



THE DEPARTMENT OF TRANSPORT

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**TO: All heads of departments
Accounting officers**

TARIFFS FOR THE USE OF MOTOR TRANSPORT

1. Amendment No 4 of 2012 of the Annexure to Transport Circular No 1 of 1977 (Transport Handbook on Tariffs for the use of Motor Transport) as amended; and (Private)
2. Amendment of Annexure B of the instructions with regard to the new Subsidized Motor Scheme (Subsidized Scheme A and C).

As a result of the fluctuation of the fuel price on the 4th April 2012 the following tariffs are consequently amended from the 1st April 2012.

Please note:

- ❑ **Private rates include fuel, maintenance, capital, insurance and depreciation.**
These rates are to be used by all individuals making use of their own motor vehicle transport, including individuals whom structured for car allowances and all officials partaking in Scheme B of the Subsidized Motor Transport scheme.
- ❑ **Subsidized Scheme A rates are only inclusive of fuel.**
These rates are to be used by all officials taking part in Scheme A of the Subsidized Motor Transport scheme where government contributes towards the capital, insurance and maintenance of the vehicle.
- ❑ **Subsidized Scheme C rates are only inclusive of maintenance.**
These rates are to be used by all officials taking part in Scheme C of the Subsidized Motor Transport scheme. This rate needs to be added to the rate in Scheme A to determine the rate of reimbursement in cents per kilometre.

Andries Schoeman

For DIRECTOR-GENERAL: TRANSPORT

April-2012

**Category A: Sedans
 Station Wagons**

PETROL VEHICLES

Engine Category	Private	Sub Scheme A	Sub Scheme C
Up to 1250 CC	235.2	76.9	25.3
1251 - 1550	298.3	87.6	31.6
1551-1750	327.3	95.6	37.7
1751-1950	382.9	106.9	42.1
1951-2150	396.0	110.4	51.6
2151-2500	465.3	128.6	61.7
2501-3500	576.8	135.3	71.5
Greater than 3500	658.7	158.4	89.2

April-2012

**Category A: Sedans
 Station Wagons**

**DIESEL
VEHICLES**

Engine Category	Private	Sub Scheme A	Sub Scheme C
Up to 1250	217.0	52.7	31.3
1251-1550	288.3	72.2	37.1
1551-1750	314.2	79.9	40.3
1751-1950	333.5	91.2	48.3
1951-2150	383.8	92.8	57.1
2151-2500	443.4	100.2	68.2
Greater than 2500	563.8	115.4	78.4

April-2012

**Category B: Light Delivery Vehicles
Single Cab 4x2
Extended Cab 4x2**

PETROL

Engine Category	Private	Sub Scheme A	Sub Scheme C
Up to 1250	225.3	113.4	23.9
1251-1550	264.4	105.4	25.9
1551-1750	274.6	111.2	30.4
1751-1950	327.6	115.8	32.7
1951-2150	365.0	150.4	35.6
2151-2500	374.7	157.2	38.5
2501-3500	404.7	170.0	40.6
Greater than 3500	458.2	175.9	48.3

April-2012

**Category B: Light Delivery Vehicles
Single Cab 4x2
Extended Cab 4x2**

DIESEL

Engine Category	Private	Sub Scheme A	Sub Scheme C
Up to 1250	253.8	92.5	24.0
1251-1550	307.0	94.2	26.6
1551-1750	336.3	97.3	30.7
1751-1950	344.5	121.4	35.9
1951-2150	355.4	123.4	42.1
2151-2500	380.8	136.1	40.3
2501-3500	413.1	143.5	43.3
Greater than 3500	494.1	168.3	50.8



THE DEPARTMENT OF TRANSPORT

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17 April 2012

To: All Head of Departments
Accounting Officers

Adjustments in fuel and tariffs for motor transport

On the 1st April 2007, the Department of Transport with assistance from our service provider introduced the new tariff calculation model to be used to calculate the tariffs for officials that make use of their private vehicles and Subsidized vehicles on Scheme A and Scheme C.

The service provider provides The National Department of Transport with the raw data for updating the motor vehicle rates model. The model that was used previously was outdated and not flexible enough to accommodate both petrol and diesel vehicles. The raw data used in the model is obtained from the same service provider that provides rates to the Automobile Association.

All calculations are done in terms of the methodology as set out in Transport Handbook no1 of 1977 and the methodology as set out therein. The tariffs as set out in the handbook make provision for fuel consumption, maintenance and capital depreciation.

The Department of Transport embarked on a process of aligning the fuel tariffs that is payable on a monthly basis to officials traveling with motor vehicles to be a true and accurate reflection of the actual cost incurred.

The database currently in use reflects the accurate and regular updated information in terms of fuel consumption, maintenance and capital depreciation. The capital and maintenance costs are updated annually in April, with the fuel

tariffs being adjusted monthly as per the prices published by the Department of Energy.

After thorough consultations with the service provider, they have noted that the rates in general declined despite the annual capital and maintenance adjustments.

The main reasons for these declines are based on the following:

- The introduction of new entry level models in the market within certain vehicle categories reduced the capital depreciation to be written off within these categories.
- New vehicle models have been included in the data base used for the calculation of capital, maintenance and fuel consumption and older model vehicles have been removed.
- Engines of new vehicles are more fuel efficient and vehicles can therefore travel further on a liter of fuel. Therefore even though the fuel price escalated, the rate of reimbursement in certain categories declined.
- More vehicles are being sold with a service or maintenance plan, which is included in the price of the vehicle.

Kind regards,

Andries Schoeman
Deputy Director
Government Motor Transport.