

TRANSPORT FOR CAPE TOWN - CONTRACTED ROAD-BASED PUBLIC TRANSPORT SERVICES - FARE LEVEL ONE								
Updated December 2015								
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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].							
Item No								
	SERVICES RENDERED	UNIT	REMARKS	2015/16	2015/16	VAT	2016/17	2016/17
	and related transport products			Recalculated	R	Yes/No	Recalculated	R
				excl. VAT	incl. VAT		excl. VAT	incl. VAT
1	Item 1 (re "Interim fares") deleted in previous years							
2	Full Fare System	Fare Level One						
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 Fare to be charged compared to fares charged against money loaded. Travel Fares load points equivalent to the rand value. Conditions 2.16 and 4.6 apply to loading and charging of fares against the balance of points on the Smartcard.					
2A.1A	Mover 30	Per load	Loads the equivalent points on the Smartcard without having to pay load fees. Available only where determined appropriate, ie where kiosk queue lengths are not compromised due to repeated loads.	30.00		No (exempt)	30.00	
2A.1B	Mover 50	Per load	Loads the equivalent points on the Smartcard without having to pay load fees. It also enables Travel Fare fares to be charged i.e. a 30% reduction in fare compared to the Standard fares.	50.00		No (exempt)	50.00	
2A.1	Mover 80	Per load	As in Item 2A.1B.	80.00		No (exempt)	80.00	
2A.2	Mover 100	Per load	As re Item 2A.1 B	100.00		No (exempt)	100.00	
2A.3	Mover 150	Per load	As re Item 2A.1 B	150.00		No (exempt)	150.00	
2A.4	Mover 200	Per load	As re Item 2A.1 B	200.00		No (exempt)	200.00	
2A.5	Mover 400	Per load	As re Item 2A.1 B	400.00		No (exempt)	400.00	
2A.6	Mover 600	Per load	As re Item 2A.1 B	600.00		No (exempt)	600.00	
2A.7	Mover 1000	Per load	As re Item 2A.1 B	1,000.00		No (exempt)	1,000.00	
2B	Standard Fares (ie without a Mover Package)							
2B.1	Standard fare for journeys started in the peak period		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. 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 fare.					
2B.1.1	Journeys under 5 km (boarding fare)(in the peak)	per person per journey (one way)	Fare charged on a journey that begins in the peak period and is 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).	11.50		No (exempt)	12.60	
2B.1.2	Journeys of 5 km or longer, but less than 10 km (in the peak)	per person per journey (one way)	Fare charged on a journey that begins in the peak period and is 5 km or longer but less than 10 km. (Premium routes attract a premium charge on top of these fares).	13.30		No (exempt)	15.90	
2B.1.3	Journeys of 10 km or longer, but less than 20 km (in the peak)	per person per journey (one way)	Fare charged on a journey that begins in the peak period and is 10 km or longer but less than 20 km. (Premium routes attract a premium charge on top of these fares).	17.80		No (exempt)	21.10	

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	2B.1.4	Journeys of 20 km or longer, but less than 30 km (in the peak)	per person per journey (one way)	Fare charged on a journey that begins in the peak period and is 20 km or longer but less than 30 km. (Premium routes attract a premium charge on top of these fares).	19.80	No (exempt)	23.50	
	2B.1.5	Journeys of 30 km or longer, but less than 40 km (in the peak)	per person per journey (one way)	Fare charged on a journey that begins in the peak period and is 30 km or longer but less than 40 km. (Premium routes attract a premium charge on top of these fares).	21.00	No (exempt)	25.50	
	2B.1.6	Journeys of 40 km or longer, but less than 50 km (in the peak)	per person per journey (one way)	Fare charged on a journey that begins in the peak period and is 40 km or longer but less than 50 km. (Premium routes attract a premium charge on top of these fares).	24.60	No (exempt)	29.10	
	2B.1.7	Journeys of 50 km or longer, but less than 60 km (in the peak)	per person per journey (one way)	Fare charged on a journey that begins in the peak period and is 50 km or longer but less than 60 km. (Premium routes attract a premium charge on top of these fares).	27.70	No (exempt)	32.80	
	2B.1.8	Journeys of 60 km or longer (in the peak)	per person per journey (one way)	Fare charged on a journey that begins in the peak period and is 60 km or longer. (Premium routes attract a premium charge on top of these fares).	30.20	No (exempt)	35.80	
	2B.1.9	Premium on Airport service in peak period	per person per journey (one way)	Fare charged on a journey that begins in the peak period. This is the premium cash fare charged for journey from Cape Town Airport to MyCiTi Civic Centre Station or return in addition to normal distance-based fare.	61.40	No (exempt)	66.90	
	2B.2	Standard fare for journeys started in the [off-peak] <i>Saver</i> period (i.e without a Mover Package)		Fare deducted from the Smartcard for the particular distance travelled when the passenger checks in at the start of the journey during the [off-peak] <i>Saver</i> period. 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 fare.				
	2B.2.1	Journeys under 5 km (boarding fare)(in the [off-peak] <i>Saver</i> period)	per person per journey (one way)	Fare charged on a journey that begins in the [off-peak] <i>Saver</i> period and is 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).	7.80	No (exempt)	8.40	
	2B.2.2	Journeys of 5 km or longer, but less than 10 km (in the <i>Saver</i> period [off-peak])	per person per journey (one way)	Fare charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 5 km or longer but less than 10 km. (Premium routes attract a premium charge on top of these fares).	9.80	No (exempt)	10.80	
	2B.2.3	Journeys of 10 km or longer, but less than 20 km (in the <i>Saver</i> period [off-peak])	per person per journey (one way)	Fare charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 10 km or longer but less than 20 km. (Premium routes attract a premium charge on top of these fares).	12.50	No (exempt)	13.70	
	2B.2.4	Journeys of 20 km or longer, but less than 30 km (in the <i>Saver</i> period [off-peak])	per person per journey (one way)	Fare charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 20 km or longer but less than 30 km. (Premium routes attract a premium charge on top of these fares).	14.80	No (exempt)	16.00	
	2B.2.5	Journeys of 30 km or longer, but less than 40 km (in the <i>Saver</i> period [off-peak])	per person per journey (one way)	Fare charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 30 km or longer but less than 40 km. (Premium routes attract a premium charge on top of these fares).	16.50	No (exempt)	17.70	

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2B.2.6	Journeys of 40 km or longer, but less than 50 km (in the <i>Saver period</i> [off-peak])	per person per journey (one way)	Fare charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 40 km or longer but less than 50 km. (Premium routes attract a premium charge on top of these fares).	19.40		No (exempt)	20.80	
2B.2.7	Journeys of 50 km or longer, but less than 60 km (in the <i>Saver period</i> [off-peak])	per person per journey (one way)	Fare charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 50 km or longer but less than 60 km. (Premium routes attract a premium charge on top of these fares).	22.00		No (exempt)	23.60	
2B.2.8	Journeys of 60 km or longer (in the <i>Saver period</i> [off-peak])	per person per journey (one way)	Fare charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 60 km or longer. (Premium routes attract a premium charge on top of these fares).	24.10		No (exempt)	25.80	
2B.2.9	Premium on Airport service in <i>Saver</i> [off-peak] period	per person per journey (one way)	Fare charged on a journey that begins in the <i>Saver</i> [off-peak] period. This is the premium cash fare charged for journey from Cape Town Airport to MyCiTi Civic Centre Station or return in addition to normal distance-based fare applicable to the whole journey travelled.	61.40		No (exempt)	66.90	
2C	Fare with Mover Package							
2C.1	Mover Package Fare in the peak		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 one or more Mover Packages are loaded on the Smartcard and subject to condition 14.					
2C.1.1	Journeys under 5 km (boarding fare)(in the peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the peak period and is 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).	8.20		No (exempt)	8.90	
2C.1.2	Journeys of 5 km or longer, but less than 10 km (in the peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the peak period and is 5 km or longer but less than 10 km. (Premium routes attract a premium charge on top of these fares).	9.40		No (exempt)	11.20	
2C.1.3	Journeys of 10 km or longer, but less than 20 km (in the peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the peak period and is 10 km or longer but less than 20 km. (Premium routes attract a premium charge on top of these fares).	12.60		No (exempt)	15.00	
2C.1.4	Journeys of 20 km or longer, but less than 30 km (in the peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the peak period and is 20 km or longer but less than 30 km. (Premium routes attract a premium charge on top of these fares).	13.90		No (exempt)	16.50	
2C.1.5	Journeys of 30 km or longer, but less than 40 km (in the peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the peak period and is 30 km or longer but less than 40 km. (Premium routes attract a premium charge on top of these fares).	14.80		No (exempt)	18.00	
2C.1.6	Journeys of 40 km or longer, but less than 50 km (in the peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the peak period and is 40 km or longer but less than 50 km. (Premium routes attract a premium charge on top of these fares).	17.40		No (exempt)	20.60	
2C.1.7	Journeys of 50 km or longer, but less than 60 km (in the peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the peak period and is 50 km or longer but less than 60 km. (Premium routes attract a premium charge on top of these fares).	19.50		No (exempt)	23.10	

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2C.1.8	Journeys of 60 km or longer (in the peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the peak period and is 60 km or longer. (Premium routes attract a premium charge on top of these fares).	21.30		No (exempt)	25.20	
2C.1.9	Premium on Airport service in peak period	per person per journey (one way)	Fare charged on a journey that begins in the peak period. This is the premium fare charged for journey from Cape Town Airport to MyCiTi Civic Centre Station or return in addition to normal distance-based fare applicable to the whole journey travelled.	50.00		No (exempt)	54.50	
2C.2	Mover Package Fare in the <i>Saver</i> period [off-peak]		Fare deducted from the Smartcard for the particular distance travelled when the passenger checks in at the start of a journey in the <i>Saver</i> [off-peak] period. This fare is applicable when one or more Mover Packages are loaded on the Smartcard and subject to condition 14.					
2C.2.1	Journeys under 5 km (boarding fare)(in the <i>Saver</i> period [off-peak])	per person per journey (one way)	Travel Fare is charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 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).	5.50		No (exempt)	5.90	
2C.2.2	Journeys of 5 km or longer, but less than 10 km (in the <i>Saver</i> period [off-peak])	per person per journey (one way)	Travel Fare is charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 5 km or longer but less than 10 km. (Premium routes attract a premium charge on top of these fares).	6.90		No (exempt)	7.60	
2C.2.3	Journeys of 10 km or longer, but less than 20 km (in the <i>Saver</i> period [off-peak])	per person per journey (one way)	Travel Fare is charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 10 km or longer but less than 20 km. (Premium routes attract a premium charge on top of these fares).	8.80		No (exempt)	9.60	
2C.2.4	Journeys of 20 km or longer, but less than 30 km (in the <i>Saver</i> period [off-peak])	per person per journey (one way)	Travel Fare is charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 20 km or longer but less than 30 km. (Premium routes attract a premium charge on top of these fares).	10.40		No (exempt)	11.30	
2C.2.5	Journeys of 30 km or longer, but less than 40 km (in the <i>Saver</i> period [off-peak])	per person per journey (one way)	Travel Fare is charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 30 km or longer but less than 40 km. (Premium routes attract a premium charge on top of these fares).	11.60		No (exempt)	12.50	
2C.2.6	Journeys of 40 km or longer, but less than 50 km (in the <i>Saver</i> period [off-peak])	per person per journey (one way)	Travel Fare is charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 40 km or longer but less than 50 km. (Premium routes attract a premium charge on top of these fares).	13.70		No (exempt)	14.70	
2C.2.7	Journeys of 50 km or longer, but less than 60 km (in the <i>Saver</i> period [off-peak])	per person per journey (one way)	Travel Fare is charged on a journey that begins in the <i>Saver</i> [off-peak] period and is 50 km or longer but less than 60 km. (Premium routes attract a premium charge on top of these fares).	15.50		No (exempt)	16.60	
2C.2.8	Journeys of 60 km or longer (in the <i>Saver</i> period [off-peak])	per person per journey (one way)	and is 60 km or longer. (Premium routes attract a premium charge on top of these fares).	17.00		No (exempt)	18.20	
2C.2.9	Premium on Airport service in the <i>Saver</i> [off-peak] period	per person per journey (one way)	Fare charged on a journey that begins in the peak period. This is the premium fare charged for journey from Cape Town Airport to MyCiTi Civic Centre Station or return in addition to normal distance-based fare applicable to the whole journey travelled.	44.20		No (exempt)	48.20	

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2D	One-trip manual ticket		Condition 14.4 will not apply to one-trip manual tickets					
2D.1a	System-wide one-trip ticket for non-Premium service: peak and <i>Saver</i> [off-peak]	per person per trip (one way)	For passengers without a Smartcard who wish to make a single journey. This is a manual ticket at slightly higher than the maximum fare, but less than the purchase cost of a Smartcard and a fare. This ticket is valid for all journeys whether in the peak or <i>Saver</i> period [off-peak], but not if the journey includes a trip on the Premium Airport service, in which case 2D.2 applies. Price rounded to the closest R5.	35.00		No (exempt)	35.00	
2D.1b.1	Single-trip ticket for non-Premium service: peak and <i>Saver</i> [off-peak], 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 <i>Saver</i> period [off-peak], and where ticket dispensers will be installed for sale of tickets or tickets are sold through bulk sales.	9.00		No (exempt)	10.00	
2D.1b.2	Single-trip ticket for non-Premium service: peak and <i>Saver</i> [off-peak], 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)	15.00	
2D.1b.3	Single-trip ticket for non-Premium service: peak and <i>Saver</i> [off-peak], 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)	20.00	
2D.2	One-trip ticket for the Premium service: peak and <i>Saver</i> [off-peak]	per person per trip (one way)	For passengers without a Smartcard who wish to make a single journey which includes a trip from the Airport to Civic Centre, or the return trip, on the Premium Airport service. This ticket is valid for peak and <i>Saver</i> [off-peak] journeys, and includes any further trips using closed transfers. Price rounded to the closest R5.	85.00		No (exempt)	90.00	
2D.3	Cost of card to be used for single-trips	Per card	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	
2E	Penalties and non-closure fares							
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 <i>or where the penalty is charged automatically</i> .	10.00		No (exempt)	10.00	

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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)	22.00	
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 significant fare evasion) - 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. In such case the smartcard purchase fee will be increased as set out in item 2F.1A.	32.00		No (exempt)	37.00	
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.	83.00		No (exempt)	92.00	
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.	93.00		No (exempt)	104.00	
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.	281.00		No (exempt)	307.00	
2E.4	<i>Racketeering Penalty Fare</i>	<i>Per passenger involved in such fare evasion</i>	<i>A Racketeering Penalty Fare is a penalty for repeated scamming and is meant to deter the commercialised or blackmarket abuse of monthly or Saver transit products.</i>	New		No (exempt)	1,500.00	
2F Smartcard Issuing Fee								
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)	30.00	
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.	33.00		No (exempt)	38.00	
2F.2	myconnect Smartcard Repurchase administration fee	Deducted per Smartcard	Subject to Condition 2.17(a). Deducted per Smartcard repurchased from the Issuing Fee.	10.00		No (exempt)	11.00	
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)	20.00	

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	2G Redundancy manual tickets		Condition 14.4 will not apply during redundancy conditions					
	2G.1 Redundancy manual tickets for non-Premium routes: peak and <i>Saver</i> period [off-peak]							
	2G.1.1 Journeys of under 20 km	per person per journey (one way)	Fare is for a redundancy ticket on a non-Premium Airport route for a journey that is under 20 km long.	7.00		No (exempt)	8.00	
	2G.1.2 Journeys of 20 km or longer	per person per journey (one way)	Fare is for a redundancy ticket on a non-Premium Airport route for a journey that is 20 km or longer	13.00		No (exempt)	14.00	
	2G.2 Redundancy manual ticket for the Premium route: peak and <i>Saver</i> period [off-peak]	per person per journey (one way)	Flat fare applicable for a redundancy ticket on a Premium route and includes any further trips using closed and permitted open transfers.	61.00		No (exempt)	67.00	
	2H Transit product: Day passes with limited trips		Sold only in bulk regarding events or other bulk purchases, subject to numbers and conditions as the City may determine. 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					
	2H.1.1 Conference One Day Pass	per person per transit product	Valid for the predetermined calendar day only (excl trips on Premium routes).	30.00		No (exempt)	30.00	
	2H.1.2 Conference Two Day Pass	[per person per transit product]	Valid for two predetermined consecutive calendar days only (excl trips on Premium routes)	53.00		No (exempt)	53.00	
	2H.1.3 Conference Three Day Pass	per person per transit product	Valid for three predetermined consecutive calendar days only (excl trips on Premium routes)	75.00		No (exempt)	75.00	
	2H.1.4 Conference Four Day Pass	[per person per transit product]	Valid for 4 predetermined consecutive calendar days only (excl trips on Premium routes)	95.00		No (exempt)	95.00	
	2H.1.5 Conference Five Day Pass	per person per transit product	Valid for 5 predetermined consecutive calendar days only (excl trips on Premium routes)	115.00		No (exempt)	115.00	
	2H.1.6 Conference Seven Day Pass	per person per transit product	Valid for 7 predetermined consecutive calendar days only (excl trips on Premium routes)	135.00		No (exempt)	135.00	
	2H.2 Premium Conference Day Passes		Usable on all routes, for a maximum of four journeys per day, including journeys to the Airport					
	2H.2.1 Premium Conference One Day Pass	per person per transit product	Valid for the predetermined calendar day only (incl trips on Premium routes)	95.00		No (exempt)	100.00	
	2H.2.2 Premium Conference Two Day Pass	[per person per transit product]	Valid for two predetermined consecutive calendar days only (incl trips on Premium routes)	118.00		No (exempt)	123.00	
	2H.2.3 Premium Conference Three Day Pass	per person per transit product	Valid for three predetermined consecutive calendar days only (incl trips on Premium routes)	140.00		No (exempt)	145.00	

TRANSPORT FOR CAPE TOWN - CONTRACTED ROAD-BASED PUBLIC TRANSPORT SERVICES - FARE LEVEL ONE

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2H.2.4	Premium Conference Four Day Pass	[per person per transit product]	Valid for 4 predetermined consecutive calendar days only (incl trips on Premium routes)	160.00		No (exempt)	165.00	
2H.2.5	Premium Conference Five Day Pass	per person per transit product	Valid for 5 predetermined consecutive calendar days only (incl trips on Premium routes)	180.00		No (exempt)	185.00	
2H.2.6	Premium Conference Seven Day Pass	per person per transit product	Valid for 7 predetermined consecutive calendar days only (incl trips on Premium routes)	200.00		No (exempt)	205.00	
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	per monthly ticket	Unlimited travel on any route, including the Airport. <i>No non-closure penalties. [First two journeys per calendar day will be off-set against their transit product; additional journeys will be charged for as normal.]</i> Not transferable. <i>[Period of validity: one month from date of purchase] 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.</i>	780.00		No (exempt)	930.00	
2I.2	Non Premium Monthly	per monthly ticket	Unlimited travel on any route, excluding the Airport. <i>No non-closure penalties. [First two journeys per calendar day will be off-set against their transit product; additional journeys will be charged for as normal.]</i> Not transferable. <i>[Period of validity: one month from date of purchase] 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.</i>	530.00		No (exempt)	710.00	
2J	Transit product: Saver [Off-Peak] Day Passes		<i>Saver [Off-peak] passes for purchase by the general public. One day passes may be sold either as manual return trip tickets (using mifare-type technology, in which case the price increases by R5), or be loaded as a transit product on a Smartcard (purchased at the tariff above). [Multiple day passes may only be loaded as a transit product on a Smartcard (paid for as per tariff above).]</i> 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.					
2J.1	Saver [off-peak] Day Passes		Usable on all routes, unlimited journeys per day, excluding trips on a Premium route					
2J.1.1	<i>Saver [off-peak]</i> One Day Pass	per person per transit product	Valid for the predetermined calendar day only (excl trips on Premium routes).	33.00		No (exempt)	36.00	

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	2J.1.3 <i>Saver [off-peak]</i> Three Day Pass	per person per transit product	Valid for three predetermined consecutive calendar days only (excl trips on Premium routes)	95.00		No (exempt)	105.00	
	2J.1.6 <i>Saver [off-peak]</i> Seven Day Pass	per person per transit product	Valid for 7 predetermined consecutive calendar days only (excl trips on Premium routes)	180.00		No (exempt)	195.00	
	2J.1.7 <i>Saver Monthly Pass</i>	<i>per person per transit product</i>	<i>Valid for a month (excl trips on Premium routes)</i>	New		No (exempt)	540.00	
2J.2	Premium Saver [off-peak] Day Passes		Usable on all routes, for a maximum of four journeys per day, including journeys to the Airport					
2J.2.1	Premium <i>Saver [off-peak]</i> One Day Pass	per person per transit product	Valid for the predetermined calendar day only (incl trips on Premium <i>Saver [off-peak]</i> routes)	100.00		No (exempt)	109.00	
2J.2.3	Premium <i>Saver [off-peak]</i> Three Day Pass	per person per transit product	Valid for three predetermined consecutive calendar days only (incl trips on Premium <i>Saver [off-peak]</i> routes)	180.00		No (exempt)	195.00	
2J.2.6	Premium <i>Saver [off-peak]</i> Seven Day Pass	per person per transit product	Valid for 7 predetermined consecutive calendar days only (incl trips on Premium <i>Saver [off-peak]</i> routes)	250.00		No (exempt)	269.00	
2J.2.7	<i>Premium Saver Monthly Pass</i>	<i>per person per transit product</i>	<i>Valid for a month (incl trips on Premium routes)</i>	New		No (exempt)	760.00	
3	Extention of existing services [Extended-hours for any existing service]:	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 [in support of an event] subject to the additional fees payable below. The fee will be the aggregate of the hourly and km fees for Item No 4. 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. [Effective from 1 Sept 2010.] The km fees below include the kms of travel to and from the depot to the start or end of the service (ie the City will charge for such positioning kms) .					
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.	468.50		No (exempt)	510.70	
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.	702.70		No (exempt)	766.00	
3.3	Extended hours: km fee for 6m vehicles	per 6m vehicle per km (or part thereof) travelled	Fee chargeable for all kilometers actually travelled as part of the service. In addition the event hourly fees are payable.	11.00		No (exempt)	13.00	
3.4	Extended hours: km fee for 9m vehicles	per 9m vehicle per km (or part thereof) travelled	Fee chargeable for all kilometers actually travelled as part of the service. In addition the event hourly fees are payable.	16.80		No (exempt)	18.80	
3.5	Extended hours: km fee for 12m vehicles	per 12m vehicle per km (or part thereof) travelled	Fee chargeable for all kilometers actually travelled as part of the service. In addition the event hourly fees are payable.	20.90		No (exempt)	23.10	

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	and related transport products			Recalculated	R	Yes/No	Recalculated	R
				excl. VAT	incl. VAT		excl. VAT	incl. VAT
3.6	Extended hours: km fee for 18m vehicles	per 18m vehicle per km (or part thereof) travelled	Fee chargeable for all kilometers actually travelled as part of the service. In addition the event hourly fees are payable.	22.90		No (exempt)	25.40	
4	Charter and other [Event and related] 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) and also applies to charters by <i>or for</i> City departments.					
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	1,392.11	1,587.00	Yes	1750.00	1,995.00
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.	439.47	501.00	Yes	150.00	171.00
4A.3	Stadium event hourly fee for period between 24:00 and 06:00	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.	658.77	751.00	Yes	300.00	342.00
4A.4	Stadium event km fee for 6m vehicles	per 6m vehicle per km (or part thereof) travelled	Fee chargeable, for all kilometers actually travelled as part of the service. In addition the Stadium event daily and hourly fees are payable.	11.40	13.00	Yes	7.98	9.10
4A.5	Stadium event km fee for 9m vehicles	per 9m vehicle per km (or part thereof) travelled	Fee chargeable, for all kilometers actually travelled as part of the service. In addition the Stadium event daily and hourly fees are payable.	17.54	20.00	Yes	10.00	11.40
4A.6	Stadium event km fee for 12m vehicles	per 12m vehicle per km (or part thereof) travelled	Fee chargeable, for all kilometers actually travelled as part of the service. In addition the Stadium event daily and hourly fees are payable.	21.05	24.00	Yes	12.98	14.80
4A.7	Stadium event km fee for 18m vehicles	per 18m vehicle per km (or part thereof) travelled	Fee chargeable, for all kilometers actually travelled as part of the service. In addition the Stadium event daily and hourly fees are payable.	23.68	27.00	Yes	15.96	18.20
4A.8	Peak surcharge: Stadium event	per vehicle per peak period	Buses are usually not available during peak hours, but subject to availability and as long as it does not compromise the public transport service, should a bus be chartered over any peak period, then this will be charged a daily surcharge.	New	New	Yes	800.00	912.00

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	4B	<i>Other hire and fees [Events and hire of services (other than the Stadium Event Service), and other fees]</i>	Fare Level One					
	4B.1	Other [event] hire daily fee	per vehicle, MyCiTi depot, staging area, station or stop or other public transport facilities per day or part thereof	3,479.82	3,967.00	Yes	2625.00	2,992.50
	4B.2	Other [event] hire hour fee for period between 06:00 and 24:00	per vehicle per hour or part thereof	613.16	699.00	Yes	200.00	228.00
	4B.3	Other [event] hire hour fee for period between 24:00 and 06:00	per vehicle per hour or part thereof	919.30	1,048.00	Yes	300.00	342.00
	4B.4	Other [event] hire km fee for 6m vehicles	per 6m vehicle per km (or part thereof) travelled	11.40	13.00	Yes	7.98	9.10
	4B.5	Other [event] hire km fee for 9m vehicles	per 9m vehicle per km (or part thereof) travelled	17.54	20.00	Yes	10.00	11.40
	4B.6	Other [event] hire km fee for 12m vehicles	per 12m vehicle per km (or part thereof) travelled	21.05	24.00	Yes	12.98	14.80
	4B.7	Other [event] hire km fee for 18m vehicles	per 18m vehicle per km (or part thereof) travelled	23.68	27.00	Yes	15.96	18.20
	4B.7A	Peak surcharge: Other hire	per vehicle per peak period	New	New	Yes	960.00	1,094.40
	4B.8	Hourly [event] hire fee for hire or use of IRT stations (excl Civic Station) or other public transport-related facilities	per station or per other facility per hour or part thereof	640.35	730.00	Yes	683.51	779.20

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	and related transport products			Recalculated	R	Yes/No	Recalculated	R
				excl. VAT	incl. VAT		excl. VAT	incl. VAT
4B.9	Hourly event hire fee for hire of bus stops	per bus stop per hour or part thereof	Same as or Item 4B.8	320.18	365.00	Yes	341.75	389.60
4B.10	Hourly event hire fee for hire of Civic Centre Station	per Zone of Civic Stn per hour or part thereof	Same as or Item 4B.8	1,279.82	1,459.00	Yes	1,366.05	1,557.30
4B.11	Hourly event 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.	479.82	547.00	Yes	512.11	583.80
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 <i>may be waived regarding</i> [does not apply to] people who can present myconnect cards, provided a security guard is available to open the facilities..	1.75	2.00	Yes	1.75	2.00
4B.13	Monthly fee for placement of vending machine	per vending machine (max 0.5 m sq) per month	Monthly fee for placement of vending machine (excl an ATM) in a station precinct, in a bus or at a busstop, subject to terms and conditions as the City may determine. This fee does not apply if the right to place the vending machine is awarded by way of tender.For vending machines occupying more than a floor space of 0.5 m sq (incl airspace above the floor for vending machines that protrude beyond their footprint), the amount shall be increased pro rata.	959.65	1,094.00	Yes	1,024.30	1,167.70
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.	53,295.61	60,757.00	Yes	56,885.88	64,849.90
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	10,659.65	12,152.00	Yes	11,377.72	12,970.60
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 graffitti 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.	2,132.46	2,431.00	Yes	2,276.14	2,594.80

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	Terms and conditions ("Conditions")							
	1. All services are provided with drivers supplied by or on behalf of the City.							
	2. Definitions (which may include substantive provisions)							
2.1	"AFC" means an Automated Fare Collection system as defined in the Regulations. A Smartcard must be used as the main payment medium (subject to the conditions below).							
2.1a	<i>"Charter services" mean bus hire services under Item 4, which may be provided anywhere within the municipal boundaries and within the Metropolitan Functional Area, including the municipalities of Stellenbosch, Drakenstein and Swartland;</i>							
2.1b	"Commissioner" means the Commissioner: Transport for Cape Town; The Commissioner may delegate any function assigned by these tariffs to the Commissioner to another official.							
2.2	"Full Fare Evasion Penalty Fare" means the fare to be charged where an inspector or other authorised City representative (including an access control staff member of the City's station management company) believes there is prima facie evidence that a passenger has evaded, or is likely to have evaded, or to have attempted to evade paying the fare intentionally. Examples include: (a) Where a passenger jumps over an access gate or a station fence, or tailgates. An example of tailgating is where a passenger enters a gate together with or immediately following another passenger in such a manner that the second passenger does not pay a fare. (b) Where more than one passenger acts in this way with another passenger in such a manner that the second or subsequent passengers do not pay a fare. (c) Where more than one passenger acts in this way with a common purpose, they may each and all to be charged the Penalty Fare. (d) Notwithstanding having been charged a Penalty Fare, the relevant passengers may also be prosecuted.							
2.3	"Fuel price" means the regulated / listed wholesale price for low sulphur (50ppm) diesel in Cape Town, as announced / listed by the Department of Energy or any other national department that take over this function.							
2.4	"Full Fare System" means the contracted road-based public transport service using a full fare management system, namely an AFC system including technology, software and back office capacity required to administer a distance-based fare.							
2.5	"Journey" means one or more one way trip segments, connected through permitted closed and open transfers. (a) A permitted closed transfer is a permitted transfer made at a station between different routes served by such station. (b) A permitted open transfer is a transfer that complies with the following two conditions: (i) where the customer checks in on a bus or at a station within 45 minutes of having checked out elsewhere in the system; and (ii) where the customer checks in on a bus or at a station within 2 and a half hours of the first time that he / she checked in first on a given day (referred to as the 2 and a half hour boarding window). A further journey starts when the passenger checks in again after such 2 and a half hour boarding window, in which case a new boarding window period start; (c) Where a passenger remains in the system for more than four hours (ie finally taps out of the system more than four hours from the first tap-in regarding that journey) the City may charge either an additional boarding fare on tap out, at the same rate as the original boarding fare charged at the start of that journey (excluding any Airport Premium that may have been charged); or the relevant non-closure fare. (d) The periods of 2 and a half hours, 45 minutes and 4 hours above may be amended by the City by way of a notice in the press.							
2.6	"Manual ticket", means a manual ticket involving paper tickets or electronic ticket system with limited electronic capabilities.							
2.7	"Non-Premium Route" means any route other than a Premium Route;							
2.8	"Notice in the press" means a notice placed in two newspapers generally circulating in Cape Town prior to or on the date of the relevant change;							
2.9	"Peak 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 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;							
2.10	<i>Moved to 2.14A</i>							
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);							
2.11A	<i>"Penalty Fare" means any penalty fare payable in terms of this tariff table, including a non-closure fare;</i>							
2.12	"Premium route" means a route ending or beginning at the Airport Station;							

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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;							
2.14A	"Saver periods" [off-peak] means all periods of operation of the service, other than peak 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	"TCT website" shall mean any website operated by the City in order to provide information regarding public transport in the City;							
2.17	"myconnect Smartcard issuing fee" means the fee to be charged to any passenger to whom a myconnect Smartcard is issued. (a) [From 18 October 2014, when single trip tickets became available,] The City does not repurchase Smartcards. However, the City may publish a notice in the press indicating that the Smartcard will be repurchased for a period stated in the notice. If such a notice applies, the City may repurchase the card at the purchase price of the card minus the administration fee listed in Item 2F.2, subject to such other terms and conditions as the City may determine. (b) Issued subject to MyCiTi Rules and Terms & Conditions made available together with the Smartcard, or on the TCT website, incl terms and conditions regarding the repurchasing of the Smartcard by the City - which conditions may be varied on notice to the passengers and / or on the TCT website; (c) The myconnect Smartcard issuing fee may be waived or discounted during periods of which notice has been given on the TCT website and in the press, provided that, as far as practically possible, only one card is issued to each person, provided the person is a resident of the City, and subject to the terms and conditions as apply to such free card issue, as set out on the TCT website, provided that the extent of the waiver or discount and the terms and conditions shall be determined so as to ensure as far as it is practicable that fare evasion is kept to a minimum.							
2.18	"Mover Package" means Items 2A.1 to 2A. 7, which became available when the Full Fare System takes effect. No refunds on Mover Packages will be given. The value will expire three years after the latest upload;							
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 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.							
	(c) As an example of the discounted Park-and-Ride fares referred to in Condition 3(b), premium tariffs applicable to those trips beginning or ending at the MyCiTi Airport Station may be waived in the case where an appropriate transit product has been loaded on the Smartcard, such as a park-and-ride Transit Product. This may result in an amendment to or waiver of [affect waives those tariffs in] items 2B.1.7, 2B.2.7, 2C.1.7 and 2C.2.7, where park-and-ride conditions apply.							
	(d) The tariff items may be combined, based on an estimated [or assumed] number of uses by passengers of a specific group or category, and a combined transit product in this regard can then be offered to a bulk buyer or contracted party as such combined price.							
	(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 (up to 4B.7A) are used for ongoing services (for more than seven 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), and a reasonable mark-up.							

TRANSPORT FOR CAPE TOWN - CONTRACTED ROAD-BASED PUBLIC TRANSPORT SERVICES - FARE LEVEL ONE

Updated December 2015

- Notes: 1. All new wording (compared to the wording of the tariff approved in May 2015) is shown in italics. Deleted text in Level 1 of the table is shown in square brackets - ie [deleted text], and sometimes also 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].

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	(g) (e) <i>Saver</i> [Off-peak] fares for counter-flow travel may be offered to passengers during peak periods or a part of peak periods, on routes where there is generally a significant differential between passenger flow in the forward and return directions. This will be done by way of a notice in the press.							
	(h) <i>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 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>							
	(i) <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.</i>							
4.	(a) These 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 have been linked to significant changes in fuel price.							
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 R11.06 per litre for low sulphur diesel (50ppm) in Cape Town. If the price rises above R13.27 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 R11.06 per litre fares will revert to Fare Level One. If the fuel price rises above R15.48 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 R13.27 and to Fare Level One only if the fuel price falls below the base price of R11.06							
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.							
				2016/17				
5.9	(a) Percentage increase between Level One and Two:			0.09		Over the July 2016 rates		
	(b) Percentage increase between Level One and Three:			0.17		Over the July 2016 rates		
6.	Tickets / products / cards / event-related fees may be sold / charged to vendors / clients at a discount of up to 33%, or vendors may be paid regarding relevant sales a commission of up to 33%, subject to appropriate conditions.							
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.							

TRANSPORT FOR CAPE TOWN - CONTRACTED ROAD-BASED PUBLIC TRANSPORT SERVICES - FARE LEVEL ONE

Updated December 2015

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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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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 <i>Saver</i> [off-peak] period, or also during the peak 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(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) on 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 minimum fare evasion Penalty Fare 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), <i>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</i> . (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.							
	(cA) If it is not <i>technically</i> possible for the Group Leader to select the maximum number of passengers in the group as intended in 7.2(a) above, then the Commissioner may set an issuing fee that balances the risk between non-paid non-closure fares and making Groups Cards available at an affordable price. The issuing fee may be set at a different rate for different categories of passengers.							
	(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 are still outstanding. 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 reselling such cards to the City the rebate amount will be deducted as well as the relevant administraton fee.							
8.	The initial MyCiTi services and distance-based Full Fare System tariffs 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.							

TRANSPORT FOR CAPE TOWN - CONTRACTED ROAD-BASED PUBLIC TRANSPORT SERVICES - FARE LEVEL ONE

Updated December 2015

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	10.	The following persons are exempted from paying the transport tariffs: 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 Category 2 - Public transport operations and monitoring staff - Vehicle Operator Companies 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 - Event specific volunteers or staff deployed by the City Category 3 - City technical team members and others - TCT 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 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. General: (a) 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) 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: 2015/16 to 2016/17 (except where indicated differently): (a1) Tariff increase regarding items affected by VOC costs generally, subsequently adjusted as per (a2) and (a3) below, read together: (a2) Boarding portion of fare: <table> <tr> <td></td><td>peak</td><td>VOC escalation for general increases</td><td></td><td></td><td></td><td>8.93%</td><td></td><td></td></tr> <tr> <td></td><td>Saver</td><td>Saver Boarding Fee increase</td><td></td><td></td><td></td><td>8.93%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td>7.25%</td><td></td><td></td></tr> <tr> <td></td><td>peak and Saver</td><td>General boarding fare increase for revenue increase</td><td></td><td></td><td></td><td>0.00%</td><td></td><td></td></tr> <tr> <td></td><td>peak</td><td>Peak only boarding fare increase for TDM purposes</td><td></td><td></td><td></td><td>0.00%</td><td></td><td></td></tr> <tr> <td></td><td>(a3) Distance portion of fare (applied together with the above boarding fare increase to establish the combined fare increase)</td><td>Peak</td><td>0-5km distance band</td><td></td><td></td><td>0.00%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>5-10km distance band</td><td></td><td></td><td>82.67%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>10-20km distance band</td><td></td><td></td><td>35.64%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>20-30km distance band</td><td></td><td></td><td>31.61%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>30-40km distance band</td><td></td><td></td><td>36.48%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>40-50km distance band</td><td></td><td></td><td>26.43%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>50-60km distance band</td><td></td><td></td><td>24.87%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>60km and greater</td><td></td><td></td><td>23.92%</td><td></td><td></td></tr> <tr> <td></td><td></td><td>Saver</td><td>0-5km distance band</td><td></td><td></td><td>0.00%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>5-10km distance band</td><td></td><td></td><td>20.71%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>10-20km distance band</td><td></td><td></td><td>11.88%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>20-30km distance band</td><td></td><td></td><td>8.82%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>30-40km distance band</td><td></td><td></td><td>6.75%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>40-50km distance band</td><td></td><td></td><td>6.82%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>50-60km distance band</td><td></td><td></td><td>6.85%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>60km and greater</td><td></td><td></td><td>6.87%</td><td></td><td></td></tr> <tr> <td></td><td>(b) Tariff increase driven primarily by increases in driver costs</td><td></td><td></td><td></td><td></td><td>9.00%</td><td></td><td></td></tr> <tr> <td></td><td>(c) Tariff increase regarding costs driven</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>6m</td><td></td><td></td><td>11.32%</td><td></td><td></td></tr> <tr> <td></td><td></td><td></td><td>9m</td><td></td><td></td><td>11.32%</td><td></td><td></td></tr> </table>								peak	VOC escalation for general increases				8.93%				Saver	Saver Boarding Fee increase				8.93%									7.25%				peak and Saver	General boarding fare increase for revenue increase				0.00%				peak	Peak only boarding fare increase for TDM purposes				0.00%				(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%						5-10km distance band			82.67%						10-20km distance band			35.64%						20-30km distance band			31.61%						30-40km distance band			36.48%						40-50km distance band			26.43%						50-60km distance band			24.87%						60km and greater			23.92%					Saver	0-5km distance band			0.00%						5-10km distance band			20.71%						10-20km distance band			11.88%						20-30km distance band			8.82%						30-40km distance band			6.75%						40-50km distance band			6.82%						50-60km distance band			6.85%						60km and greater			6.87%				(b) Tariff increase driven primarily by increases in driver costs					9.00%				(c) Tariff increase regarding costs driven											6m			11.32%						9m			11.32%	
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TRANSPORT FOR CAPE TOWN - CONTRACTED ROAD-BASED PUBLIC TRANSPORT SERVICES - FARE LEVEL ONE

Updated December 2015

- Notes: 1. All new wording (compared to the wording of the tariff approved in May 2015) is shown in italics. Deleted text in Level 1 of the table is shown in square brackets - ie [deleted text], and sometimes also 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].

Item No	SERVICES RENDERED and related transport products	UNIT	REMARKS	2015/16 Recalculated excl. VAT	2015/16 R incl. VAT	VAT Yes/No	2016/17 Recalculated excl. VAT	2016/17 R incl. VAT
		12m				10.42%		
		18m				10.69%		
	(d) Tariff increase regarding items not directly affected by VOC costs					6.74%		
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 eg 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 Transport for Cape Town Manager responsible for Automated Fare Collection in consultation with the Manager responsible for TCT Business Development; alternatively by the Commissioner.							
14.	Conditions regarding 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; then 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 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, <i>by way if a change in the fare rules</i> .							
14.4	The following definition of a single journey will apply, subject to Condition 14.7: 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 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 as available as Mover points. Similarly, additional Mover points purchased will be added to the Mover points recorded on the card							
14.6	Mover points is equivalent to the monetary value of the point. Eg 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	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, 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.							
15	Penalty Fares: (a) <i>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.</i> (b) Where 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 may be charged through <i>multiple [two]</i> payments so as to charge the full applicable Penalty Fare. (c) [(b)] The cash value of Penalty Fares, when paid for through the Mover Package, shall be charged at an equivalent number of travel points to that applicable to the cash fare, taking into consideration the provisions of Condition 14.6.							
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	In the case of non-check out, fares 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).							

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Item No								
	SERVICES RENDERED	UNIT	REMARKS	2015/16	2015/16	VAT	2016/17	2016/17
	and related transport products			Recalculated	R	Yes/No	Recalculated	R
				excl. VAT	incl. VAT		excl. VAT	incl. VAT
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, <i>the</i> [a] Penalty Fare may be waived.							