

TRANSPORT FOR CAPE TOWN - CONTRACTED ROAD-BASED PUBLIC TRANSPORT SERVICES - FARE LEVEL ONE						
			Updated January 2014			
Notes:	1. All new wording (compared to the wording of the tariff approved in June 2013) is shown in italics. Deleted text is shown in square brackets "[...]".					v2.4
	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.					
Item No						
	SERVICES RENDERED	UNIT	REMARKS	2013/14	VAT	2014/15
	and related transport products			R	Yes/No	R
1	[IRT] Interim Fare System	Fare Level One				
	<i>Items No 1A, 1B</i>		<i>Deleted</i>			
1C	Interim fares					
1C.1a	Premium Airport service	per person per trip (one way)	From Cape Town Airport to MyCiTi Civic Centre Station or return. [Period of validity: 3 months from date of purchase applicable to manual ticket only.]	62.00	No (exempt)	65.60
1C.1b	Premium Airport concession 1: Children 4-11 years old (ie 4 and older, but under 12 yrs)	per child per trip (one way)	On the same route. Period of validity: 3 months from date of purchase applicable to manual ticket only	30.30	No (exempt)	<i>Deleted</i>
1C.1c	Premium Airport concession 2: Monthly ticket	per monthly ticket	<i>Maximum of two journeys per day (peak or off-peak) on any route, including the Airport. [On the same route: unlimited travel within calendar month of validity.] Not transferable. Period of validity: one calendar month applicable to manual ticket only. Subject to terms and conditions that the City may determine.</i>	484.60	No (exempt)	680.00
1C.2	Interim Trunk (Basic) Route (Peak Period & Off-Peak Period)	Flat fare. Fare for one way trip per person	This is charged as a flat <i>boarding fare when boarding a public transport vehicle at a trunk station, inclusive of feeder trips before or after the trunk trip, or both (unless only a feeder trip is travelled from the station); also, when tapping out of a public transport vehicle in a feeder environment, where it is likely that the passenger used the trunk part of the service, the Interim Trunk flat fare will be charged, minus the boarding fare 1C.3, where this has already been paid.</i>	11.50	No (exempt)	12.40
1C.3	Interim Feeder Route (Peak period & Off-Peak periods)	Flat fare. Fare for one way trip per person	This is charged as a flat <i>boarding fare when boarding a public transport vehicle at a location other than at a trunk station.</i>	5.80	No (exempt)	6.80
1C.4	When on non-premium routes and not checking in or out: Minimum fare evasion penalty fare	Per passenger	It is the responsibility of a passenger to check in when entering a station or bus and checking out of a station or bus (where applicable - refer to condition 16). This fare is charged irrespective of distance travelled, where a passenger does not check in or check out (where applicable), in place of the fare that otherwise would have applied, where the passenger is found not to have checked in or out on any route other than a Premium Route. This applies where there is no clear indication of an intention to evade fare.	24.00	No (exempt)	22.00

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Item No	SERVICES RENDERED	UNIT	REMARKS	2013/14	VAT	2014/15
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1C.5	When on a Premium Route and not checking in or not checking out: Premium non-closure fare [/ Minimum fare evasion penalty fare]	Per passenger	The same as in fare 1C.4 applies 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, in place of the fare that otherwise would have applied.	76.00	No (exempt)	72.00
1C.6	[Full Fare Evasion Penalty Fare (on Non-Premium Routes)]	Per passenger involved in such fare evasion	<i>Deleted</i>	119.00	No (exempt)	<i>Deleted</i>
1C.7	Full Fare Evasion Penalty Fare [(on Premium Routes)]	Per passenger involved in such fare evasion	<i>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.</i>	227.00	No (exempt)	246.00
1C.8	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.	25.00	No (exempt)	35.00
2 IRT Full Fare System		Fare Level One				
2A	Mover [Travel] Packages <i>[Note: Term "Travel Package" changed to "Mover package" throughout the table]</i>		Value can be added onto the card as money [cash] 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 [cash] 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 smarcad.			
2A.1	Mover 80	<i>Per load</i>	Loads the equivalent points on the Smartcard without having to pay load fees [as explained in Condition No. 2.16]. It also enables Travel Fare fares to be charged i.e. a 30% reduction in fare compared to the [non-Mover Package] Standard fares.	80.00	No (exempt)	80.00
2A.2	Mover 100	<i>Per load</i>	<i>As re Item 2A.1</i>	100.00	No (exempt)	100.00
2A.3	Mover 150	<i>Per load</i>	<i>As re Item 2A.1</i>	150.00	No (exempt)	150.00
2A.4	Mover 200	<i>Per load</i>	<i>As re Item 2A.1</i>	200.00	No (exempt)	200.00
2A.5	Mover 400	<i>Per load</i>	<i>As re Item 2A.1</i>	400.00	No (exempt)	400.00
2A.6	Mover 600	<i>Per load</i>	<i>As re Item 2A.1</i>	600.00	No (exempt)	600.00
2A.7	Mover 1000	<i>Per load</i>	<i>As re Item 2A.1</i>	1 000.00	No (exempt)	1 000.00

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Item No	SERVICES RENDERED and related transport products	UNIT	REMARKS	2013/14 R	VAT Yes/No	2014/15 R
2B	<i>Standard Fares</i> (ie without a Mover Package)					
2B.1	<i>Standard fare for journeys started in the peak period [(i.e without a Mover Package)]</i>		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 [cash] 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).	6.80	No (exempt)	8.90
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).	7.90	No (exempt)	9.80
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).	9.60	No (exempt)	12.50
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).	12.70	No (exempt)	14.80
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).	14.30	No (exempt)	16.50
2B.1.6	<i>Journeys of 40 km or longer, but less than 50 km (in the peak)</i>	<i>per person per journey (one way)</i>	<i>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).</i>	<i>New</i>	<i>No (exempt)</i>	<i>20.30</i>
2B.1.7	<i>Journeys of 50 km or longer, but less than 60 km (in the peak)</i>	<i>per person per journey (one way)</i>	<i>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).</i>	<i>New</i>	<i>No (exempt)</i>	<i>23.90</i>
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).	21.10	No (exempt)	26.70
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.	51.90	No (exempt)	56.20

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Item No	SERVICES RENDERED	UNIT	REMARKS	2013/14	VAT	2014/15
	and related transport products			R	Yes/No	R
2B.2	<i>Standard fare for journeys started in the off-peak period (i.e without a Mover Package)</i>		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 period. This fare is deducted when money [cash] 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)	per person per journey (one way)	Fare charged on a journey that begins in the 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).	5.70	No (exempt)	6.80
2B.2.2	Journeys of 5 km or longer, but less than 10 km (in the off-peak)	per person per journey (one way)	Fare charged on a journey that begins in the 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).	6.50	No (exempt)	7.70
2B.2.3	Journeys of 10 km or longer, but less than 20 km (in the off-peak)	per person per journey (one way)	Fare charged on a journey that begins in the 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).	7.90	No (exempt)	9.40
2B.2.4	Journeys of 20 km or longer, but less than 30 km (in the off-peak)	per person per journey (one way)	Fare charged on a journey that begins in the 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).	10.50	No (exempt)	12.40
2B.2.5	Journeys of 30 km or longer, but less than 40 km (in the off-peak)	per person per journey (one way)	Fare charged on a journey that begins in the 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).	11.70	No (exempt)	13.80
2B.2.6	<i>Journeys of 40 km or longer, but less than 50 km (in the off-peak)</i>	<i>per person per journey (one way)</i>	<i>Fare charged on a journey that begins in the 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).</i>	<i>New</i>	<i>No (exempt)</i>	<i>16.90</i>
2B.2.7	<i>Journeys of 50 km or longer, but less than 60 km (in the off-peak)</i>	<i>per person per journey (one way)</i>	<i>Fare charged on a journey that begins in the 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).</i>	<i>New</i>	<i>No (exempt)</i>	<i>19.90</i>
2B.2.8	Journeys of 60 km or longer (in the off-peak)	per person per journey (one way)	Fare charged on a journey that begins in the off-peak period and is 60 km or longer. (Premium routes attract a premium charge on top of these fares).	18.30	No (exempt)	22.30
2B.2.9	Premium on Airport service in off-peak period	per person per [trip] journey (one way)	Fare charged on a journey that begins in the 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.	51.90	No (exempt)	56.20

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Item No	SERVICES RENDERED	UNIT	REMARKS	2013/14	VAT	2014/15
	and related transport products			R	Yes/No	R
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 conditions 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).	5.20	No (exempt)	6.30
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).	6.10	No (exempt)	6.90
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).	7.40	No (exempt)	8.80
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).	9.80	No (exempt)	10.40
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).	10.90	No (exempt)	11.60
2C.1.6	<i>Journeys of 40 km or longer, but less than 50 km (in the peak)</i>	<i>per person per journey (one way)</i>	<i>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).</i>	<i>New</i>	No (exempt)	14.30
2C.1.7	<i>Journeys of 50 km or longer, but less than 60 km (in the peak)</i>	<i>per person per journey (one way)</i>	<i>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).</i>	<i>New</i>	No (exempt)	16.80
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).	16.20	No (exempt)	18.80
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.	35.70	No (exempt)	38.70

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2C.2	Mover Package Fare in the 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 off-peak period. This fare is applicable when one or more Mover Packages are loaded on the Smartcard and subject to conditions 14.			
2C.2.1	Journeys under 5 km (boarding fare)(in the off-peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the 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).	4.40	No (exempt)	4.80
2C.2.2	Journeys of 5 km or longer, but less than 10 km (in the off-peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the 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).	5.00	No (exempt)	5.40
2C.2.3	Journeys of 10 km or longer, but less than 20 km (in the off-peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the 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).	6.10	No (exempt)	6.60
2C.2.4	Journeys of 20 km or longer, but less than 30 km (in the off-peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the 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).	8.00	No (exempt)	8.70
2C.2.5	Journeys of 30 km or longer, but less than 40 km (in the off-peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the 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).	9.00	No (exempt)	9.70
2C.2.6	<i>Journeys of 40 km or longer, but less than 50 km (in the off-peak)</i>	<i>per person per journey (one way)</i>	<i>Travel Fare is charged on a journey that begins in the 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).</i>	<i>New</i>	No (exempt)	11.90
2C.2.7	<i>Journeys of 50 km or longer, but less than 60 km (in the off-peak)</i>	<i>per person per journey (one way)</i>	<i>Travel Fare is charged on a journey that begins in the 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).</i>	<i>New</i>	No (exempt)	14.00
2C.2.8	Journeys of 60 km or longer (in the off-peak)	per person per journey (one way)	Travel Fare is charged on a journey that begins in the off-peak period and is 60 km or longer. (Premium routes attract a premium charge on top of these fares).	14.10	No (exempt)	15.70
2C.2.9	Premium on Airport service in 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.	35.70	No (exempt)	38.70

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2D	One-trip manual ticket		Condition 14.4 will not apply for one-trip manual tickets			
2D.1	One-single-trip ticket for non-Premium [Airport] service: peak and 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 [and is] <i>at</i> 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 off-peak, but not if the journey includes a trip on the Premium Airport service, in which case 2D.2 applies. <i>Price rounded to the closest R5.</i>	24.00	No (exempt)	30.00
2D.2	One-trip ticket for the Premium [Airport] service: peak and 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 off-peak journeys, and includes any further trips using closed transfers. <i>Price rounded to the closest R5.</i>	76.00	No (exempt)	75.00
2D.3	Cost of card to be used for single-trips	Per card	Per card, for re-use for further single fares. Optional fare at the election of the City. Passenger may sell card back to the City, subject to terms & conditions as may be determined by the City.	5.50	No (exempt)	5.00
2E	Penalties and non-closure fares					
2E.1	When on non-premium routes and not checking in or <i>not checking</i> out: Boarding non-closure fare / Minimum fare evasion penalty fare	Per passenger	It is the responsibility of a passenger to check in and out when entering the IRT system. The non-closure fare is charged irrespective of distance travelled, where a passenger either does not check in, or does not check out - other than with respect to travel on a Premium Route. This applies where there is no clear indication of an intention to evade fare.	24.00	No (exempt)	22.00
2E.1a	<i>When on non-premium routes and not checking in or not checking out: Boarding non-closure fare / Minimum fare evasion penalty fare (increase in case of significant fare evasion)</i>	<i>Per passenger</i>	<i>As re item 2E.1. 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 likely to be travelling more than 50km in distance do not tap out because the fare evasion penalty fare is lower than the fare for the 50km+ distance band.</i>	24.00	No (exempt)	28.00
2E.2	When on a Premium Route and not checking in or <i>not checking</i> out: Premium non-closure fare [/ Minimum fare evasion penalty fare]	Per passenger	The same as in fare 2E.1 applies 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.	76.00	No (exempt)	72.00

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2E.2a	<i>When on a Premium Route and not checking in or not checking out: Premium non-closure fare (increase in case of significant fare evasion)</i>	<i>Per passenger</i>	<i>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.</i>	76.00	No (exempt)	84.00
[2E.3]	[Full Fare Evasion Penalty Fare (on Non-Premium Routes)]		<i>Deleted</i>	119.00	No (exempt)	<i>Deleted</i>
2E.3 [4]	Full Fare Evasion Penalty Fare [(on a Premium Route)]	Per passenger involved in such fare evasion	<i>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.</i>	227.00	No (exempt)	246.00
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.	25.00	No (exempt)	35.00
2F.2	<i>myconnect Smartcard Repurchase administration fee</i>	<i>Deducted per Smartcard</i>	<i>Subject to Condition 2.17(a). Deducted per Smartcard repurchased from the Issuing Fee.</i>	<i>New</i>	<i>No (exempt)</i>	<i>10.00</i>
2G	Redundancy manual tickets		Condition 14.4 will not apply during redundancy conditions			
2G.1	Redundancy manual tickets for non-Premium [Airport] routes: peak and off-peak					
2G.1.1	Journeys of under 10 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 5 km long. This is applicable only under redundancy conditions.	4.50	No (exempt)	5.00
2G.1.2	Journeys of 10 km or longer, but less than 50 [60] km	per person per journey (one way)	Fare is for a redundancy ticket on a non-Premium Airport route for a journey that is 10 km or longer but less than 20 km. This is applicable only under redundancy conditions.	6.50	No (exempt)	8.00
2G.1.3	Journeys of 50 [60] 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 50 [60] km or longer. This is applicable only under redundancy conditions.	14.00	No (exempt)	14.00

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			Updated January 2014			
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Item No	SERVICES RENDERED	UNIT	REMARKS	2013/14	VAT	2014/15
	and related transport products			R	Yes/No	R
2G.2	Redundancy manual ticket for the Premium [airport] route: peak and off-peak	per person per journey (one way)	Flat fare applicable for a redundancy ticket on a Premium [Airport] route. This is applicable only under redundancy conditions for the Cape Town Airport to MyCiTi Civic Centre Station route or return and includes any further trips using closed transfers.	68.50	No (exempt)	50.00
2H	<i>Transit product: Day passes with limited trips</i>		<i>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.</i>			
2H.1	<i>City Day Passes</i>		<i>Usable on all routes, unlimited journeys per day, excluding trips to the Airport</i>			
2H.1.1	<i>City One Day Pass</i>	<i>per person per transit product</i>	<i>Valid for the predetermined calendar day only (excl trips on Premium routes).</i>	<i>New</i>	<i>No (exempt)</i>	<i>25.00</i>
2H.1.2	<i>City Two Day Pass</i>	<i>per person per transit product</i>	<i>Valid for two predetermined consecutive calendar days only (excl trips on Premium routes)</i>	<i>New</i>	<i>No (exempt)</i>	<i>45.00</i>
2H.1.3	<i>City Three Day Pass</i>	<i>per person per transit product</i>	<i>Valid for three predetermined consecutive calendar days only (excl trips on Premium routes)</i>	<i>New</i>	<i>No (exempt)</i>	<i>65.00</i>
2H.1.4	<i>City Four Day Pass</i>	<i>per person per transit product</i>	<i>Valid for 4 predetermined consecutive calendar days only (excl trips on Premium routes)</i>	<i>New</i>	<i>No (exempt)</i>	<i>80.00</i>
2H.1.5	<i>City Five Day Pass</i>	<i>per person per transit product</i>	<i>Valid for 5 predetermined consecutive calendar days only (excl trips on Premium routes)</i>	<i>New</i>	<i>No (exempt)</i>	<i>95.00</i>
2H.1.6	<i>City Seven Day Pass</i>	<i>per person per transit product</i>	<i>Valid for 7 predetermined consecutive calendar days only (excl trips on Premium routes)</i>	<i>New</i>	<i>No (exempt)</i>	<i>115.00</i>
2H.2	<i>Premium Day Passes</i>		<i>Usable on all routes, for a maximum of four journeys per day, including journeys to the Airport</i>			
2H.2.1	<i>Premium One Day Pass</i>	<i>per person per transit product</i>	<i>Valid for the predetermined calendar day only (incl trips on Premium routes)</i>	<i>New</i>	<i>No (exempt)</i>	<i>85.00</i>
2H.2.2	<i>Premium Two Day Pass</i>	<i>per person per transit product</i>	<i>Valid for two predetermined consecutive calendar days only (incl trips on Premium routes)</i>	<i>New</i>	<i>No (exempt)</i>	<i>100.00</i>

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	and related transport products			R	Yes/No	R
2H.2.3	Premium Three Day Pass	per person per transit product	Valid for three predetermined consecutive calendar days only (incl trips on Premium routes)	New	No (exempt)	120.00
2H.2.4	Premium Four Day Pass	per person per transit product	Valid for 4 predetermined consecutive calendar days only (incl trips on Premium routes)	New	No (exempt)	130.00
2H.2.5	Premium Five Day Pass	per person per transit product	Valid for 5 predetermined consecutive calendar days only (incl trips on Premium routes)	New	No (exempt)	150.00
2H.2.6	Premium Seven Day Pass	per person per transit product	Valid for 7 predetermined consecutive calendar days only (incl trips on Premium routes)	New	No (exempt)	170.00
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	Maximum of two journeys per day (peak or off-peak) on any route, including the Airport. First two journeys per calendar day will be off-set against their transit product; additional journeys will be charged for as normal. Not transferable. Period of validity: one month from date of purchase Subject to additional terms and conditions that the City may issue.	New	No (exempt)	680.00
3	Extended hours for any existing service:	Fare Level One	The City may agree to extend the hours of any existing service, 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 km's of travel to and from the depot to the start or end of the service.			
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.	391.60	No (exempt)	426.90
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.	587.40	No (exempt)	640.30
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.	8.30	No (exempt)	10.00

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Item No	SERVICES RENDERED	UNIT	REMARKS	2013/14	VAT	2014/15
	and related transport products			R	Yes/No	R
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.	13.50	No (exempt)	15.30
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.	17.10	No (exempt)	18.90
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.	18.60	No (exempt)	20.80
4	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 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 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	1 186.60	No (exempt)	1 285.10
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.	373.90	No (exempt)	405.00
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.	560.80	No (exempt)	607.40

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	and related transport products			R	Yes/No	R
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.	8.30	No (exempt)	10.00
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.	13.50	No (exempt)	15.30
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.	17.10	No (exempt)	18.90
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.	18.60	No (exempt)	20.80
4B	Events and hire of services (other than the Stadium Event Service), and other fees	Fare Level One				
4B.1	Other event daily fee	per vehicle, MyCiTi station or stop per day or part thereof	Fee chargeable, whether the relevant vehicles, stations or stops are used or not. For stations or stops: in addition the hourly event fees are applicable. For vehicles: in addition the relevant event hourly fee and the relevant event km fee is applicable. "Day" means a period of 24 hours from the time that the vehicle is first required for a given service	2 966.40	No (exempt)	3 212.70
4B.2	Other event 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 event daily fees; and the relevant km fees are payable.	522.10	No (exempt)	565.50
4B.3	Other event hour 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, per vehicle: the event daily fees; and the relevant km fees are payable.	783.20	No (exempt)	848.30
4B.4	Other 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 event daily and hourly fees are payable.	8.30	No (exempt)	10.00

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	and related transport products			R	Yes/No	R
4B.5	Other 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 event daily and hourly fees are payable.	13.50	No (exempt)	15.30
4B.6	Other 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 event daily and hourly fees are payable.	17.10	No (exempt)	18.90
4B.7	Other 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 event daily and hourly fees are payable.	18.60	No (exempt)	20.80
4B.8	Hourly event fee for hire of IRT stations (excl Civic Station)	per station per hour or part thereof	Fee chargeable (other than where awarded via tender) for hours of availability as booked, whether the relevant <i>facility</i> [stations or bus stops] are used by the lessee or not. In addition the event daily fees are payable.	1 119.40	No (exempt)	600.00
4B.9	Hourly event fee for hire of bus stops	per bus stop per hour or part thereof	Same as or Item 4B.8	New	No (exempt)	300.00
4B.10	Hourly event fee for hire of Civic Centre Station	per Zone of Civic Stn per hour or part thereof	Same as or Item 4B.8	New	No (exempt)	1 200.00
4B.11	Hourly event 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.	New	No (exempt)	450.00
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 does not apply to people who can present myconnect cards, provided a security guard is available to open the facilities..	New	No (exempt)	2.00

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	and related transport products			R	Yes/No	R
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.	New	No (exempt)	900.00
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.	New	No (exempt)	50 000.00
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	New	No (exempt)	10 000.00
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.	New	No (exempt)	2 000.00
	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	"Commissioner" means the Commissioner: Transport for Cape Town; The Commissioner may delegate any function assigned by these tariffs to the Commissioner to another official.					

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	and related transport products			R	Yes/No	R
2.2	"Fare Evasion Penalty Fare" means the fare to be charged where <i>an inspector believes</i> there is prima facie [proof] <i>evidence</i> that a passenger has <i>evaded</i> [intentionally evaded or attempted to evade paying a fare], <i>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 [intentionally] 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. (b) Where more than one passenger acts in this way with a common purpose, they may each and all to be charged the Penalty Fare. (c) Notwithstanding having been charged a Penalty Fare, the relevant passengers may also be prosecuted. [(d) This Fare Evasion Penalty Fare applies where the passenger is believed to have evaded or attempted to evade the fare on a Non-Premium Route.]</i>					
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	"[IRT] Full Fare System" means the [IRT] 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. [Public to be notified re start of the IRT Full Fare System through a notice of at least one month in the press.]					
2.5	"[IRT] Interim Fare System" means the [IRT] contracted road-based public transport service using an interim AFC system [, prior to the commencement of the IRT Full Fare System], <i>to be implemented as a redundancy if an when the full fare system is not functional due to redundancy conditions, as determined by the Commissioner</i> . In as far as an interim AFC system is not in place at any time, and a manual ticket system may be run regarding relevant services, the relevant AFC-related fares may be made applicable in part by way of a notice in the press.					
2.6	"Journey" means one or more One Way trip <i>segments</i> , 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 hours of the first time that he / she checked in first on a given day (referred to as the 2 hour boarding window). A further journey starts when the passenger checks in again after such 2 hour boarding window, in which case a new boarding window period start; (c) <i>Where a passenger remains in the system for more then four hours (ie finally taps out of the system moore than four hours from the first tap-in regarding that journey) an additional boarding fare will be charged 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).</i> (d) <i>The periods of 2 hours, 45 minutes and 4 hours above may be amended by the City by way of a notice in the press.</i>					
2.7	"Manual ticket", means a manual ticket involving paper tickets or electronic ticket system with limited electronic capabilities.					
2.8	"Non-Premium Route" means any route other than a Premium Route;					
2.9	"Notice in the press" means a notice placed in two newspapers generally circulating in Cape Town prior to <i>or on the date of the</i> relevant change;					
2.10	"Peak Period" means the period between 06h30 and 08h30; and between 16h00 and 18h00 on any weekday. This period may be amended by notice in the press. <i>The peak period may be set at different periods for different stations / stops or distance bands.</i> The fare for the whole journey is based on the time the passenger enters the system the first time on that journey;					
2.11	"Off-peak periods" means all periods of operation of the service, other than peak periods;					
2.12	"One way" means one movement (e.g. a trip or a journey) either in a forward direction or in a return direction;					
2.13	"Premium route" means a route [the Airport to City service (or return), for a journey] ending or begining at the Airport Station;					

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	and related transport products			R	Yes/No	R
2.14	"Redundancy conditions" means when a necessary part of the AFC system is not operating as planned <i>or is expected not to be operating as planned</i> , such as when the system for loading [cash] money or points on Smartcards is down, or 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, <i>or for any other reason</i> ; Provided that [the Executive Director (ED): Transport Roads and Stormwater may (a) determine that] <i>(a) the City may determine that it will from a given date return to the Interim Fare System, as set out in Condition 2.5 and / or use Item 2G Redundancy Manual Tickets; (b) item 2G.2 (airport premium redundancy ticket) may be issued in non-redundancy conditions; and / or [(b) may set a protocol] (c) a fare rule may be issued</i> in terms of which any redundancy tickets may be used where required for <i>other</i> material operational reasons;					
2.15	"the Regulations" means the Regulations relating to integrated fare systems [(referred to below as "the Regulations")], published in the Government Gazette on 17 June 2011 in terms of the National Land Transport Act, 2009;					
2.16	"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 [value] money to be loaded as required, regarding which the user must pay load fees to the issuing bank (which load fees are deducted from [value] 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, <i>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"</i> ;					
2.16a	"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. <i>(a) From the start of the 2014/15 financial year Smartcards will not be repurchased by the City. However, the City may publish a notice in the press indicating that the smarcard 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 adminstration fee listed in Item 2F.2, subject to such other terms and conditios as the City may determine. [On request, the City may redeem the issuing fee where the passenger returns the Smartcard, provided that the card has been used on the MyCiTi system.] (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 [redemption of the issuing fee] - 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 [as defined in the Fares Policy applicable to Contracted Road-based Public Transport], 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 .</i>					
2.18	"Mover Package" means [Services] Items 2A.1 to 2A. 7 [8], which will be available when the IRT Full Fare System takes effect. No refunds on Mover Packages will be given. The value will expire three years after [purchase] <i>the latest upload</i> ;					
2.19	"Interim Fares" means those fares in use during the [IRT] Interim Fare System. [Items 1A and 1B are no longer applicable and therefore Item 1C covers all fares applicable during the Interim Fare System.]					
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. <i>These Conditions may be amended by way of a change in the Fare Rules, notice of which must be given in the press.</i>					
	(b) Discounted fares may be provided regarding Park and Ride facilities linked to MyCiTi services, <i>which must be</i> announced through a notice in the press.					

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			Updated January 2014			
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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.					
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	SERVICES RENDERED	UNIT	REMARKS	2013/14	VAT	2014/15
	and related transport products			R	Yes/No	R
	(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 Aiport Station may be waived in the case where an appropriate transit product has been loaded on the Smartcard, such as a park-and-ride [the ACSA/ Airport] Transit Product. [This transit product proposes that the premium is waived for a predetermined period from the time the ACSA/ Airport Transit Product is activated.] 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, <i> where park-and-ride conditions apply .</i>					
	(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 as such combined price. [The decision whether to offer such transit products shall reside with the Executive Director: Transport Roads and Stormwater and may be delegated by the ED to the Director: IRT Operations.]					
	<i>(e) 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.</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 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) <i> Some of the fares and fees listed above</i> [These tariffs <i>need</i>] may not be <i> available or</i> provided within the applicable financial year [should the ED: Transport Roads and Stormwater deem these to non-applicable. Non-applicability] <i>for reasons that</i> may include limitations regarding the available technology to charge the particular <i>fare or fee</i> [tariff].					
5.	Fare levels One, Two and Three have been linked to significant changes in fuel price.					
5.1	Fare level One [, Two or Three] 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, <i>as set out in Conditions 5.3 to 5.7 .</i>					
5.3	The initial fare, Fare Level One, has been set assuming a regulated wholesale price of <i>R13.52 plus 10%</i> [R11.50] per litre for low sulphur diesel (50ppm) in Cape Town. If the price rises above <i>R16.22</i> [R14.40] 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 <i>R13.52</i> [R11.50] per litre fares will revert to Fare Level One. If the fuel price rises above <i>R16.22</i> [R17.10] 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 <i>R16.22</i> [R14.40] and to Fare Level One only if the fuel price falls below the base price of <i>R13.52</i> [R11.50].					
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 <i>first</i> higher fuel price, as referred to under (a), has been announced; (c) the fare increase <i>provided for above</i> 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 <i>and</i> 5.6, with the changes required by the context.					

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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.					
Item No	SERVICES RENDERED	UNIT	REMARKS	2013/14	VAT	2014/15
	and related transport products			R	Yes/No	R
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.					
5.9	(a) Percentage increase between Level One and Two:	4.10%	(b) Percentage increase between Level One and Three:	8.10%		
6.	Tickets / products / cards / event-related fees may be sold / charged to vendors / clients at a discount of up to 33%, subject to appropriate conditions [, as approved by the Director: IRT Operations].					
7.1	[The Director: IRT Operations may] <i>As and when considered appropriate or necessary, [approve] free travel days may be held and / or [the issuing of] complementary tickets 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 .</i>					
7.2	<i>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.</i>					
	<i>(a) When deciding to implement the Group Card, the Commissioner must also determine (i) the maximum number of users (being between 5 and 10); (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 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 (iv) further conditions to avoid abuse of the Group Card or to deal with difficulties that may be caused by use of the Card.</i>					
	<i>(b) The Commissioner may at any time change any of the rules in par (a) on one month notice in the press.</i>					
	<i>(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). (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, where the number of passengers that entered the system is different from the number of passengers that exited the system regarding a given journey.</i>					

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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.					
Item No	SERVICES RENDERED	UNIT	REMARKS	2013/14	VAT	2014/15
	and related transport products			R	Yes/No	R
	<i>(d) If the Group Card functionality has been activated in terms of this par 7.2, the following fares 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.</i>					
7.3	<i>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 to 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 administration fee.</i>					
8.	The initial MyCiTi services and distance-based IRT Full Fare System tariffs are run on a pilot basis [from the financial year 2012/13] and may require significant adjustment during future budgetary processes, based on an assessment of the initial services and fees and their impacts. <i>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.</i>					
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. <i>The cancellation fee may be waived in case of exceptional circumstances that justify such waiver.</i>					
10.	The following will be exempted from paying the transport tariffs: [with effect from 29th May 2010]					
	<u>Category 1 - Enforcement (uniformed staff wearing uniforms and carrying service identification cards)</u>					
	SAPS, Metro police, Law Enforcement, Traffic, [Fire and Rescue, Disaster Management,] SA National Defence Force staff					
	<u>Category 2 - Transport operations and Monitoring [(As authorised by the Director: IRT Operations)]</u>					
	• Transport Service Provider: Management or delegated staff					
	• City and its Contractors Staff responsible for fare management and contract compliance monitoring					
	• Event specific volunteers deployed by the City and Local Organising Committee.					
	<u>Category 3 - IRT technical team members and others [(As authorised by the Director: IRT Operations)]</u>					
	• System Planning, Infrastructure and Business Plan technical staff (Monitoring, continuous improvement and to aid future planning) or other as authorised [by the ED]					
	• Transport data collection and survey staff					
	Note: Category 2 & 3 must have the necessary identification and authorisation.					
	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.					
11.	Increase: 2012/13 to 2013/14 (except where indicated differently):			6%		
	<i>(a) Tariff increase regarding items affected by VOC costs generally</i>					8.30%
	<i>(b) Tariff increase driven primarily by increases in driver costs</i>			7.80%		9.00%
	<i>(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)</i>			9.54%		
		6m			Linked to higher contracted price	

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	and related transport products			R	Yes/No	R
			9m			13.04%
			12m			10.23%
			18m			11.44%
	(d) Tariff increase regarding items not directly affected by VOC costs			5.60%		5.80%
12.	All total fares payable to be rounded-up to the nearest 10c, unless it is deemed fit to round to 50c, R1 or R5 for purposes of ease especially regarding change, 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: 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 the Mover Package Fare, then <i>Standard</i> [non-Mover Package (EMV)] 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 [non-Mover Package] <i>Standard</i> fare will be charged, and any remaining balance in the Mover Packages will not be used towards payment of such fare.					
14.3	When a passenger checks in to the [IRT] public transport system (and boarding fare is charged in terms of Condition 14.1) using the [non-Mover Package] 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 Rules without travelling at all (i.e. the card records that the distance travelled is 0 km), the fare <i>may</i> be reversed. <i>This rule is subject to amendment by the City</i> . [a flag is be placed on the Smartcard upon such passenger checking out recording a credit to the passenger. Where this has occurred, when the customer enters the system again with the same card, fares are deducted from the credit until the credit is depleted. Where a passenger checks into the IRT System using a Mover Package Fare, such fare will be reversed in such conditions.]					
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 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 occurs outside a station.					
14.5	The points purchased through a Mover Package will be loaded onto a Mover Package Transit Product. Points in such Transit Product 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 available in such Transit Product. Similarly, additional points purchased through Mover Packages will be added to the points in such Mover Package Transit Product.					
14.6	The points purchased through a Mover Package is [will be] equivalent to the monetary value of the Mover Package. 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 avaiable on the Smartcard.					

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Item No	SERVICES RENDERED	UNIT	REMARKS	2013/14	VAT	2014/15
	and related transport products			R	Yes/No	R
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 2.5 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 after the 2.5 hours the system will change 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) 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, <i>or may be charged through two payments so as to charge the full applicable penalty fare.</i> (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	<i>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 such services. 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.</i>					
17	In the case of non-check out, fares contained in items 2E.1 and 2E.2 [are] <i>may only be</i> 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. <i>Where the circumstances indicate that a passenger accidentally tapped in or out twice at the same location, a penalty fare may be waived.</i>					