 | 0,11 |
|  |  | 1751-1950 | 390,9 | 107,8 | 47,1 |  |  |  |  | 392,6 | 112,14 | 46,42 |  | -1,68 | -4,35 | 0,67 |
|  |  | 1951-2150 | 402,0 | 110,1 | 55,9 |  |  |  |  | 403,4 | 114,33 | 55,07 |  | -1,40 | -4,19 | 0,79 |
|  |  | 2151-2500 | 476,4 | 134,1 | 65,3 |  |  |  |  | 478,6 | 139,47 | 64,12 |  | -2,22 | -5,41 | 1,19 |
|  |  | 2501-3500 | 589,7 | 140,6 | 75,1 |  |  |  |  | 590,4 | 146,04 | 74,31 |  | -0,62 | -5,42 | 0,80 |
|  |  | Greater than 3500 | 671,4 | 154,4 | 102,0 |  |  |  |  | 672,8 | 160,61 | 101,21 |  | -1,42 | -6,23 | 0,81 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | November-2015 |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Category A:** | **Sedans** |  |  |  |  |  |  | Sedans |  |  |  |  |  |  |
|  |  |  | **Station Wagons** | |  |  |  |  |  | Station Wagons | |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **DIESEL VEHICLES** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |  |  |  |  | Private | Sub Scheme A | Sub Scheme C | | Private | Sub Scheme A | Sub Scheme C |
|  |  | Up to 1250 | 225,7 | 61,4 | 30,3 |  |  |  |  | 226,9 | 64,09 | 29,84 |  | -1,22 | -2,72 | 0,50 |
|  |  | 1251-1550 | 292,2 | 74,0 | 37,2 |  |  |  |  | 294,0 | 78,08 | 36,92 |  | -1,82 | -4,10 | 0,28 |
|  |  | 1551-1750 | 313,7 | 74,8 | 43,0 |  |  |  |  | 312,9 | 76,62 | 42,26 |  | 0,85 | -1,86 | 0,71 |
|  |  | 1751-1950 | 328,5 | 80,0 | 52,5 |  |  |  |  | 328,6 | 82,61 | 52,02 |  | -0,11 | -2,58 | 0,48 |
|  |  | 1951-2150 | 373,9 | 81,7 | 56,2 |  |  |  |  | 373,9 | 84,48 | 55,40 |  | 0,03 | -2,78 | 0,80 |
|  |  | 2151-2500 | 438,1 | 91,0 | 70,1 |  |  |  |  | 438,3 | 94,20 | 69,06 |  | -0,20 | -3,24 | 1,03 |
|  |  | Greater than 2500 | 563,2 | 101,9 | 87,3 |  |  |  |  | 561,5 | 105,26 | 86,27 |  | 1,63 | -3,36 | 0,99 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | November-2015 |  |  |  |  |  |  | 42 035,00 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Category B:** | **Light Delivery Vehicles** | |  |  |  |  |  | Light Delivery Vehicles | | |  |  |  |  |
|  |  |  | **Single Cab 4x2** | |  |  |  |  |  | Single Cab 4x2 | |  |  |  |  |  |
|  |  |  | **Extended Cab 4x2** | |  |  |  |  |  | Extended Cab 4x2 | |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **PETROL** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |  |  |  |  | Private | Sub Scheme A | Sub Scheme C | | Private | Sub Scheme A | Sub Scheme C |
|  |  | Up to 1250 | 213,6 | 99,1 | 25,5 |  |  |  |  | 216,2 | 103,12 | 25,09 |  | -2,61 | -4,00 | 0,39 |
|  |  | 1251-1550 | 272,3 | 106,3 | 32,0 |  |  |  |  | 275,1 | 110,34 | 31,75 |  | -2,77 | -4,03 | 0,26 |
|  |  | 1551-1750 | 280,4 | 113,7 | 32,6 |  |  |  |  | 283,4 | 118,33 | 32,05 |  | -3,03 | -4,59 | 0,56 |
|  |  | 1751-1950 | 335,1 | 120,2 | 33,9 |  |  |  |  | 337,1 | 125,03 | 33,03 |  | -1,98 | -4,85 | 0,87 |
|  |  | 1951-2150 | 371,0 | 151,8 | 38,2 |  |  |  |  | 373,8 | 157,39 | 37,40 |  | -2,80 | -5,61 | 0,81 |
|  |  | 2151-2500 | 385,6 | 162,4 | 42,2 |  |  |  |  | 388,3 | 167,57 | 41,76 |  | -2,72 | -5,14 | 0,42 |
|  |  | 2501-3500 | 402,8 | 164,2 | 42,6 |  |  |  |  | 405,9 | 170,15 | 41,80 |  | -3,13 | -5,98 | 0,85 |
|  |  | Greater than 3500 | 469,8 | 183,2 | 50,6 |  |  |  |  | 474,4 | 190,64 | 49,73 |  | -4,57 | -7,40 | 0,82 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | November-2015 |  |  |  |  |  |  | 42 035,00 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Category B:** | **Light Delivery Vehicles** | |  |  |  |  |  | Light Delivery Vehicles | | |  |  |  |  |
|  |  |  | **Single Cab 4x2** | |  |  |  |  |  | Single Cab 4x2 | |  |  |  |  |  |
|  |  |  | **Extended Cab 4x2** | |  |  |  |  |  | Extended Cab 4x2 | |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **DIESEL** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |  |  |  |  | Private | Sub Scheme A | Sub Scheme C | | Private | Sub Scheme A | Sub Scheme C |
|  |  | Up to 1250 | 241,5 | 75,9 | 31,6 |  |  |  |  | 248,2 | 78,61 | 30,65 |  | -6,67 | -2,70 | 0,95 |
|  |  | 1251-1550 | 297,2 | 77,2 | 39,0 |  |  |  |  | 303,1 | 79,95 | 35,23 |  | -5,91 | -2,75 | 3,74 |
|  |  | 1551-1750 | 302,7 | 82,3 | 39,3 |  |  |  |  | 345,0 | 85,28 | 38,80 |  | -42,32 | -2,93 | 0,54 |
|  |  | 1751-1950 | 344,3 | 117,1 | 46,2 |  |  |  |  | 349,3 | 120,19 | 45,82 |  | -5,02 | -3,10 | 0,37 |
|  |  | 1951-2150 | 348,5 | 120,0 | 47,5 |  |  |  |  | 369,8 | 123,92 | 46,38 |  | -21,24 | -3,87 | 1,10 |
|  |  | 2151-2500 | 383,0 | 138,2 | 48,8 |  |  |  |  | 393,8 | 143,10 | 47,66 |  | -10,78 | -4,92 | 1,13 |
|  |  | 2501-3500 | 392,6 | 143,7 | 52,9 |  |  |  |  | 448,3 | 148,83 | 50,92 |  | -55,65 | -5,12 | 1,98 |
|  |  | Greater than 3500 | 525,3 | 195,6 | 52,7 |  |  |  |  | 529,3 | 202,40 | 51,87 |  | -3,97 | -6,83 | 0,86 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | November-2015 |  |  |  |  |  |  | 42 035,00 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Category C:** | **4x4 Light Delivery Vehicles** | | |  |  |  |  | 4x4 Light Delivery Vehicles | | |  |  |  |  |
|  |  |  | **All Double Cabs** | |  |  |  |  |  | All Double Cabs | |  |  |  |  |  |
|  |  |  | **4x4 Single/ Extended Cabs** | | |  |  |  |  | 4x4 Single/ Extended Cabs | | |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **PETROL** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |  |  |  |  | Private | Sub Scheme A | Sub Scheme C | | Private | Sub Scheme A | Sub Scheme C |
|  |  | Up to 2000 | 350,7 | 136,3 | 33,5 |  |  |  |  | 353,6 | 141,79 | 32,83 |  | -2,88 | -5,50 | 0,62 |
|  |  | 2001 to 2500 | 398,8 | 162,9 | 39,9 |  |  |  |  | 404,8 | 170,28 | 40,50 |  | -5,95 | -7,35 | -0,60 |
|  |  | 2501-3500 | 459,1 | 182,1 | 41,0 |  |  |  |  | 463,9 | 189,48 | 40,42 |  | -4,80 | -7,35 | 0,55 |
|  |  | Greater than 3500 | 524,4 | 195,8 | 51,6 |  |  |  |  | 529,5 | 203,66 | 50,84 |  | -5,11 | -7,90 | 0,79 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **DIESEL** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |  |  |  |  | Private | Sub Scheme A | Sub Scheme C | | Private | Sub Scheme A | Sub Scheme C |
|  |  | Up to 2000 | 357,1 | 127,0 | 49,1 |  |  |  |  | 359,9 | 131,91 | 48,97 |  | -2,76 | -4,92 | 0,16 |
|  |  | 2001 to 2500 | 426,8 | 141,0 | 49,8 |  |  |  |  | 427,7 | 146,04 | 47,69 |  | -0,89 | -5,02 | 2,13 |
|  |  | 2501-3500 | 476,6 | 145,3 | 54,3 |  |  |  |  | 478,8 | 150,43 | 53,39 |  | -2,23 | -5,17 | 0,95 |
|  |  | Greater than 3500 | 539,6 | 175,0 | 87,7 |  |  |  |  | 543,2 | 181,21 | 87,02 |  | -3,60 | -6,23 | 0,63 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | November-2015 |  |  |  |  |  |  | 42 035,00 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Category D:** | **Multi Purpose Vehicles** | |  |  |  |  |  | Multi Purpose Vehicles | | |  |  |  |  |
|  |  |  | **Sports Utility Vehicles** | |  |  |  |  |  | Sports Utility Vehicles | | |  |  |  |  |
|  |  |  | **Crossover vehicles** | |  |  |  |  |  | Crossover vehicles | |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **PETROL** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |  |  |  |  | Private | Sub Scheme A | Sub Scheme C | | #VALUE! | #VALUE! | #VALUE! |
|  |  | Up to 1550 | 326,8 | 105,2 | 40,6 |  |  |  |  | 328,0 | 110,21 | 38,81 |  | -1,23 | -5,02 | 1,79 |
|  |  | 1550-1950 | 353,3 | 107,9 | 49,4 |  |  |  |  | 355,5 | 113,05 | 48,47 |  | -2,25 | -5,13 | 0,88 |
|  |  | 1951-2150 | 408,8 | 119,3 | 53,5 |  |  |  |  | 410,6 | 124,13 | 52,45 |  | -1,81 | -4,82 | 1,01 |
|  |  | 2151-2500 | 479,2 | 143,7 | 58,4 |  |  |  |  | 481,7 | 149,27 | 57,41 |  | -2,51 | -5,54 | 1,03 |
|  |  | 2501-3500 | 600,0 | 156,0 | 70,0 |  |  |  |  | 601,0 | 162,29 | 68,67 |  | -1,00 | -6,29 | 1,29 |
|  |  | Greater than 3500 | 671,1 | 181,5 | 74,6 |  |  |  |  | 673,2 | 189,48 | 72,76 |  | -2,14 | -7,97 | 1,82 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **DIESEL** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |  |  |  |  | Private | Sub Scheme A | Sub Scheme C | | #VALUE! | #VALUE! | #VALUE! |
|  |  | Up to 2150 | 437,3 | 103,1 | 57,2 |  |  |  |  | 437,9 | 106,73 | 56,19 |  | -0,65 | -3,67 | 1,02 |
|  |  | 2151-2500 | 547,2 | 123,3 | 63,9 |  |  |  |  | 547,2 | 127,38 | 62,86 |  | -0,07 | -4,12 | 1,05 |
|  |  | 2501-3500 | 584,1 | 139,2 | 70,9 |  |  |  |  | 583,8 | 144,17 | 69,61 |  | 0,34 | -4,96 | 1,30 |
|  |  | Greater than 3500 | 666,8 | 161,3 | 90,4 |  |  |  |  | 668,7 | 167,49 | 90,21 |  | -1,93 | -6,14 | 0,22 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | November-2015 |  |  |  |  |  |  | 42035 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Category F:** | **Motor Cycle** | |  |  |  |  |  | Motor Cycle | |  |  |  |  |  |
|  |  |  | **Scooter** |  |  |  |  |  |  | Scooter |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | **Engine Category** | **Private** | **Sub Scheme A** | **Sub Scheme C** |  |  |  |  | Private | Sub Scheme A | Sub Scheme C | | #VALUE! | #VALUE! | #VALUE! |
|  |  | Up to 250 | 113,7 | N/a | N/a |  |  |  |  | 118,3302 | N/a | N/a |  | -4,59 | #VALUE! | #VALUE! |
|  |  | Over 250 | 162,4 | N/a | N/a |  |  |  |  | 167,57 | N/a | N/a |  | -5,14 | #VALUE! | #VALUE! |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |