

TRANSPORT FOR CAPE TOWN - PUBLIC TRANSPORT, NETWORK AND INFORMATION MANAGEMENT

Updated: December 2015 for 2016/17

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Part A1: KERBSIDE AND OFF-STREET PARKING							
On-street Parking will be charged in increments of 15 minutes or part thereof. Parking tariffs will start at the highest demand level (assuming occupancy more than 75%). The parking tariff anywhere in this Tariff Table regarding parking may be adjusted based on the average level of occupancy of a particular parking management area/ zone/ street determined over a period and using a method as determined by the Commissioner.							
A.1.1 KERBSIDE AND OFF-STREET PARKING							
A.1.1.1 HIGH DEMAND AREA							
Per 15 min:							
(a) Demand level 1- Where the parking occupancy is less than 25%	per 15 minutes or part thereof	In existing tariff table	2.02	2.30	Yes	2.46	2.80
(b) Demand level 2-Where the parking occupancy is between 25% and 75%	per 15 minutes or part thereof	In existing tariff table	2.54	2.90	Yes	2.98	3.40
(c) Demand level 3- Where the parking occupancy is more than 75%	per 15 minutes or part thereof	In existing tariff table	2.98	3.40	Yes	3.51	4.00
A.1.1.2 ALL OTHER AREAS							
Per 15 min:							
(a) Demand level 1- Where the parking occupancy is less than 25%	per 15 minutes or part thereof	In existing tariff table	1.05	1.20	Yes	1.23	1.40
(b) Demand level 2-Where the parking occupancy is between 25% and 75%	per 15 minutes or part thereof	In existing tariff table	1.49	1.70	Yes	1.75	2.00
(c) Demand level 3- Where the parking occupancy is more than 75%	per 15 minutes or part thereof	In existing tariff table	2.02	2.30	Yes	2.46	2.80

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A.1.2.[A1.3] CITY MANAGED OFF-STREET PARKING AREAS							
A.1.2.1 HIGH DEMAND AREAS [A1.3.1] [CAPE TOWN CBD]							
(a) Demand level 1- Where the parking occupancy is less than 25%	Per 24 hours or part thereof	Only for CBD located parking areas	23.33	26.60	Yes	Delete	Delete
(b) Demand level 2-Where the parking occupancy is between 25% and 75%	Per 24 hours or part thereof	Only for CBD located parking areas	34.82	39.70	Yes	Delete	Delete
(c) Demand level 3- Where the parking occupancy is more than 75%	Per 24 hours or part thereof	Only for CBD located parking areas	46.75	53.30	Yes	Delete	Delete
A.1.2.2[A1.3.2] ALL OTHER AREAS							
(a) Demand level 1- Where the parking occupancy is less than 25%	Per 24 hours or part thereof	For parking areas located outside of the Cape Town CBD	22.89	26.10	Yes	Delete	Delete
(b) Demand level 2-Where the parking occupancy is between 25% and 75%	Per 24 hours or part thereof	For parking areas located outside of the Cape Town CBD	34.04	38.80	Yes	Delete	Delete
(c) Demand level 3 - Where the parking occupancy is more than 75%	Per 24 hours or part thereof	For parking areas located outside of the Cape Town CBD	45.70	52.10	Yes	Delete	Delete
[A1.5. PARK AND RIDE AREAS - WHERE NO MyCiTi SERVICES IS OFFERED]							
	[Per Monthly Permit]	Existing Tariff	192.98	220.00	Yes	Delete	Delete
	[Per Entrance]	Existing Tariff	10.96	12.50	Yes	Delete	Delete
A.1.2 RESIDENTS PERMITS - ALL AREAS.							
Only for use by residents who live adjacent to kerbside parking which is managed and charged as per an applicable, area based parking tariff as may be further defined by TCT.							
Residents Parking Permit	Per vehicle per year	Annual	463.60	528.50	Yes	526.32	600.00
Replacement of Lost or Mutilated Permit	per permit	Annual	463.60	528.50	Yes	526.32	600.00

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A.1.3 SPECIAL EVENTS RESIDENTS PERMITS - ALL AREAS							
Special Events Residents Parking Permits	Per vehicle Per year	In existing tariff table	66.76	76.10	Yes	78.95	90.00
Replacement of Lost or Mutilated Permit	per permit	In existing tariff table	66.76	76.10	Yes	78.95	90.00
Part A2. MANAGED PARK-AND-RIDE SERVICES							
<i>1. The park-and-ride parking fees apply to areas where there is a need for additional services (such as the security provided by parking marshals) in order to encourage use of public transport, therefore requiring parking management. These discounted fees are applicable to parkers using TCT Public Transport Services (as confirmed by integrated electronic payment methods), or where no integrated electronic methods are available, discounted fees are applicable to parkers who are assumed to be using such services .</i> 2. Applies to areas within walking distance of public transport and other Managed Park-and-Ride Areas stations and stops, designated as Managed Park-and-Ride Areas by the Commissioner, following an appropriate investigation. When designating parking as a Managed Park-and-Ride area, the Commissioner shall determine which category of Park-and-ride will apply to the area.							
A2.1 Category 1: Applies to PT 1 areas							
A2.1.1 Short term on- and off-street municipally-owned or leased parking (under 4 continuous hours) - variable tariff as determined by usage percentage							
HIGH DEMAND AREAS - Per 15 minutes:							
(a) Demand level 1- Where the parking occupancy is less than 25%	Per 15 minutes or part thereof	In existing tariff table	1.67	1.90	Yes	1.75	2.00
(b) Demand level 2-Where the parking occupancy is between 50% and 75% occupied	Per 15 minutes or part thereof	In existing tariff table	2.02	2.30	Yes	2.11	2.40
(c) Demand level 3- Where the parking occupancy is more than 75%	Per 15 minutes or part thereof	In existing tariff table	2.46	2.80	Yes	2.46	2.80

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All Other areas - Per 15 minutes:							
(a) Demand level 1- Where the parking occupancy is less than 25%	Per 15 minutes or part thereof	In existing tariff table	0.88	1.00	Yes	0.88	1.00
(b) Demand level 2-Where the parking occupancy is between 25% and 75%	Per 15 minutes or part thereof	In existing tariff table	1.23	1.40	Yes	1.23	1.40
(c) Demand level 3- Where the parking occupancy is more than 75%	Per 15 minutes or part thereof	In existing tariff table	1.67	1.90	Yes	1.58	1.80
A2.1.2 On and off-street municipally-owned or leased parking for 4 continuous hours or more - variable tariff as determined by usage percentage (payment by card may be required).							
(a) Demand level 1- Where the parking occupancy is less than 25%	Per 24 hours or part thereof	In existing tariff table	18.60	21.20	Yes	21.23	24.20
(b) Demand level 2-Where the parking occupancy is between 25% and 75%	Per 24 hours or part thereof	In existing tariff table	27.81	31.70	Yes	35.09	40.00
(c) Demand level 3- Where the parking occupancy is more than 75%	Per 24 hours or part thereof	In existing tariff table	36.93	42.10	Yes	43.86	50.00
A2.2 Category 2: Applies to PT 2 areas							
A2.2.1 Short term on- and off-street municipally-owned or leased parking (under 4 continuous hours) - variable tariff as determined by usage percentage [(payment by card may be required).]							
HIGH DEMAND AREAS - Per 15 minutes							
(a) Demand level 1- Where the parking occupancy is less than 25%	Per 15 minutes or part thereof	In existing tariff table	1.67	1.90	Yes	1.93	2.20
(b) Demand level 2-Where the parking occupancy is between 25% and 75%	Per 15 minutes or part thereof	In existing tariff table	2.02	2.30	Yes	2.46	2.80

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(c)Demand level 3- Where the parking occupancy is more than 75%	Per 15 minutes or part thereof	In existing tariff table	2.46	2.80	Yes	2.81	3.20
All Other areas - Per 15 minutes:							
(a)Demand level 1- Where the parking occupancy is less than 25%	Per 15 minutes or part thereof	In existing tariff table	0.79	0.90	Yes	1.05	1.20
(b) Demand level 2-Where the parking occupancy is between 25% and 75%	Per 15 minutes or part thereof	In existing tariff table	1.23	1.40	Yes	1.40	1.60
(c)Demand level 3- Where the parking occupancy is more than 75%	Per 15 minutes or part thereof	In existing tariff table	1.58	1.80	Yes	1.93	2.20
A2.2.2 On- and off-street municipally-owned or leased parking for 4 continuous hours or more - variable tariff as determined by usage percentage which the Commissioner can make applicable to public transport service-related Park-and Ride-Managed Areas where appropriate							
(a)Demand level 1- Where the parking occupancy is less than 25%	Per 24 hours or part thereof	In existing tariff table	25.44	29.00	Yes	30.70	35.00
(b) Demand level 2-Where the parking occupancy is between 25% and 75%	Per 24 hours or part thereof	In existing tariff table	34.56	39.40	Yes	39.47	45.00
(c)Demand level 3- Where the parking occupancy is more than 75%	Per 24 hours or part thereof	In existing tariff table	43.95	50.10	Yes	52.63	60.00
A2.3 Monthly Permit applicable to Managed Park-and-Ride Areas Without Electronic Charging Integrated with Public Transport							
<i>All areas identified in the conditions applicable to Managed Park-and-Ride Areas Without Electronic Charging Integrated with Public Transport ONLY</i>	Per Monthly Permit*	In existing tariff table	192.98	220.00	Yes	438.60	500.00
<i>(b) All areas identified in the conditions applicable to Park-and-Ride areas Without Integrated Ticketing</i>	[Per Entrance]	Existing Tariff	10.96	12.50	Yes	Delete	Delete

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Part A3. ADDITIONAL PARKING FEES AND PENALTIES							
1. These fees <i>apply</i> to parking management areas managed in terms of A1 and A2 of the tariff table. 2. The applicable parking penalty fee will be payable and, in addition, a fine may be issued in terms of any applicable law. 3. The following Release Fee Periods are applicable to wheel clamping penalties: (a) Standard extended release fee period: Coincides with parking management operating hours (b) Extended release fee period: Outside parking management operating hours 4. Different penalty fees may be charged cumulatively.							
A3.1 <i>Administration fee for registration with the new parking management electronic payment/smart card system.</i>	Once-off per user	New	New	New	Yes	48.25	55.00
A3.2 <i>Penalty fee for Parking Payment Method B (tap-in / tap-out) may be charged if there is an insufficient balance available on the card or if the card is not physically available to be charged</i>	Per vehicle per parking incident	In existing tariff table	107.28	122.30	Yes	122.81	140.00
A3.3 <i>Parking Fee Penalty that may be charged where there is prima facie evidence that a vehicle owner or driver has intentionally evaded or attempted to evade paying the relevant fee.</i>	Per vehicle per parking fee evasion incident	In existing tariff table	237.98	271.30	Yes	271.93	310.00
A3.4 <i>Penalty fees for managed parking bays</i>		In existing tariff table					
A3.4.1 <i>Penalty fee for exceeding the maximum allowable parking period</i>	Per vehicle per parking incident	In existing tariff table	292.11	333.00	Yes	333.33	380.00
A3.4.2 <i>Initial (Fixed) Penalty fee for exceeding the period shown on the pay-and-display receipt</i>	Per vehicle per parking incident	In existing tariff table	146.49	167.00	Yes	166.67	190.00

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A3.4.3 Time related (Hourly) Penalty fee for exceeding the period shown on the pay-and-display receipt	Per vehicle per hour or part thereof	In existing tariff table	23.68	27.00	Yes	30.70	35.00
A3.5 Penalty fees for all parking bays or areas							
A3.5.1 Penalty fee for parking illegally in an Exclusive Use Parking Bay.	Per vehicle per parking incident	In existing tariff table	292.11	333.00	Yes	333.33	380.00
A3.5.2 Penalty fee for parking or stopping on a sidewalk or in a cycle lane	Per vehicle per parking incident	In existing tariff table	292.11	333.00	Yes	333.33	380.00
A3.5.3 Penalty fee for parking illegally elsewhere	Per vehicle per parking incident	In existing tariff table	292.11	333.00	Yes	333.33	380.00
A3.6 Penalty fee for tampering with or damaging wheel-clamp, in addition to a fine, if applicable.	Per vehicle per parking incident	In existing tariff table	485.96	554.00	Yes	552.63	630.00
A3.7 <i>Service fees for release of wheel clamped or towed/impounded vehicles: The Traffic Services tariff will also apply to parking management, where the same fees will apply whether the clamping or impounding services are provided by a TCT-hired contractor or TCT themselves, which fees will accrue to TCT. Where towing is conducted through the TCT parking management contract, the towing fee is payable to TCT by the Traffic Services impound service provider after the fee has been recovered from the vehicle owner/driver.</i>	<i>Per vehicle per parking incident</i>	<i>The Tariff for these specific items is equal to the City of Cape Town Traffic Services Department's tariff table update for the appropriate year period for towed/impounded and wheel clamped vehicles, entitled SAFETY AND SECURITY - TRAFFIC SERVICES. The Traffic Services tariff table can be found on the City of Cape Town's website under Traffic Services, the section for impoundments.</i>					

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Part A4. CONDITIONS APPLICABLE TO TARIFF TABLE							
1 Application							
1.1 These Conditions apply <i>to parking paid for by means of any payment method that can be practically applied</i> , from a date determined by the Commissioner in terms of condition 3.1.1, or 3.1.2.							
1.2 The Commissioner may determine which conditions apply and the extent to which they apply to different parts of parking management services and to different payment methods <i>based on what is practically required</i> .							
1.3 Any provision within <i>this tariff</i> that requires an amendment to a bylaw or other law, shall not be applied until the required amendment has been made, but only to the extent to which such an amendment is required.							
2 Definitions							
2.1 The definitions below may include substantive provisions.							
2.2 Terms used in <i>this tariff</i> that are defined in the Tariff for Contracted Road-Based Public Transport Services have the meanings assigned to them as set out in that Tariff, unless the context indicates differently.							
2.3 In these conditions the following terms have the meanings assigned to them, unless otherwise indicated by the context:							
2.3.1 "Administration fee" means the Parking B smartcard administration fee payable in terms of condition [5] 4.2.3.4;							
2.3.2 "Card" as used in this tariff and these conditions means a smartcard or any other electronic payment method;							
2.3.3 "City" is the municipality of the City of Cape Town;							
2.3.4 "Commissioner" means the Commissioner: Transport for Cape Town. The Commissioner may delegate any function assigned by these tariffs to the Commissioner to another official.							
2.3.5 "Electronic parking payment system" means an electronic payment system used to pay for managed parking, using smartcards or another electronic payment system as payment method, the base of which will be the Automated Fare Collection System as defined in the Tariff for Contracted Road-Based Public Transport Services;							
2.3.6 "Park" means parking a vehicle or the stopping of a vehicle for longer than is necessary to get out of the vehicle in a managed parking area or in a location where parking is not permitted;							
2.3.7 "Parker" is a person parking a vehicle and, in the absence of information as to who this person is, the owner of the vehicle that has been so parked or stopped;							
2.3.8 "Parking marshal" is a person facilitating payment for parking by a parker in a managed parking area, and fulfilling all other relevant managed parking functions, whether the person is a City official or an employee of a contractor contracted to manage parking on behalf of the City;							

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2.3.9 "Managed parking area" means a parking bay, a precinct, an area, zone or street where parking is managed and charged for or to be managed and charged for in terms of this Tariff; 2.3.10 TCT <i>Public Transport Services</i> " refer to MyCiTi integrated rapid transit services as well as any other public transport service designated by the Commissioner as acceptable for application of the fees in Part A2; 2.3.10 A "penalty fee" means any parking penalty fee payable in terms of the Parking Tariff, including: the penalty fees to be charged in terms of condition 5 [-6]; penalty fees due because a parker has stayed longer than period shown on the pay-and-display receipt or longer than the maximum parking period; illegal parking; wheel-clamp release fees; penalty fees for tampering with or damaging wheel-clamp; 2.3.11 "Redundancy conditions" <i>refer to conditions that apply in the instance</i> when a necessary part of the electronic parking payment system is not operating as planned or is expected not to be operating as planned, such as when the system for loading money or points on the smartcard is down, or when the electricity supply is interrupted, or for any other reason; Provided that an appropriate TCT parking rule may be <i>issued</i> in terms of which any redundancy parking vouchers or alternative system may be used where required for other material operational reasons; 2.3.12 "Smartcard" means a "Smartcard" as defined in the Tariff for Contracted Road-Based Public Transport Services or any other electronic charging card using mifare-type technology, subject to condition 3.1.2; provided that, where any condition refers to a smartcard, the Commissioner may apply the relevant condition to other methods of payment;							
2.3.13 "TCT" means Transport for Cape Town, forming part of the City's administration; 2.3.14 "TCT Parking Rules" and the rules related to parking and to payment for parking using a smartcard as may be displayed on the TCT website; 2.3.15 "TCT public transport services" means public transport services provided directly or through contract by the City and to which the Tariff regarding Contracted Public Transport Services apply. 2.3.16 "Occupancy" means the average percentage of time a bay or group of bays is occupied in a defined time period (day, month, year etc.) within the hours in which the bay(s) are actively managed or when the applicable parking tariff is charged/enforced by the management contractor. 2.3.17 "Without Electronic Charging Integrated with Public Transport" means where the electronic payment method used to pay parking fees is not integrated with the payment method used to pay for public transport fares; 2.3.18 "With Electronic Charging Integrated with Public Transport" means where the electronic payment method used to pay parking fees is integrated with the payment method used to pay for public transport fares; 2.3.19 "PT1" means areas where the use of public transport is promoted or available, but where Council considers the provision of public transport inadequate or where the use of motor vehicles is limited (as defined in the City of Cape Town Zoning Scheme Regulations, 2012); 2.3.20 "PT2" means areas where the use of public transport is promoted or available, but where Council considers the provision of public transport good or where the use of motor vehicles is very limited (as defined in the City of Cape Town Zoning Scheme Regulations, 2012).							

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3 Payment using Smartcard or other electronic payments 3.1 Charging parking fees using cards 3.1.1 Subject to condition 3.1.2, from a date to be determined by the Commissioner on at least one month's notice to the public by way of a notice in the press, all payment for parking shall be paid for using a <i>MyConnect smartcard or another electronic payment method approved by the Commissioner</i> ; 3.1.2 The Commissioner may publish a notice in the press permitting the use of another EMV compliant card with structure as defined by the National Department of Transport; and / or any other bank card; and / or any other smartcard using mifare-type technology; and / or any other electronic payment method; 3.2 Preferred Payment Mechanisms 3.2.1 Both Parts A1 and A2 of this tariff table apply to card payments and any other electronic payment mechanisms supported by the system. The same tariff applies whether cash or card. This may be changed in line with additional policy changes and in order to incentivise necessary user behaviour. Cash will be replaced by card payments from a date as may be determined by the Commissioner; 3.2.2 The City may discount the tariff by up to 33% compared to the fees listed above when a parker uses such a payment method. The Commissioner may further determine that a surcharge of up to 50% shall apply regarding the fees listed above when a parker uses a payment method that the City wishes to discourage or where it increases the City costs if management in order to discourage use of that mechanism. These factors can be found in the tariff factor table in condition 8 of this tariff table below. 3.3 Registration for New Electronic Payment System: The registration fee set out in item A3.1, for the service is payable when registering with the service, unless the user also signs up with their credit or cheque card details and links these to their Smart Card/Mobile Application account, in which case no registration fee is payable. The Commissioner may waive the registration fee.							
3.4 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 the TCT Parking Rules and published on the TCT website.							
4 Parking Payment Methods 4.1 Parking Payment Method A – pay-and-display 4.1.1 The pay-and-display payment mechanism, referred to as “Parking Payment Method A”, applies by default and is thus the standard payment method unless the parker has taken all the required steps to be able to pay using Parking Payment Method B, as set out in 5 below. 4.2.1 When parking in a parking bay in a managed parking area, 4.2.1.1 the parker must draw the attention of the relevant parking marshal; indicate how long the parker intends to park; pay the relevant parking fee as per this Tariff using a smartcard; obtain a pay-and-display receipt for such payment; and display the receipt on the front dashboard of the parked vehicle or against the front windscreen in a manner such that it is clearly visible and will remain visible from the outside of the vehicle; and 4.2.1.2 if the parker intends to park or actually parks for a period longer than the pay-and-display receipt indicates, the parker must, prior to the expiry of the pay-and-display period, take the same steps as set out in 4.2.1.1 for any extended period of parking, provided that such extended period of parking is permitted.							

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4.2 Parking Payment Method B – tap-in / tap-out 4.2.1 The tap-in / tap-out payment mechanism, referred to as “Parking Payment Method B”, applies where the parker has taken all the steps as set out in condition 5.3. 4.2.2 A parker may elect to use this Method B to pay for parking by using a smartcard where a parking Payment Method B has been selected. Such a card is referred to as a “Parking B smartcard”. 4.2.3 A smartcard will be configured as a Parking B smartcard once each of the following steps have been taken: 4.2.3.1 The smartcard has been personalised with the parker’s authenticated personal and contact details; 4.2.3.2 The parker has elected to pay for parking using Parking Method B; 4.2.3.3 The parker has undertaken to pay all fees payable regarding parking where the relevant Parking B smartcard is used within 30 days or the period as set out in the TCT Parking Rules; 4.2.3.4 The parker must pay the Parking B smartcard administration fee, against which any penalty fees may be charged if there is an insufficient balance on the relevant smartcard to charge such fee. 4.2.4 Where a penalty fee is due regarding parking which has been paid for (in full or in part) with a Parking B smartcard, and if there is an insufficient balance available on the card or if the card is not physically available to be charged, the penalty fee can be charged against the administration fee that has been paid regarding that card, and the card may not be used to pay for parking until the parker has replenished the administration fee to the fee level as apply at the time.							
5 Adjustments of hours, parking management areas, demand levels and park-and-ride <i>5 Adjustments of hours, parking management areas, demand levels and park-and-ride</i> 5.1 Adjustment to parking hours: The City may investigate whether the hours within which parking tariffs are applicable should be amended and, when necessary, provisions in this regard will be added to the tariff table in future years. 5.2 Expansion or extension of managed parking areas: In order to provide parking management services in a manner that supports the City's TDM and TOD-related objectives, the City may conduct an appropriate investigation (including establishing the occupancy and demand levels in the relevant areas, and a feasibility study showing that the cost of parking management of the additional bays or areas is likely to be covered by or will be less than the income from parking management) and may engage in appropriate consultation in this regard. If areas are proposed to be amended, provisions in this regard will be added to the tariff table in future years. 5.3 Designation of areas / bays as falling within "High Demand Areas" or "Other Areas": The City may investigate whether existing parking areas or parking bays, or whether new parking areas or parking bays designated for parking management as per 5.2 above, should fall within "High Demand Areas" or "Other Areas". When necessary, provisions in this regard will be added to the tariff table in future years. The provisions of this tariff table applicable to "High Demand Areas" or "Other Areas" (as the case may be) will then apply to such area or bay. 5.4 The Commissioner may designate additional parking bays as falling within the list of Managed Park-and-Ride Areas in 5.5.2 or 5.5.3, following an appropriate investigation and consultation process.							
5.5 Area based determinations 5.5.1 Identification of High Demand Areas The areas currently falling as High Demand Areas are: CAPE TOWN CBD. 5.5.2 Identification of Managed Park-and-Ride Areas Without Electronic Charging Integrated with Public Transport: None. 5.5.3 Identification of Managed Park-and-Ride Areas With Electronic Charging Integrated with Public Transport: None.							

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6 Park-and-ride

6.1 This condition 6 provides for *discounted* parking fees where the parker has also used TCT Public Transport Services.

6.2 A reduction in the parking fee (which, for purposes of this condition 6 excludes parking penalty fees) [~~of 30%~~] applies where the park-and-ride requirements *in these conditions* [below] are satisfied, as follows:

6.2.1 Regarding Item A2.1 (for PT1 areas) a 15% discount is applied against Category 2 fees (Item A2.2), using Factor X1 in Condition 9.2.

6.2.2 Regarding Item A2.2 in PT2 areas the generally applicable fees in Item A1.1 have been discounted.

6.2.3 Parking areas on the periphery of central business districts may be designated by the Commissioner as a Peripheral Parking Area, regarding which parking fees will be discounted by up to 15% compared to the standard parking fees in Item A1.1, whether or not they use public transport.

6.3 The park-and-ride discount applies differently where Parking Payment Method A and Parking Payment Method B are applicable.

6.4 The Managed Park-and-Ride Areas refers to areas identified as Park-and-Ride *managed parking areas* that are managed by the City of Cape Town.

6.5 Where Parking Payment Method A applies (default)

6.5.1 The Pay-and-display method of payment, set out in Condition 4 applies.

6.5.2 The Managed Park-and-Ride Areas discount applies only if the parker paid for the parking using a Mover package (as defined in the Tariff for Contracted Road-Based Public Transport Services).

6.5.3 If the parker taps into TCT Public Transport Services using the same card within 45 minutes of tapping to pay the pay-and-display parking fee, using Mover points, the system registers a potential Managed Park-and-Ride Areas discount.

6.5.4 If the parker taps out with the parking marshal when retrieving the parker's vehicle, and if no parking penalties are due, the system will reimburse the parker the value of the Managed Park-and-Ride Areas discount.

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6.6 Where Parking Payment Method B is selected by the parker 6.6.1. The Managed Park-and-Ride Areas discount applies only if the parker paid for the parking using a Mover package (as defined in the Tariff for Contracted Road-Based Public Transport Services). 6.6.2. When a parker using a Parking B smartcard taps in to pay for parking, the parker will be charged the applicable parking fee for the first 15 minutes 6.6.3. If the parker taps into TCT Public Transport Services using the same card within 45 minutes of tapping to pay the pay-and-display parking fee, using Mover points, the system registers a potential Managed Park-and-Ride Areas discount. 6.6.4. When tapping out of parking, and provided no parking penalty fees are payable, the system will charge , the amount linked to parking utilised by the parker, being the value of the outstanding Managed Park-and-Ride Areas charge or alternatively the usual parking tap-in charge. 6.6.5. If the parker returns after end of the period during which parking is managed and the parker therefore does not tap out on that day, the following shall apply: When a parker next taps in regarding managed parking with the relevant smartcard the system will check whether there is an open parking transaction from an earlier date and, if so, charge any Managed Park-and-Ride Areas charge that may be due; and if not, then charge usual parking tap-in charge. 6.7 <i>Managed Park-and-Ride Areas Limitation of Discount</i> <i>In order to ensure that the discount is only applied to TCT Public Transport Service users parking and using Public Transport Services, all parkers with the intention of receiving the Public Transport Service Managed Park-and-Ride Areas discount will need to pay for parking with a MyConnect Smart card. This follows the procedure set out in section A4 sub-section 3 and 6 below. If the use of TCT Public Transport Services is not registered on the system with the same Smartcard, no discount will be applied and the full fee as per section A1.1 will be charged.</i> 6.8 <i>The discount provided for Managed Park-and-Ride Areas will operate differently for areas Without Electronic Charging Integrated with Public Transport. Public Transport users using Managed Park-and-Ride Areas facilities in areas Without Electronic Charging Integrated with Public Transport will receive the appropriate discount/s automatically, which will be built into the fee charged in that location.</i>							
7 General 7.1 Use of the smartcard for payment of parking fees and related charges will be subject to the TCT Parking Rules (if any). 7.2 Where the vehicle of a parker is found to be parked in a managed parking area at the start of the parking management period, the parker shall pay for parking from the start of such managed parking period and for the full period parked. Where a smartcard with sufficient value is not presented for such payment, the amount due shall remain payable and due by the owner of the vehicle and the holder of a smartcard used previously regarding such vehicle, jointly and severally, over and above any fines that may be due. 7.3 An inspector may be used to inspect charging by parking marshal, and such an inspector may charge a parker the applicable fee payable in terms of this Tariff, or the difference between the fee incorrectly charged and the applicable fee, where appropriate. 7.4 All decisions required or implied in these Conditions (<i>e.g. decisions which, in terms of this tariff table, must be taken by "the City"</i>) , other than those assigned to the Commissioner and those that must logically be taken by the parking marshal or an inspector, shall be taken by the <i>manager responsible for parking management or his delegate in consultation with the manager responsible for TCT Business Development or his delegate</i> ; alternatively by the Commissioner.							

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<i>8 Penalties</i> 8.1 Parking penalty fees: If a vehicle remains parked longer than the displayed period that the parker has paid for, or where no pay-and-display receipt is displayed in the vehicle, or if a vehicle has been parked in a location where parking is not permitted, the applicable parking penalty fee will be payable and, in addition, a fine may be issued in terms of any applicable law. 8.2 Parking Leeway window: <i>If a vehicle remains parked longer than the displayed period that the parker has paid for, or where no pay-and-display receipt is displayed in the vehicle, the City may determine that the parker has a leeway, whereby the parker will not be penalised in terms of the penalties stipulated in this tariff table, but after which they are liable for penalties, including wheel clamping. The City may change the duration of this leeway if required. The effective fee regarding half the leeway period may be added to the parking fee.</i> 8.3 Parking Offence Leeway for Transition Period 8.3.1 During the transition period onto a card system, and provided that the parker uses a MyConnect or a similar card (or such other method determined by the Commissioner) to pay for parking, if a vehicle or if a specific card recorded on the system as penalised as per the offences listed in Part 3, items A3.2 and A3.4, the parker may be granted a maximum of 3 penalty fee reductions in order to adjust to the new payment and penalty system. An 85% penalty reduction will be applied to these penalties charged. From the 4th penalty onwards the full penalty will be payable as per this tariff table. 8.3.2 An unregistered user who has been penalised in terms of section A3.4, A3.5 and A3.7 (wheel-clamping only) may register on the system. If so registered, the first such penalty fee may be waived by the City. A user may also request to have the penalty removed if the user registers and link the user's credit or debit card to the system for automatic payment of parking fees, and penalties, as per the condition set out in section A3.3.2 above. 8.3.3 Circumstance to which this leeway of up to 85% is applicable can be defined by the City by means of a public notice in the media. 8.3.4 Limitation of Leeway <i>For penalty fees under Section A3.5 specifically, no leeway will be provided, unless the parker registers on the system and converts their penalty fee (as per 8.3.2 above) into the administration fee charged as per section A3.1. If the parker is already registered, the full penalty will apply.</i> 8.4 Parking Penalty Disputes <i>Parkers are entitled to appeal fines and penalty charges, and where sufficient grounds can be found of unfair application, penalties may be reduced or reversed by the City or in terms of TCT Parking Rules issued by the City.</i>							
<i>9. Tariff Factors in relation to discounts for the use of TCT Public Transport Services; and CPIX increase related variables</i> 9.1 CPIX and recommended increase variables have been added as cells and linked to the calculations for the new revised tariff. These figures can be updated each year in the table as CPIX and additional demand based increases change. Different demand level changes for different tariff sections can also be factored in when required. 9.1.1 The Annual CPIX increase value has been included in the table below. 9.1.2 The sum of the current years CPIX and the recommended additional increase based on demand, occupancy and TOD principles, has been included in the table below. 9.2 A number of tariff factors have been added to the spreadsheet with the aim of simplifying the tariff calculations. 9.2.1 X1: Tariff factor 1 - This is the additional 15% discount used to calculate the tariffs for all areas falling under Category 1. 9.2.2 X2: Tariff factor 2 - Tariff factor discount that may be applied to tariffs paid using certain desirable payment mechanisms. 9.2.3 X3: Tariff factor 3 - Tariff factor increase that may be applied to tariffs paid using certain Non-desirable payment mechanisms.							

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TARIFF FACTOR TABLE							
Description	Factor result	Tariff Factor Code	2015/16 factor				
CPIX 2016/17	5.9% inflation increase	-	5.9%				
Recommended 2016/17 increase CPIX + 7.5%	13.4% increase	-	13.4%				
Discount applied to the Managed Park-and-Ride Areas Category 2 tariff to calculate the Category 1 tariff.	15% decrease on Input variable	X1	85%				
Discount/incentive applied to the tariff for individuals using the preferred payment mechanisms - TBA in future tariff updates as additional payment mechanisms are added	33% decrease on input variable	X2	67%				
Penalty/disincentive applied to the tariff for individuals not using the preferred payment mechanisms - TBA in future tariff updates as additional payment mechanisms are added	50% increase on input variable	X3	150%				
Rounding category	Tariff rounding options	Tariff items are rounded up to the closest					
Tariff fees <= R30	Nearest: 20 cents	R 0.20					
Tariff fees >= R30	Nearest: 5 Rands	R 5.00					

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Part B. DEMARCATED BAY OR NON DEMARCATED KERBSIDE SPACE AND PARKING AREA BAY OR SPACE RENTALS (e.g.. Film shoots, events and construction activities)							
Demarcated Bay or Non Demarcated Kerbside Space and Parking Area Bay or Space Rental (5m x 2m)	per demarcated bay\ non demarcated kerbside space and parking area bay\space per day		185.44	211.40	Yes	210.53	240.00
Demarcated Bay or Non Demarcated Kerbside Space and Parking Area Bay or Space Rental (5m x 2m)	per demarcated bay\ non demarcated kerbside space and parking area bay\space per month		3,603.16	4,107.60	Yes	4,087.72	4,660.00