



THE DEPARTMENT OF TRANSPORT

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To: All Head of Departments
Accounting Officers

Adjustments in fuel and tariffs for motor transport

In line with the processes that The Department of Transport embarked on during 2007 to align reimbursements to officials traveling with motor vehicles to the actual cost incurred by the officials, the following changes has been effected to the rates for reimbursement.

On 1 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 use 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 rate model. As we normally indicate, the model that was used previously was outdated and not flexible enough to accommodate both petrol and diesel vehicles.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. The tariffs as set out in the handbook make provision for fuel consumption, maintenance and capital depreciation.

Throughout our consultations with our service provider, we ensure that the database currently utilized, whenever it is updated during the beginning of every financial year 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.

Throughout our consultations with the service provider, they have noted that the rates in general are lower in some categories despite the increase in the fuel price for April 2019.

Some of the reasons are based on the following:

- As with previous years, the continuous introduction of more models in the entry and small segments drive the market into lower fuel consumptions with models like the new 1.2 liter engines reaching fuel consumption below 6l/100km on the open road. The type of engines within these categories does however result in a possible increase in the maintenance costs.
- The introduction of new models especially more competitive far Eastern brands into the Diesel Sedan/Hatchback Category, LCV Petrol engine vehicles and the SUV market, with such as GWM, Haval, Suzuki and Mahindra launching more models annually in SA has an effect on the average costs of vehicles within a specific vehicle category.
- In a number of the categories we have noticed a decline in the fuel consumption. This is mainly due to the introduction of more efficient engines within these categories.

The Department of Transport always strives to ensure that the newly updated rates distributed are accurate and in line with the data generated over the last year. Over the next financial year the introduction of new models, high performance engines and electrical vehicles will be investigated prior to the next annual update.

Kind regards,

Andries Schoeman
Deputy Director: Government Motor Transport

TARIFFS FOR THE USE OF MOTOR TRANSPORT

1. Amendment No 4 of 2019 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 3 April 2019, the following tariffs are consequently amended from 1 April 2019.

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

Category A:**Sedans
Station Wagons**

April-2019

PETROL

Engine Category	Persal Ref no.	Private	Sub Scheme A	Sub Scheme C
Up to 1250 CC	SE1250P	277.5	85.0	44.5
1251 - 1550	SE1550P	345.1	96.6	50.4
1551-1750	SE1750P	374.9	110.7	49.3
1751-1950	SE1950P	423.5	104.3	60.2
1951-2150	SE2150P	463.3	125.8	78.6
2151-2500	SE2500P	524.4	140.0	80.4
2501-3500	SE3500P	657.5	139.4	108.1
Greater than 3500	SE3501P	767.5	186.5	126.0

DIESEL

Engine Category	Persal Ref no.	Private	Sub Scheme A	Sub Scheme C
Up to 1250	SE1250D	258.1	68.9	41.2
1251-1550	SE1550D	314.5	72.3	44.2
1551-1750	SE1750D	342.4	84.1	43.3
1751-1950	SE1950D	351.3	73.8	62.5
1951-2150	SE2150D	412.9	75.5	78.3
2151-2500	SE2500D	487.6	94.6	89.0
Greater than 2500	SE2501D	610.0	93.3	106.6

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

April-2019

PETROL

Engine Category	Persal Ref no.	Private	Sub Scheme A	Sub Scheme C
Up to 1250	LD1250P	242.8	96.8	48.1
1251-1550	LD1550P	307.1	117.4	41.7
1551-1750	LD1750P	338.1	146.7	43.4
1751-1950	LD1950P	389.1	143.6	47.5
1951-2150	LD2150P	406.9	157.3	51.6
2151-2500	LD2500P	431.4	176.8	56.6
2501-3500	LD3500P	472.9	195.2	62.6
Greater than 3500	LD3501P	507.9	171.3	77.6

DIESEL

Engine Category	Persal Ref no.	Private	Sub Scheme A	Sub Scheme C
Up to 1250	LD1250D	274.5	88.5	37.9
1251-1550	LD1550D	359.4	102.3	59.0
1551-1750	LD1750D	367.8	111.9	58.0
1751-1950	LD1950D	392.4	132.7	61.7
1951-2150	LD2150D	390.1	126.7	65.4
2151-2500	LD2500D	411.0	132.6	63.3
2501-3500	LD3500D	416.3	132.7	68.6
Greater than 3500	LD3501D	553.5	173.5	76.0

Category C:**All Double Cabs
4x4 Light Delivery Vehicles
4x4 Single/ Extended Cabs**

April-2019

PETROL

Engine Category	Persal Ref no.	Private	Sub Scheme A	Sub Scheme C
Up to 2000	LV2000P	417.4	177.4	42.0
2001 to 2500	LV2500P	477.3	212.1	50.2
2501-3500	LV3500P	547.6	237.1	51.5
Greater than 3500	LV3501P	624.2	254.9	65.3

DIESEL

Engine Category	Persal Ref no.	Private	Sub Scheme A	Sub Scheme C
Up to 2000	LV2000D	421.0	159.2	63.8
2001 to 2500	LV2500D	500.5	176.8	64.7
2501-3500	LV3500D	556.8	182.1	70.7
Greater than 3500	LV3501D	636.4	219.4	113.0

Category D:**Multi Purpose
Vehicles
Sports Utility Vehicles
Crossover vehicles**

April-2019

PETROL

Engine Category	Persal Ref no.	Private	Sub Scheme A	Sub Scheme C
Up to 1550	MP1550P	358.0	101.7	58.3
1550-1950	MP1950P	386.1	113.5	57.5
1951-2150	MP2150P	451.6	126.1	66.5
2151-2500	MP2500P	510.1	137.7	68.4
2501-3500	MP3500P	666.5	171.3	85.2
Greater than 3500	MP3501P	757.3	209.0	93.3

DIESEL

Engine Category	Persal Ref no.	Private	Sub Scheme A	Sub Scheme C
Up to 2150	MP2150D	483.9	99.2	80.8
2151-2500	MP2500D	599.0	124.6	79.4
2501-3500	MP3500D	632.2	129.3	92.9
Greater than 3500	MP3501D	740.1	170.9	114.1

Category E:**Motor Cycle
Scooter**

April-2019

Engine Category	Persal Ref no.	Private	Sub Scheme A	Sub Scheme C
Up to 250	MC0250P	146.7	N/a	N/a
Over 250	MC0251P	176.8	N/a	N/a

