

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - CONTRACTED OPERATIONS - FARE LEVEL ONE											
Updated January 2017 for 2017/18											
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CAT.	Item No	SERVICES RENDERED	UNIT	REMARKS	2016/17	2016/17	VAT	2017/18	2017/18	2017/18	2017/18
		and related transport products			Recalculated	R	Yes/No	R	Recalculated (Rounded)	Variance due	R
					excl. VAT	incl. VAT		excl. VAT	excl. VAT	to rounding	incl. VAT
	1	Item 1 (re "Interim fares") deleted in previous years									
	2	Full Fare System Public Transport Fares									
			Fare Level One								
MR	2A	Mover Packages		Value can be added onto the card as money or as a Mover Package. The Mover Packages give added benefit such as covering the bank load fees and enabling the discounted [Travel] Mover Fare to be charged compared to fares charged against money loaded. [Travel Fares] Mover Packages load points equivalent to the rand value. Conditions [2.16] 2.6a and 14 [4.6] apply to loading and charging of fares against the balance of points on the Smartcard.							
SB	2A.1A	Mover 35 [Mover 30]	Per load	Loads the equivalent points on the Smartcard without having to pay load fees. Available only where determined appropriate, i.e. where kiosk queue lengths are not compromised due to repeated loads.	30.00		No (exempt)	35.00	35.00		
SB	2A.1B	Mover 50	Per load	Loads the equivalent points on the Smartcard without having to pay load fees. It also enables [Travel] Mover Fare fares to be charged i.e. a 30% reduction in fare compared to the Standard fares.	50.00		No (exempt)	50.00	50.00		
SB	2A.1A	Mover 60	Per load	As in Item 2A.1B.	N/A		No (exempt)	60.00	60.00		
SB	2A.1	Mover 80	Per load	As in Item 2A.1B.	80.00		No (exempt)	80.00	80.00		
SB	2A.2	Mover 100	Per load	As re Item 2A.1 B	100.00		No (exempt)	100.00	100.00		
SB	2A.3	Mover 150	Per load	As re Item 2A.1 B	150.00		No (exempt)	150.00	150.00		
SB	2A.4	Mover 200	Per load	As re Item 2A.1 B	200.00		No (exempt)	200.00	200.00		
SB	2A.4A	Mover 300	Per load	As re Item 2A.1 B	N/A		No (exempt)	300.00	300.00		
SB	2A.5	Mover 400	Per load	As re Item 2A.1 B	400.00		No (exempt)	400.00	400.00		
SB	2A.6	Mover 600	Per load	As re Item 2A.1 B	600.00		No (exempt)	600.00	600.00		
SB	2A.7	Mover 1000	Per load	As re Item 2A.1 B	1,000.00		No (exempt)	1,000.00	1,000.00		

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	2B	Standard Fares (i.e. without a Mover Package)									
	2B.1	Standard fare for Journeys started in the Peak Fare Period	per person per Journey (one way)	Fare deducted from the Smartcard for the particular distance travelled [when the passenger checks in at the start of the journey during the peak period], or charged through another payment mechanism where the Journey distance can be ascertained in real time . This fare is deducted [when money is available on the EMV portion of the Smartcard i.e.] when no Mover Package has been loaded onto the card or where there is insufficient value in the Mover Packages to cover the applicable Mover fare.							
SB	2B.1.1	Journeys under 5 km ("boarding fare") [(in the peak)]		Fare charged on a Journey that [begins in the peak period and] is within the distance in column 3 [under 5 km long]. [This fare is also referred to as the boarding fare.] (Premium routes attract a premium charge on top of these fares).	12.60		No (exempt)	13.89	13.90	0.01	
SB	2B.1.2	Journeys of 5 km or longer, but less than 10 km [(in the peak)]		As per Item 2B.1.1	15.90		No (exempt)	17.48	17.50	0.02	
SB	2B.1.3	Journeys of 10 km or longer, but less than 20 km [(in the peak)]		As per Item 2B.1.1	21.10		No (exempt)	23.41	23.50	0.09	
SB	2B.1.4	Journeys of 20 km or longer, but less than 30 km [(in the peak)]		As per Item 2B.1.1	23.50		No (exempt)	25.75	25.80	0.05	
SB	2B.1.5	Journeys of 30 km or longer, but less than 40 km [(in the peak)]		As per Item 2B.1.1	25.50		No (exempt)	28.09	28.10	0.01	
SB	2B.1.6	Journeys of 40 km or longer, but less than 50 km [(in the peak)]		As per Item 2B.1.1	29.10		No (exempt)	32.15	32.20	0.05	
SB	2B.1.7	Journeys of 50 km or longer, but less than 60 km [(in the peak)]		As per Item 2B.1.1	32.80		No (exempt)	36.06	36.10	0.04	
SB	2B.1.8	Journeys of 60 km or longer [(in the peak)]		As per Item 2B.1.1	35.80		No (exempt)	39.33	39.40	0.07	
SB	2B.1.9	Premium on Airport service [in peak period]		[Fare charged on a Journey that begins in the peak period.] This is the premium [cash fare] charged for a single Journey from Cape Town Airport to any other destination [MyCiti Civic Centre Station] or return in addition to normal distance-based fare.	66.90		No (exempt)	73.00	73.00	0.00	

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	2B.2	Standard fare for Journeys started in the Saver Period (i.e. without a Mover Package)	per person per Journey (one way)	As per 2B.1							
SB	2B.2.1	Journeys under 5 km ("boarding fare") [(in the Saver period)]		Fare charged on a Journey that [begins in the peak period and] is within the distance in column 3 [under 5 km long]. [This fare is also referred to as the boarding fare.] (Premium routes attract a premium charge on top of these fares).	8.40		No (exempt)	9.04	9.10	0.06	
SB	2B.2.2	Journeys of 5 km or longer, but less than 10 km [(in the Saver period)]		As per Item 2B.2.1	10.80		No (exempt)	11.65	11.70	0.05	
SB	2B.2.3	Journeys of 10 km or longer, but less than 20 km [(in the Saver period)]		As per Item 2B.2.1	13.70		No (exempt)	14.71	14.80	0.09	
SB	2B.2.4	Journeys of 20 km or longer, but less than 30 km [(in the Saver period)]		As per Item 2B.2.1	16.00		No (exempt)	17.32	17.40	0.08	
SB	2B.2.5	Journeys of 30 km or longer, but less than 40 km [(in the Saver period)]		As per Item 2B.2.1	17.70		No (exempt)	19.16	19.20	0.04	
SB	2B.2.6	Journeys of 40 km or longer, but less than 50 km [(in the Saver period)]		As per Item 2B.2.1	20.80		No (exempt)	22.53	22.60	0.07	
SB	2B.2.7	Journeys of 50 km or longer, but less than 60 km [(in the Saver period)]		As per Item 2B.2.1	23.60		No (exempt)	25.44	25.50	0.06	
SB	2B.2.8	Journeys of 60 km or longer [(in the Saver period)]		As per Item 2B.2.1	25.80		No (exempt)	27.89	27.90	0.01	
SB	2B.2.9	Premium on Airport service [in Saver Period]		As per Item 2B.1.9	66.90		No (exempt)	73.00	73.00	0.00	
	2C	Fare with Mover Package									
	2C.1	Mover [Package] Fare for Journeys started in the Peak Fare Period	per person per Journey (one way)	Fare deducted from the Smartcard for the particular distance travelled [when the passenger checks in at the start of a Journey in the peak period]. This fare is applicable when a [one or more] Mover Package [s are] is loaded on the Smartcard and subject to condition 14.							
SB	2C.1.1	Journeys under 5 km ("boarding fare") [(in the peak)]		[Travel] Mover Fare charged on a Journey that [begins in the peak period and] is within the distance in column 3 [under 5]	8.90		No (exempt)	9.78	9.80	0.02	
SB	2C.1.2	Journeys of 5 km or longer, but less than 10 km [(in the peak)]		As per Item 2C.1.1	11.20		No (exempt)	12.31	12.40	0.09	
SB	2C.1.3	Journeys of 10 km or longer, but less than 20 km [(in the peak)]		As per Item 2C.1.1	15.00		No (exempt)	16.49	16.50	0.01	
SB	2C.1.4	Journeys of 20 km or longer, but less than 30 km [(in the peak)]		As per Item 2C.1.1	16.50		No (exempt)	18.14	18.20	0.06	
SB	2C.1.5	Journeys of 30 km or longer, but less than 40 km [(in the peak)]		As per Item 2C.1.1	18.00		No (exempt)	19.79	19.80	0.01	
SB	2C.1.6	Journeys of 40 km or longer, but less than 50 km [(in the peak)]		As per Item 2C.1.1	20.60		No (exempt)	22.64	22.70	0.06	

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SB	2C.1.7	Journeys of 50 km or longer, but less than 60 km [(in the peak)]		<i>As per Item 2C.1.1</i>	23.10		No (exempt)	25.39	25.40	0.01	
SB	2C.1.8	Journeys of 60 km or longer [(in the peak)]		<i>As per Item 2C.1.1</i>	25.20		No (exempt)	27.70	27.70	0.00	
SB	2C.1.9	Premium on Airport service [in peak period]		[Fare charged on a Journey that begins in the peak period.]	54.50		No (exempt)	52.10	52.10	0.00	
	2C.2	Mover [Package] Fare for Journeys started in a Saver period	<i>per person per Journey (one way)</i>	<i>As per Item 2C.1</i>							
SB	2C.2.1	Journeys under 5 km ("boarding fare") [(in the Saver period)]		[Travel] Mover Fare charged on a Journey that begins in the Saver period and is <i>within the distance in column 3</i> [under 5-km long]. [This fare is also referred to as the boarding fare.] (Premium routes attract a premium charge on top of these fares).	5.90		No (exempt)	6.37	6.40	0.03	
SB	2C.2.2	Journeys of 5 km or longer, but less than 10 km [(in the Saver period)]		<i>As per Item 2C.2.1</i>	7.60		No (exempt)	8.20	8.30	0.10	
SB	2C.2.3	Journeys of 10 km or longer, but less than 20 km [(in the Saver period)]		<i>As per Item 2C.2.1</i>	9.60		No (exempt)	10.36	10.40	0.04	
SB	2C.2.4	Journeys of 20 km or longer, but less than 30 km [(in the Saver period)]		<i>As per Item 2C.2.1</i>	11.30		No (exempt)	12.19	12.20	0.01	
SB	2C.2.5	Journeys of 30 km or longer, but less than 40 km [(in the Saver period)]		<i>As per Item 2C.2.1</i>	12.50		No (exempt)	13.49	13.50	0.01	
SB	2C.2.6	Journeys of 40 km or longer, but less than 50 km [(in the Saver period)]		<i>As per Item 2C.2.1</i>	14.70		No (exempt)	15.86	15.90	0.04	
SB	2C.2.7	Journeys of 50 km or longer, but less than 60 km [(in the Saver period)]		<i>As per Item 2C.2.1</i>	16.60		No (exempt)	17.91	18.00	0.09	
SB	2C.2.8	Journeys of 60 km or longer [(in the Saver period)]		<i>As per Item 2C.2.1</i>	18.20		No (exempt)	19.64	19.70	0.06	
SB	2C.2.9	Premium on Airport service [in the Saver period]		<i>As per Item 2C.1.9</i>	48.20		No (exempt)	52.10	52.10		

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	2D	One-trip manual ticket		Condition 14.4 will not apply to one-trip manual tickets							
SB	2D.1a	System-wide one-trip ticket for non-Premium service: Peak and Saver.	per person per trip (one way)	For passengers without a Smartcard who wish to make a single Journey. This is a manual ticket at a fare slightly lower than the Smartcard issuing fee to discourage purchasing the Smartcard for single trips [higher than the maximum fare, but less than the purchase cost of a Smartcard and a] even if this is below the Standard fare during the Peak Fare Period using the Smartcard on longer distance bands. This ticket is valid for all Journeys whether in the Peak or Saver Period [, but not if the Journey includes a trip on the Premium Airport service, in which case 2D.2 applies] . Price rounded up to the closest R5.	35.00		No (exempt)	30.00	30.00	0.00	
SB	2D.1b.1	Single-trip ticket for non-Premium service: Peak and Saver, under 5km	per person per trip (one way)	For special circumstance where the majority of passengers are expected not to be regular customers, but are likely to travel for a single leg of Journey, or for a return. This is for use especially where majority of travel is likely to be in the Saver period, and where [ticket dispensers will be installed for sale of tickets or] tickets are sold through bulk sales.	10.00		No (exempt)	9.37	10.00	0.63	
SB	2D.1b.2	Single-trip ticket for non-Premium service: Peak and Saver, for travel of 5 km or longer, but less than 20 km	per person per trip (one way)	As for Item 2D.1b.1.	15.00		No (exempt)	16.49	16.50	0.01	
SB	2D.1b.3	Single-trip ticket for non-Premium service: Peak and Saver, for travel of 20 km or longer, but less than 40 km	per person per trip (one way)	As for Item 2D.1b.1.	20.00		No (exempt)	19.79	20.00	0.21	
SB	2D.2	One-trip ticket for the Premium service: Peak and Saver	per person per trip (one way)	As per Item 2D.1a, for a Journey including a trip to or from the Airport	90.00		No (exempt)	98.75	100.00	1.25	
SB	2D.3	Payment for return [Cost] of card [to be] used for single-trips	Per card repurchased by the City	Per card, for re-use for further single fares. Initially, no such card fee will be paid to passengers returning cards, since they will be encouraged to do so on a voluntary basis. However, fee can be activated and thereafter deactivated at the election of the City. When activated, passenger may sell card back to the City, subject to terms & conditions as may be determined by the City.	5.00		No (exempt)	5.00	5.00	0.00	

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	2E	Penalties and non-closure fares									
SB	2E.1	When on non-premium routes and not checking in or not checking out: non-closure fare / Minimum fare evasion Penalty Fare - First three penalties	Per passenger	It is the responsibility of a passenger to check in and out when entering the system. The non-closure fare is charged [irrespective of distance travelled,] where a passenger either does not check in, or does not check out, or does not check in or out correctly - other than with respect to travel on a Premium Route. This applies where there is no clear indication of an intention to evade fare or where the penalty is charged automatically.	10.00		No (exempt)	10.00	10.00	0.00	
SB	2E.1a	When on non-premium routes and not checking in or not checking out: non-closure fare / Minimum fare evasion Penalty Fare - 4th and subsequent penalties	Per passenger	As per Item 2E.1 - 4th and subsequent penalty.	22.00		No (exempt)	24.20	25.00	0.80	
SB	2E.1b	When on non-premium routes and not checking in or not checking out: non-closure fare / Minimum fare evasion Penalty Fare (increase in case of Gaming) - 4th and subsequent penalties	Per passenger	As re item 2E.1a. This higher level of the minimum non-closure Penalty Fare (in replacement of item 2E.1) may be activated by the City through a Notice in the Press where information suggests that a significant number of passengers is likely to be Gaming the system, ie to be travelling more than 40km in distance do not tap out because the fare evasion Penalty Fare is lower than the fare for the 40km+ distance band or to have such effect even if not intended. In such case the smartcard purchase fee may [will] be increased as set out in item 2F.1A, either in addition to this measure, or as an alternative to it.	37.00		No (exempt)	40.33	41.00	0.67	
SB	2E.2	When on a Premium Route and not checking in or not checking out: Premium non-closure fare	Per passenger	Similar to Item 2E.1, here applicable to a Premium Route, with the exception that a passenger found not to have checked in or out on a Premium Route (whether previously travelled on a non-premium route or not) for any reason, must be charged the premium non-closure fare.	92.00		No (exempt)	113.33	114.00	0.67	
	[2E.2a]	[When on a Premium Route and not checking in or not checking out: Premium non-closure fare (increase in case of significant fare evasion)]	[Per passenger]	[As re item 2E.2. This higher level of this non-closure Penalty Fare (in replacement of item 2E.2) may be activated by the City through a notice in the press where information suggests that a significant number of passengers likely to be travelling more than 30km in distance do not tap out because the fare evasion Penalty Fare is lower than the fare for the relevant distance bands.]	[104]		No (exempt)	Delete	Delete	Delete	Delete
SB	2E.3	Full Fare Evasion Penalty Fare	Per passenger involved in such fare evasion	A Fare evasion Penalty Fare is charged where a person is likely to have evaded or attempted to evade paying a fare - see condition 2.2. Applicable to both premium and Non-Premium Routes.	307.00		No (exempt)	331.31	332.00	0.69	

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SB	2E.4	Racketeering Penalty Fare	<i>To the scammer, per passenger involved in such fare evasion</i>	A Racketeering Penalty Fare is a penalty for [repeated] scamming and is meant to deter the commercialised or black market abuse of Monthly, [or] Saver or other transit products - rounded up to the closest R100. "Scamming" includes making a card available to a passenger for a fee, where this is against Condition 3(j) or the Fare Rules.	1,500.00		No (exempt)	1,618.76	1,700.00	81.24	
	2F	Smartcard Issuing Fee									
SB	2F.1	myconnect Smartcard Issuing Fee	Per Smartcard	The myconnect Smartcard issuing fee is to be charged to any passenger to whom a myconnect Smartcard is issued, subject to the terms and conditions.	30.00		No (exempt)	35.00	35.00	0.00	
SB	2F.1A	myconnect Smartcard Issuing Fee: adjustment due to Gaming	Per Smartcard	As in Item 2F.1 - if Gaming is detected as set out in Item 2E.1b, then the Smartcard issuing fee will be increased as per this item.	38.00		No (exempt)	51.00	51.00	0.00	
SB	2F.2	myconnect Smartcard Repurchase administration fee	Deducted per Smartcard	Subject to Condition [2.47] 2.6b (a). Deducted per Smartcard repurchased from the Issuing Fee.	11.00		No (exempt)	11.87	12.00	0.13	
SB	2F.3	myconnect Smartcard replacement fee on expiry of card	Per Smartcard replaced	Replacement due to expiry (based on banking rules): Discounted purchase price	20.00		No (exempt)	22.00	22.00	0.00	
	2G	Redundancy manual tickets		Condition 14.4 will not apply during redundancy conditions							
	2G.1	Redundancy manual tickets for non-Premium routes: Peak and Saver period	<i>per person per Journey (one way)</i>								
SB	2G.1.1	Journeys of under 20 km		Fare is for a redundancy ticket on a non-Premium Airport route for a Journey that is under 20 km long.	8.00		No (exempt)	8.20	9.00	0.80	
SB	2G.1.2	Journeys of 20 km or longer		Fare is for a redundancy ticket on a non-Premium Airport route for a Journey that is 20 km or longer	14.00		No (exempt)	14.49	15.00	0.51	
SB	2G.2	Redundancy manual ticket for the Premium route: Peak and Saver Period		Flat fare applicable for a redundancy ticket on a Premium route and includes any further trips using closed and permitted open transfers.	67.00		No (exempt)	68.74	69.00	0.26	
	2H	Transit product: Day passes [with limited trips]		(a) Sold only in bulk regarding events or other bulk purchases, subject to numbers and conditions as the City may determine.							

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		and related transport products			Recalculated	R	Yes/No	R	Recalculated (Rounded)	Variance due	R
					excl. VAT	incl. VAT		excl. VAT	excl. VAT	to rounding	incl. VAT
				(b) [One] Day passes may be sold either as manual return trip tickets (using mifare-type technology), or be loaded as a transit product on a Smartcard. [Multiple day passes may only be loaded as a transit product on a Smartcard (in which case the Smartcard issuing fee is not included in the fare listed below).] Valid only for the period indicated below, after which it expires. Unused Journeys cannot be redeemed for cash or any other credit. The purchaser of these products may not on-sell these products to others at a higher price than the fare listed below.							
	2H.1	Conference Day Passes		Usable on all routes, unlimited Journeys per day, excluding trips on Premium routes							
SB	2H.1.1	Conference One Day Pass	per person per transit product	Valid for the [predetermined] calendar day/s [only] indicated in the 3rd column, either on dates as nominated by the passenger at the time of purchase, or from the date and time of purchase, or from the first time that it is used, depending on the functionality available at the time (excl trips on Premium routes).	30.00		No (exempt)	32.30	32.00	-0.30	
SB	2H.1.2	Conference Two Day Pass	per person per transit product	As per Item 2H.1.1	53.00		No (exempt)	57.33	57.00	-0.33	
SB	2H.1.3	Conference Three Day Pass	per person per transit product	As per Item 2H.1.1	75.00		No (exempt)	82.36	82.00	-0.36	
SB	2H.1.4	Conference Four Day Pass	per person per transit product	As per Item 2H.1.1	95.00		No (exempt)	101.74	102.00	0.26	
SB	2H.1.5	Conference Five Day Pass	per person per transit product	As per Item 2H.1.1	115.00		No (exempt)	121.12	121.00	-0.12	
SB	2H.1.6	Conference Seven Day Pass	per person per transit product	As per Item 2H.1.1	135.00		No (exempt)	145.35	145.00	-0.35	
	2H.2	Premium Conference Day Passes		Usable on all routes, for a maximum of four Journeys per day, including Journeys to the Airport							
SB	2H.2.1	Premium Conference One Day Pass	per person per transit product	As per Item 2H.1.1, but incl trips on Premium routes	100.00		No (exempt)	97.42	97.00	-0.42	
SB	2H.2.2	Premium Conference Two Day Pass	per person per transit product	As per Item 2H.2.1	123.00		No (exempt)	122.46	122.00	-0.46	
SB	2H.2.3	Premium Conference Three Day Pass	per person per transit product	As per Item 2H.2.1	145.00		No (exempt)	147.49	147.00	-0.49	
SB	2H.2.4	Premium Conference Four Day Pass	per person per transit product	As per Item 2H.2.1	165.00		No (exempt)	166.87	167.00	0.13	
SB	2H.2.5	Premium Conference Five Day Pass	per person per transit product	As per Item 2H.2.1	185.00		No (exempt)	186.25	186.00	-0.25	
SB	2H.2.6	Premium Conference Seven Day Pass	per person per transit product	As per Item 2H.2.1	205.00		No (exempt)	210.47	210.00	-0.47	

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		2. Where the text of the tariff re. Fare Level 2 and 3 are the same as the Fare Level 1, changes made in Fare Level 1 are not highlighted again in those fare levels, except that deleted text is shown in square brackets - ie [deleted text].									
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	2I	Other transit products		Price excludes cost of the Smartcard. Valid only for the period indicated below, after which it expires. Unused Journeys cannot be redeemed for cash or any other credit.							
	[2I.1]	Premium Monthly - Deleted in 2017	[per-monthly-ticket]	[Unlimited travel on any route, including the Airport. No non-closure penalties. Not transferable. Until the conditions above can be programmed the monthly will be subject to the current limitations: 2 trips a day, with penalties applicable. Subject to additional terms and conditions that the City may issue. If significant gaming is found, these monthlies can be reverted to a limit of two trips per day.]	[930]		No (exempt)	Delete	Delete	Delete	Delete
SB	2I.2	[Non-Premium] System-wide Monthly	per monthly ticket	Unlimited travel on any route, excluding the Airport for a month / 30 days . No non-closure penalties. Not transferable. [Until the conditions above can be programmed the monthly will be subject to the current limitations: 2 trips a day, with penalties applicable.] Subject to additional terms and conditions that the City may issue. If Gaming [is found] appears to occur , these monthlies can be reverted to a limit of two trips per day.	710.00		No (exempt)	783.49	780.00	-3.49	
SB	2I.3	Concession product: Journey on Credit	Per person per card	This transit product permits a cardholder to travel on credit one full journey, despite having run out of value to pay for the journey and not having another transit product loaded to cover the Journey, for reasons such as that a loading point where the cardholder wants to load value is not operational, or because there is no loading point close by when the passenger needs to load value. This may be issued subject to terms and conditions as the City may determine. (a) Regarding Smartcards that a issued for free : This concession product is not to be loaded on such Smartcards because of the risk of Gaming. Where a holder of a free car wishes this concession product to be loaded, this fee must be charged. (b) Regarding Smartcards that a issued against payment of the issuing fee: This concession product will initially be loaded on such Smartcards free of charge. The City may implement the Journey on Credit fee regarding (b) where considered necessary to combat Gaming.	N/A		No (exempt)	20.00	20.00	0.00	
	2J	Transit product: Saver Day Passes		Saver passes are for purchase by the general public.							
				As per 2H, Remark (b).							

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CAT.	Item No	SERVICES RENDERED and related transport products	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 R excl. VAT	2017/18 Recalculated (Rounded) excl. VAT	2017/18 Variance due to rounding	2017/18 R incl. VAT
	2J.1	Saver Day Passes		Usable on all routes, unlimited journeys per day, excluding trips on Premium routes							
SB	2J.1.1	Saver One Day Pass	per person per transit product	As for Item 2H.1.1 (read with the changes required by the context)	36.00		No (exempt)	38.07	39.00	0.93	
SB	2J.1.3	Saver Three Day Pass	per person per transit product	As per Item 2J.1.1	105.00		No (exempt)	109.65	110.00	0.35	
SB	2J.1.6	Saver Seven Day Pass	per person per transit product	As per Item 2J.1.1	195.00		No (exempt)	205.60	206.00	0.40	
SB	2J.1.7	Saver Monthly Pass	per person per transit product	Valid for a month / 30 days (incl incl trips on Premium routes)	540.00		No (exempt)	582.75	585.00	2.25	
	2J.2	Premium Saver Day Passes		Usable on all routes, for a maximum of four Journeys per day, including Journeys to the Airport							
SB	2J.2.1	Premium Saver One Day Pass	per person per transit product	As per Item 2H.1.1, but incl trips on Premium routes	109.00		No (exempt)	117.95	118.00	0.05	
SB	2J.2.3	Premium Saver Three Day Pass	per person per transit product	As per Item 2J.2.1	195.00		No (exempt)	210.38	211.00	0.62	
SB	2J.2.6	Premium Saver Seven Day Pass	per person per transit product	As per Item 2J.2.1	269.00		No (exempt)	290.52	291.00	0.48	
SB	[2J.2.7]	Premium Saver Monthly Pass - Deleted in 2017	[per person per transit product]	[Valid for a month (incl trips on Premium routes)]	[760]		No (exempt)	Delete	Delete	Delete	
	2K	Tourist Products		NEW: Tourist passes for purchase by the general public. Passes will be loaded as a transit product on a Smartcard (Smartcards issuing fee excluded in the rates below). Valid only for the period indicated below, after which it expires. Unused journeys cannot be redeemed for cash or any other credit. The purchaser of these products may not on-sell these products to others at a higher price than the fare listed below.							
	2K.1	Tourist Day Pass		Usable on all routes, unlimited journeys per day, excluding trips on a Premium route							
S	2K.1.1	Tourist One Day Pass	per person per transit product	Valid for the number of days only indicated on the left.	N/A	N/A	No (exempt)	93.37	94.00	0.63	
S	2K.1.2	Tourist Three Day Pass	per person per transit product	As per Item 2K1.1	N/A	N/A	No (exempt)	233.42	234.00	0.58	
S	2K.1.3	Tourist Five Day Pass	per person per transit product	As per Item 2K1.1	N/A	N/A	No (exempt)	420.15	421.00	0.85	

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S	2K.1.4	<i>Tourist Seven Day Pass</i>	<i>per person per transit product</i>	<i>As per Item 2K1.1</i>	N/A	N/A	No (exempt)	513.52	514.00	0.48	
S	2K.2	<i>Premium Tourist Day Pass</i>		<i>Usable on all routes, for a maximum of four journeys per day, including journeys to the Airport</i>							
S	2K.2.1	<i>Tourist One Day Pass</i>	<i>per person per transit product</i>	<i>As per Item 2K1.1</i>	N/A	N/A	No (exempt)	161.10	162.00	0.90	
S	2K.2.2	<i>Tourist Three Day Pass</i>	<i>per person per transit product</i>	<i>As per Item 2K1.1</i>	N/A	N/A	No (exempt)	301.15	302.00	0.85	
S	2K.2.3	<i>Tourist Five Day Pass</i>	<i>per person per transit product</i>	<i>As per Item 2K1.1</i>	N/A	N/A	No (exempt)	487.88	488.00	0.12	
S	2K.2.4	<i>Tourist Seven Day Pass</i>	<i>per person per transit product</i>	<i>As per Item 2K1.1</i>	N/A	N/A	No (exempt)	581.25	582.00	0.75	
	3	Extension of existing services:	Fare Level One	The City may agree to extend the hours of any existing service or may add new or amended services on request of any external party subject to the additional fees payable below. The fee will be the aggregate of the hourly and km fees for Item No [4] 3. Where the actual hours of operation are more than the booked hours, the charge will be for the actual hours. The relevant services will remain open to the public, and fares charged will be retained by the City. The km fees below include the kms of travel to and from the depot to the start or end of the service (i.e. the City will charge for such positioning kms).							
FCR	3.1	Extended hours: hourly fee between 06:00 and 24:00	per vehicle per hour or part thereof	Fee chargeable for hours of availability, whether the relevant vehicles are used or not. In addition the event hourly and km fees are payable.	510.70		No (exempt)	563.71	564.00	0.29	
FCR	3.2	Extended hours: hourly fee between 24:00 and 06:00	per vehicle per hour or part thereof	Fee chargeable for hours of availability, whether the relevant vehicles are used or not. In addition the event daily and km fees are payable.	766.00		No (exempt)	845.51	846.00	0.49	
FCR	3.3	Extended hours: km fee for 6m vehicles	per 6m vehicle per km (or part thereof) travelled	Fee chargeable for all kilometres actually travelled as part of the service. In addition the event hourly fees are payable.	13.00		No (exempt)	13.86	14.00	0.14	
FCR	3.4	Extended hours: km fee for 9m vehicles	per 9m vehicle per km (or part thereof) travelled	Fee chargeable for all kilometres actually travelled as part of the service. In addition the event hourly fees are payable.	18.80		No (exempt)	20.04	21.00	0.96	
FCR	3.5	Extended hours: km fee for 12m vehicles	per 12m vehicle per km (or part thereof) travelled	Fee chargeable for all kilometres actually travelled as part of the service. In addition the event hourly fees are payable.	23.10		No (exempt)	24.62	25.00	0.38	

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FCR	3.6	Extended hours: km fee for 18m vehicles	per 18m vehicle per km (or part thereof) travelled	Fee chargeable for all kilometres actually travelled as part of the service. In addition the event hourly fees are payable.	25.40		No (exempt)	27.07	28.00	0.93	
	4	Charter and other services:	Fare Level One	Notes regarding Item Nos 4A and 4B: (a) These fees are payable regarding events, and for other services per hire (subject to the IRT vehicle use and ticket seller policy, if in place). (b) Where the actual hours of operation are more than the booked hours, the charge will be for the actual hours. (c) Where required by the City, the client must ensure that all passengers are issued with a ticket that the City may use to control access to the service. This could be an event ticket itself. (d) The km fees below include the km's of travel to and from the depot to the start or end of the service. (e) Regarding Item No 4A and 4B the fee will be the aggregate of the relevant daily, hourly and the km fees .							
	4A	Events primarily held at the Cape Town stadium	Fare Level One	This fee reflects the actual cost of the service (excluding overheads)							
SB	4A.1	Stadium event daily fee	per vehicle per day or part thereof	Fee chargeable, whether the relevant vehicles are used or not. In addition the event hourly and km fees are payable. "Day" means a period of 24 hours from the time that the vehicle is first required for a given service	1750.00	1,995.00	Yes	1,866.08	1,868.42	2.34	2,130.00
SB	4A.2	Stadium event hourly fee for period between 06:00 and 24:00	per vehicle per hour or part thereof	Fee chargeable for hours of availability as booked, whether the relevant vehicles are used or not. In addition the Stadium event daily and km fees are payable.	150.00	171.00	Yes	159.95	157.89	-2.06	180.00
SB	4A.3	Stadium event hourly fee for period between 24:00 and 06:00	per vehicle per hour or part thereof	<i>As per item 4A.2.</i>	300.00	342.00	Yes	319.90	320.18	0.28	365.00
SB	4A.4	Stadium event km fee for 6m vehicles	[per 6m vehicle] per km (or part thereof) travelled	Fee chargeable, for all kilometres actually travelled as part of the service. In addition the Stadium event daily and hourly fees are payable.	7.98	9.10	Yes	8.53	8.77	0.25	10.00
SB	4A.5	Stadium event km fee for 9m vehicles	[per 9m vehicle] per km (or part thereof) travelled	<i>As per item 4A.4.</i>	10.00	11.40	Yes	10.66	10.53	-0.13	12.00
SB	4A.6	Stadium event km fee for 12m vehicles	[per 12m vehicle] per km (or part thereof) travelled	<i>As per item 4A.4.</i>	12.98	14.80	Yes	13.86	14.04	0.18	16.00
SB	4A.7	Stadium event km fee for 18m vehicles	[per 18m vehicle] per km (or part thereof) travelled	<i>As per item 4A.4.</i>	15.96	18.20	Yes	17.05	16.67	-0.39	19.00

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MR	4A.8	Peak surcharge: Stadium event	per vehicle per Peak Period falling within the charter period	Buses are usually not available during Peak <i>Commuting</i> Period, but subject to availability and as long as it does not compromise the public transport service, should a bus be chartered over such <i>Peak Commuting Period</i> then this will be charged a daily surcharge.	800.00	912.00	Yes	853.07	850.88	-2.19	970.00
	4B	Other hire and fees	Fare Level One								
MR	4B.1	Other hire daily fee	per vehicle, MyCiTi depot, staging area, station or stop or other public transport facilities per day or part thereof	Fee chargeable, whether the relevant vehicles, depots, staging areas, stations or stops or other public transport-related facilities are used or not. For depots, staging areas, stations or stops or other public transport-related facilities : in addition the hourly other hire fees are applicable. For vehicles: in addition the relevant "other hire" hourly fee and the relevant other hire km fee is applicable. "Day" means a period of 24 hours from the time that the vehicle is first required for a given service. "Other hire" includes rental of a facility, as well as use of a facility for filming or other performances, provided that concession is granted by the Manager responsible for <i>Contracted Public Transport Operations ("Operations Manager")</i> in circumstances described in Item 4B.14 (which shall be read with the changes required by the context).	2625.00	2,992.50	Yes	2,799.13	2,798.25	-0.88	3,190.00
MR	4B.2	Other hire hour fee for period between 06:00 and 24:00	per vehicle per hour or part thereof	Fee chargeable for hours of availability as booked, whether the relevant vehicles are used or not. In addition, per vehicle: the other hire daily fees; and the relevant km fees are payable.	200.00	228.00	Yes	213.27	214.91	1.65	245.00
MR	4B.3	Other hire hour fee for period between 24:00 and 06:00	per vehicle per hour or part thereof	As per item 4AB2.	300.00	342.00	Yes	319.90	320.18	0.28	365.00
MR	4B.4	Other hire km fee for 6m vehicles	[per 6m vehicle] per km (or part thereof) travelled	Fee chargeable, for all kilometres actually travelled as part of the service. In addition the other hire daily and hourly fees are payable.	7.98	9.10	Yes	8.53	8.77	0.25	10.00
MR	4B.5	Other hire km fee for 9m vehicles	[per 9m vehicle] per km (or part thereof) travelled	As per item 4B.4.	10.00	11.40	Yes	10.66	10.53	-0.13	12.00
MR	4B.6	Other hire km fee for 12m vehicles	[per 12m vehicle] per km (or part thereof) travelled	As per item 4B.4.	12.98	14.80	Yes	13.86	14.04	0.18	16.00
MR	4B.7	Other hire km fee for 18m vehicles	[per 18m vehicle] per km (or part thereof) travelled	As per item 4B.4.	15.96	18.20	Yes	17.05	16.67	-0.39	19.00

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MR	4B.7A	Peak surcharge: Other hire	per vehicle per Peak Period falling within the charter period	As per item 4A.8.	960.00	1,094.40	Yes	1,023.68	1,026.32	2.64	1,170.00
MR	4B.8	Hourly hire fee for hire or use of [HRF] MyCiTi stations (excl Civic Station) or other public transport-related facilities not falling within another Item or tariff table	per station or per other facility per hour or part thereof	Fee chargeable (other than where awarded via tender) for hours of availability as booked, whether the relevant facility are used by the lessee or not. In addition the other hire daily fees are payable.	683.51	779.20	Yes	728.85	728.07	-0.78	830.00
MR	4B.9	Hourly hire fee for hire of bus stops	per bus stop per hour or part thereof	Same as or Item 4B.8	341.75	389.60	Yes	364.42	364.04	-0.39	415.00
MR	4B.10	Hourly hire fee for hire of Civic Centre Station	per Zone of station per hour or part thereof	Same as or Item 4B.8	1,366.05	1,557.30	Yes	1,456.67	1,456.14	-0.53	1,660.00
MR	4B.11	Hourly hire fee for hire of Civic Centre Station Boardroom	per hour or part thereof	Fee chargeable (other than where awarded via tender) for private hire per hour of availability as booked, whether the relevant facility is used by the lessee or not. No additional booking fee payable. Fee not applicable to use of the boardroom by MyCiTi contractors, or by City officials.	512.11	583.80	Yes	546.07	543.86	-2.22	620.00
MR	4B.12	Use of external toilets at MyCiTi stations	Per visit	Fee per visit where significant operational difficulties are provided regarding the offering of unlimited access to such facilities, as advised per notice at the toilet. This fee may be waived regarding people who can present myconnect cards, provided a security guard is available to open the facilities..	1.75	2.00	Yes	1.87	1.75	-0.12	2.00
	4B.13	Fees for placement of vending machine, at stations or bus stops with the following average weekday passenger use as calculated or modelled by the City annually based on its passenger data:	per vending machine (up to {max} 0.5 m²) {per-month}	[Monthly] Fee for placement of vending machine (excl an ATM) in a station precinct [, in a bus] or at a bus stop, subject to terms and conditions as the City may determine. The fee for placement in a bus is half of the fees listed in 4B.13.1(a) or 4B.13.2(a), as the case may be.							
MR	4B.13.1	Per month, for periods longer than 3 months :	per month	These fees do [This fee does] not apply if the right [to place the vending machine is] has been awarded by way of tender.	1,024.30	1,167.70	Yes	Replaced by the varied rates below.			
MR		(a) Under 600		For vending machines occupying more than a floor space of 0.5 m² (incl airspace above the floor for vending machines that protrude beyond their footprint), the amount shall be increased pro rata.	N/A	N/A	Yes	100.00	100.00	0.00	114.00
MR		(b) 600-999			N/A	N/A	Yes	150.00	150.00	0.00	171.00
MR		(c) 1000-1499			N/A	N/A	Yes	250.00	250.00	0.00	285.00
MR		(d) 1500-2999			N/A	N/A	Yes	400.00	400.00	0.00	456.00
MR		(e) 3000-5999			N/A	N/A	Yes	500.00	500.00	0.00	570.00
MR		(f) 6000 and larger			N/A	N/A	Yes	600.00	600.00	0.00	684.00
MR	4B.13.2	Per day, for periods shorter than 3 month	per calendar day	As per Item 4B.13.1							
MR		(a) Under 600			N/A	N/A	Yes	10.71	10.53	-0.19	12.00
MR		(b) 600-999			N/A	N/A	Yes	16.07	15.79	-0.28	18.00
MR		(c) 1000-1499			N/A	N/A	Yes	26.79	27.19	0.41	31.00
MR		(d) 1500-2999			N/A	N/A	Yes	42.86	42.98	0.13	49.00
MR		(e) 3000-5999			N/A	N/A	Yes	53.57	53.51	-0.06	61.00

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		2. Where the text of the tariff re. Fare Level 2 and 3 are the same as the Fare Level 1, changes made in Fare Level 1 are not highlighted again in those fare levels, except that deleted text is shown in square brackets - ie [deleted text].									
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MR		(f) 6000 and larger			N/A	N/A	Yes	64.29	64.04	-0.25	73.00
MR	4B.13A	Monthly fees for placement of ATMs, at stations with the average weekday passenger use as calculated or modelled by the City, as set out in Item 4B.13	per ATM per month	Triple the fees as listed in Item 4B.13.1 and 2(a) to (f). These fees do not apply if the right has been awarded by way of tender.							
MR	4B.13B	Kiosk hire (excl kiosks covered by Item 4B.13D)	Per kiosk (up to 3 m ²)	These fees do not apply if the right has been awarded by way of tender, subject to terms and conditions as the City may determine.							
MR		Per month, for periods longer than 3 months:	per month	For kiosks of more than a floor space in the previous column, the amount shall be increased pro rata.	N/A	N/A	Yes	324.00	323.68	-0.32	369.00
MR		Per day, for periods shorter than 3 month	per calendar day		N/A	N/A	Yes	46.29	46.49	0.21	53.00
MR	4B.13C	Hire of retail space at station, without structures referred to in Item 4B.13D	per month	These fees do not apply if the right has been awarded by way of tender, subject to terms and conditions as the City may determine.							
MR		(a) Under 15m ²			N/A	N/A	Yes	130.00	129.82	-0.18	148.00
MR		(b) 15 to 29.9m ²			N/A	N/A	Yes	100.00	100.00	0.00	114.00
MR		(c) 30m ² and larger			N/A	N/A	Yes	80.00	79.82	-0.18	91.00
MR	4B.13D	Hire of retail space at station, with main structure (e.g. outer walls) provided by the City	per month	These fees do not apply if the right has been awarded by way of tender, subject to terms and conditions as the City may determine. Includes space for kiosks that is incorporated into such retail spaces.							
MR		(a) Under 15m ²			N/A	N/A	Yes	195.00	194.74	-0.26	222.00
MR		(b) 15 to 29.9m ²			N/A	N/A	Yes	150.00	150.00	0.00	171.00
MR		(c) 30m ² and larger			N/A	N/A	Yes	120.00	120.18	0.18	137.00
MR		(d) Office Space (Civic)			N/A	N/A	Yes	72.90	72.81	-0.09	83.00
MR		(e) Storage Rooms (Civic)			N/A	N/A	Yes	48.60	48.25	-0.35	55.00
MR	4B.14	Operational impact charge: initial charge	Minimum charge	This fee applies to filming or another activity having in the opinion of the Operations Manager a significant to severe impact on the City's contracted public transport services. Where the activity in the view of the Operations Manager holds significantly benefit to the City, or regarding events that the City sponsor (in whole or in part), or where the City is an event partner, or for other reasonable grounds, the City may waive the fee in whole or in part.	56,885.88	64,849.90	Yes	60,659.31	60,657.89	-1.41	69,150.00
MR	4B.15	Operational impact charge: hourly charge	Per hour or part of an hour	Charge on top of the initial charge above, subject to the same conditions as Item 4B.14	11,377.72	12,970.60	Yes	12,132.44	12,131.58	-0.86	13,830.00
MR	4B.16	Restoration fee regarding minor damage to notices, advertisements and infrastructure (including vehicles)	Fee per incident	Fee payable by any member of the public responsible for damage to or defacement of notices and advertisements on MyCiti infrastructure, or regarding graffiti applied to or damage to any such infrastructure, over and above any other fine or punishment that may apply. Where the damages suffered by the City or its contractor are higher than this fee, such higher damages may be claimed in the ordinary course of law. The listed fee may be charged by the City or, where the obligation to restore the relevant infrastructure rests contractually on a City contractor, such contractor may charge such fee.	2,276.14	2,594.80	Yes	2,427.12	2,429.82	2.70	2,770.00

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	2.8	"Notice in the Press" means a notice placed in two newspapers generally circulating in Cape Town, and / or on the TDA website [prior to or on the date of the relevant change];									
	[2.40]	[Moved to 2.14A];									
	2.9 [2.11]	"One way" means one movement (e.g. a trip or a Journey) either in a forward direction or in a return direction (which could be achieved using a fare rule that approximates an additional boarding fare);									
	2.10	"Peak Commuting Periods" means the periods between 05:30 and 09:00 and between 15:30 and 18:00 on any weekday;									
	2.11 [2.9]	"Peak Fare Period" means the period between 06:45 and 08:00; and between 16:15 and 17:30 on any weekday. This period may be amended by notice in the press. The peak fare period may be set at different periods for different stations / stops or distance bands or for different times of the year. The fare for the whole Journey is based on the time the passenger enters the system the first time on that Journey;									
	2.11A	"Penalty Fare" means any penalty fare payable in terms of this tariff table, including a non-closure fare;									
	2.12	"Premium route" means a route ending or beginning at the Airport Station;									
	2.13	"Redundancy conditions" means when a necessary part of the AFC system is not operating as planned or is expected not to be operating as planned, such as (i) when the system for loading money or points on Smartcards is down, or (ii) when the electricity supply is interrupted and the uninterrupted power supply (provided as backup) fails, or where the electricity supply is interrupted for an extended period resulting in the power in the uninterrupted power supply being depleted, or (iii) when there is a significant problem regarding customer access to services on a given route due to unavailability of smartcard sale and / or full electronic loading facilities, in a context where the average customer is expected to take a relatively short trip; or (iv) for any other reason; Provided that (a) the City may determine that it will from a given date use Item 2G Redundancy Manual Tickets; (b) item 2G.2 (airport premium redundancy ticket) may be issued in non-redundancy conditions; and / or (c) a fare rule may be issued in terms of which any redundancy tickets may be used where required for other material operational reasons;									
	2.14	"the Regulations" means the Regulations relating to integrated fare systems, published in the Government Gazette on 17 June 2011 in terms of the National Land Transport Act, 2009. The Items or conditions in this Tariff Table were amended on the understanding that such regulations will be amended to permit such changes, even where the relevant mechanisms and arrangements may not previously have been permitted. However, if the Regulations have not been amended by the time that these amended Items or Conditions become applicable, the Commissioner may publish a notice amending such Item or condition in such a manner that it complies. In the mean time such Items and Conditions shall be interpreted in a manner as to comply with the Regulations, if capable of such interpretation.									
	2.14A	"Saver periods" means all periods of operation of the service, other than Peak Fare Periods;									
	2.15	"Smartcard" means a contactless card (incl the myconnect card), a bank issued payment instrument, complying with Europay/ MasterCard/ Visa (EMV) specifications and conforming to the requirements of the National Department of Transport data structure, as prescribed in the Regulations. A user can use the Smartcard in two ways: (a) as an electronic purse, with money to be loaded as required, regarding which the user must pay load fees to the issuing bank (which load fees are deducted from money loaded and which load fees are payable in addition to the fees above), with fares being paid from this purse by checking in / or out of the contracted road-based public transport system, also referred to as "payment using money"; and (b) to load and use a Mover Package issued by the City, also referred to as "payment using travel points";									
	2.16	"TDA" means the Transport and Urban Development Authority of the City;									
	2.17 [6]	"TDA [TCT] website" shall mean any website operated by the City in order to provide information regarding public transport in the City;									
	3.	(a) These tariffs are subject to the MyCiTi Rules or the Fare Rules as may be set out in the Fare Policy for Contracted Road-Based Public Transport Services, or as may be displayed on the TDA [TCT] website. These Conditions may be amended by way of a change in the Fare Rules, notice of which must be given in the press. (b) Discounted fares may be provided regarding Park-and-Ride facilities linked to MyCiTi services, which must be announced through a Notice in the Press. Park-and-Ride fares/ fees may be calculated as set out in 3(d), and may be subject to conditions, including the conditions in 3(e). Where the Park-and-Ride services are provided in partnership with an external party providing parking facilities and/ or related services: (i) the City may charge via the Smartcard also the component of the combined Park-and-Ride fee that the parker is required to pay for use of the parking facilities and / or related services to the external party, whether in money or in Mover points; (ii) the City may pay such component of the Park-and-Ride fee collected by the City on behalf of the external party, minus an administration fee (if any), to such external party; (iii) Provided that the arrangement between the City and the external party is recorded in an agreement concluded between the parties.									
		(c) As an example of the discounted Park-and-Ride fares referred to in Condition 3(b), the premium [tariffs] applicable to those trips beginning or ending at the MyCiTi Airport Station may be waived, e.g. [in the case] where an appropriate transit product has been loaded on the Smartcard, such as a park-and-ride Transit Product. The City may do so by adjusting or waiving the provisions [This may result in an amendment to or waiver] of items 2B.1.7, 2B.2.7, 2C.1.7 and 2C.2.7, where Park-and-Ride conditions apply.									
		(d) (i) The tariff items may be combined, based on an estimated number of uses by passengers of a specific group or category, and a combined transit product or items in this regard may [ean] then be offered to a bulk buyer or contracted party at [as] such combined price, subject to any conditions as may be appropriate. (ii) Where such combined transit product or tariff items are charged to a commercial entity, a fare or fee based on a full cost recovery basis may be charged, which may be priced up to double the amounts indicated in this tariff table, and thus be charged effectively at a commercial rate, adjusted as appropriate to consider the competing market rates for the same or similar services.									

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		(e) The combination of tariff items in (d) may be done on the condition that those passengers actually using the service must pay the ordinary fare for their public transport services, in which case the combined price set regarding the combined transit product and payable by a bulk buyer or contracted party may then be reduced on the basis of actual or assumed passengers paying for the services offered.									
		(f) Where Items 3 and 4B.1-4B.7A [up to 4B.7A] are used for ongoing services (for more than seven <i>continuous</i> days), then these rates may be discounted taking into account the cost of providing the services, the fares that are likely to be collected from passengers using the service (if any), <i>the additional charges referred to in 3(d)(ii) and a reasonable mark-up.</i>									
		(g) Saver fares for counter-flow travel may be offered to passengers during Peak Fare Periods or a part of Peak Fare Periods, on routes where there is generally a significant differential between passenger flow in the forward and return directions. This provision <i>may be activated</i> [will be done] by way of a Notice in the Press.									
		(h) To account for the fact that passengers in Dunoon travelling to or from Dunoon and Usasaza stations may have to pay another fare for private feeder transport, a discount of R2 to the fares of passengers on contracted road-based public transport to or from these stations <i>may be activated</i> [will apply] from a date to be determined by the Commissioner. Once in place the discount may be cancelled from another date that the Commissioner may determine or may be amended by the Commissioner.									
		(i) Where necessary for practicality, or where it is not technically possible to implement an element of the conditions or tariff table exactly as worded in this tariff table, the relevant element may be amended in programming of the fares, provided the relevant change is embodied in a Fare Rule and published by way of a Notice in the Press.									
		(j) <i>Passengers may not make Smartcards with the following transit products available to others for a fee or through another kind of exchange: monthlies or any category of day passes. This prohibition does not apply to accommodation establishments, employers or tourism operators making cards with transit products available to guests, employees or tourists respectively. This provision may be amended by way of the Fare Rules.</i>									
	4.	(a) The fares and fees in this Tariff Table [se tariffs] are available only for a service that is actually being provided at a given time. Services will be provided subject to the required operating licences for schedules bus services having been granted. Where any existing route is amended and an operating licence is granted for that amended route, the tariff will apply to such amended route, unless a future approved tariff provides otherwise.									
		(b) Some of the fares and fees listed above may not be available or provided within the applicable financial year for reasons that may include limitations regarding the available technology to charge the particular fare or fee.									
	5.	Fare levels One, Two and Three may apply, depending on [have been linked to significant] changes in fuel price, subject to this Condition 5.									
	5.1	Fare level One will be applicable from 1 July of the applicable financial year [or as soon thereafter as the relevant service is being offered].									
	5.2	The fare will be adjusted between Fare levels One, Two and Three only when there are significant changes in the fuel price, as set out in Conditions 5.3 to 5.7.									
	5.3	The initial fare, Fare Level One, has been set assuming a regulated wholesale price of R11.11 per litre for low sulphur diesel (50ppm) in Cape Town. If the price rises above R13.33 per litre Fare Level Two will be implemented.									
	5.4	Fares will be maintained at Fare Level Two unless there are further significant changes to the fuel price.									
	5.5	If the fuel price falls below the base price of R11.11 p er litre fares will revert to Fare Level One. If the fuel price rises above R15.55 Fare Level Three will be implemented.									
	5.6	Once fare levels are at Fare Level Three they will be adjusted downwards to Fare Level Two only if the fuel price falls below R13.33 and to Fare Level One only if the fuel price falls below the base price of R11.11									
	5.7	Changes in fare levels linked to the above changes in the fuel price will be implemented as follows: (a) only once the relevant fuel price is higher than the relevant threshold for at least three consecutive months; (b) from the end of the second month following the month in which an official announcement is made of fuel price changes that will result in triggering the shifts between fare levels as described above, i.e. regarding the third month that such first higher fuel price, as referred to under (a), has been announced; (c) the fare increase provided for above must be effected to start from one of the following dates (always complying with each of the above factors): 1 March or 1 November [the latter to ensure that the date of increase does not fall on the quiet period around New Year].									
		(d) Par (a)-(c) will apply regarding lowering of fuel prices as referred to in Conditions 5.5 and 5.6, with the changes required by the context.									
	5.8	Where the fuel price increases or decreases significantly in any year between March and the date upon which the agenda closes for the Council meeting where the final budget for the following financial year is to be adopted, Council may consider whether to increase or reduce the published fares, an appropriate proposal for an adjustment to the originally published draft tariff may be submitted to Council for its consideration.									
				2017/18							
	5.9	(a) Percentage increase between Level One and Two:		9.73%		Over the July 2017 rates					
		(b) Percentage increase between Level One and Three:		19.46%		Over the July 2017 rates					
	6.	Tickets / products / cards / event-related fees may be sold / charged to vendors / clients at a discount of up to 33.33 %, or vendors may be paid regarding relevant sales a commission of up to 33.33 %, subject to appropriate conditions.									

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	7.1	As and when considered appropriate or necessary, free travel days may be held and / or complementary tickets or Smartcards (with or without money or Mover packages) may be issued, for marketing purposes. In such cases no fare will be charged for a given service, or a reduced fare may be applied.									
	7.2	The Commissioner may, after considering all relevant factors, activate the Group Card functionality for purposes of promoting use of the public transport services that can be paid for by using the myconnect card, to promote use of public transport, and to make it more affordable to families, groups of scholars and pensioners, or other groups. The public must be notified of the implementation of the Group Card by way of a Notice in the Press at least one month prior to implementation of the Group Card system . The Commissioner may also terminate the availability of such Group Card, on notice in the press of at least three months.									
		(a) When deciding to implement the Group Card, the Commissioner must also determine (i) the maximum number of users, with the default maximum being 31; (ii) whether the number of maximum users will be open to the election of the Group Leader as indicated in 7.2(c) below; (iii) whether the Group Card can be used only in the Saver period, or also during the Peak Fare Period; (iv) whether the issuing fee provided for in 7.2(c)(iii) is to be discounted as part of free card issue initiatives provided for in 2.17 2.6b (c) and if so, which discount would apply; and (v) further conditions to avoid abuse of the Group Card or to deal with difficulties that may be caused by use of the Card.									
		(b) The Commissioner may at any time change any of the rules in par (a) <i>by way of a</i> ten one month Notice in the Press.									
		(c) If the Group Card functionality has been activated in terms of this par 7.2, the following rules apply: (i) The person purchasing a Group Card (referred to as the "Group Leader") must define the intended maximum number of passengers in the group, subject to the Commissioner's determination in terms of 7.2(a) or (b). (ii) The Group Card must be personalised with at least details of the Group Leader, including an authenticated address to which an account for any outstanding non-closure fares and penalties could be sent, for which the Group Leader must accept full responsibility for payment within 30 days of issuing of an invoice or statement in this regard. (iii) The issuing fee of a Group Card is the smart card issuing fee as defined above plus an amount equal to half of the <i>Non-Closure</i> minimum fare evasion Penalty Fare in Items 2E.1a or 1b, as applicable, for each of the intended members of the group as selected by the Group Leader in terms of (i) above or as determined by the Commissioner in terms of 7.2(a) or (b), alternatively a pre-authorised link to a credit card provided by or on behalf of the Group Leader in terms of which any outstanding fare or penalty can immediately be charged to the account linked to the relevant credit card account. (iv) The Group Card cannot be sold back to the City, but can be surrendered to the City at no repayment. (v) All the passengers travelling on a group card must access the service as a group, must travel in this group to enable proper inspection regarding each of the relevant passengers, and must leave the service as a group. (vi) The Group Card, when used for travel, must always be in possession of one of the passengers travelling in this group. (vii) Fare evasion penalties as defined above are payable regarding every passenger found in a public transport vehicle or on a station, or leaving such vehicle or station, if the relevant Group Card is not presented immediately by or on behalf of each such passenger. (viii) For the avoidance of doubt, non-closure Penalty Fares as defined in this tariff table are payable regarding every passenger in the group, where the number of passengers that entered the system is different from the number of passengers that exited the system regarding a given Journey.									
		(d) If the Group Card functionality has been activated in terms of this par 7.2, the following fares rules apply: (i) The same fares that would otherwise apply, subject to a discount of 15% of the relevant fare with regard to the second and subsequent passenger travelling in the group. (ii) Any outstanding Non-Closure Penalty Fares or other penalties fares may be charged against any positive balance on the smartcard at any stage. (iii) Further use of the Group Card may be refused if any amounts due regarding Non-Closure Fares and penalties remain are still outstanding as per the City's records. (e) These fare rules may be amended by Notice in the Press.									
	7.3	The Commissioner may, after considering all relevant factors, determine which (if any) stations and other points of sale of myconnect Smartcards will sell the myconnect Smartcard subject to a rebate. At such stations and selling points a rebate of 15% (with the sum rounded up the the closest full Rand) will apply to the myconnect Smartcard issuing fee. Notice of such rebate must be given in the Press. When <i>repurchasing</i> reselling such cards in terms of Item 2F.2 to the City will deduct the rebate amount will be deducted as well as the relevant administration fee.									
	8.	The City's Contracted Road-based Public Transport Services initial MyCiti services and the distance-based Full Fare System tariffs fares are run on a pilot basis and may require significant adjustment during future budgetary processes, based on an assessment of the initial services and fares and their impacts. In addition, adjustments may also have to be made as required in order to implement the conditions / tariffs using the intended fare system technology, at the time that the tariff tables are finalised following the public participation process, for approval by Council.									
	9.	Cancellation of bookings for Item Nos 4A and 4B: if notice of cancellation is given within 48 hrs of the start of a booked service, the client shall pay a cancellation fee of 100% of the total cost of the booked service; if notice of cancellation is given between 48 hrs and 5 days of the start of a booked service, the client shall pay a cancellation fee of 50% of the total cost of the booked service; if notice of cancellation is given between 5 and 10 days of such event, the client shall pay a cancellation fee of 25% of the total cost of the booked service; and if notice of cancellation is given more than 10 days prior to such event, then no cancellation fee is payable. The cancellation fee may be waived in case of exceptional circumstances that justify such waiver.									
	10.	The following persons are exempted from paying the transport tariffs, subject to 10.5:									
	10.1	Category 1 - Law enforcement officers provided that they are wearing uniforms as prescribed by their service and carrying their service identification cards)									
		South African Police Services and law enforcement officers from the following City services: Metro Police, Law Enforcement and Traffic Services									
	10.2	Category 2 - Public transport operations and monitoring staff									
		• Vehicle Operator Companies (VOCs) and Station Management Contractors: Only those staff members permitted in the relevant contract with the City to travel without paying the prescribed fare									
		• City and its contractors' staff responsible for fare management and contract compliance monitoring									

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		• Event specific volunteers or staff deployed by the City									
	10.3	Category 3 - City technical team members and others									
		• TDA [FCF] System Planning, Infrastructure, Operations and Business Development technical staff (Monitoring, continuous improvement and to aid planning) or others as authorised									
		• Transport data collection and survey staff									
	10.4	Category 4 - All babies and toddlers under the height of 1.0m, provided that they appear to be under 4 years of age, unless it is indicated by the passenger or a person accompanying the passenger, that he/she is over 4 years of age.									
	10.5	Category 5 - Concession Fare for Targeted Groups during limited time periods									
		<i>The Commissioner may implement a concession for Target Groups identified in (a), subject to the following</i>									
		(a) The concession must be designed to target passengers travelling during two narrow concession periods falling outside Peak Commuting Periods or on the outer edges of such peak periods, where the requirements of (b) to (d) are met;									
		(b) The concession shall be run as a pilot for a fixed period, during which the impact of and issues raised by the concession shall be monitored, and the continued implementation of the pilot be reviewed;									
		(c) The concession must be planned to further travel demand management objectives;									
		(d) The concession shall be planned such that any additional services resulting from the introduction of the concession, the cost of administering the concession, and any resultant fare losses are covered by a specific budgetary provision in addition to the usual budget provision for services falling within this Tariff Table.									
	10.6	General:									
		(a) The concessions in Categories 1 to 3 will apply only if the Commissioner authorises such on an individual basis, where exceptional circumstances justifying such concession exist.									
		[(a)] (b) Persons falling within Category 2 & 3 are exempted from paying the prescribed fares only if they have the necessary identification, and a pass giving them specific authorisation.									
		[(b)] (c) No contractors other than those listed above may be exempted from paying the prescribed fares, except in exceptional case and only in compliance with the remainder of the provisions of this Condition 10.									
	11.	Increase: 2016/17 to 2017/18 (except where indicated differently), prior to rounding :									
		(a1) Tariff increase regarding items affected by VOC costs generally, subsequently adjusted as per (a2) and (a3) below, read together:									
								7.92%			
			peak	VOC escalation for general increases				7.92%	Only re boarding portion		
			Saver	Saver Boarding Fee increase				7.92%	Only re boarding portion		
			peak and Saver	General boarding fare increase for revenue increase				0.00%	Only re boarding portion		
			peak	Peak only boarding fare increase for TDM purposes				2.00%	Only re boarding portion		
		(a3) Distance portion of fare (applied together with the above boarding fare increase to establish the combined fare increase)	Peak	0-5km distance band				0.00%	Only re distance portion		
				5-10km distance band				9.92%	Only re distance portion		
				10-20km distance band				9.92%	Only re distance portion		
				20-30km distance band				9.92%	Only re distance portion		
				30-40km distance band				9.92%	Only re distance portion		
				40-50km distance band				9.92%	Only re distance portion		
				50-60km distance band				9.92%	Only re distance portion		
				60km and greater				9.92%	Only re distance portion		
			Saver	0-5km distance band				0.00%	Only re distance portion		
				5-10km distance band				7.92%	Only re distance portion		
				10-20km distance band				7.92%	Only re distance portion		
				20-30km distance band				7.92%	Only re distance portion		
				30-40km distance band				7.92%	Only re distance portion		
				40-50km distance band				7.92%	Only re distance portion		
				50-60km distance band				7.92%	Only re distance portion		
				60km and greater				7.92%	Only re distance portion		
		(b) Tariff increase driven primarily by increases in VOC driver costs									
		(c) Tariff increase regarding costs driven primarily to km-related costs, such as for the extension of services, events and hire, per vehicle type (significantly affected by increases in fuel price)									
								10.38%			

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - CONTRACTED OPERATIONS - FARE LEVEL ONE											
Updated January 2017 for 2017/18											
	Notes:	1. All new wording (compared to the wording of the tariff approved in May 2016) is shown in italics. Deleted text in Level 1 of the table is shown in square brackets - ie [deleted text], and / or by way of strikeout.									
		2. Where the text of the tariff re. Fare Level 2 and 3 are the same as the Fare Level 1, changes made in Fare Level 1 are not highlighted again in those fare levels, except that deleted text is shown in square brackets - ie [deleted text].									
CAT.	Item No	SERVICES RENDERED and related transport products	UNIT	REMARKS	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT	VAT Yes/No	2017/18 R excl. VAT	2017/18 Recalculated (Rounded) excl. VAT	2017/18 Variance due to rounding	2017/18 R incl. VAT
			6m					6.58%			
			9m					6.58%			
			12m					6.60%			
			18m					6.59%			
		(d) Tariff increase regarding items not directly affected by VOC costs									
	12.	All total fares payable to be rounded-up to the nearest 10c, unless it is deemed fit to round to 50c, R1, R5 or R10 for practical purposes e.g. regarding change or capabilities of automated equipment, should this be applicable.									
	13.	All decisions permitted or implied in these conditions may be taken by the TDA [Transport for Cape Town] Manager responsible for Automated Fare Collection in consultation with the Manager responsible for [TCT] TDA Business Management [Development]; alternatively by the Commissioner.									
	14.	Conditions regarding all fares and fees in terms of Item 2:									
	14.1	The boarding fare will be charged when checking in to the fare system, and the distance-based component (being the fare for the Journey up to that point minus the boarding fare applicable to the relevant fare) will be charged when checking out. The fare at which the boarding fare or the distance-based fare will be charged will be the lowest fare applicable, in the following order: first against a transit product available; then the Mover [Package] Fare (if sufficient Mover points are available for the full fare due at that stage of the Journey); then the Standard fare (depending on whether there is sufficient [travel points -] credit available). This is so notwithstanding the fact that the fares in Item 2 appear to be for the full Journey.									
	14.2	Where insufficient Mover [travel] points are available in a Mover Package to cover the total fare payable at that stage, a Standard fare may be charged, and any remaining balance in the Mover Packages need not be used towards payment of such fare.									
	14.3	When a passenger checks in to the public transport system (and boarding fare is charged in terms of Condition 14.1) using the Mover Package fare, and checks out at the same location (e.g. the same station or the same bus at the same bus stop) within a period set in the MyCiTi fare rules without travelling at all (i.e. the card records that the distance travelled is 0 km), the fare may be reversed. This rule is subject to amendment by the City, by way if a change in the fare rules.									
	14.4	The following definition of a single Journey will apply, subject to Condition 14.7.8: If a passenger checks in to a subsequent bus / station within 2 and a half hours of first checking into the system, and there is less than 45 minutes (give or take 5 minutes) between such checking out and checking in again, then the Journey is considered a single Journey and distance is calculated on the total Journey distance and not as separate trips, even when the transfers occur outside a station.									
	14.5	Mover points purchased will be redeemed as the passenger travels, at the rate set in the fare, with the result that the number of points needed for a Journey will be deducted from the total number of points recorded on the card or otherwise as available as Mover points. Similarly, additional Mover points purchased will be added to the Mover points recorded on the card or otherwise.									
	14.6	A Mover point [s] is equivalent to the monetary value of the point. E.g. an R80 Mover Package loads 80.00 points, and the number of points equivalent to the fare will be deducted from the balance of points available on the Smartcard.									
	14.7	When the functionality of the Mover Package / Mover Points is available to an App (or similar programme) on a mobile telephone (or another device), and where this is authorised by the Commissioner, all references in this Tariff Table to Mover Package / Mover Points shall be read as applicable to their equivalent via such App (or similar programme).									
	14.7.8	In the event that a system using one validator in a feeder environment (excl 6m buses), rather than two validators (upon which Condition 14.4 is based) is activated by Notice in the Press, then the following definition of a single Journey will apply: If a passenger checks in to or out of a subsequent bus / station within 3 hours of first checking into the system, and there is less than 45 minutes between such checking out and checking in again (give or take 5 minutes), then the Journey is considered a single Journey and distance is calculated on the total Journey distance and not as separate trips, even when the transfers occur outside a station. If the passenger checks in after the 3 hours the system will charge the difference between the relevant non-closure fare and the fare already paid, and thus will charge the maximum fare for using the system, irrespective of the distance travelled. If circumstances indicate that the passenger is likely to have missed a check-in or check-out step during a Journey a non-closure fare may be charged.									
	14.9	The Commissioner may issue a Notice in the Press to the effect that passengers may pay fares with a credit or debit card which is a contactless card (and therefore is enabled for near field communication) but does not contain the National Department of Transport data structure as prescribed by Regulations (and is therefore not a Smartcard). From a date indicated in such notice, the Commissioner may make the following rules applicable: (a) That the following fares will apply: (i) A system-wide one-journey ticket for Non-Premium services, whether in the Peak or Saver Period: The fare as in Item 2D.1a; (ii) A system-wide one-journey ticket including Premium services, whether in the Peak or Saver Period: The fare as in Item 2D.2. In such case the Commissioner may set conditions to ensure that (i) a passenger is disincentivised from only tapping out with such credit / debit card, to combat the possibility that a passenger who tapped in using a Smartcard taps out with a credit / debit card to avoid paying the distance portion of the fare; and (ii) a passenger tapping out using a credit / debit card at the Airport is charged for that Journey the fare as in Item 2D.2. This may include a condition that such passengers would be charged the same fare on tap-in and on tap-out, with the passenger being credited for any overcharge within one week; (b) Alternatively, that the following fares will apply; Provided that a mechanism is implemented through which the passenger is charged after travelling a full Journey in such a manner that the route, time of travel and distance can be determined in order to determine the relevant fare: the relevant Standard Fare in Item 2B.1 or Item 2B.2.									

TRANSPORT AND URBAN DEVELOPMENT AUTHORITY - CONTRACTED OPERATIONS - FARE LEVEL ONE											
	Updated January 2017 for 2017/18										
	Notes:	1. All new wording (compared to the wording of the tariff approved in May 2016) is shown in italics. Deleted text in Level 1 of the table is shown in square brackets - ie [deleted text], and / or by way of strikeout.									
		2. Where the text of the tariff re. Fare Level 2 and 3 are the same as the Fare Level 1, changes made in Fare Level 1 are not highlighted again in those fare levels, except that deleted text is shown in square brackets - ie [deleted text].									
CAT.	Item No		UNIT	REMARKS	2016/17	2016/17	VAT	2017/18	2017/18	2017/18	2017/18
		SERVICES RENDERED			Recalculated	R	Yes/No	R	Recalculated (Rounded)	Variance due	R
		and related transport products			excl. VAT	incl. VAT		excl. VAT	excl. VAT	to rounding	incl. VAT
	15	Penalty Fares: (a) Where a Penalty Fare is charged, and the passenger / person has through the same conduct also committed an offence in terms of any law, the criminal sanctions linked to such conduct may be enforced in addition to the charge of the Penalty Fare. (b) Where the Penalty Fare as set out in the fares is higher than the maximum transaction value that is permitted when using the EMV component of the Smartcard, as set out in the relevant exemption from the Financial Intelligence Centre Act (FICA) and its regulations, the Penalty Fare may either be reduced to be equal to such maximum transaction amount, or the person may be charged through multiple payments so as to charge the full applicable Penalty Fare. <i>Alternatively, if the City so determines, the Penalty Fare may be reduced to be equal to such maximum transaction amount.</i> (c) The cash value of Penalty Fares, when paid for through the Mover Package, shall be charged at an equivalent number of [travel] Mover Points to that applicable to the [cash] Standard Fare, taking into consideration the provisions of Condition 14.6. (d) <i>If the Commissioner has reason to believe that there is Gaming as referred to in Item 2E.1b, the Commissioner may determine that, instead of activating the mechanism set out in such Item, that passengers falling in the following category will be charged the following Penalty Fare: Where a passenger on one Journey ("the Previous Journey") checks in but does not check out, and where the Standard Fare in the Peak Fare Period between the stop that the passenger had checked in on such Previous Journey and the stop where the passenger checks in on the Next Journey is more than the applicable Penalty Fare in Items 2E.1a to 2E.2, that such Standard Fare in the Peak Fare Period plus 10% is charged as a Penalty Fare, irrespective of the time that the passenger had checked in on such Previous Journey or whether the card had Mover Points loaded.</i>									
	16	The provision for the fees in Items 4B.14 to 4B.16 do not imply that any person who is prepared to pay the fee is entitled to obtain such permission. Regarding Item 4B.14 and 4B.15 the City reserves the right to refuse permission for such use, and may set terms and conditions if it grants it.									
	17	Where a passenger fails to in the case of non- check out correctly, the City may, at its election, charge the applicable fare [s] contained in items 2E.1 and 2E.2 [may only be charged] when the passenger next uses the service, in addition to the boarding fare chargeable when the passenger next taps on a validator (whether checking in or out).									
	18	Regarding provisions on Non-Closure fares, above, where the circumstances indicate that it is likely that a passenger has failed to check out in a previous trip and again failed to check in a subsequent trip, the passenger may be charged two times the relevant non-closure fares, minus the fares already paid regarding those trips. Where the circumstances indicate that a passenger accidentally tapped in or out twice at the same location, or where otherwise the system can detect that there is likely to be a good faith error, the Penalty Fare may be waived.									
	19. Tariff categories (as set out in first column in the Tariff Table)										
	PCR	PARTIAL COST RECOVERY	Where tariffs are set to recoup, at least in part, the costs of products or services that provide benefits to the users to encourage local economic development e.g. Informal Trading								
	S	SUBSIDIZING	Where one group of users pay more than the costs of the goods/services that they receive, and the 'surplus' is used to offset the cost of goods/services provided to other users within the same service e.g. Electricity (Lifeline); Water & Sanitation (Domestic Full - Step 1 & 2); Solid Waste (240L Container Service)								
	SB	SOCIAL BENEFIT	Where tariffs are set at affordable levels which encourages usage and does not cover the cost of products or services (neither partially nor fully) but provides benefits to low income users e.g. pauper burials/cremations								
	MR	MARKET RELATED	Where tariffs are set at a level to ensure financial sustainability of the service e.g. Electricity (Large Power Users)								
	FCR	FULL COST RECOVERY	Where tariffs are set to recuperate all costs associated with specific products or services. Full cost represents the value of all the resources used or consumed in the provision of the product or service. In addition to the costs directly associated with these, full cost includes an appropriate allocation of indirect (including capital) costs.								