

Government Gazette
Staatskoerant

REPUBLIC OF SOUTH AFRICA
REPUBLIEK VAN SUID AFRIKA

Vol. 732 26 June Junie 2026 No. 54901

PART 1 OF 2

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NO FUTURE QUERIES WILL BE HANDLED IN CONNECTION WITH THE ABOVE.

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government printing
Department:
Government Printing Works
REPUBLIC OF SOUTH AFRICA

HIGH ALERT: SCAM WARNING!!!

TO ALL SUPPLIERS AND SERVICE PROVIDERS OF THE GOVERNMENT PRINTING WORKS

It has come to the attention of the *GOVERNMENT PRINTING WORKS* that there are certain unscrupulous companies and individuals who are defrauding unsuspecting businesses disguised as representatives of the *Government Printing Works* (*GPW*).

The scam involves the fraudsters using the letterhead of *GPW* to send out fake tender bids to companies and requests to supply equipment and goods.

Although the contact person's name on the letter may be of an existing official, the contact details on the letter are not the same as the *Government Printing Works*'. When searching on the Internet for the address of the company that has sent the fake tender document, the address does not exist.

The banking details are in a private name and not company name. Government will never ask you to deposit any funds for any business transaction. *GPW* has alerted the relevant law enforcement authorities to investigate this scam to protect legitimate businesses as well as the name of the organisation.

Example of e-mails these fraudsters are using:

PROCUREMENT@GPW-GOV.ORG

Should you suspect that you are a victim of a scam, you must urgently contact the police and inform the *GPW*.

GPW has an official email with the domain as **@gpw.gov.za**

Government e-mails DO NOT have org in their e-mail addresses. All of these fraudsters also use the same or very similar telephone numbers. Although such number with an area code 012 looks like a landline, it is not fixed to any property.

GPW will never send you an e-mail asking you to supply equipment and goods without a purchase/order number. *GPW* does not procure goods for another level of Government. The organisation will not be liable for actions that result in companies or individuals being resultant victims of such a scam.

Government Printing Works gives businesses the opportunity to supply goods and services through RFQ / Tendering process. In order to be eligible to bid to provide goods and services, suppliers must be registered on the National Treasury's Central Supplier Database (CSD). To be registered, they must meet all current legislative requirements (e.g. have a valid tax clearance certificate and be in good standing with the South African Revenue Services - SARS).

The tender process is managed through the Supply Chain Management (SCM) system of the department. SCM is highly regulated to minimise the risk of fraud, and to meet objectives which include value for money, open and effective competition, equitability, accountability, fair dealing, transparency and an ethical approach. Relevant legislation, regulations, policies, guidelines and instructions can be found on the tender's website.

Fake Tenders

National Treasury's CSD has launched the Government Order Scam campaign to combat fraudulent requests for quotes (RFQs). Such fraudulent requests have resulted in innocent companies losing money. We work hard at preventing and fighting fraud, but criminal activity is always a risk.

How tender scams work

There are many types of tender scams. Here are some of the more frequent scenarios:

Fraudsters use what appears to be government department stationery with fictitious logos and contact details to send a fake RFQ to a company to invite it to urgently supply goods. Shortly after the company has submitted its quote, it receives notification that it has won the tender. The company delivers the goods to someone who poses as an official or at a fake site. The Department has no idea of this transaction made in its name. The company is then never paid and suffers a loss.

OR

Fraudsters use what appears to be government department stationery with fictitious logos and contact details to send a fake RFQ to Company A to invite it to urgently supply goods. Typically, the tender specification is so unique that only Company B (a fictitious company created by the fraudster) can supply the goods in question.

Shortly after Company A has submitted its quote it receives notification that it has won the tender. Company A orders the goods and pays a deposit to the fictitious Company B. Once Company B receives the money, it disappears. Company A's money is stolen in the process.

Protect yourself from being scammed

- If you are registered on the supplier databases and you receive a request to tender or quote that seems to be from a government department, contact the department to confirm that the request is legitimate. Do not use the contact details on the tender document as these might be fraudulent.
- Compare tender details with those that appear in the Tender Bulletin, available online at **www.gpwonline.co.za**
- Make sure you familiarise yourself with how government procures goods and services. Visit the tender website for more information on how to tender.
- If you are uncomfortable about the request received, consider visiting the government department and/or the place of delivery and/or the service provider from whom you will be sourcing the goods.
- In the unlikely event that you are asked for a deposit to make a bid, contact the SCM unit of the department in question to ask whether this is in fact correct.

Any incidents of corruption, fraud, theft and misuse of government property in the *Government Printing Works* can be reported to:

Supply Chain Management: Ms. Anna Marie Du Toit, Tel. (012) 748 6292.
Email: **Annamarie.DuToit@gpw.gov.za**

Marketing and Stakeholder Relations: Ms Bonakele Mbhele, at Tel. (012) 748 6193.
Email: **Bonakele.Mbhele@gpw.gov.za**

Security Services: Mr Daniel Legoabe, at tel. (012) 748 6176.
Email: **Daniel.Legoabe@gpw.gov.za**

Closing times for **ORDINARY WEEKLY** *GOVERNMENT GAZETTE* 2026

*The closing time is **15:00** sharp on the following days:*

- **23 December,** Tuesday for the issue of Friday **02 January 2026**
- **02 January,** Friday for the issue of Friday **09 January 2026**
- **09 January,** Friday for the issue of Friday **16 January 2026**
- **16 January,** Friday for the issue of Friday **23 January 2026**
- **23 January,** Friday for the issue of Friday **30 January 2026**
- **30 January,** Friday for the issue of Friday **06 February 2026**
- **06 February,** Friday for the issue of Friday **13 February 2026**
- **13 February,** Friday for the issue of Friday **20 February 2026**
- **20 February,** Friday for the issue of Friday **27 February 2026**
- **27 February,** Friday for the issue of Friday **06 March 2026**
- **06 March,** Friday for the issue of Friday **13 March 2026**
- **13 March,** Friday for the issue of Thursday **20 March 2026**
- **20 March,** Friday for the issue of Friday **27 March 2026**
- **26 March,** Thursday for the issue of Thursday **02 April 2026**
- **01 April,** Wednesday for the issue of Friday **10 April 2026**
- **10 April,** Friday for the issue of Friday **17 April 2026**
- **17 April,** Friday for the issue of Friday **24 April 2026**
- **22 April,** Wednesday for the issue of Thursday **30 April 2026**
- **30 April,** Thursday for the issue of Friday **08 May 2026**
- **08 May,** Friday for the issue of Friday **15 May 2026**
- **15 May,** Friday for the issue of Friday **22 May 2026**
- **22 May,** Friday for the issue of Friday **29 May 2026**
- **29 May,** Friday for the issue of Friday **05 June 2026**
- **05 June,** Friday for the issue of Friday **12 June 2026**
- **11 June,** Thursday for the issue of Friday **19 June 2026**
- **19 June,** Friday for the issue of Friday **26 June 2026**
- **26 June,** Friday for the issue of Friday **03 July 2026**
- **03 July,** Friday for the issue of Friday **10 July 2026**
- **10 July,** Friday for the issue of Friday **17 July 2026**
- **17 July,** Friday for the issue of Friday **24 July 2026**
- **24 July,** Friday for the issue of Friday **31 July 2026**
- **31 July,** Friday for the issue of Friday **07 August 2026**
- **06 August,** Thursday for the issue of Friday **14 August 2026**
- **14 August,** Friday for the issue of Friday **21 August 2026**
- **21 August,** Friday for the issue of Friday **28 August 2026**
- **28 August,** Friday for the issue of Friday **04 September 2026**
- **04 September,** Friday for the issue of Friday **11 September 206**
- **11 September,** Friday for the issue of Friday **18 September 2026**
- **17 September,** Thursday for the issue of Friday **25 September 2026**
- **25 September,** Friday for the issue of Friday **02 October 2026**
- **02 October,** Friday for the issue of Friday **09 October 2026**
- **09 October,** Friday for the issue of Friday **16 October 2026**
- **16 October,** Friday for the issue of Friday **23 October 2026**
- **23 October,** Friday for the issue of Friday **30 October 2026**
- **30 October,** Friday for the issue of Friday **06 November 2026**
- **06 November,** Friday for the issue of Friday **13 November 2026**
- **13 November,** Friday for the issue of Friday **20 November 2026**
- **20 November,** Friday for the issue of Friday **27 November 2026**
- **27 November,** Friday for the issue of Friday **04 December 2026**
- **04 December,** Friday for the issue of Friday **11 December 2026**
- **10 December,** Thursday for the issue of Friday **18 December 2026**
- **17 December,** Thursday for the issue of Thursday **24 December 2026**
- **23 December,** Wednesday for the issue of Thursday **31 December 2026**

LIST OF TARIFF RATES

FOR PUBLICATION OF NOTICES

COMMENCEMENT: 1 APRIL 2018

NATIONAL AND PROVINCIAL

Notice sizes for National, Provincial & Tender gazettes 1/4, 2/4, 3/4, 4/4 per page. Notices submitted will be charged at R1008.80 per full page, pro-rated based on the above categories.

Pricing for National, Provincial - Variable Priced Notices		
Notice Type	**Page Space**	**New Price (R)**
Ordinary National, Provincial	1/4 - Quarter Page	252.20
Ordinary National, Provincial	2/4 - Half Page	504.40
Ordinary National, Provincial	3/4 - Three Quarter Page	756.60
Ordinary National, Provincial	4/4 - Full Page	1008.80

EXTRA-ORDINARY

All Extra-ordinary National and Provincial gazette notices are non-standard notices and attract a variable price based on the number of pages submitted.

The pricing structure for National and Provincial notices which are submitted as **Extra ordinary submissions** will be charged at R**3026.32** per page.

GOVERNMENT PRINTING WORKS - BUSINESS RULES

The **Government Printing Works** (**GPW**) has established rules for submitting notices in line with its electronic notice processing system, which requires the use of electronic *Adobe* Forms. Please ensure that you adhere to these guidelines when completing and submitting your notice submission.

Closing Times for Acceptance of Notices

1. The *Government Gazette* and *Government Tender Bulletin* are weekly publications that are published on Fridays and the closing time for the acceptance of notices is strictly applied according to the scheduled time for each gazette.

2. Please refer to the Submission Notice Deadline schedule in the table below. This schedule is also published online on the Government Printing works website www.gpwonline.co.za

   All re-submissions will be subject to the standard cut-off times.
   All notices received after the closing time will be rejected.

Government Gazette Type	Publication Frequency	Publication Date	Submission Deadline	Cancellations Deadline
National Gazette	Weekly	Friday	Friday 15h00 for next Friday	Tuesday, 15h00 - 3 working days prior to publication
Regulation Gazette	Weekly	Friday	Friday 15h00 for next Friday	Tuesday, 15h00 - 3 working days prior to publication
Petrol Price Gazette	Monthly	Tuesday before 1st Wednesday of the month	One day before publication	1 working day prior to publication
Road Carrier Permits	Weekly	Friday	Thursday 15h00 for next Friday	3 working days prior to publication
Unclaimed Monies (Justice, Labour or Lawyers)	January / September 2 per year	Last Friday	One week before publication	3 working days prior to publication
Parliament (Acts, White Paper, Green Paper)	As required	Any day of the week	None	3 working days prior to publication
Manuals	Bi- Monthly	2nd and last Thursday of the month	One week before publication	3 working days prior to publication
State of Budget (National Treasury)	Monthly	30th or last Friday of the month	One week before publication	3 working days prior to publication
Extraordinary Gazettes	As required	Any day of the week	*Before 10h00 on publication date*	*Before 10h00 on publication date*
Legal Gazettes A, B and C	Weekly	Friday	One week before publication	Tuesday, 15h00 - 3 working days prior to publication
Tender Bulletin	Weekly	Friday	Friday 15h00 for next Friday	Tuesday, 15h00 - 3 working days prior to publication
Gauteng	Weekly	Wednesday	Two weeks before publication	3 days **after** submission deadline
Eastern Cape	Weekly	Monday	One week before publication	3 working days prior to publication
Northern Cape	Weekly	Monday	One week before publication	3 working days prior to publication
North West	Weekly	Tuesday	One week before publication	3 working days prior to publication
KwaZulu-Natal	Weekly	Thursday	One week before publication	3 working days prior to publication
Limpopo	Weekly	Friday	One week before publication	3 working days prior to publication
Mpumalanga	Weekly	Friday	One week before publication	3 working days prior to publication

GOVERNMENT PRINTING WORKS - BUSINESS RULES

Government Gazette Type	Publication Frequency	Publication Date	Submission Deadline	Cancellations Deadline
Gauteng Liquor License Gazette	Monthly	Wednesday before the First Friday of the month	Two weeks before publication	3 working days **after** submission deadline
Northern Cape Liquor License Gazette	Monthly	First Friday of the month	Two weeks before publication	3 working days **after** submission deadline
National Liquor License Gazette	Monthly	First Friday of the month	Two weeks before publication	3 working days **after** submission deadline
Mpumalanga Liquor License Gazette	Bi-Monthly	Second & Fourth Friday	One week before publication	3 working days prior to publication

Extraordinary Gazettes

3. *Extraordinary Gazettes* can have only one publication date. If multiple publications of an *Extraordinary Gazette* are required, a separate Z95/Z95Prov *Adobe* Forms for each publication date must be submitted.

Notice Submission Process

4. Download the latest *Adobe* form, for the relevant notice to be placed, from the **Government Printing Works** website www.gpwonline.co.za.

5. The *Adobe* form needs to be completed electronically using *Adobe Acrobat* / *Acrobat Reader*. Only electronically completed *Adobe* forms will be accepted. No printed, handwritten and/or scanned *Adobe* forms will be accepted.

6. The completed electronic *Adobe* form has to be submitted via email to submit.egazette@gpw.gov.za. The form needs to be submitted in its original electronic *Adobe* format to enable the system to extract the completed information from the form for placement in the publication.

7. Every notice submitted **must** be accompanied by an official **GPW** quotation. This must be obtained from the *eGazette* Contact Centre.

8. Each notice submission should be sent as a single email. The email **must** contain **all documentation relating to a particular notice submission**.

   8.1. Each of the following documents must be attached to the email as a separate attachment:

      8.1.1. An electronically completed *Adobe* form, specific to the type of notice that is to be placed.

         8.1.1.1. For National *Government Gazette* or *Provincial Gazette* notices, the notices must be accompanied by an electronic Z95 or Z95Prov *Adobe* form

         8.1.1.2. The notice content (body copy) **MUST** be a separate attachment.

      8.1.2. A copy of the official **Government Printing Works** quotation you received for your notice. *(Please see Quotation section below for further details)*

      8.1.3. A valid and legible Proof of Payment / Purchase Order: **Government Printing Works** account customer must include a copy of their Purchase Order**. Non-Government Printing Works** account customer needs to submit the proof of payment for the notice

      8.1.4. Where separate notice content is applicable (Z95, Z95 Prov and TForm 3, it should **also** be attached as a separate attachment. *(Please see the Copy Section below, for the specifications)*.

      8.1.5. Any additional notice information if applicable.

GOVERNMENT PRINTING WORKS - BUSINESS RULES

9. The electronic *Adobe* form will be taken as the primary source for the notice information to be published. Instructions that are on the email body or covering letter that contradicts the notice form content will not be considered. The information submitted on the electronic *Adobe* form will be published as-is.

10. To avoid duplicated publication of the same notice and double billing, Please submit your notice **ONLY ONCE.**

11. Notices brought to **GPW** by "walk-in" customers on electronic media can only be submitted in *Adobe* electronic form format. All "walk-in" customers with notices that are not on electronic *Adobe* forms will be routed to the Contact Centre where they will be assisted to complete the forms in the required format.

12. Should a customer submit a bulk submission of hard copy notices delivered by a messenger on behalf of any organisation e.g. newspaper publisher, the messenger will be referred back to the sender as the submission does not adhere to the submission rules.

QUOTATIONS

13. Quotations are valid until the next tariff change.

    13.1. ***Take note:*** **GPW**'s annual tariff increase takes place on ***1 April*** therefore any quotations issued, accepted and submitted for publication up to ***31 March*** will keep the old tariff. For notices to be published from 1 April, a quotation must be obtained from **GPW** with the new tariffs. Where a tariff increase is implemented during the year, **GPW** endeavours to provide customers with 30 days' notice of such changes.

14. Each quotation has a unique number.

15. Form Content notices must be emailed to the *eGazette* Contact Centre for a quotation.

    15.1. The *Adobe* form supplied is uploaded by the Contact Centre Agent and the system automatically calculates the cost of your notice based on the layout/format of the content supplied.

    15.2. It is critical that these *Adobe* Forms are completed correctly and adhere to the guidelines as stipulated by **GPW**.

16. **APPLICABLE ONLY TO GPW ACCOUNT HOLDERS**:

    16.1. **GPW** Account Customers must provide a valid **GPW** account number to obtain a quotation.

    16.2. Accounts for **GPW** account customers **must** be active with sufficient credit to transact with **GPW** to submit notices.

        16.2.1. If you are unsure about or need to resolve the status of your account, please contact the **GPW** Finance Department prior to submitting your notices. (If the account status is not resolved prior to submission of your notice, the notice will be failed during the process).

17. **APPLICABLE ONLY TO CASH CUSTOMERS:**

    17.1. Cash customers doing **bulk payments** must use a **single email address** in order to use the **same proof of payment** for submitting multiple notices.

18. The responsibility lies with you, the customer, to ensure that the payment made for your notice(s) to be published is sufficient to cover the cost of the notice(s).

19. Each quotation will be associated with one proof of payment / purchase order / cash receipt.

    19.1. This means that **the quotation number can only be used once to make a payment.**

GOVERNMENT PRINTING WORKS - BUSINESS RULES

COPY (SEPARATE NOTICE CONTENT DOCUMENT)

20. Where the copy is part of a separate attachment document for Z95, Z95Prov and TForm03

20.1. Copy of notices must be supplied in a separate document and may not constitute part of any covering letter, purchase order, proof of payment or other attached documents.

The content document should contain only one notice. (You may include the different translations of the same notice in the same document).

20.2. The notice should be set on an A4 page, with margins and fonts set as follows:

Page size = A4 Portrait with page margins: Top = 40mm, LH/RH = 16mm, Bottom = 40mm; Use font size: Arial or Helvetica 10pt with 11pt line spacing;

Page size = A4 Landscape with page margins: Top = 16mm, LH/RH = 40mm, Bottom = 16mm; Use font size: Arial or Helvetica 10pt with 11pt line spacing;

CANCELLATIONS

21. Cancellation of notice submissions are accepted by **GPW** according to the deadlines stated in the table above in point 2. Non-compliance to these deadlines will result in your request being failed. Please pay special attention to the different deadlines for each gazette. Please note that any notices cancelled after the cancellation deadline will be published and charged at full cost.

22. Requests for cancellation must be sent by the original sender of the notice and must accompanied by the relevant notice reference number (N-) in the email body.

AMENDMENTS TO NOTICES

23. With effect from 01 October 2015, **GPW** will not longer accept amendments to notices. The cancellation process will need to be followed according to the deadline and a new notice submitted thereafter for the next available publication date.

REJECTIONS

24. All notices not meeting the submission rules will be rejected to the customer to be corrected and resubmitted. Assistance will be available through the Contact Centre should help be required when completing the forms. (012-748 6200 or email info.egazette@gpw.gov.za). Reasons for rejections include the following:

24.1. Incorrectly completed forms and notices submitted in the wrong format, will be rejected.

24.2. Any notice submissions not on the correct *Adobe* electronic form, will be rejected.

24.3. Any notice submissions not accompanied by the proof of payment / purchase order will be rejected and the notice will not be processed.

24.4. Any submissions or re-submissions that miss the submission cut-off times will be rejected to the customer. The Notice needs to be re-submitted with a new publication date.

GOVERNMENT PRINTING WORKS - BUSINESS RULES

APPROVAL OF NOTICES

25. Any notices other than legal notices are subject to the approval of the Government Printer, who may refuse acceptance or further publication of any notice.

26. No amendments will be accepted in respect to separate notice content that was sent with a Z95 or Z95Prov notice submissions. The copy of notice in layout format (previously known as proof-out) is only provided where requested, for Advertiser to see the notice in final Gazette layout. Should they find that the information submitted was incorrect, they should request for a notice cancellation and resubmit the corrected notice, subject to standard submission deadlines. The cancellation is also subject to the stages in the publishing process, i.e. If cancellation is received when production (printing process) has commenced, then the notice cannot be cancelled.

GOVERNMENT PRINTER INDEMNIFIED AGAINST LIABILITY

27. The Government Printer will assume no liability in respect of—

27.1. any delay in the publication of a notice or publication of such notice on any date other than that stipulated by the advertiser;

27.2. erroneous classification of a notice, or the placement of such notice in any section or under any heading other than the section or heading stipulated by the advertiser;

27.3. any editing, revision, omission, typographical errors or errors resulting from faint or indistinct copy.

LIABILITY OF ADVERTISER

28. Advertisers will be held liable for any compensation and costs arising from any action which may be instituted against the Government Printer in consequence of the publication of any notice.

CUSTOMER INQUIRIES

Many of our customers request immediate feedback/confirmation of notice placement in the gazette from our Contact Centre once they have submitted their notice – While **GPW** deems it one of their highest priorities and responsibilities to provide customers with this requested feedback and the best service at all times, we are only able to do so once we have started processing your notice submission.
GPW has a 2-working day turnaround time for processing notices received according to the business rules and deadline submissions.
Please keep this in mind when making inquiries about your notice submission at the Contact Centre.

29. Requests for information, quotations and inquiries must be sent to the Contact Centre ONLY.

30. Requests for Quotations (RFQs) should be received by the Contact Centre at least **2 working days** before the submission deadline for that specific publication.

GOVERNMENT PRINTING WORKS - BUSINESS RULES

Payment of cost

31. The Request for Quotation for placement of the notice should be sent to the Gazette Contact Centre as indicated above, prior to submission of notice for advertising.

32. Payment should then be made, or Purchase Order prepared based on the received quotation, prior to the submission of the notice for advertising as these documents i.e. proof of payment or Purchase order will be required as part of the notice submission, as indicated earlier.

33. Every proof of payment must have a valid **GPW** quotation number as a reference on the proof of payment document.

34. Where there is any doubt about the cost of publication of a notice, and in the case of copy, an enquiry, accompanied by the relevant copy, should be addressed to the Gazette Contact Centre, **Government Printing Works**, Private Bag X85, Pretoria, 0001 email: info.egazette@gpw.gov.za before publication.

35. Overpayment resulting from miscalculation on the part of the advertiser of the cost of publication of a notice will not be refunded, unless the advertiser furnishes adequate reasons why such miscalculation occurred. In the event of underpayments, the difference will be recovered from the advertiser, and future notice(s) will not be published until such time as the full cost of such publication has been duly paid in cash or electronic funds transfer into the **Government Printing Works** banking account.

36. In the event of a notice being cancelled, a refund will be made only if no cost regarding the placing of the notice has been incurred by the **Government Printing Works**.

37. The **Government Printing Works** reserves the right to levy an additional charge in cases where notices, the cost of which has been calculated in accordance with the List of Fixed Tariff Rates, are subsequently found to be excessively lengthy or to contain overmuch or complicated tabulation.

Proof of publication

38. Copies of any of the *Government Gazette* or *Provincial Gazette* can be downloaded from the **Government Printing Works** website www.gpwonline.co.za free of charge, should a proof of publication be required.

39. Printed copies may be ordered from the Publications department at the ruling price. The **Government Printing Works** will assume no liability for any failure to post or for any delay in despatching of such *Government Gazette*(s)

GOVERNMENT PRINTING WORKS CONTACT INFORMATION

Physical Address:	**Postal Address:**	**GPW Banking Details:**
Government Printing Works	Private Bag X85	**Bank:** ABSA Bosman Street
149 Bosman Street	Pretoria	**Account No.:** 405 7114 016
Pretoria	0001	**Branch Code:** 632-005

For Gazette and Notice submissions: Gazette Submissions:	**E-mail:** submit.egazette@gpw.gov.za
For queries and quotations, contact: Gazette Contact Centre:	**E-mail:** info.egazette@gpw.gov.za
	Tel: 012-748 6200
Contact person for subscribers: Mrs M. Toka:	**E-mail:** subscriptions@gpw.gov.za
	Tel: 012-748-6066 / 6060 / 6058
	Fax: 012-323-9574

GOVERNMENT NOTICES • GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF EMPLOYMENT AND LABOUR

NO. 7623 **26 June 2026**

LABOUR RELATIONS ACT, 1995

CORRECTION NOTICE

NATIONAL BARGAINING COUNCIL OF THE LEATHER INDUSTRY OF SOUTH AFRICA:

EXTENSION OF THE PERIOD OF OPERATION OF THE FOOTWEAR SECTION COLLECTIVE AGREEMENT

The following corrections to *Government Notice* No. R. 7525 appearing in *Government Gazette* No. 54757 of 29 May 2026, is hereby published for general information.

Please replace the content of notice R. 7525 as follows:

I **STEPHEN DAVID RATHAI**, Director: Collective Bargaining, duly authorised thereto by the Minister of Employment and Labour, hereby in terms of section 32(6)(a)(i) of the Labour Relations Act, 1995, extend the periods fixed in Government Notice Nos R.763 of 24 June 2016, R.1348 of 28 October 2016, 759 of 29 September 2017, R.1257 of 16 November 2018, R.1382 of 25 October 2019, R.217 of 18 March 2021, R.454 of 28 May 2021, R.1586 of 10 December 2021, R.2706 of 4 November 2022, R.4040 of 10 November 2023, R.5782 of 24 January 2025 and R.6989 of 9 January 2026 by a further period ending 30 June 2031.

DEPARTMENT OF EMPLOYMENT AND LABOUR

NO. 7624 **26 June 2026**

LABOUR RELATIONS ACT, 1995

CORRECTION NOTICE

NATIONAL BARGAINING COUNCIL OF THE LEATHER INDUSTRY OF SOUTH AFRICA:

EXTENSION OF PERIOD OF OPERATION OF THE GENERAL GOODS AND HANDBAG SECTION COLLECTIVE AGREEMENT

The following corrections to *Government Notice* No. R. 7526 appearing in *Government Gazette* No. 54757 of 29 May 2026, is hereby published for general information.

Please replace the content of notice R. 7526 as follows:

I **STEPHEN DAVID RATHAI,** Director: Collective Bargaining, duly authorised thereto by the Minister of Employment and Labour, hereby in terms of section 32(6)(a)(i) of the Labour Relations Act, 1995, extend the periods fixed in Government Notice Nos R.765 of 24 June 2016, R.1280 of 21 October 2016, 758 of 29 September 2017, R.1230 of 16 November 2018, R.1413 of 1 November 2019, R.219 of 18 March 2021, R.453 of 28 May 2021. R.1588 of 10 December 2021, R.2701 of 4 November 2022, R.4038 of 10 November 2023, R.5767 of 24 January 2025 and R.6990 of 9 January 2026 by a further period ending 30 June 2031.

DEPARTMENT OF EMPLOYMENT AND LABOUR

NO. 7625 **26 June 2026**

LABOUR RELATIONS ACT, 1995

CORRECTION NOTICE

NATIONAL BARGAINING COUNCIL OF THE LEATHER INDUSTRY OF SOUTH AFRICA:

EXTENSION OF THE PERIOD OF OPERATION OF THE TANNING SECTOR COLLECTIVE AGREEMENT

The following corrections to *Government Notice* No. R. 7529 appearing in *Government Gazette* No. 54757 of 29 May 2026, is hereby published for general information.

Please replace the content of notice R. 7529 as follows:

I **STEPHEN DAVID RATHAI**, Director: Collective Bargaining, duly authorised thereto by the Minister of Employment and Labour, hereby in terms of section 32(6)(a)(i) of the Labour Relations Act, 1995, extend the periods fixed in Government Notice Nos R.764 of 24 June 2016, 757 of 29 September 2017, R.1229 of 16 November 2018, R.1393 of 30 October 2019, R.218 of 18 March 2021, R.455 of 28 May 2021, R.1587 of 10 December 2021, R.2740 of 18 November 2022, R.4039 of 10 November 2023, and R.5769 of 24 January 2025 by a further period ending 30 June 2031.

DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM

NO. 7627 **26 June 2026**

NOTICE OF INTENTION TO AMEND GOVERNMENT NOTICE NO: 593 OF 2008 IN THE GOVERNMENT GAZETTE NO: 31041 DATED 16 MAY 2008

NOTICE is hereby given in terms of **Section 11A [4] of the Restitution of the Land Rights Act 1994 [Act 22 of 1994] as amended**, that the **Commissioner for Restitution of Land Rights** has gazetted a land claim lodged by Mr. David Mathabo Mashiloane, ID No. 251212 5189 08 6 on behalf of Mashiloane and Other Families [KRP: 1257] for the properties mentioned hereunder situated in the Muskaligwa Local Municipality under Gert Sibande Municipality in Mpumalanga Province hereby giving notice of its intention to amend the said Gazette Notice to rectify the error in gazetting incorrect properties wherein no rights in land was claimed and/or lost thereon by the aforesaid claimants in terms of Section 2 of the Restitution of Land Rights Act (Act 22 of 1994) as amended. The gazette hereby further seeks to rectify the incorrect gazetting of the land claim as the Mashiloane Community instead of the Mashiloane and Other Families.

TAKE FURTHER NOTICE that the Commissioner for Restitution of Lands Rights reserves the right in terms of S 11A of the Restitution of Land Rights Act 1994 (Act 22 of 1994) as amended, and further intends to proceed with a further amendment to determine the affected extent of rights in land lost for the Remaining Extent of the Farm Groblershoek 191 IS via a mapping exercise with the assistance of the Office of the Surveyor General.

GROBLERSHOEK 191 IS

Description of property	Owner of Property	Title Deed Number	Extent of Property	Bonds	Bond Holder	Other Endorsements
The Remaining Extent of the farm 191 IS	W A TRUST [1751/2004]	T7747/2016	607.4295 ha	B2927/2016	ABSA Bank LTD	• K1970/1984L in favour of National Manganese Mines Pty Ltd • K224/1983PC • K3658/1998RM in favour of National Manganese Mines Pty Ltd • VA1272/1988-K223/83R in favour of M

						• VA838/1998 in favour of Olivier Stephanie Paulina Hermina

NOTICE OF INTENTION TO AMEND GOVERNMENT NOTICE NO: 593 OF 2008 IN THE GOVERNMENT GAZETTE NO: 31041 DATED 16 MAY 2008

NOTICE is hereby given in terms of **Section 11A [4] of the Restitution of the Land Rights Act 1994 [Act 22 of 1994] as amended**, that the **Commissioner for Restitution of Land Rights** has gazetted a land claim lodged by Mr. David Mathabo Mashiloane, ID No. 251212 5189 08 6 on behalf of Mashiloane and Other Families [KRP: 1257] for the properties mentioned hereunder situated in the Muskaligwa Local Municipality under Gert Sibande Municipality in Mpumalanga Province hereby giving notice of its intention to amend the said Gazette Notice to rectify the error in gazetting incorrect properties wherein no rights in land was claimed and/or lost thereon by the aforesaid claimants in terms of Section 2 of the Restitution of Land Rights Act (Act 22 of 1994) as amended. The gazette hereby further seeks to rectify the incorrect gazetting of the land claim as the Mashiloane Community instead of the Mashiloane and Other Families.

TAKE FURTHER NOTICE that the Commissioner for Restitution of Lands Rights reserves the right in terms of S 11A of the Restitution of Land Rights Act 1994 (Act 22 of 1994) as amended, and further intends to proceed with a further amendment to determine the affected extent of rights in land lost for the Remaining Extent of the Farm Groblershoek 191 IS via a mapping exercise with the assistance of the Office of the Surveyor General.

COMMISSIONER FOR RESTITUTION OF LAND RIGHTS
PRIVATE BAG X11330
NELSPRUIT
1200

MR L H MAPHUTHA
THE REGIONAL LAND CLAIMS COMMISSIONER
MPUMALANGA PROVINCE
DATE: 17/06/26

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DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM

NO. 7628 **26 June 2026**

WITHDRAWAL OF PORTIONS 293 (NOW DESCRIBED AS ERVEN 4325; 4461; 4463; 4465; 4466; 5626 TO 5637; & 5660 EERSTERUST EXTENSION 6) AND 306 OF THE FARM DERDEPOORT 326 JR IN A GAZETTE NOTICE NO. 899 IN THE GOVERNMENT GAZETTE NUMBER 43632 DATED 21 AUGUST 2020 IN TERMS OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994) AS AMENDED

Notice is hereby given in terms of section 11(4) of the Restitution of Land Rights Act, 1994 as amended that land claim on portions 293 (now described as Erven 4325; 4461; 4463; 4465; 4466; 5626 to 5637; & 5660 Eersterust Extension 6) and 306 of the farm Derdepoort 326 JR has been withdrawn:

REF NO.	CLAIMANT	PROPERTY	DISTRICT	CURRENT LANDOWNER	DEED OF TRANSFER	INTERESTED PARTIES
HH052	Mr. Mfanawendleni Johannes Nkosi	Erf 4325 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	City of Tshwane Metropolitan Municipality	T43979/1983 T39791/2001	Land beneficiaries; current Landowners; Current Occupants and City of Tshwane Metropolitan Municipality
		Erf 4461 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	City of Tshwane Metropolitan Municipality	T43979/1983 T39791/2001	
		Erf 4463 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Pretoria Diocesan Trustees	T19437/1996	

WITHDRAWAL OF PORTIONS 293 (NOW DESCRIBED AS ERVEN 4325; 4461; 4463; 4465; 4466; 5626 TO 5637; & 5660 EERSTERUST EXTENSION 6) AND 306 OF THE FARM DERDEPOORT 326 JR IN A GAZETTE NOTICE NO. 899 IN THE GOVERNMENT GAZETTE NUMBER 43632 DATED 21 AUGUST 2020 IN TERMS OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994) AS AMENDED

		Erf 4465 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	City of Tshwane Metropolitan Municipality	T43979/1983 T39791/2001	
		Erf 4466 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	New Apostolic Church of South East of Africa	T 6648/1994	
		Erf 5626 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Kokkie Hance	T30013/2002	
		Erf 5627 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Shubart Claudette Sherine	T74194/2004	
		Erf 5628 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Mokharie Lorraine Maria	T42716/1995	
		Erf 5629 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Mouton Rudolf Johannes & Mouton Dorothy	T48237/2010	
		Erf 5630 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Van der Westhuizen Dan Duncan and Valay Elisabeth	T36028/2023	

WITHDRAWAL OF PORTIONS 293 (NOW DESCRIBED AS ERVEN 4325; 4461; 4463; 4465; 4466; 5626 TO 5637; & 5660 EERSTERUST EXTENSION 6) AND 306 OF THE FARM DERDEPOORT 326 JR IN A GAZETTE NOTICE NO. 899 IN THE GOVERNMENT GAZETTE NUMBER 43632 DATED 21 AUGUST 2020 IN TERMS OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994) AS AMENDED

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	Erf 5631 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Wyk Veronica Frederieka Van	T54744/1993	
	Erf 5632 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Kiewiet Demetrials Ellowen and Kiewiet Maggie	T49300/2016	
	Erf 5633 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Jacobus Colin Dean and Jacobus Gaynor Levona	T81701/1995	
	Erf 5634 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Louw Paul and Louw Mary Dimakatso	T12525/1998	
	Erf 5635 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Roux Lynne LE	T30611/2017	
	Erf 5636 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Brand Vincent Claude and Brand Karine Ann	T57713/1987	
	Erf 5637 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Perry Denise	T38290/1998	
	Erf 5660 Eersterust Ext 6	City of Tshwane Metropolitan Municipality	Steenkamp Bradley Roger and Steenkamp Fatima	T86134/2018	

WITHDRAWAL OF PORTIONS 293 (NOW DESCRIBED AS ERVEN 4325; 4461; 4463; 4465; 4466; 5626 TO 5637; & 5660 EERSTERUST EXTENSION 6) AND 306 OF THE FARM DERDEPOORT 326 JR IN A GAZETTE NOTICE NO. 899 IN THE GOVERNMENT GAZETTE NUMBER 43632 DATED 21 AUGUST 2020 IN TERMS OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994) AS AMENDED

		Portion 306 of the farm Derdepoort 326 JR (now consolidated into portion 733 of the farm Derdepoort 326 JR)	City of Tshwane Metropolitan Municipality	Golden Quilt INV 147 CC (consolidation 733 – Steenbrooke Pty Ltd)	T14424/2016 (consolidation T47727/2021)	

Chief Directorate: Land Restitution Support Gauteng Province
Private Bag X03
ARCADIA
0007.
Tel: (012) 310-6500
Fax: (012) 324-5812

L H MAPHUTHA
REGIONAL LAND CLAIMS COMMISSIONER
DATE: 2026/05/17

WITHDRAWAL OF PORTIONS 293 (NOW DESCRIBED AS ERVEN 4325; 4461; 4463; 4465; 4466; 5626 TO 5637; & 5660 EERSTERUST EXTENSION 6) AND 306 OF THE FARM DERDEPOORT 326 JR IN A GAZETTE NOTICE NO. 899 IN THE GOVERNMENT GAZETTE NUMBER 43632 DATED 21 AUGUST 2020 IN TERMS OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994) AS AMENDED



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DEPARTMENT OF TRADE, INDUSTRY AND COMPETITION

NO. 7629 **26 June 2026**

competitioncommission
south africa

SOUTH AFRICAN FRANCHISE MARKET INQUIRY

DRAFT TERMS OF REFERENCE

26 JUNE 2026

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1. INITIATION OF AND LEGAL BASIS OF THE MARKET INQUIRY

1.1. The Competition Commission ("the Commission") will conduct a market inquiry into the Franchise Sector in South Africa ("the Franchise Market Inquiry"). The Franchise Market Inquiry is initiated in terms of section 43B(1)(a) of the Competition Act 89 of 1998, as amended ("the Act"), on the basis that the Commission has reason to believe that there are market features that may impede, distort or restrict competition in the South African Franchise Business Market.

1.2. In terms of section 43B(2) of the Act, read together with section 43B(4), the Commission must publish a notice in the Gazette announcing the establishment of a market inquiry. This notice must be published at least 20 business days prior to the commencement of the inquiry. The notice must set out the Terms of Reference ("ToR") for the inquiry and invite members of the public to provide information. At a minimum, the ToR must include a clear statement of the scope of the inquiry and the expected timeframe for completion. During this period, the public is invited to comment on the draft ToR and to make written submissions by **07 August 2026**.

1.3. While the ToR defines the initial scope of the market inquiry, it is not exhaustive and only sets out the parameters currently envisaged. Additional or related matters may arise during the course of the inquiry. Should the Commission consider it necessary to amend the ToR, whether by adding new matters or excluding those initially identified, such amendments will be made in accordance with section 43B(5) of the Act and will be formally published and communicated as required.

1.4. In accordance with section 43C of the Act, upon completion of the market inquiry, the Commission will publish a report of the inquiry in the Gazette and submit the final report to the Minister of Trade, Industry and Competition.

1.5. The information contained in these draft ToR is accurate to the best of our knowledge at the date of publication. Market conditions, ownership structures, control arrangements, and other material facts may change after publication. Participants are accordingly requested to promptly notify the Commission of any information relating to them that renders any part of the ToR inaccurate, incomplete, or outdated, including any changes in ownership, control,

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or other material circumstances relevant to the ToR.

2. BACKGROUND TO THE SOUTH AFRICAN FRANCHISE MARKET

2.1 A franchise is a business whereby the owner licenses its operations, along with its products, branding, and knowledge in exchange for a franchise fee. The franchisor is the business that grants licenses to franchisees. Franchising is a method of expanding a business and distributing goods and services through a licensing relationship between a franchisor and a franchisee.[1] In principle, this arrangement brings both parties together for their mutual economic benefit. Franchisors benefit by growing and expanding their business without the need to invest large capital amounts to open new stores whilst franchisees benefit through buying into an already well-established business model and brand.[2]

2.2 Franchisees are required to comply with a franchise agreement which sets out how the franchise must be operated and managed. Although, operating under the franchisor's brand name, the franchisee remains fully responsible for establishing the franchise outlet, bearing the associated risks and costs of opening and managing the business. Franchise businesses are found across almost all sectors in South Africa, including agriculture, mining, manufacturing and industrial services, office buildings, home services, fast food and restaurants, health, beauty and body culture, education and learning, retail and direct marketing services sectors.

2.3 There are more than 800 franchisor brands active in South Africa, with more than 3 500 franchisees and more than 30 000 franchise outlets across the country. Furthermore, South Africa has the second highest contribution of franchising to national output in the world and is the only emerging market in the top five.[3] According to Franchise Association of South Africa's ("FASA's") 2023 database and survey, the fast foods and quick service restaurants account for the largest share of the franchising business (19%). Other notable sectors include retail (17%), building, office, and home services (12%), automotive products and services (10%) and childcare education and training (7%).[4]

[1] International Franchise Association. (2018). What is A Franchise? at: https://www.franchise.org/what-is-a-franchise and Dube, Mara and Ntimane. (2019). Perceptions of franchise stakeholders on trust in franchising relationships. Available at https://www.ajhtl.com/uploads/7/1/6/3/7163688/article_16_vol_9_1__2020_uj.pdf.

[2] Brown. A. (2023). Evaluation of competition concerns regarding franchise agreements where franchisors determine prices for franchisees. Available at https://wiredspace.wits.ac.za/server/api/core/bitstreams/9481508e-286f-4403-88fa-b153feff9dc9/content

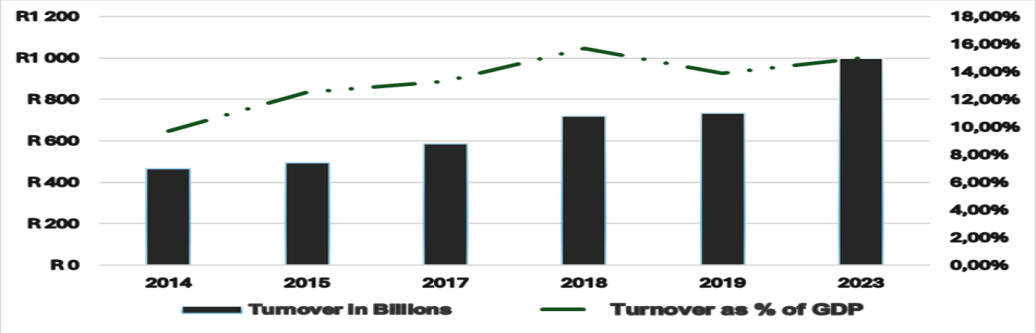
[3] Klinger. B. (2022). More (Inclusive) Entrepreneurship in South Africa: The Role of Franchising. Available at https://growthlab.hks.harvard.edu/files/growthlab/files/2022-06-cid-fellows-wp-137-south-africa-franchising.pdf

[4] The Franchise Association of South Africa's (2023) eighth independent franchise survey, sponsored by Absa.

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2.4 FASA estimates that in 2023, the franchise industry's turnover was approximately R999 billion, representing approximately 15% of South Africa's total GDP of R6 660 billion in 2022.[5] Figure 1 below depicts the estimated turnover generated by the franchise industry and its contribution to GDP overtime.

Figure 1: Estimated turnover generated by the franchise system and contribution to GDP overtime (2014 – 2023)



Source: Compiled by the Commission using several publications that are based on FASA surveys overtime

2.5 It is further estimated that the franchise industry employs about 500 000 people, accounting for approximately 5% of total employment in South Africa.[6] Franchise employment is particularly important as it offers both formal and low-skilled jobs, which have been challenging for other sectors of South African economy to generate.[7] Sanlam and FASA indicate that 85% of franchise concepts in South Africa are home-grown and have the export potential.[8]

3. RATIONALE FOR THE FRANCHISE MARKET INQUIRY

3.1 Sections 43B(1)(a)(i) and (ii) of the Act empower the Commission to initiate a market inquiry if it believes that certain features or combination of features in a market for any goods or

[5] See Franchise Association South Africa. (2023). Franchising, pg. 7 – 8. Available at https://issuu.com/sundaytimesza/docs/franchising_dec_2023?fr=xKAE9_zU1NQ and FASA: "Why is franchising in South Africa a sustainable business model". (2024).: https://www.fasa.co.za/franchising-in-south-africa-a-sustainable-business-model/

[6] Franchising Plus. (2023). A Comprehensive Overview of the South African Franchise Industry: Stability, Growth, and Future Prospects. Available at: Franchising Plus. Also see FASA (2025): "Can franchising in South Africa keep up with global growth". https://www.fasa.co.za/can-franchising-in-south-africa-keep-up-with-global-growth/

[7] Franchise Association South Africa & Sanlam (2018) Franchise Survey.

[8] Franchise Association South Africa & Sanlam. (2018) Franchise Survey

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services impede, distort or restrict competition within that market; or to fulfil the objectives of the Act. Key goals highlighted in section 2 of the Act include:

3.1.1 Ensuring that small and medium-sized enterprises have a fair chance to participate in the economy; and

3.1.2 Promoting a greater spread of ownership, especially by increasing the ownership levels of historically disadvantaged persons.[9]

3.2 Against this background, the purpose of the Franchise Market Inquiry is to assess whether there are any market features that (i) impede, distort, or restrict competition in the Franchise sector; (ii) hinder the entry, growth, and meaningful participation of Small and Medium Enterprises ("SMEs") in owning and operating franchise businesses; and (iii) negatively affect the increased ownership of franchise businesses by historically disadvantaged persons ("HDPs").

3.3 The following section sets out the basis on which the Commission believes there may be one or more features in the Franchise sector that impede, distort, or restrict competition and/or limit the equitable participation and ownership of SMEs and HDPs in franchising.

3.4 **Franchising is an Underutilised Pathway for SMEs and HDPs into the Formal Economy**

3.5 Franchising allows a franchisee to invest in a business with an established track record, a good reputation and many years of operation.[10] Although there are barriers faced by SMEs and HDPs in accessing finance for entry and effective participation in franchising (discussed below in detail), these barriers appear to be comparably lower than those encountered by other types of businesses established without the benefit of the franchise system or model. This is partly due to the credibility conferred by the vetting process before approving a potential franchisee as well as the support offered to the franchisee.[11]

3.6 Given the nature of the model in franchising, they are considered an important entry point for SMEs and HDPs. Due to the lower risks involved with establishing a franchise branch,

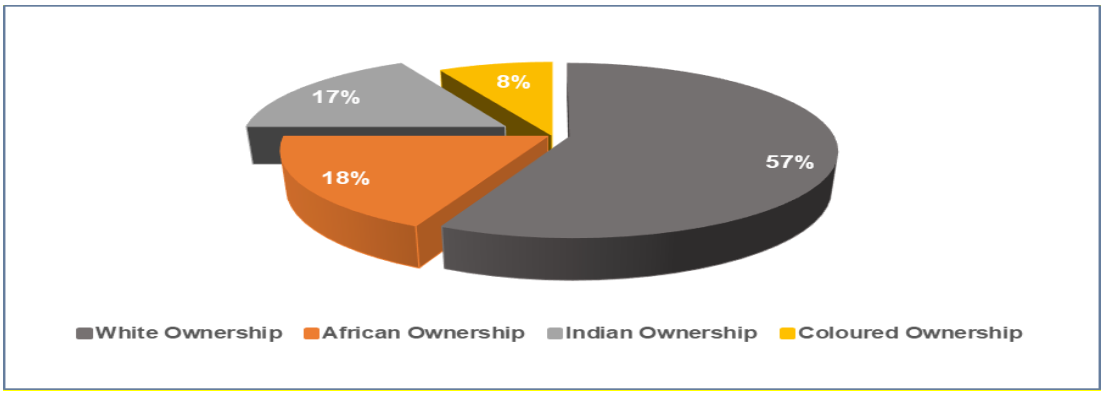
[9] Sections 2(1)(e) and (f) of the Act, respectively.
[10] Consumers are already familiar with the brand and various products offered under the brand name.
[11] Menzies, D. (2017). Types of funding available for franchisees. (Online) Available at: https://www.entrepreneurmag.co.za/advice/franchising/franchiseeadvice/

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from a financing perspective, banks and other financial institutions are more willing to provide funding to these types of businesses. In other words, the franchise business model plays a crucial role in facilitating the entry of SMEs and HDPs by enabling access to secure funding, which they generally struggle to obtain in other sectors. When considered from this point of view, franchising has the potential to contribute meaningfully to economic transformation by promoting inclusion and effective participation of HDPs and SMEs in the formal economy. Additionally, franchising can play an instrumental role in addressing the skewed ownership patterns present in the South Africa economy.

3.7 Despite the enormous potential that the South African franchising system has in terms of contributing to economic transformation and inclusion, the Commission has observed that the entry and participation of SMEs, especially HDP businesses, in franchising is still slow and at lower levels. By "lower levels," this refers to both the limited number of HDP-owned and SME-operated franchises compared to their representation in the broader economy, and the restricted scale or depth of their engagement within the franchising sector. This indicates that while some participation exists, it is not yet proportional or reflective of the broader demographic landscape, limiting the overall impact on economic inclusivity and transformation. Moreover, the franchise sector still reflects skewed racialised patterns of ownership. For instance, a survey by FASA shows that the ownership of franchise outlets in South Africa is by far dominated by white owned businesses. The results of this survey are depicted in Figure 2 below.

Figure 2: Franchisee Ownership Patterns by Race, in Terms of Franchised Outlets 2023



Source: The Franchise Association of South Africa's (2023) eighth independent franchise survey

3.8 As can be seen from figure 2, Africans account for only 18% of the ownership of franchise

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outlets. Indian ownership accounts for 17%, Coloured ownership accounts for 8% and White ownership sits at 57%.[12]

3.9 The imbalances in ownership patterns should be viewed and understood in the context of South African population demographics, which reveal a significant under-representation of HDPs in the ownership of franchise outlets.[13] The low level of participation by Africans in the ownership within the franchise sector attests the reality that it remains highly untransformed, despite the opportunities it offers to promote inclusivity and drive economic transformation.

3.10 It has also been observed that franchise ownership is largely concentrated among wealthy, educated professionals, who can leverage their savings and networks to meet the high capital requirements for acquiring franchise outlets, which in turn limits broader and more inclusive African participation in the sector and its contribution to inclusive ownership in the economy.[14] Consequently, the most disadvantaged groups in society, such as women and young aspiring entrepreneurs with skills but limited financial resources remain largely excluded from entry and meaningful participation in franchising.

3.11 The Commission considers it imperative to preserve and optimise the South African Franchising sector in a manner that facilitates the entry and effective participation of SMEs and HDPs in line with the Act's purpose and objectives.

3.12 **Market Features in the Franchise Businesses**

3.13 There appear to be market features in the Franchising sector that create barriers that hinder or impede the entry, effective participation and expansion of SMEs, in particular HDP owned businesses. These market features, as discussed below, may impede, distort or restrict

[12] Franchise Association South Africa. (2023) Franchising. Available at https://issuu.com/sundaytimesza/docs/franchising_dec_2023?fr=xKAE9_zU1NQ and The Franchise Association of South Africa's (2023) eighth independent franchise survey

[13] HDPs accounts for more than 90% of the population [Africans (81.7%), Coloured (8.5%) and Indian/Asian (2.6%)].

[14] Klinger. B. (2022). More (Inclusive) Entrepreneurship in South Africa: The Role of Franchising. Available at https://growthlab.hks.harvard.edu/files/growthlab/files/2022-06-cid-fellows-wp-137-south-africa-franchising.pdf

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competition.

Power of Franchisors and Concentration Levels

3.14 Several complaints filed with the Commission by franchisees point to a power imbalance between franchisors and franchisees, as well as the challenges franchisees face in negotiating equitable terms.[15] In this context, franchisees are typically subjected to restrictive and potentially exploitative practices by the franchisors, who exert significant control over their operations and supply chains. This creates power imbalances that favour franchisors, who appear to use this power to impose unfavourable terms in franchise agreements, or to engage in practices that structure the franchisor-franchisee relationship in ways that limit the ability of SME and HDP franchise businesses to compete effectively, participate fully, and expand within their markets.

3.15 The power imbalance between franchisors and franchisees has also been observed in other jurisdictions. For instance, the FTC's research into franchise agreements highlights concerns about this imbalance of power during franchise negotiations. Franchise agreements are typically presented as non-negotiable, "take-it-or-leave-it" contracts, which franchisees must accept to enter the market. This lack of bargaining power can lead to agreements that are heavily skewed in favour of the franchisor. Franchisees have reported feeling pressured to sign agreements quickly, without the opportunity to negotiate terms or seek adequate legal counsel.[16] Such practices create an environment where potential franchisees may not be fully informed of the risks involved, which can negatively affect their competitiveness upon entering the market.

3.16 The Commission has observed a rising number of mergers and acquisitions in well-established franchise sectors, where franchisees sell their businesses to franchisors or other well established national chains. Between 2017 and 2024, the Commission considered approximately 41 acquisitions of franchise businesses in the grocery retail; and food and beverages sectors. These mergers involved large national franchise brands. Notably, the Commission has also noted a significant increase in such franchise acquisitions post the Covid-19 pandemic. The annual average number of franchise merger and

[15] For example, see Commission Case No: 2025Jan0047 and 2025Apr0013.
[16] FTC. 2024. Issue Spotlight: Risks to Small Business Success in Franchising (12 July 2024). Available at: https://www.ftc.gov/system/files/ftc_gov/pdf/Franchise-Issue-Spotlight.pdf

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acquisition transactions in the two sectors increased from about 3 transactions per year during the 2017 to 2019, to around 10 transactions per year during the post-Covid period, from 2021 to 2023.

3.17 The pattern of concentration through acquisitions compounds concerns regarding the power exercised by franchisors, which may allow them to impede, distort or restrict competition in their markets, and increase barriers to entry, participation and expansion for SMEs and HDPs.

Finance and /or Funding Terms and Conditions

3.18 Franchising opportunities for HDPs may be limited because of franchise funding requirements imposed by either franchisors or credit financiers. For instance, the upfront capital contribution required directly from a prospective franchisee can hinder the entry and participation of HDP businesses, especially when this contribution represents a significant portion of the total value of the franchise business. Research indicates that, in some instances, this up-front capital equity is imposed as a requirement by the franchisors themselves and not by the credit financiers and is viewed by franchisors as a demonstration of commitment on the part of the franchisee.

3.19 In its guidelines to an aspiring franchise owner seeking franchise finance, one credit financer notes that *"most franchises will require you to invest at least 50% of the entire investment needed for the franchise by using your own unencumbered funds. The potential franchisee can then apply for finance for the remainder 50% of the investment."* The credit financer further explains that unencumbered funds refer to *"free cash that is not bonded or borrowed from anyone. This could include the proceeds of a pension payment, money in the bank, an investment available for drawing or cash from selling another asset".*[17] This position is also confirmed by FASA which states that the *"franchisee is required to have at least 50% of total investment in unencumbered and secured deposit to buy a Franchise".*[18] FASA further notes that *"many potential franchisees lack the capital required to invest in a franchise and … there is still a need for more robust financial support mechanisms from both private and*

[17] Capitec (2024) "How to apply for franchise finance. Follow these steps once you're ready to apply for franchise finance, and make sure you have the standard requirements ready" https://www.capitecbank.co.za/business/transact/franchising/how-to-apply-for-franchise-finance/

[18] Franchise funding, loan applications and franchisor compliance (2021): https://www.fasa.co.za/franchise-funding-loan-applications-and-franchisor-compliance/

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public sectors".[19]

3.20 The Commission notes that these onerous monetary requirements especially those imposed by franchisors, which are likely to have unintended (or intended) effect of excluding certain groups of persons from entry and participation in franchising, including skilled and talented entrepreneurs who may not have substantial financial resources. Such requirements appear to pose a significant barrier for HDPs and may contribute to the slow transformation observed above. There may be alternative and less exclusionary ways to assess a prospective franchisee's commitment, other than requiring them to personally finance 50% of the investment.

Franchise Agreements' Terms and Conditions and Practices

3.21 In recent years, numerous reports have highlighted significant challenges within the franchise system, largely stemming from relationship failures between franchisors and franchisees.[20] The Commission has also received complaints from franchisees alleging, among other issues, unfair trading terms and conditions.[21] In particular, franchisors appear to use the terms of franchise agreements, and /or other practices, to exert undue influence over franchisees' operations in ways that unjustifiably limit franchisees' ability to compete effectively and, in turn, to participate in and expand within their markets. Examples of such unfair terms and /or practices include but are not limited to:

3.21.1 Restrictive supply requirements and conditions imposed by franchisors that compel franchisees to purchase products and /or stock exclusively from preferred or approved suppliers, or the franchisor itself, even where cheaper substitutes exist.[22] These supply conditions restrict franchisee's ability to source competitively priced goods elsewhere, which can undermine their price competitiveness in the market and also reduce their

[19] See FASA: Why is franchising in South Africa a sustainable business model (2024): https://www.fasa.co.za/franchising-in-south-africa-a-sustainable-business-model/

[20] Dube, Mara and Ntimane. (2019). Perceptions of franchise stakeholders on trust in franchising relationships. Available at https://www.ajhtl.com/uploads/7/1/6/3/7163688/article_16_vol_9_1__2020_uj.pdf.

[21] Over and above complains filed with the Commission see: Financial Mail. 2024. *[Name of the Franchisor removed by the Commission] franchise fracas heads to court. Accessed at:* https://www.businesslive.co.za/fm/money-and-investing/2024-02-22-pick-n-pay-franchise-fracas-heads-to-court/; Daily Maverick. 2024. *Judge rules for embattled [Name of the Franchisor removed by the Commission] after franchisee says group crippled its business.* Accessed at: https://www.dailymaverick.co.za/article/2024-02-25-judge-rules-for-embattled-pick-n-pay-after-franchisee-says-group-crippled-its-business/

[22] IOL. 2022. Pick n Pay township business franchise 'a big fraud' – trader. Accessed at, https://www.iol.co.za/sundayindependent/news/pick-n-pay-township-business-franchise-a-big-fraud-trader-a00a8f78-4e04-4214-aaa6-c65411f92ac8

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profit margins, and ultimately threaten their sustainability and price competitiveness;

3.21.2 Franchisors failing to pass on supplier discounts and rebates to franchisees, despite franchisees contribution to securing these benefits.[23] This concerns franchisors receiving rebates and discounts from approved suppliers, which do appear to be passed on to franchisees. These rebates and discounts also create an incentive for franchisors to require franchisees to use approved suppliers even in instances where viable alternative suppliers exist;

3.21.3 Non-negotiable pricing, promotions, and other corporate strategies set by the franchisor that may not reflect the franchisee's local market conditions or operational goals.[24] This includes instances where franchisees are compelled to accept fixed pricing and promotional terms without regard to their financial position or local market dynamics. The Commission is aware of instances where franchisors require franchisees to sell products at or below cost prices.[25] There are also pricing discount models by the franchisors that prioritise sales volumes over profit margins, resulting in financial distress and debt accumulation for franchisees. Such conduct is likely to undermine the franchisees' ability to sustain their operations;[26] and

3.21.4 Burdensome and discriminatory franchise fee and royalty arrangements, with some franchisees reportedly exempt or charged reduced rates.[27] This relates to instances where franchisees are given unequal treatment as far as the payment of franchising fees is concerned in that there are franchisees that are not required to pay these fees or, at the very least, are charged lower fees. This unequal treatment of franchisees is likely to affect the competitiveness of franchisees that are required to pay [higher] franchising fees and this may distort competition. The situation may be worsened if the fees paid by these franchisees are excessively high, intensifying the competitive disadvantage.

[23] Complaint bundle, Mr Pilane Kwakwa complaint against PnP, p.5-11.

[24] Pick and Pay Retailers Proprietary Limited v Kemptongate Foodlane Proprietary Limited and Others (2024-012775) [2024] ZAGPJHC 208 (23 February 2024). See also Financial Mail. 2024. Pick n Pay franchise fracas heads to court. Accessed at: https://www.businesslive.co.za/fm/money-and-investing/2024-02-22-pick-n-pay-franchise-fracas-heads-to-court/; and Daily Maverick. 2024. Judge rules for embattled Pick n Pay after franchisee says group crippled its business. Accessed at: https://www.dailymaverick.co.za/article/2024-02-25-judge-rules-for-embattled-pick-n-pay-after-franchisee-says-group-crippled-its-business/ [Financial Mail. 2024. Pick n Pay franchise fracas heads to court. Accessed at: https://www.businesslive.co.za/fm/money-and-investing/2024-02-22-pick-n-pay-franchise-fracas-heads-to-court/]

[25] In one of the complaints filed with the Commission, a franchisee operating in a township alleges that they were forced by the franchisor to purchase excessive stock comprising largely of products on special promotions. This ultimately forced the franchisee to sell these products below cost thereby incurring substantial financial losses.

[26] See Commission Case No: 2025Jan0047. The name of the Complainant and Respondent removed.

[27] Complaint bundle, Mr Pilane Kwakwa complaint against PnP, p21.

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3.22 The Commission understands that some of the practices described above have allegedly caused financial distress and debt accumulation among franchisees. In certain instances, franchisees have allegedly been forced to down-size or shut down completely.[28] The exit of franchisees as a result of oppressive and unfair trading terms imposed by franchisors is likely to reduce competition within the franchise sector. This may also negatively affect transformation efforts by limiting the participation and growth of SME and HDP franchise businesses. Such practices have the potential to hinder these businesses from expanding within their markets.

Exploitation of Information Asymmetries

3.23 Some franchisors appear to project an overly optimistic or misleading view to attract prospective franchisees. Case studies illustrate that some franchisors exploit information asymmetry (stemming from their greater knowledge and control over financial resources and corporate strategies) to the detriment of franchisees who lack comparable insights. This practice can undermine the ability of the prospective franchisees to make informed decisions before committing to and may negatively affect their viability once operating the business.

3.24 Reported court judgments reveal how certain franchisors have exploited information asymmetries, arising from their superior knowledge of financial performance and corporate strategy to the detriment of less-informed franchisees.[29] Similarly, a complaint filed by an HDP franchisee against a franchisor presented business plans and projections that were allegedly grossly inaccurate and promising outcomes that were never realized. In other words, franchisors have provided misleading information that undermines the prospective franchisee's ability to make informed decisions. The Commission notes that in 2019, FASA reported that a common complaint from franchisees involved franchisors failing to disclose the true financial position of the franchise being sold or proceeding with sales without providing an up-to-date disclosure document, or any disclosure at all. [30]

3.25 This occurs despite franchisors legally required to provide prospective franchisees with a

[28] IOL. 2022. *Pick n Pay township business franchise 'a big fraud' – trader.* Accessed at, https://www.iol.co.za/sundayindependent/news/pick-n-pay-township-business-franchise-a-big-fraud-trader-a00a8f78-4e04-4214-aaa6-c65411f92ac8.
[29] Good Future Trading and Projects 264 CC v Scooters Pizza (Pty) Ltd (60085/2014) [2018] ZAGPPHC 631 (16 February 2018).
[30] The Franchise Association of South Africa. 2019. Franchise compliance lacking despite CPA protection. Available at Franchise compliance lacking despite CPA protection - Franchise Association South Africa.

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Franchise Disclosure Document ("FDD") in line with the Consumer Protection Act no 60 of 2008, before any agreements are signed.[31] Although the FDD is intended to ensure transparency and promote informed decision-making, prospective franchisees often struggle to fully understand the implications of their commitments.

3.26 The provision of misleading information and overstated projections is also likely to distort competition between franchisors in the sale of franchise business opportunities. Once a buyer commits to purchasing a franchise, they often become locked-in and may face substantial costs if they wish to switch to a different franchise. If franchisees are unfairly treated or misled about the financial health of the franchise they intend to acquire, they may struggle to compete effectively against their counterparts who benefit from such practices. Ensuring fair competition and equitable access to franchising opportunities is essential for fostering economic growth, reducing inequality, and supporting small business development.

4. SCOPE OF THE FRANCHISE MARKET INQUIRY

4.1 Consistent with section 43B of the Act, the Franchise Market Inquiry will examine whether there are any features that may impede, distort or restrict competition within the franchise sector. It will assess the current state of competition and whether any market features hinder or impede the entry, expansion and effective participation of SMEs and HDPs. The Franchise Market Inquiry will focus on three broad themes, namely: (I) finance, funding and terms and conditions, (ii) franchise agreements' terms and conditions and practices and (iii) exploitation of information asymmetries.

Finance, Funding and Terms and Conditions

4.2 To promote inclusiveness in franchise business ownership, the Franchise Market Inquiry will assess the requirements set by creditors and/or franchisors for SMEs and HDPs to access franchise finance. This investigation will include, but is not limited to, an assessment of the following:

4.2.1 Funding and finance qualification criteria for franchise finance and the impact on the entry and effective participation of SMEs and HDPs in franchise businesses;

4.2.2 The application processes for SMEs and HDP businesses, including the types of

[31] Regulation 3 of the Consumer Protection Act Regulations. Available at: https://thencc.org.za/cpa-regulations-2/#:~:text=3.,to%20meet%20the%20promised%20standards.

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information and documentation required when applying for franchise finance;

4.2.3 Terms and conditions applicable to SMEs and HDPs businesses that qualify for franchise finance. The assessment in this regard will consider the extent to which such terms and conditions may be inhibiting a more inclusive franchise sector, including the growth and expansion of HDP owned franchisees; and

4.2.4 The potential for introducing more innovative and alternative financing options in franchising to reduce the prospective owner's up-front capital contribution.

Franchise Agreements' Terms and Conditions and Practices

4.3 The Franchise Market Inquiry will assess how franchise agreements, and related practices, may influence the franchisor-franchisee relationship and their potential effects on the ability of SME and HDP franchise businesses to compete, participate, and expand their respective markets. This will include but is not limited to:

4.3.1 Examining the nature of the terms and conditions in franchising arrangements;

4.3.2 Assessing the impact of the terms and conditions on competition, including their effect on the participation and expansion of SMEs and HDPs;

4.3.3 Evaluating the extent to which the terms and conditions are standardised or vary between franchisees, and the justification for any differential treatment; and

4.3.4 Assess the rationale and justifications for the terms and conditions.

Exploitation of Information Asymmetries

4.4 The Franchise Market Inquiry will assess the extent to which franchisors may be distorting the true value of their franchise outlets and the potential impact on SME and HDP franchise business owners. The assessment will also include a determination of whether measures can be implemented to enhance transparency and support informed decision-making by franchisees.

Sectoral Focus: The Franchise Sectors

4.5 The Commission's concerns about SME and HDP participation and ownership patterns in the franchising extend across all sectors.

4.6 International experience demonstrates that franchising arrangements can raise competition

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concerns across a wide range of sectors:

4.6.1 Several European competition authorities have investigated complaints about restrictive terms in franchise agreements, particularly in the fast-food sector.[32]

4.6.2 The Japan Fair Trade Commission has examined similar concerns in the convenience store retail sector.[33]

4.6.3 In the United States, a 2024 *Spotlight Issue* report published by the Federal Trade Commission identified twelve commonly recurring restrictive practices among franchisors, spanning multiple sectors of the economy.[34]

4.6.4 The UK's Competition and Markets Authority and the Australian Competition and Consumer Commission both enforce regulatory frameworks that promote pro-competitive franchising practices across all industries.[35]

4.7 Accordingly, the Commission's mandate in section 43B(1)(a)(i) and (ii) of the Act supports a broad sectoral investigation of the franchise sector in South Africa. Based on current information, the Commission may focus the Franchise Market Inquiry on sectors that appear to have greater potential to influence market dynamics. Table 2 below lists the categories or areas that are likely to have a greater impact.

Table 2: Sectors of Focus For the Franchise Market Inquiry and Examples of Firms / Brands

Category	Examples
Fast Food	This refers to fast food restaurants chains. Examples include but are not limited to: Chicken Licken, KFC, Kauai, McDonalds South Africa, Barcelos Flamed Chicken, Roman's Pizza, Pizza Perfect.
Construction	This refers to construction and hardware stores. Examples include but are not limited to: Italtile Retail, CTM, Talisman Hire, Mica Investments.
Automotive	This refers to automotive stores offering parts and car service such as break-pads exchange, wheel bearing, wheels change. Examples include but are not limited to: Midas, Hi-Q Automotive, HJ Bosch & Sons Panel beaters, Midas, PG Glass, Battery Clinic, Super Quick.
Grocery	This refers to grocery stores. Examples include but are not limited to: Pick n Pay, Spar, Food Lovers Market, Shoprite Holdings (via OK Franchise division).

[32] *McDonald's faces competition complaint in Europe.* (BBC News). Available at: https://www.bbc.com/news/business-35289959; USA Today. 2017. *McDonald's accused of antitrust practices in France, Italy and Germany.* Available at: https://www.usatoday.com/story/money/2017/04/04/mcdonalds-accused-antitrust-practices-france-italy-and-germany/99995178/

[33] Lexology. 2023. *Spotlight: restrictive agreements and dominance in Japan.* Available at: Spotlight: restrictive agreements and dominance in Japan - Lexology

[34] *FTC Issues Spotlight: Risks to Small Business Success in Franchising.* Available at: https://www.ftc.gov/system/files/ftc_gov/pdf/Franchise-Issue-Spotlight.pdf

[35] *Vertical Agreements Block Exemption Order - CMA Guidance*. Available at: https://assets.publishing.service.gov.uk/media/62d57d7fe90e071e7b13109f/VABEO_Guidance.pdf and Franchising Code of Conduct. Available at: https://www.accc.gov.au/business/industry-codes/franchising-code-of-conduct.

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Fuel Stations	This refers to the grocery and fast-food stores located within the fuel station. Examples include but are not limited to: Astron Energy, Engen Petroleum, BP South Africa and Shell Retail. It is noted that these stations are regulated and a retail license from the Department of Mineral Resources and Energy is required.
Health and Beauty	This refers to health and beaty stores. Examples include but are not limited to: Legends Barbershop, Revive Herbal Health and Sorbet.

Source: Compiled by the Commission, categorisation and Firms or Brands largely based on FASA database of areas or sectors where its accredited members participate.[36]

5. MARKET INQUIRY TIMELINES AND PROCESS

5.1 The public is invited to submit comments on these draft Terms of Reference by **16h00 on 07 August 2026**. Written submissions can be sent to MolebohengM@compcom.co.za and KhomotsoM@compcom.co.za for attention of Ms. Moleboheng Mhlati or Ms. Khomotso Modjadji. All submissions will be reviewed, and a final Terms of Reference published by the Commission.

5.2 The Franchise Market Inquiry will commence 20 days after the publication of the final Terms of Reference, and the final report will be completed within 18 months as per the statutory requirements outlined earlier. Details on the administrative phases of the inquiry, along with Guidelines for Participation, will be made available on the Commission's website following the publication of the final Terms of Reference. At that time, members of the public and businesses will be invited to submit written representations and information to the inquiry.

[END]

[36] For instance see https://www.fasa.co.za/franchise-members/categories/retail-and-direct-marketing/ and https://www.fasa.co.za/franchise-members/

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DEPARTMENT OF TRADE, INDUSTRY AND COMPETITION

NO. 7630 26 June 2026

competitioncommission
south africa

SOUTH AFRICAN FRANCHISE MARKET INQUIRY

DRAFT TERMS OF REFERENCE

12 MAY 2026

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1. INITIATION OF AND LEGAL BASIS OF THE MARKET INQUIRY

1.1. The Competition Commission ("the Commission") will conduct a market inquiry into the Franchise Sector in South Africa ("the Franchise Market Inquiry"). The Franchise Market Inquiry is initiated in terms of section 43B(1)(a) of the Competition Act 89 of 1998, as amended ("the Act"), on the basis that the Commission has reason to believe that there are market features that may impede, distort or restrict competition in the South African Franchise Business Market.

1.2. In terms of section 43B(2) of the Act, read together with section 43B(4), the Commission must publish a notice in the Gazette announcing the establishment of a market inquiry. This notice must be published at least 20 business days prior to the commencement of the inquiry. The notice must set out the Terms of Reference ("ToR") for the inquiry and invite members of the public to provide information. At a minimum, the ToR must include a clear statement of the scope of the inquiry and the expected timeframe for completion. During this period, the public is invited to comment on the draft ToR and to make written submissions by **13 July 2026**.

1.3. While the ToR defines the initial scope of the market inquiry, it is not exhaustive and only sets out the parameters currently envisaged. Additional or related matters may arise during the course of the inquiry. Should the Commission consider it necessary to amend the ToR, whether by adding new matters or excluding those initially identified, such amendments will be made in accordance with section 43B(5) of the Act and will be formally published and communicated as required.

1.4. In accordance with section 43C of the Act, upon completion of the market inquiry, the Commission will publish a report of the inquiry in the Gazette and submit the final report to the Minister of Trade, Industry and Competition.

1.5. The information contained in these draft ToR is accurate to the best of our knowledge at the date of publication. Market conditions, ownership structures, control arrangements, and other material facts may change after publication. Participants are accordingly requested to promptly notify the Commission of any information relating to them that renders any part of the ToR inaccurate, incomplete, or outdated, including any changes in ownership, control,

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or other material circumstances relevant to the ToR.

2. BACKGROUND TO THE SOUTH AFRICAN FRANCHISE MARKET

2.1 A franchise is a business whereby the owner licenses its operations, along with its products, branding, and knowledge in exchange for a franchise fee. The franchisor is the business that grants licenses to franchisees. Franchising is a method of expanding a business and distributing goods and services through a licensing relationship between a franchisor and a franchisee.[1] In principle, this arrangement brings both parties together for their mutual economic benefit. Franchisors benefit by growing and expanding their business without the need to invest large capital amounts to open new stores whilst franchisees benefit through buying into an already well-established business model and brand.[2]

2.2 Franchisees are required to comply with a franchise agreement which sets out how the franchise must be operated and managed. Although, operating under the franchisor's brand name, the franchisee remains fully responsible for establishing the franchise outlet, bearing the associated risks and costs of opening and managing the business. Franchise businesses are found across almost all sectors in South Africa, including agriculture, mining, manufacturing and industrial services, office buildings, home services, fast food and restaurants, health, beauty and body culture, education and learning, retail and direct marketing services sectors.

2.3 There are more than 800 franchisor brands active in South Africa, with more than 3 500 franchisees and more than 30 000 franchise outlets across the country. Furthermore, South Africa has the second highest contribution of franchising to national output in the world and is the only emerging market in the top five.[3] According to Franchise Association of South Africa's ("FASA's") 2023 database and survey, the fast foods and quick service restaurants account for the largest share of the franchising business (19%). Other notable sectors include retail (17%), building, office, and home services (12%), automotive products and services (10%) and childcare education and training (7%).[4]

[1] International Franchise Association. (2018). What is A Franchise? at: https://www.franchise.org/what-is-a-franchise and Dube, Mara and Ntimane. (2019). Perceptions of franchise stakeholders on trust in franchising relationships. Available at https://www.ajhtl.com/uploads/7/1/6/3/7163688/article_16_vol_9_1__2020_uj.pdf.

[2] Brown. A. (2023). Evaluation of competition concerns regarding franchise agreements where franchisors determine prices for franchisees. Available at https://wiredspace.wits.ac.za/server/api/core/bitstreams/9481508e-286f-4403-88fa-b153feff9dc9/content

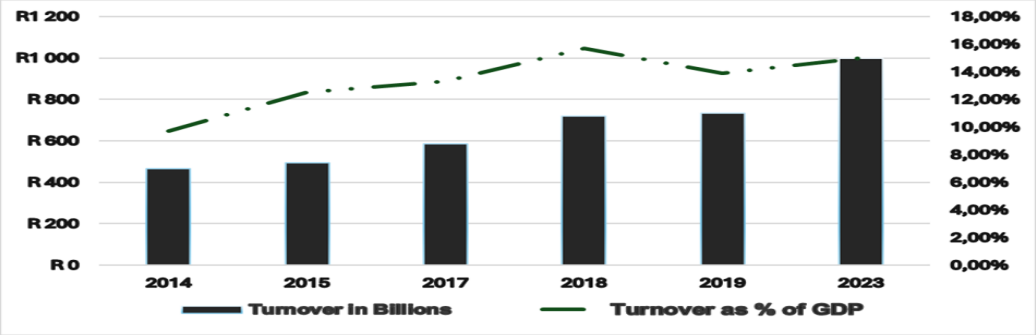
[3] Klinger. B. (2022). More (Inclusive) Entrepreneurship in South Africa: The Role of Franchising. Available at https://growthlab.hks.harvard.edu/files/growthlab/files/2022-06-cid-fellows-wp-137-south-africa-franchising.pdf

[4] The Franchise Association of South Africa's (2023) eighth independent franchise survey, sponsored by Absa.

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2.4 FASA estimates that in 2023, the franchise industry's turnover was approximately R999 billion, representing approximately 15% of South Africa's total GDP of R6 660 billion in 2022.[5] Figure 1 below depicts the estimated turnover generated by the franchise industry and its contribution to GDP overtime.

Figure 1: Estimated turnover generated by the franchise system and contribution to GDP overtime (2014 – 2023)



Source: Compiled by the Commission using several publications that are based on FASA surveys overtime

2.5 It is further estimated that the franchise industry employs about 500 000 people, accounting for approximately 5% of total employment in South Africa.[6] Franchise employment is particularly important as it offers both formal and low-skilled jobs, which have been challenging for other sectors of South African economy to generate.[7] Sanlam and FASA indicate that 85% of franchise concepts in South Africa are home-grown and have the export potential.[8]

3. RATIONALE FOR THE FRANCHISE MARKET INQUIRY

3.1 Sections 43B(1)(a)(i) and (ii) of the Act empower the Commission to initiate a market inquiry if it believes that certain features or combination of features in a market for any goods or

[5] See Franchise Association South Africa. (2023). Franchising, pg. 7 – 8. Available at https://issuu.com/sundaytimesza/docs/franchising_dec_2023?fr=xKAE9_zU1NQ and FASA: "Why is franchising in South Africa a sustainable business model". (2024).: https://www.fasa.co.za/franchising-in-south-africa-a-sustainable-business-model/

[6] Franchising Plus. (2023). A Comprehensive Overview of the South African Franchise Industry: Stability, Growth, and Future Prospects. Available at: Franchising Plus. Also see FASA (2025): "Can franchising in South Africa keep up with global growth". https://www.fasa.co.za/can-franchising-in-south-africa-keep-up-with-global-growth/

[7] Franchise Association South Africa & Sanlam (2018) Franchise Survey.

[8] Franchise Association South Africa & Sanlam. (2018) Franchise Survey

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services impede, distort or restrict competition within that market; or to fulfil the objectives of the Act. Key goals highlighted in section 2 of the Act include:

3.1.1 Ensuring that small and medium-sized enterprises have a fair chance to participate in the economy; and

3.1.2 Promoting a greater spread of ownership, especially by increasing the ownership levels of historically disadvantaged persons.[9]

3.2 Against this background, the purpose of the Franchise Market Inquiry is to assess whether there are any market features that (i) impede, distort, or restrict competition in the Franchise sector; (ii) hinder the entry, growth, and meaningful participation of Small and Medium Enterprises ("SMEs") in owning and operating franchise businesses; and (iii) negatively affect the increased ownership of franchise businesses by historically disadvantaged persons ("HDPs").

3.3 The following section sets out the basis on which the Commission believes there may be one or more features in the Franchise sector that impede, distort, or restrict competition and/or limit the equitable participation and ownership of SMEs and HDPs in franchising.

3.4 **Franchising is an Underutilised Pathway for SMEs and HDPs into the Formal Economy**

3.5 Franchising allows a franchisee to invest in a business with an established track record, a good reputation and many years of operation.[10] Although there are barriers faced by SMEs and HDPs in accessing finance for entry and effective participation in franchising (discussed below in detail), these barriers appear to be comparably lower than those encountered by other types of businesses established without the benefit of the franchise system or model. This is partly due to the credibility conferred by the vetting process before approving a potential franchisee as well as the support offered to the franchisee.[11]

3.6 Given the nature of the model in franchising, they are considered an important entry point for SMEs and HDPs. Due to the lower risks involved with establishing a franchise branch,

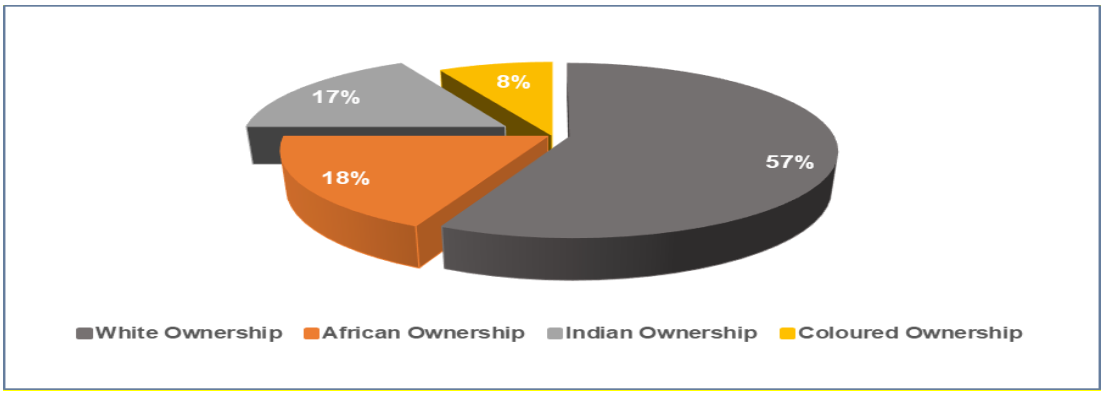
[9] Sections 2(1)(e) and (f) of the Act, respectively.
[10] Consumers are already familiar with the brand and various products offered under the brand name.
[11] Menzies, D. (2017). Types of funding available for franchisees. (Online) Available at: https://www.entrepreneurmag.co.za/advice/franchising/franchiseeadvice/

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from a financing perspective, banks and other financial institutions are more willing to provide funding to these types of businesses. In other words, the franchise business model plays a crucial role in facilitating the entry of SMEs and HDPs by enabling access to secure funding, which they generally struggle to obtain in other sectors. When considered from this point of view, franchising has the potential to contribute meaningfully to economic transformation by promoting inclusion and effective participation of HDPs and SMEs in the formal economy. Additionally, franchising can play an instrumental role in addressing the skewed ownership patterns present in the South Africa economy.

3.7 Despite the enormous potential that the South African franchising system has in terms of contributing to economic transformation and inclusion, the Commission has observed that the entry and participation of SMEs, especially HDP businesses, in franchising is still slow and at lower levels. By "lower levels," this refers to both the limited number of HDP-owned and SME-operated franchises compared to their representation in the broader economy, and the restricted scale or depth of their engagement within the franchising sector. This indicates that while some participation exists, it is not yet proportional or reflective of the broader demographic landscape, limiting the overall impact on economic inclusivity and transformation. Moreover, the franchise sector still reflects skewed racialised patterns of ownership. For instance, a survey by FASA shows that the ownership of franchise outlets in South Africa is by far dominated by white owned businesses. The results of this survey are depicted in Figure 2 below.

Figure 2: Franchisee Ownership Patterns by Race, in Terms of Franchised Outlets 2023



Source: The Franchise Association of South Africa's (2023) eighth independent franchise survey

3.8 As can be seen from figure 2, Africans account for only 18% of the ownership of franchise

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outlets. Indian ownership accounts for 17%, Coloured ownership accounts for 8% and White ownership sits at 57%.[12]

3.9 The imbalances in ownership patterns should be viewed and understood in the context of South African population demographics, which reveal a significant under-representation of HDPs in the ownership of franchise outlets.[13] The low level of participation by Africans in the ownership within the franchise sector attests the reality that it remains highly untransformed, despite the opportunities it offers to promote inclusivity and drive economic transformation.

3.10 It has also been observed that franchise ownership is largely concentrated among wealthy, educated professionals, who can leverage their savings and networks to meet the high capital requirements for acquiring franchise outlets, which in turn limits broader and more inclusive African participation in the sector and its contribution to inclusive ownership in the economy.[14] Consequently, the most disadvantaged groups in society, such as women and young aspiring entrepreneurs with skills but limited financial resources remain largely excluded from entry and meaningful participation in franchising.

3.11 The Commission considers it imperative to preserve and optimise the South African Franchising sector in a manner that facilitates the entry and effective participation of SMEs and HDPs in line with the Act's purpose and objectives.

3.12 **Market Features in the Franchise Businesses**

3.13 There appear to be market features in the Franchising sector that create barriers that hinder or impede the entry, effective participation and expansion of SMEs, in particular HDP owned businesses. These market features, as discussed below, may impede, distort or restrict

[12] Franchise Association South Africa. (2023) Franchising. Available at https://issuu.com/sundaytimesza/docs/franchising_dec_2023?fr=xKAE9_zU1NQ and The Franchise Association of South Africa's (2023) eighth independent franchise survey

[13] HDPs accounts for more than 90% of the population [Africans (81.7%), Coloured (8.5%) and Indian/Asian (2.6%)].

[14] Klinger. B. (2022). More (Inclusive) Entrepreneurship in South Africa: The Role of Franchising. Available at https://growthlab.hks.harvard.edu/files/growthlab/files/2022-06-cid-fellows-wp-137-south-africa-franchising.pdf

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competition.

Power of Franchisors and Concentration Levels

3.14 Several complaints filed with the Commission by franchisees point to a power imbalance between franchisors and franchisees, as well as the challenges franchisees face in negotiating equitable terms.[15] In this context, franchisees are typically subjected to restrictive and potentially exploitative practices by the franchisors, who exert significant control over their operations and supply chains. This creates power imbalances that favour franchisors, who appear to use this power to impose unfavourable terms in franchise agreements, or to engage in practices that structure the franchisor-franchisee relationship in ways that limit the ability of SME and HDP franchise businesses to compete effectively, participate fully, and expand within their markets.

3.15 The power imbalance between franchisors and franchisees has also been observed in other jurisdictions. For instance, the FTC's research into franchise agreements highlights concerns about this imbalance of power during franchise negotiations. Franchise agreements are typically presented as non-negotiable, "take-it-or-leave-it" contracts, which franchisees must accept to enter the market. This lack of bargaining power can lead to agreements that are heavily skewed in favour of the franchisor. Franchisees have reported feeling pressured to sign agreements quickly, without the opportunity to negotiate terms or seek adequate legal counsel.[16] Such practices create an environment where potential franchisees may not be fully informed of the risks involved, which can negatively affect their competitiveness upon entering the market.

3.16 The Commission has observed a rising number of mergers and acquisitions in well-established franchise sectors, where franchisees sell their businesses to franchisors or other well established national chains. Between 2017 and 2024, the Commission considered approximately 41 acquisitions of franchise businesses in the grocery retail; and food and beverages sectors. These mergers involved large national franchise brands. Notably, the Commission has also noted a significant increase in such franchise acquisitions post the Covid-19 pandemic. The annual average number of franchise merger and

[15] For example, see Commission Case No: 2025Jan0047 and 2025Apr0013.
[16] FTC. 2024. Issue Spotlight: Risks to Small Business Success in Franchising (12 July 2024). Available at: https://www.ftc.gov/system/files/ftc_gov/pdf/Franchise-Issue-Spotlight.pdf

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acquisition transactions in the two sectors increased from about 3 transactions per year during the 2017 to 2019, to around 10 transactions per year during the post-Covid period, from 2021 to 2023.

3.17 The pattern of concentration through acquisitions compounds concerns regarding the power exercised by franchisors, which may allow them to impede, distort or restrict competition in their markets, and increase barriers to entry, participation and expansion for SMEs and HDPs.

Finance and /or Funding Terms and Conditions

3.18 Franchising opportunities for HDPs may be limited because of franchise funding requirements imposed by either franchisors or credit financiers. For instance, the upfront capital contribution required directly from a prospective franchisee can hinder the entry and participation of HDP businesses, especially when this contribution represents a significant portion of the total value of the franchise business. Research indicates that, in some instances, this up-front capital equity is imposed as a requirement by the franchisors themselves and not by the credit financiers and is viewed by franchisors as a demonstration of commitment on the part of the franchisee.

3.19 In its guidelines to an aspiring franchise owner seeking franchise finance, one credit financer notes that *"most franchises will require you to invest at least 50% of the entire investment needed for the franchise by using your own unencumbered funds. The potential franchisee can then apply for finance for the remainder 50% of the investment."* The credit financer further explains that unencumbered funds refer to *"free cash that is not bonded or borrowed from anyone. This could include the proceeds of a pension payment, money in the bank, an investment available for drawing or cash from selling another asset".*[17] This position is also confirmed by FASA which states that the *"franchisee is required to have at least 50% of total investment in unencumbered and secured deposit to buy a Franchise".*[18] FASA further notes that *"many potential franchisees lack the capital required to invest in a franchise and … there is still a need for more robust financial support mechanisms from both private and*

[17] Capitec (2024) "How to apply for franchise finance. Follow these steps once you're ready to apply for franchise finance, and make sure you have the standard requirements ready" https://www.capitecbank.co.za/business/transact/franchising/how-to-apply-for-franchise-finance/

[18] Franchise funding, loan applications and franchisor compliance (2021): https://www.fasa.co.za/franchise-funding-loan-applications-and-franchisor-compliance/

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public sectors".[19]

3.20 The Commission notes that these onerous monetary requirements especially those imposed by franchisors, which are likely to have unintended (or intended) effect of excluding certain groups of persons from entry and participation in franchising, including skilled and talented entrepreneurs who may not have substantial financial resources. Such requirements appear to pose a significant barrier for HDPs and may contribute to the slow transformation observed above. There may be alternative and less exclusionary ways to assess a prospective franchisee's commitment, other than requiring them to personally finance 50% of the investment.

Franchise Agreements' Terms and Conditions and Practices

3.21 In recent years, numerous reports have highlighted significant challenges within the franchise system, largely stemming from relationship failures between franchisors and franchisees.[20] The Commission has also received complaints from franchisees alleging, among other issues, unfair trading terms and conditions.[21] In particular, franchisors appear to use the terms of franchise agreements, and /or other practices, to exert undue influence over franchisees' operations in ways that unjustifiably limit franchisees' ability to compete effectively and, in turn, to participate in and expand within their markets. Examples of such unfair terms and /or practices include but are not limited to:

3.21.1 Restrictive supply requirements and conditions imposed by franchisors that compel franchisees to purchase products and /or stock exclusively from preferred or approved suppliers, or the franchisor itself, even where cheaper substitutes exist.[22] These supply conditions restrict franchisee's ability to source competitively priced goods elsewhere, which can undermine their price competitiveness in the market and also reduce their

[19] See FASA: Why is franchising in South Africa a sustainable business model (2024): https://www.fasa.co.za/franchising-in-south-africa-a-sustainable-business-model/

[20] Dube, Mara and Ntimane. (2019). Perceptions of franchise stakeholders on trust in franchising relationships. Available at https://www.ajhtl.com/uploads/7/1/6/3/7163688/article_16_vol_9_1__2020_uj.pdf.

[21] Over and above complains filed with the Commission see: Financial Mail. 2024. *[Name of the Franchisor removed by the Commission] franchise fracas heads to court. Accessed at:* https://www.businesslive.co.za/fm/money-and-investing/2024-02-22-pick-n-pay-franchise-fracas-heads-to-court/; Daily Maverick. 2024. *Judge rules for embattled [Name of the Franchisor removed by the Commission] after franchisee says group crippled its business.* Accessed at: https://www.dailymaverick.co.za/article/2024-02-25-judge-rules-for-embattled-pick-n-pay-after-franchisee-says-group-crippled-its-business/

[22] IOL. 2022. Pick n Pay township business franchise 'a big fraud' – trader. Accessed at, https://www.iol.co.za/sundayindependent/news/pick-n-pay-township-business-franchise-a-big-fraud-trader-a00a8f78-4e04-4214-aaa6-c65411f92ac8

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profit margins, and ultimately threaten their sustainability and price competitiveness;

3.21.2 Franchisors failing to pass on supplier discounts and rebates to franchisees, despite franchisees contribution to securing these benefits.[23] This concerns franchisors receiving rebates and discounts from approved suppliers, which do appear to be passed on to franchisees. These rebates and discounts also create an incentive for franchisors to require franchisees to use approved suppliers even in instances where viable alternative suppliers exist;

3.21.3 Non-negotiable pricing, promotions, and other corporate strategies set by the franchisor that may not reflect the franchisee's local market conditions or operational goals.[24] This includes instances where franchisees are compelled to accept fixed pricing and promotional terms without regard to their financial position or local market dynamics. The Commission is aware of instances where franchisors require franchisees to sell products at or below cost prices.[25] There are also pricing discount models by the franchisors that prioritise sales volumes over profit margins, resulting in financial distress and debt accumulation for franchisees. Such conduct is likely to undermine the franchisees' ability to sustain their operations;[26] and

3.21.4 Burdensome and discriminatory franchise fee and royalty arrangements, with some franchisees reportedly exempt or charged reduced rates.[27] This relates to instances where franchisees are given unequal treatment as far as the payment of franchising fees is concerned in that there are franchisees that are not required to pay these fees or, at the very least, are charged lower fees. This unequal treatment of franchisees is likely to affect the competitiveness of franchisees that are required to pay [higher] franchising fees and this may distort competition. The situation may be worsened if the fees paid by these franchisees are excessively high, intensifying the competitive disadvantage.

[23] Complaint bundle, Mr Pilane Kwakwa complaint against PnP, p.5-11.

[24] Pick and Pay Retailers Proprietary Limited v Kemptongate Foodlane Proprietary Limited and Others (2024-012775) [2024] ZAGPJHC 208 (23 February 2024). See also Financial Mail. 2024. Pick n Pay franchise fracas heads to court. Accessed at: https://www.businesslive.co.za/fm/money-and-investing/2024-02-22-pick-n-pay-franchise-fracas-heads-to-court/; and Daily Maverick. 2024. Judge rules for embattled Pick n Pay after franchisee says group crippled its business. Accessed at: https://www.dailymaverick.co.za/article/2024-02-25-judge-rules-for-embattled-pick-n-pay-after-franchisee-says-group-crippled-its-business/ [Financial Mail. 2024. Pick n Pay franchise fracas heads to court. Accessed at: https://www.businesslive.co.za/fm/money-and-investing/2024-02-22-pick-n-pay-franchise-fracas-heads-to-court/]

[25] In one of the complaints filed with the Commission, a franchisee operating in a township alleges that they were forced by the franchisor to purchase excessive stock comprising largely of products on special promotions. This ultimately forced the franchisee to sell these products below cost thereby incurring substantial financial losses.

[26] See Commission Case No: 2025Jan0047. The name of the Complainant and Respondent removed.

[27] Complaint bundle, Mr Pilane Kwakwa complaint against PnP, p21.

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3.22 The Commission understands that some of the practices described above have allegedly caused financial distress and debt accumulation among franchisees. In certain instances, franchisees have allegedly been forced to down-size or shut down completely.[28] The exit of franchisees as a result of oppressive and unfair trading terms imposed by franchisors is likely to reduce competition within the franchise sector. This may also negatively affect transformation efforts by limiting the participation and growth of SME and HDP franchise businesses. Such practices have the potential to hinder these businesses from expanding within their markets.

Exploitation of Information Asymmetries

3.23 Some franchisors appear to project an overly optimistic or misleading view to attract prospective franchisees. Case studies illustrate that some franchisors exploit information asymmetry (stemming from their greater knowledge and control over financial resources and corporate strategies) to the detriment of franchisees who lack comparable insights. This practice can undermine the ability of the prospective franchisees to make informed decisions before committing to and may negatively affect their viability once operating the business.

3.24 Reported court judgments reveal how certain franchisors have exploited information asymmetries, arising from their superior knowledge of financial performance and corporate strategy to the detriment of less-informed franchisees.[29] Similarly, a complaint filed by an HDP franchisee against a franchisor presented business plans and projections that were allegedly grossly inaccurate and promising outcomes that were never realized. In other words, franchisors have provided misleading information that undermines the prospective franchisee's ability to make informed decisions. The Commission notes that in 2019, FASA reported that a common complaint from franchisees involved franchisors failing to disclose the true financial position of the franchise being sold or proceeding with sales without providing an up-to-date disclosure document, or any disclosure at all. [30]

3.25 This occurs despite franchisors legally required to provide prospective franchisees with a

[28] IOL. 2022. *Pick n Pay township business franchise 'a big fraud' – trader.* Accessed at, https://www.iol.co.za/sundayindependent/news/pick-n-pay-township-business-franchise-a-big-fraud-trader-a00a8f78-4e04-4214-aaa6-c65411f92ac8.
[29] Good Future Trading and Projects 264 CC v Scooters Pizza (Pty) Ltd (60085/2014) [2018] ZAGPPHC 631 (16 February 2018).
[30] The Franchise Association of South Africa. 2019. Franchise compliance lacking despite CPA protection. Available at Franchise compliance lacking despite CPA protection - Franchise Association South Africa.

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Franchise Disclosure Document ("FDD") in line with the Consumer Protection Act no 60 of 2008, before any agreements are signed.[31] Although the FDD is intended to ensure transparency and promote informed decision-making, prospective franchisees often struggle to fully understand the implications of their commitments.

3.26 The provision of misleading information and overstated projections is also likely to distort competition between franchisors in the sale of franchise business opportunities. Once a buyer commits to purchasing a franchise, they often become locked-in and may face substantial costs if they wish to switch to a different franchise. If franchisees are unfairly treated or misled about the financial health of the franchise they intend to acquire, they may struggle to compete effectively against their counterparts who benefit from such practices. Ensuring fair competition and equitable access to franchising opportunities is essential for fostering economic growth, reducing inequality, and supporting small business development.

4. SCOPE OF THE FRANCHISE MARKET INQUIRY

4.1 Consistent with section 43B of the Act, the Franchise Market Inquiry will examine whether there are any features that may impede, distort or restrict competition within the franchise sector. It will assess the current state of competition and whether any market features hinder or impede the entry, expansion and effective participation of SMEs and HDPs. The Franchise Market Inquiry will focus on three broad themes, namely: (I) finance, funding and terms and conditions, (ii) franchise agreements' terms and conditions and practices and (iii) exploitation of information asymmetries.

Finance, Funding and Terms and Conditions

4.2 To promote inclusiveness in franchise business ownership, the Franchise Market Inquiry will assess the requirements set by creditors and/or franchisors for SMEs and HDPs to access franchise finance. This investigation will include, but is not limited to, an assessment of the following:

4.2.1 Funding and finance qualification criteria for franchise finance and the impact on the entry and effective participation of SMEs and HDPs in franchise businesses;

4.2.2 The application processes for SMEs and HDP businesses, including the types of

[31] Regulation 3 of the Consumer Protection Act Regulations. Available at: https://thencc.org.za/cpa-regulations-2/#:~:text=3.,to%20meet%20the%20promised%20standards.

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information and documentation required when applying for franchise finance;

4.2.3 Terms and conditions applicable to SMEs and HDPs businesses that qualify for franchise finance. The assessment in this regard will consider the extent to which such terms and conditions may be inhibiting a more inclusive franchise sector, including the growth and expansion of HDP owned franchisees; and

4.2.4 The potential for introducing more innovative and alternative financing options in franchising to reduce the prospective owner's up-front capital contribution.

Franchise Agreements' Terms and Conditions and Practices

4.3 The Franchise Market Inquiry will assess how franchise agreements, and related practices, may influence the franchisor-franchisee relationship and their potential effects on the ability of SME and HDP franchise businesses to compete, participate, and expand their respective markets. This will include but is not limited to:

4.3.1 Examining the nature of the terms and conditions in franchising arrangements;

4.3.2 Assessing the impact of the terms and conditions on competition, including their effect on the participation and expansion of SMEs and HDPs;

4.3.3 Evaluating the extent to which the terms and conditions are standardised or vary between franchisees, and the justification for any differential treatment; and

4.3.4 Assess the rationale and justifications for the terms and conditions.

Exploitation of Information Asymmetries

4.4 The Franchise Market Inquiry will assess the extent to which franchisors may be distorting the true value of their franchise outlets and the potential impact on SME and HDP franchise business owners. The assessment will also include a determination of whether measures can be implemented to enhance transparency and support informed decision-making by franchisees.

Sectoral Focus: The Franchise Sectors

4.5 The Commission's concerns about SME and HDP participation and ownership patterns in the franchising extend across all sectors.

4.6 International experience demonstrates that franchising arrangements can raise competition

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concerns across a wide range of sectors:

4.6.1 Several European competition authorities have investigated complaints about restrictive terms in franchise agreements, particularly in the fast-food sector.[32]

4.6.2 The Japan Fair Trade Commission has examined similar concerns in the convenience store retail sector.[33]

4.6.3 In the United States, a 2024 *Spotlight Issue* report published by the Federal Trade Commission identified twelve commonly recurring restrictive practices among franchisors, spanning multiple sectors of the economy.[34]

4.6.4 The UK's Competition and Markets Authority and the Australian Competition and Consumer Commission both enforce regulatory frameworks that promote pro-competitive franchising practices across all industries.[35]

4.7 Accordingly, the Commission's mandate in section 43B(1)(a)(i) and (ii) of the Act supports a broad sectoral investigation of the franchise sector in South Africa. Based on current information, the Commission may focus the Franchise Market Inquiry on sectors that appear to have greater potential to influence market dynamics. Table 2 below lists the categories or areas that are likely to have a greater impact.

Table 2: Sectors of Focus For the Franchise Market Inquiry and Examples of Firms / Brands

Category	Examples
Fast Food	This refers to fast food restaurants chains. Examples include but are not limited to: Chicken Licken, KFC, Kauai, McDonalds South Africa, Barcelos Flamed Chicken, Roman's Pizza, Pizza Perfect.
Construction	This refers to construction and hardware stores. Examples include but are not limited to: Italtile Retail, CTM, Talisman Hire, Mica Investments.
Automotive	This refers to automotive stores offering parts and car service such as break-pads exchange, wheel bearing, wheels change. Examples include but are not limited to: Midas, Hi-Q Automotive, HJ Bosch & Sons Panel beaters, Midas, PG Glass, Battery Clinic, Super Quick.
Grocery	This refers to grocery stores. Examples include but are not limited to: Pick n Pay, Spar, Food Lovers Market, Shoprite Holdings (via OK Franchise division).

[32] *McDonald's faces competition complaint in Europe.* (BBC News). Available at: https://www.bbc.com/news/business-35289959; USA Today. 2017. *McDonald's accused of antitrust practices in France, Italy and Germany.* Available at: https://www.usatoday.com/story/money/2017/04/04/mcdonalds-accused-antitrust-practices-france-italy-and-germany/99995178/

[33] Lexology. 2023. *Spotlight: restrictive agreements and dominance in Japan.* Available at: Spotlight: restrictive agreements and dominance in Japan - Lexology

[34] *FTC Issues Spotlight: Risks to Small Business Success in Franchising.* Available at: https://www.ftc.gov/system/files/ftc_gov/pdf/Franchise-Issue-Spotlight.pdf

[35] *Vertical Agreements Block Exemption Order - CMA Guidance*. Available at: https://assets.publishing.service.gov.uk/media/62d57d7fe90e071e7b13109f/VABEO_Guidance.pdf and Franchising Code of Conduct. Available at: https://www.accc.gov.au/business/industry-codes/franchising-code-of-conduct.

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Fuel Stations	This refers to the grocery and fast-food stores located within the fuel station. Examples include but are not limited to: Astron Energy, Engen Petroleum, BP South Africa and Shell Retail. It is noted that these stations are regulated and a retail license from the Department of Mineral Resources and Energy is required.
Health and Beauty	This refers to health and beaty stores. Examples include but are not limited to: Legends Barbershop, Revive Herbal Health and Sorbet.

Source: Compiled by the Commission, categorisation and Firms or Brands largely based on FASA database of areas or sectors where its accredited members participate.[36]

5. MARKET INQUIRY TIMELINES AND PROCESS

5.1 The public is invited to submit comments on these draft Terms of Reference by **16h00 on 13 July 2026**. Written submissions can be sent to ccsa@compcom.co.za for attention of Ms. Moleboheng Mhlati. All submissions will be reviewed, and a final Terms of Reference published by the Commission.

5.2 The Franchise Market Inquiry will commence 20 days after the publication of the final Terms of Reference, and the final report will be completed within 18 months as per the statutory requirements outlined earlier. Details on the administrative phases of the inquiry, along with Guidelines for Participation, will be made available on the Commission's website following the publication of the final Terms of Reference. At that time, members of the public and businesses will be invited to submit written representations and information to the inquiry.

[END]

[36] For instance see https://www.fasa.co.za/franchise-members/categories/retail-and-direct-marketing/ and https://www.fasa.co.za/franchise-members/

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DEPARTMENT OF TRADE, INDUSTRY AND COMPETITION

NO. 7631 **26 June 2026**

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RAIL SAFETY ON THE RIGHT TRACK

RSR 00-2-3-1: 2026
Edition 2.0

REGULATOR STANDARD

Railway Safety Management

Part 2-3-1: Technical requirements for systemic engineering and operational standards – Rolling stock: Wheels, axles and bearings

RSR 00-2-3-1:2026
Edition 2.0

REGULATOR STANDARD
Railway Safety Management

Part 2-3-1: Technical requirements for systemic engineering and operational standards – Rolling stock: Wheels, axles and bearings

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RSR 00-2-3-1:2026

REGULATOR STANDARD

Railway Safety Management

Part 2-3-1: Technical requirements for systemic engineering and operational standards – Rolling stock: Wheels, axles and bearings

NOTE: It is essential that this standards document is read together with the South African National Standards, SANS 3000-1, SANS 3000-2-1 and SANS 3000-2-3.

Table of changes

Edition and version number	Date	Scope
1.0	2016.08.17	First published edition
2.0	2026.?.?	Review of the Standard in accordance with Railway Safety Act, 2024

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Foreword

This Regulator Standard was developed and approved in accordance with the Railway Safety Act,2024 (Act No. 30 of 2024).

This document extends and augments the *SANS 3000* series of standards pertaining to railway safety that are published by the South African Bureau of Standards on behalf of the Railway Safety Regulator and in particular:

SANS 3000-1:2016 – Part 1: General,

SANS 3000-2-1:2017 – Part 2-1: Requirements for systemic engineering and operational safety standards - Electrical distribution and overhead traction systems and,

SANS 3000-2-3:2017 – Part 2-3: Requirements for systemic engineering and operational safety standards - Rolling Stock.

This document should be read in conjunction with those standards.

The *SANS 3000* series of standards presently consist of the following parts, under the general title of *Railway Safety Management*:

SANS 3000-1:2016 – Part 1: General.

SANS 3000-2-1:2017 – Part 2-1: Requirements for systemic engineering and operational

safety standards - Electrical distribution and overhead traction systems

SANS 3000-2-2:2016 – Part 2-2: Requirements for systemic engineering and operational

standards: Track and civil infrastructure.

SANS 3000-2-2-1:2012 – Part 2-2-1: Technical requirements for engineering and operational standards – Track, civil and electrical infrastructure – Level crossings.

SANS 3000-2-3:2017 – Part 2-3: Requirements for systemic engineering and operational

safety standards - Rolling Stock

SANS 3000-2-4:2013 – Part 2-4: Technical requirements for engineering and operational

standards – Train authorization and control, and telecommunications.

SANS 3000-2-5:2013 – Part 2-5: Technical requirements for engineering and operational

standards – Operational principles for safe movement on rail.

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SANS 3000-2-6:2013 – Part 2-6: Technical requirements for engineering and operational standards – Interoperability, and interface and intraface management.

SANS 3000-4:2011 – Part 4: Human Factors Management.

The standard on the Transportation of Dangerous Goods by Rail is the following:

SANS 10405:2014 - Transport of Dangerous Goods by rail.

The *RSR 00* series of standards presently consists of the following parts, under the general title of *Railway Safety Management:*

RSR 00-2-3-1:2016 – Part 2-3-1: Requirements for systemic engineering and operational safety standards – Rolling stock – Wheels, axles and bearings (this standard)

RSR 00-2-7:2016 – Part 2-7: Requirements for systemic engineering and operational safety standards – Railway Stations.

RSR 00-3:2016 – Part 3: Occurrence Management.

RSR 00-4-1:2016 – Part 4-1: Human factors management – Fatigue management.

RSR 02-5-1:2023: Verbal Safety-Critical Communication

RSR 00-2-6-1:2024: Interface Agreement

Where reference is made to a specific published date, version or edition of a document, then that version of the document shall apply. Where reference is made to a document without specifying a date, version or edition, then it should be assumed that the latest published version shall apply.

Reference is made in this document in clause 6.1.1.4 to the "relevant national railway safety regulator", in South Africa this shall mean the Railway Safety Regulator as in accordance with the *Railway Safety Act,2024 (Act No. 30 of 2024)*

Reference is made in this document in clauses 1.3 and 13.1(d) to the "relevant national legislation", in South Africa this shall mean the *Railway Safety Act,2024 (Act No.30 of 2024)*.

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1 Scope

1.1 This standard provides the generic technical requirements for rolling stock wheels, axles and bearings through all the life-cycle phases of these components. It includes requirements for transportation and storage of these components.

1.2 This standard applies to railway operators as defined in the relevant national legislation (see foreword) and also to all interested and affected parties.

1.3 This standard provides the mandatory limits for rolling stock wheelsets and bearings over the total life-cycle of those components as defined in Annex G of SANS 3000-1.

1.4 This standard further prescribes the mandatory operations to be carried out for which the specific values (and criteria) are to be defined in the operator's maintenance plan.

1.5 This standard is also applicable to wheelsets fitted with brake discs, final drives, transmissions and noise-damping systems as appropriate.

1.6 This standard is applicable to all rolling stock (RS) which is developed as a new product and to all existing rolling stock which is modified where such modification results in:

a) a change in functionality of any system, subsystem or component of the RS;
b) a change in the performance characteristics of the RS; or
c) the introduction of new technology of any nature and for whatever reason at system, subsystem or component level.

1.7 This standard includes wrought and cast carbon-steel wheels for locomotives, coaches and wagons of all classes.

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2 Normative references

2.1 South African normative references

2.1.1 The following referenced documents are indispensable for the application of this standard. For dated references, the latest edition of the referenced document (including any amendments) applies:

SANS 3000-1: Part 1: General.

SANS 3000-2-1: Part 2-1: Requirements for systemic engineering and operational safety standards - Electrical distribution and overhead traction systems.

SANS 3000-2-2: Part 2-2: Requirements for systemic engineering and operational standards: Track and civil infrastructure.

SANS 3000-2-3: Part 2-3: Requirements for systemic engineering and operational safety standards - Rolling Stock.

SANS 3000-2-6:2013 – Part 2-6: Technical requirements for engineering and operational standards – Interoperability, and interface and intraface management.

SANS 3000-4:2011 – Part 4: Human Factors Management.

2.1.2 Information on current, valid South African National Standards (SANS) can be obtained from the SABS Standards Division. Website: *https://www.sabs.co.za/*.

2.1.3 Information on current, valid Regulator Standards can be obtained from the Railway Safety Regulator of South Africa. Website: *http://rsr.org.za/*.

2.2 International normative references

2.2.1 The following referenced documents are indispensable for the application of this standard. For dated references, the latest edition of the referenced document (including any amendments) applies:

AAR M101, M107 and M208: *Wheels and Axles, Section G*.

BS 5750-1, EN 29001, and ISO 9001: Quality systems: Specification for design/development, production, installation and servicing.

BS 5892 series: Railway rolling stock materials.

EN 12080: Railway applications: Axleboxes. Rolling bearings.

EN 12081: Railway applications: Axleboxes – Lubricating greases.

EN 12082: Railway applications: Axleboxes – Performance testing.

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EN 12663 series: Railway applications: Structural requirements of railway vehicle bodies.

EN 13103: Railway applications: Wheelsets and bogies. Non-powered axles – Design method.

EN 13104: Railway applications: Wheelsets and bogies. Powered axles – Design method.

EN 13260: Railway applications: Wheelsets and bogies. Wheelsets – Product requirements.

EN 13261: Railway applications: Wheelsets and bogies. Axles – Product requirements.

EN 13262: Railway applications: Wheelsets and bogies Wheels – Product requirements.

EN 13715: Railway applications: Wheelsets and bogies. Wheels – Tread profile.

EN 13979-1: Railway applications: Wheelsets and bogies. Monobloc wheels – Technical approval procedure, forged and rolled wheels.

IEC 61133: Railway applications: Rolling stock – Testing of rolling stock on completion of construction and before entry into service.

ISO 1005 series: Railway rolling stock material.

RSSB GM/RT 2100: Requirements for rail vehicle structures.

RSSB GM/RT 2453: Registration, identification and data to be displayed on rail vehicles (wheelset data).

RSSB GM/RT 2141: Resistance of railway vehicles to derailment and roll-over (derailment criteria).

RSSB GM/RT 2466: Railway wheelsets.

2.2.2 Information on current, valid AAR standards can be obtained from the Association of American Railroads. Website: *https://www.aarpublications.com/.*

2.2.3 Information on current, valid British Standards (BS) can be obtained from the British Standards Institution. Website: *http://shop.bsigroup.com/.*

2.2.4 Information on current, valid European Standards (EN and BS EN) can be obtained from the British Standards Institution. Website: *http://shop.bsigroup.com/.*

2.2.5 Information on current, valid IEC standards can be obtained from the International Electrotechnical Commission. Website: *http://www.iec.ch/.*

2.2.6 Information on current, valid ISO standards can be obtained from the International Organization for Standardization. Website: *http://www.iso.org/iso/home/standards.htm.*

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2.2.7 Information on current, valid Railway Group Standards (RSSB RT/RM) can be obtained from the Rail Safety and Standards Board of the United Kingdom. Website: *http://www.rssb.co.uk/.*

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3 Definitions and abbreviations

3.1 Definitions

3.1.1 For the purposes of this document, the definitions given in the Railway Safety Act,2024, SANS 3000-1, SANS 3000-2-1, SANS 3000-2-2, SANS 3000-2-3, and SANS 3000-4 shall apply.

3.2 Abbreviations

3.2.1 For the purposes of this document, the abbreviations provided in the Railway Safety Act,2024, national standards SANS 3000-1, SANS 3000-4 and the following shall apply.

NOTE: In the case of duplicated or differing abbreviations, the abbreviations provided here shall prevail for the purposes of this standard.

AAR	Association of American Railroads
ASTME	American Society for Testing of Materials
ASNT	American Society for Non-destructive Testing
BS	British Standard
CAR	Corrective action request
CIE	Chief Inspector of Explosives
DMU	Diesel multiple-unit
EMI	Electromagnetic interference
EMU	Electric multiple-unit
EN	European Standard (norm)
FEA	Finite element analysis
GSR	Government Security Regulator
HL	Hazard log
IEC	International Electrotechnical Commission
MCA	Mission-critical activity
MPI	Magnetic-particle inspection
MTBF	Mean time between failures
MTTR	Mean time to repair
NCR	Non-compliance record
NDT	Non-destructive testing
OEM	Original equipment manufacturer
OHTE	Overhead traction equipment

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RA	Risk assessment
RAMS	Reliability, availability, maintainability and safety
RS	Rolling stock
RSSB	Railway Safety and Standards Board, United Kingdom
SMS	Safety management system
TFEA	Thermal finite element analysis
TSI	Technical specification for interoperability
UAT	User acceptance testing
UIC	International Union of Railways
URS	User requirement specification
UT	Ultrasonic testing

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4 Exclusions

4.1 The requirements to be met by components other than wheels, axles, and bearings (brake discs, final drive transmissions, noise damping systems, etc.) shall be defined in a separate document.

4.2 Rolling stock (RS) types that run on a rail network with a rail gauge of less than 600 mm are excluded from the requirements of this standard.

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5 Common essential requirements

5.1 General

5.1.1 Rolling stock (RS) wheels, axles and bearings shall be designed and manufactured to minimise or eliminate faults which could cause failures.

5.1.2 Rolling stock (RS) wheels, axles and bearings shall be designed and manufactured to ensure that the consequences arising from any failure will be minimized by adhering to the following principles:

a) the operating parameters shall be determined in accordance with SANS 3000-1 and SANS 3000-2-3;
b) the structural integrity of wheelsets and wheelset components shall be maintained over the useful life of those components, and the risks of in-service failures shall be mitigated; and
c) the integrity of wheelsets and wheelset components shall not be compromised under normal and abnormal operations.

5.2 Wheels, axles and bearings – common design requirements

5.2.1 Processes and procedures shall be established, developed or adopted, implemented and maintained to ensure that the selection and design of wheels, axles and bearings include the following items, where relevant:

5.2.1.1 A unique type and serial number which is visible to the unaided eye when conducting a visual examination of the components without the assistance of any lifting or drop-pit equipment shall be stamped into the material of each wheel and axle.

5.2.2 The material specified shall comply with the standard selected and utilised for the design and shall be appropriate for the proposed application of the rolling stock (RS) with the minimum requirements as specified in AAR M101, M208 or BS EN 12663-1, EN 12663-2 or equivalent standards.

5.2.3 The fatigue design-life for wheels, axles and bearings shall be at least equal to the design-life of the RS or a predetermined maintenance interval, whereafter the wheel, axle or bearing shall be considered to be life-expired and unsafe for further use.

5.2.4 Wheelsets shall be designed using actual or predicted service-loads so that the fatigue-life is not infinite.

5.2.5 Wheelsets shall be designed to withstand all the foreseeable input forces under which the vehicle is to remain fully operational.

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5.2.6 Wheelsets shall be designed to be capable of being manufactured and maintained in accordance with this standard.

5.2.7 Wheels, axles and bearings shall comply with the requirements of SANS 3000-2-3 for running-gear, including the following:

a) axle load – the specified axle load shall comply to the network the RS is operating upon and with the design-standard being applied;
b) composition – the material composition of wheels shall be such that under normal operating conditions, wheel fracture due to excessive heat under full load conditions will not result in other failures; and
c) wheel profile – standards and procedures shall be established, developed or adopted, implemented and maintained to ensure that the selection and design of wheels, axles and bearings include the following items, where relevant:
    1) differential wheel diameters for wheels on the same axle;
    2) differential wheel diameters between wheels on the same bogie;
    3) differential wheel diameters between wheels on other axles of the same vehicle; and
    4) compliance to the requirements of the network that the RS will operate upon.

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6 Concept

6.1 Rolling-stock wheels, axles and bearings – type-specific requirements

6.1.1 Standards

6.1.1.1 The design of RS wheels, axles and bearings shall adhere to standards which are applicable to:
a) the network upon which they will operate; and
b) the standards stipulated within the statutory requirements.

6.1.1.2 Where appropriate standards are not available, reference shall be made to applicable AAR, EN, RSSB or equivalent standards for guidance.

6.1.1.3 Details of wheel and axle surface-coating and corrosion protection systems shall be documented in the wheelset design and drawings.

6.1.1.4 Where the standards utilised are not in accordance with clauses 6.1.1.1, 6.1.1.2 and 6.1.1.3 above then the standards utilised shall be subjected to a thorough risk assessment (RA). The standards, specifications and the RA shall be submitted to the relevant national railway safety regulator (see Foreword) for review.

6.1.2 Essential requirements

6.1.2.1 Standards and procedures shall be established, developed or adopted, implemented and maintained to ensure that all wheel, axle and bearing types:
a) comply with the track infrastructure requirements of the network the RS is intended to operate upon in accordance with SANS 3000-2-2; and
b) have a unique identification and a serial number which are linked to manufacturer, manufacturing plant and batch.

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7 Design

7.1 Wheel design

7.1.1 Wheel design methodology

7.1.1.1 To achieve consistency within a chosen methodology and industry practice where British standards (BS), Railway Group standards (RSSB), European standards (EN), Association of American Railroads standards (AAR) or other equivalent standards are adopted to comply with this national standard, the relevant full suite of the adopted standards shall be applied.

NOTE 1: Except where otherwise defined within this document, it is not permissible to use selected standards elements only, nor to mix between the standards regimes for the design, manufacture and maintenance of railway wheelsets.

NOTE 2: Wheels fitted with tyres cannot be permitted for passenger coaches in service.

7.1.1.2 Wheels shall be designed using actual, or predictions, of service loads so that the fatigue life is not finite. The design shall withstand all the foreseeable inputs under which the vehicle is to remain fully operational.

7.1.1.3 All new designs of wheels shall be validated using methods appropriate to the application to demonstrate that the design satisfies the requirements of the adopted suite of standards and complies with the requirements set out in this document.

7.1.1.4 Interchangeability requirements and tolerances for tread and flange contours shall be in accordance with the minimum specifications in current AAR, EN or equivalent standards.

7.1.1.5 A detailed stress finite element analysis (FEA) of the proposed wheel designs shall be done in accordance with the guidelines and requirements as laid down in the current UIC 510-5 O or equivalent standard to enable the prediction of in-service performance of the wheels.

7.1.1.6 A thermal finite element analysis (TFEA) shall be done to calculate the effect of thermal heating on the wheel design and material due to the use of tread brakes when fitted with composite brake blocks.

7.1.1.7 Alternative design methods may be used for integral steel wheels only. However, such alternative proposals shall be subject to review by a competent authority.

7.1.2 Flange design

7.1.2.1 The following shall be specified for the flange design:

a) the range of the nominal flange angle of a new tread profile design; and
b) the radius between the flange tip and the flange back-blend, when new.

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7.1.3 Flange and toe radius

7.1.3.1 The flange toe radius, when new, shall not be less than 10 mm.

7.1.4 Tread profiles

7.1.4.1 The wheel tread profile for new wheelset designs shall be selected from those listed in the adopted AAR, EN or equivalent standards. The tread profile shall be chosen to suit the vehicle and suspension design, taking into account its effect on the wheel to rail interface, vehicle dynamics and wheel or rail wear and maintenance.

7.1.5 Monobloc wheel material

7.1.5.1 The wheel material shall be selected from grades of steel as specified in the relevant standard adopted for particular applications.

7.2 Axle design

7.2.1 Axle designs shall take into account the mass, traction and braking conditions of the RS. The designs shall comply with the requirements specified in BS EN 13104, AAR or other equivalent standards.

7.2.2 Axle designs shall comply with the requirements specified in BS EN 13104, AAR or other equivalent standards.

7.2.3 Axle designs shall specify the non-destructive testing (NDT) requirements for both manufacturing and all future life-cycle phases.

7.3 Bearing design

7.3.1 Bearing designs shall comply with the requirements specified in appropriate EN, AAR or equivalent standards and with recommended practices for roller bearing manufacturing.

7.3.2 The design-life of a bearing shall be determined using a proven method in accordance with the relevant standards adopted.

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8 Execution (manufacturing)

8.1 Wheel manufacture

8.1.1 The qualification as a manufacturer of wheels shall be in accordance with the adopted AAR, GM/RT2466, EN or equivalent standards.

8.1.2 All materials shall be sampled to demonstrate that the material from which the component is manufactured is homogeneous and free from macro-segregation that is likely to have a detrimental effect on wheel performance. The metallurgical content shall be consistent with material grade. Any failure to satisfy the requirements of the specified tests shall result in the complete batch of wheel components being rejected.

8.1.3 Wheels shall either be wrought-steel or cast-steel and manufactured in accordance with one of the following or equivalent standards:

a) for wrought-steel – AAR specification M 107, BS-5892-3 or equivalent EN standard; or
b) for cast-steel – AAR specification M 208, BS5892-3 or equivalent EN standard.

8.1.4 Processes and procedures shall be established, implemented and maintained to ensure that the removal of defects from manufacturing processes on the web and wheel surface does not affect the mechanical properties of the wheel.

8.1.5 Deposition of material, including welding, that could conceal defects shall not be permitted. If any concealment of defects is found to be present, the entire batch submitted for inspection shall be rejected.

8.1.6 Wheels shall be machined accurately to the dimensions and tolerances in the relevant drawings or specifications contained in AAR M-107/M-208, EN 13103, EN 13104, BS 5892, ISO 1005-8 or equivalent standards.

NOTE 1: It is important when machining wheel tread and flange profiles that the surface finish be maintained within acceptable limits.

NOTE 2: This is to ensure that surfaces which can normally contact the rail or check-rail are smooth, free of machine chatter marks, surface waviness or grooving which could contribute to a wheel flange-climb type of derailment.

8.1.7 The following identification markings shall be cast, stamped or engraved on each wheel in a visible and accessible location as specified by the designer or purchaser:

a) the manufacturer's mark;
b) a unique serial number;
c) date of manufacture; and
d) wheel type or class.

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8.1.8 After inspection and prior to storage or despatch the finished, machined wheels shall be provided with protection against corrosion. The corrosion protection agent shall be specified and agreed between the operator or purchaser and the manufacturer.

8.1.9 The manufacturer and the operator shall, between them, establish safety criteria for the possible acceptance of wheels that may exhibit some corrosion.

8.1.10 The manufacturer shall provide a certificate of conformance to the applicable standards which shall certify that the batch of wheels was manufactured and tested in accordance with the requirements of the applicable specifications and standards.

8.1.11 The manufacturer shall provide a report of all relevant test results together with the test certificate. This report shall identify and provide a trace to the wheels' cast and heat treatment batch.

8.2 Axle manufacture

8.2.1 The qualification as a manufacturer of axles shall be in accordance with the adopted AAR, GM/RT2466, EN or equivalent standards.

8.2.2 Axles shall be manufactured in accordance with BS 5892, AAR M101 EN or equivalent standards.

8.2.3 Axles shall be made directly either from an ingot or from blooms. The total reduction from an ingot or a strand-cast bloom to forging or rolling shall not be less than 3 to 1 unless otherwise specified.

NOTE: The process for manufacturing strand-cast blooms shall be designed to ensure freedom from centre porosity and undue segregation.

8.2.4 Each new axle shall be branded with a unique serial number allocated from the manufacturer's own series of numbers. An axle shall not be given the serial number of:

a) an axle that it replaces; or
b) a previously scrapped axle.

8.2.5 Manufacturers shall maintain the following records which shall be provided upon request by the operator:

a) the procedural specification for each validated ultrasonic testing (UT) process;
b) a posted, controlled copy of each UT specification in each UT equipment area; and
c) all individual axle test results including individual heat, axle serial number, and date of inspection shall be retained for a minimum period of 10 years from date of manufacture.

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8.2.6 An inspector representing the operator or purchaser shall have free entry at all times to all parts of the manufacturer's works that concern the manufacture of the material or components ordered while the work on the contract of the operator or purchaser is being performed.

8.2.7 The manufacturer shall afford the inspector all reasonable facilities and necessary assistance to satisfy the inspector that the material is being furnished in accordance with the operator’s or purchaser’s specifications and all relevant standards. Tests and inspections for acceptance shall be made at the place of manufacture.

8.2.8 The inspector shall examine each axle in each “heat” for workmanship, defects and conformity to the dimensions given on the purchaser’s order, specifications or drawing. If, in this inspection defects are found that the manufacturer can remedy without impacting on the safety and longevity of the component, with the agreement of the operator or purchaser, the manufacturer may correct such defects.

8.2.9 The manufacturer shall not remedy any defects unless it is specifically permitted to do so by the applicable standards and that this is acceptable to the operator or purchaser.

8.2.10 Upon request of the operator or purchaser, a manufacturer's certification that the component or material was manufactured and tested in accordance with the applicable specification and standards, together with a report of the test results shall be provided.

8.2.11 The manufacturer shall provide a certificate of conformance to the applicable standards which shall certify that the batch of axles was manufactured and tested in accordance with the requirements of the applicable specifications and standards.

8.2.12 The manufacturer shall provide a report of all relevant test results together with the test certificate. This report shall identify and provide a trace to the axles’ cast and heat treatment batch.

8.3 Bearing manufacture

8.3.1 Steel manufacture

8.3.1.1 The process of steel manufacturing in mass production shall be such that the metallurgical characteristics are the same as those of the roller-bearings submitted for the approval procedure.

NOTE: The choice of manufacturing procedures is left to the discretion of the supplier using the applicable standards.

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8.3.2 Heat-treatment

8.3.2.1 The heat-treatment processes for roller-bearing components shall be such that the hardness values are specified for surface hardness and depth of case-hardened steel. The heat treatment processes shall be such that all the roller-bearings produced in a production batch are treated uniformly.

8.3.2.2 The bearings shall be heat-treated to retain dimensional stability and material properties for operating temperatures up to a value as specified in the applicable standard.

8.3.3 Traceability

8.3.3.1 The manufacturer shall set up and maintain a system of identification and traceability of finished products (see section 4) which allows the detection of the following elements based on an identification marking:

a) material origin including the chemical analysis of every “heat” and steel manufacturing batch;
b) heat treatments;
c) inspection of boundary dimensions as well as inspection of soundness; and
d) batch number.

8.3.3.1.1 The manufacturer shall make this identification information available to the operator or purchaser on request.

8.3.4 Certification

8.3.4.1 The manufacturer shall provide a certificate of conformance to the applicable standard of the operator or purchaser. The certificate shall certify that the batch of bearings was manufactured and tested in accordance with the requirements of the applicable standard.

8.3.4.2 A report of all test results shall be accompanied by the test certificate.

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9 Inspections

9.1 Wheel inspections

9.1.1 Quality

9.1.1.1 A quality inspection of each wheel shall be made in accordance with the requirements specified in BS 5892-3, AAR M107, AAR M208, EN 13262, UIC or equivalent standards.

9.1.1.2 The inspection of wheels shall be undertaken in at least one of the following ways:

a) by the operator, purchaser or a competent nominated representative who shall be enabled to inspect the product and witness any of the tests;
b) by the operator or purchaser delegating the responsibility for the inspection to the manufacturer; or
c) by the application of an approved quality assurance system such as specified in BS 5750 or equivalent standard.

9.1.2 Rejection criteria

9.1.2.1 Unless otherwise specified, one test wheel per batch shall be selected by the operator’s or purchaser’s accredited quality assurance inspector for inspection and testing by the manufacturer, the operator or the purchaser.

9.1.2.2 If the test wheel fails inspection or testing or it is established that the test wheel has been specifically conditioned so that it no longer represents the other wheels in its batch, that entire batch of wheels shall be rejected.

9.1.2.3 For fatigue testing, BS 13979-1:2011 EN 13262 or equivalent standards shall be used.

9.2 Axle inspection

9.2.1 Inspection

9.2.1.1 As specified in the AAR M101, EN 13261 or equivalent standards, the inspector representing the operator or purchaser shall have free entry to all parts of the manufacturer's works that concern the manufacture of the material or components ordered at all times while the work on the contract of the operator is being performed.

9.2.1.2 The operator or purchaser shall be permitted to carry out tests to determine the acceptance or rejection of the material or components in operator's or purchaser’s own laboratory or elsewhere.

9.2.1.3 The inspector shall examine each axle in each “heat” for workmanship, defects, and conformity to the dimensions given in the applicable standard.

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9.2.1.4 The manufacturer shall not remedy any defects unless it is specifically permitted to do so by the applicable standards and is acceptable to the operator or purchaser.

9.2.2 Rejection

9.2.2.1 Any axle that fails to meet the requirements of the operator or purchaser's specifications or the applicable standards shall be rejected.

9.2.2.2 Any axle that shows manufacturing or material defects subsequent to its original inspection and acceptance at the manufacturer's works or elsewhere shall be rejected and the manufacturer shall be notified whereupon the whole batch shall be rejected.

9.2.2.3 Any axle that suffers or shows damage that renders the axle unserviceable subsequent to its original inspection and acceptance at the manufacturer's works or elsewhere shall be withdrawn and removed from service.

9.3 Bearing inspection

9.3.1 Inspection

9.3.1.1 The bearing manufacturer or refurbisher shall conduct inspections of the bearings in accordance with the applicable standards and specifications for bearing manufacture or refurbishment as the case may be.

9.3.2 Rejection

9.3.2.1 Any bearing that suffers or shows damage subsequent to its original inspection and acceptance at the manufacturer's works or elsewhere shall be withdrawn and removed from service.

9.3.2.2 Any bearing that fails to meet the requirements of the operator's specifications or the applicable standards shall be rejected.

9.3.2.3 Any bearing that shows manufacturing or material defects subsequent to its original inspection and acceptance at the manufacturer's works or elsewhere shall be rejected. The manufacturer shall be notified and the whole batch shall be rejected.

9.3.3 Certification

9.3.3.1 The manufacturer shall provide a certificate of conformance to the applicable standards and specifications. The certificate shall certify that the bearing was manufactured or refurbished and tested in accordance with the requirements of the applicable standards and specifications.

9.3.3.2 A report of all test results shall accompany the test certificate.

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10 Operations

10.1 Assembly of wheelsets

10.1.1 Wheelsets shall be assembled in accordance with the requirements of the respective standard, BS EN 13260 or BS 5892 Part 6, *AAR Manual of Standards and Recommended Practices Section G – Part II* or equivalent standards.

10.1.2 Wheelsets shall be measured and inspected in accordance with the applicable standards.

10.1.3 Wheels and other components that are secured to the axle by interference fit shall be designed:

a) to remain secure for the entire expected service life, and
b) to be run over the full operational temperature range, including thermal effects caused by the environment and in-service operation.

10.2 New and used components

10.2.1 If a wheelset is assembled with used components or a combination of new and used components, that wheelset shall comply with the original design specifications and permitted tolerances.

10.3 Wheelset testing

10.3.1 The wheelset shall be tested to comply with the requirements of the applicable standards including for electrical continuity.

NOTE: The wheelset electrical resistance should be measured to ensure that the wheelset is capable of transmitting both the small electrical current produced by track circuits and the larger traction return currents.

10.4 Unique identification of wheelsets

10.4.1 Each wheelset shall be fitted with locking plates that comply with the AAR Manual, Section G upon which the axle's serial number shall be inscribed.

10.5 Handling and care of wheelsets

10.5.1 Wheelsets which are not in service and wheelset components prior to their assembly, shall be protected, stored, handled and transported in a manner which is not detrimental to the wheelset's life. Guidance is set out in the RSSB document, GM/GN2498: *Guidance on Railway Wheelset Handling*.

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10.5.2 Records to ensure traceability

10.5.3 Records shall be maintained so that each wheelset can be identified against a wheelset manufacturer, a casting batch and year of manufacture. These records shall include the cast batch numbers, manufacturers' codes and the years of both component manufacture and wheelset assembly.

10.5.4 The railway operator shall require the wheelset manufacturer to create and retain records of tests and assembly details.

10.5.5 Defects identified on wheelsets and associated equipment that may introduce a risk to safe railway operations shall be reported to the manufacturer and supplier.

NOTE: In the event of identification of a manufacturing defect, the provision of traceability mechanisms will allow all other wheelsets that may be similarly affected to be identified and assessed.

10.5.6 Information to be recorded

10.5.6.1 For all wheelset assemblies, the following information shall be recorded:

a) the date of the wheelset's assembly;
b) the wheelset's unique identification number;
c) the axle and wheelset diameter, measured at 90 degree intervals around the circumference, and in two planes on the wheelset;
d) the wheel bore diameter, measured at 90 degree intervals around the circumference, and in two planes of the wheel bore;
e) the press-on tonnage achieved for each wheel pressed-on and, where applicable, force displacement diagrams;
f) the wheelset back-to-back dimension, measured at three points equidistant around the outer wheel circumference, 40 mm below the outer circumference of the wheel flange;
g) individual wheel and axle identification;
h) if press-fitted, the lubricant type used;
i) if shrink-fitted, the wheel test load;
j) the variation in wheel diameters; and
k) relevant bearing information.

10.6 Wheelset dimensions and tolerances

10.6.1 The operator shall specify wheelset dimensions and tolerances. These dimensions shall include back-to-back and wheel profiles. The dimensions and tolerances shall be indicated clearly on the operator's and manufacturer's wheelset drawings.

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11 Monitoring and maintenance requirements

11.1 Maintenance plan

11.1.1 The operator shall establish, develop or adopt, implement and maintain a maintenance plan that shall incorporate all specifications, procedures and processes for the monitoring, examination, inspection, testing and when necessary, the replacement of wheelsets.

11.1.2 The maintenance plan shall be applied at an adequate frequency to ensure that all wheelsets are at all times in compliance with applicable specifications and operating conditions.

11.1.3 The maintenance plan shall cover both in-service and out-of-service wheelsets and shall specify:

a) the inspections and measurements required to ensure compliance with the operator's applicable specifications and standards;
b) the mandatory actions to ensure compliance with the applicable specifications and standards; and
c) the required maintenance intervals and inspection cycles. The type of vehicles, axle-loads, routes covered, speeds, transportation of corrosive commodities shall as a minimum be taken into account in determining and specifying the inspection intervals.

11.2 Compliance to limits of wear and defects

11.2.1 The operator shall, as part of its safety management system, define in its maintenance plan the processes and procedures to be used to ensure that wheelsets are maintained to within specified limits.

11.2.2 Dimensional limits and tolerances for wheelsets shall be specified to ensure that safety limits for both wear and defects are not breached in the period between examinations whilst in in-service operation.

11.2.3 The safety limits shall be defined in a wheelset database and form part of the relevant maintenance plan.

11.2.4 The following minimum geometric requirements for new, re-profiled and in-service wheelsets shall be specified and tabulated for each type of vehicle:

a) minimum wheel diameter;
b) minimum rim thickness;
c) maximum wheel wear;
d) tolerance between diameters of wheels on the same axle;
e) tolerances between diameters of wheels on the same bogie;

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f) tolerances between wheelsets in the same wagon, coach or locomotive;
g) minimum flange thickness;
h) back to back dimensions;
i) flange and tread profiles;
j) wheel tread surface damage;
k) wheel surface defects limits;
l) marks on axles;
m) bearing floats and clearances; and
n) bearing grease.

NOTE: All gauges and measuring equipment used shall be regularly checked and calibrated.

11.3 Assessment of tread condition

11.3.1 The tread profiles shall remain within the specified limits for the appropriate profile. This shall be ensured through regular inspection and measurements as defined in the maintenance plan.

11.3.2 The tread profile and wheel dimensions after re-profiling shall be defined on the basis of:
a) the results of vehicle acceptance testing (for example: stability verification, etc.); and
b) the service experience.

11.3.3 The wear limits and the minimum re-profiling diameters shall be specified. Appropriate gauges shall be used when determining acceptability of the profile.

11.3.4 Wheel profiles shall be rectified before the profile limits are infringed.

11.4 Corrosion protection

11.4.1 The maintenance plan shall incorporate the requirement for the examination of wheelsets to ensure that the integrity and quality of the corrosion protection where used is intact.

11.4.2 Procedures detailing the actions necessary to rectify damaged corrosion protection on a wheelset shall be documented.

11.4.3 Wheelsets that come into contact with materials that can contaminate or cause corrosion of the wheelsets shall be subject to NDT inspection at an increased frequency to ensure that defective or corroded wheelsets are detected and withdrawn from service.

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11.4.4 The NDT regime shall be maintained even after a change of use to a less corrosive cargo until wheelsets are overhauled, stripped of the protective coating and subjected to magnetic particle inspection (MPI) or similar NDT technique.

11.5 Old wheelsets

11.5.1 Wheelsets or wheelset components that are over 40 years old shall be permitted only to continue in use subject to their continuing to meet the required tests and examinations. The maintenance plan should ensure that those wheelsets or wheelset components are:

a) subjected to NDT at a frequency twice as often as that of similar wheelset or wheelset components that are less than 40 years old;
b) that such wheelset or wheelset components are identified with an “X” stamped in front of the manufacturing or assembling contractor’s code; and
c) that the wheelset database is updated to recognise the increased frequency of NDT.

11.6 Replacement wheelsets

11.6.1 Replacement wheelsets shall be:

a) within the tolerance limits specified for the particular wagon, coach or locomotive;
b) be compatible with the other wheelsets on the vehicle; and
c) satisfy the requirements of any subsystems fitted to the vehicle.

11.6.2 Replacement wheelsets shall have valid NDT certification.

11.6.3 The NDT certificate validity period for replacement wheelsets shall be compatible with the other wheelsets on the vehicle to avoid premature withdrawal from service for NDT inspection.

11.6.4 Wheelset records shall be updated before a wheelset is despatched for overhaul.

11.7 Non-destructive testing

11.7.1 NDT inspection

11.7.1.1 The NDT periodicity shall be specific to the vehicle type, wheelset type and its duty.

11.7.1.2 The NDT testing of axles shall be in accordance with the wheelset maintenance plan.

11.7.1.3 Records of NDT inspections shall be captured and archived in a proper documented system for the life of the axle, wheel or wheelset as applicable.

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11.7.2 NDT periodicity

11.7.2.1 The wheelset NDT periodicity shall be recorded in the maintenance plan and the wheelset database.

11.7.2.2 The NDT periodicity may be either time or distance-based but if time-based shall not be greater than eight years.

11.7.3 Changes in NDT periodicity

11.7.3.1 Before the NDT periodicity is lengthened, a documented technical review shall be undertaken to ensure that the risk of such a change has been addressed. Such NDT periodicity amendments shall be incorporated into the maintenance plan and wheelset database.

11.7.3.2 The technical review shall consider factors that affect the fatigue life, including the following:

a) loadings;
b) duty cycle;
c) axle material properties;
d) wheel material properties;
e) suspension designs;
f) NDT inspection period;
g) fracture propagation prediction;
h) defect size; and
i) probability of detection (NDT method used and flaw-detection capabilities).

11.7.4 Examination

11.7.4.1 Wheelsets shall be examined whenever a vehicle is presented for:

a) wheelset maintenance, as set out in the vehicle maintenance plan;
b) general vehicle condition examination; and
c) a vehicle repair that affects either the wheelsets, bogies or suspensions.

11.7.4.2 Additionally, wheelsets shall be examined whenever required by the following:

a) receipt of an incident report, for example: rough-riding, striking an object, unusual noise, wheel-flats, derailment;
b) report of a wheel load impact detector exceedance;
c) activation of a hot-box detector;
d) detection of seized brakes or heat discolouration;
e) detection of a seized or damaged bearing;
f) bearing grease leakage or loss,
g) water ingress into a wheel bearing;
h) after vehicle shipment or transhipment; or

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i) when the vehicle has been stationary for a period of time longer than as defined in the maintenance plan.

NOTE: It is permissible for the scope of an examination to be either vehicle or wheelset specific (or both).

11.7.5 General examination requirements

11.7.5.1 The wheelset shall be examined for integrity including the following:

a) corrosion anywhere on the axle, wheel (other than the tread) or wheel centre;
b) damage anywhere on the axle, wheel or wheel-centre. This could be in the form of scoring, burrs, raised edges, sharp indentations, impact marks or fretting;
c) tread damage and flats;
d) any signs of overheating anywhere on the wheelset;
e) cracks in the axle, wheel or wheel centre. Thermal cracking and rolling contact fatigue cracks in the centre of the tread surface should not exceed the limits stated in the appropriate maintenance specification; and
f) any sign of movement at interference-fit interfaces;

11.7.5.2 Where there is reason to suspect that dimensions are at variance with requirements, a check shall be made to ensure that all relevant dimensions are within limits:

a) back-to-back dimension, measured at axle height and at three equispaced locations around the wheelset;
b) wheel tread diameters;
c) wheel profiles; and
d) wheel tread diameter difference between wheelsets.

11.7.6 Axle examination

11.7.6.1 The axles shall be examined for at least the following:

a) Flame-cutting damage, weld-spatter or electric-arc damage;
b) integrity of the axle's surface coating; and
c) damage to axle end threaded holes when the holes are exposed for reasons other than the visual inspections.

11.7.7 Tread examination

11.7.7.1 Where the visual inspection of the tread profile suggests that it is worn or damaged, the following shall be done:

a) examine for, and measure, tread damage, flats and cavities;
b) measure or gauge and record the tyre and rim thickness;
c) measure or gauge and record the flange thickness and flange height;
d) measure or gauge and record the flange toe radius and examine for sharp flange features;

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e) measure or gauge and record the flange angle or flange angle dimension (European system of measurement); and
f) examine the profile for grooving, false flange, flange step, hollow wear, etc. to ensure they are within allowable limits.

11.7.8 Wheelset defects

11.7.8.1 Procedures, processes and instructions shall be established, developed, adopted, implemented and maintained for corrective action to be taken to address wheelset defects.

11.7.8.2 The corrective actions for the identified defects shall comply with the mandatory requirements specified in the adopted suite of applicable standards; for example, EN 15313 or other equivalent standards.

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12 Modification

12.1 Processes and procedures for modification

12.1.1 The processes and procedures for the modification of wheelsets and associated components shall include the following:

a) subjecting the proposed modification to the life-cycle phases of concept, design, manufacturing, testing, monitoring and maintenance;
b) the effects of the proposed modification on safety of interested and affected parties including the public, passengers, employees, contractors or service providers over all life-cycle phases; and
c) the communication of changes, modifications and transitional arrangements to all interested and affected parties during the life cycle phases.

12.1.2 Factors to be considered shall include:

a) process management in accordance with SANS 3000-1;
b) procedures for configuration management in accordance with SANS 3000-1 and ISO 10007/SANS 10007;
c) requirement for systemic engineering and operational safety standards – rolling stock SANS 3000-2-3;
d) existing performance or requirements for increased functionality or performance (or both);
e) safety performance;
f) defects and railway occurrence history;
g) availability of resources and components and appropriately calibrated and certified test, repair and measurement equipment; and
h) recommendations or findings (or both) arising from railway occurrence investigations, audits and inspections.

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13 Decommissioning and disposal

13.1 Processes and procedures shall be established, developed or adopted, implemented and maintained for the decommissioning or disposal of wheelsets and associated components and the means of preventing inappropriate usage thereof. The following shall be included:

a) the identification of persons authorized to decommission, and where relevant remove and dispose of such decommissioned wheelsets and associated components;
b) appropriate marking of decommissioned wheelsets and associated components for identification purposes, to avoid operational and technical confusion during decommissioning and to prevent inappropriate re-use;
c) ensuring safe operations during decommissioning and where applicable, the disassembly and disposal of wheelsets and associated components;
d) minimization of environmental health and safety risks associated with the decommissioned wheelsets and associated components. Refer to relevant national legislation (see *Foreword*);
e) update the database of wheelsets and associated components; and
f) where the wheelsets and associated components are decommissioned with the intention for future use (mothballed), appropriate steps should be taken to protect these assets from deterioration, theft or malicious damage.

End of document.

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DEPARTMENT OF TRADE, INDUSTRY AND COMPETITION

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RAILWAY SAFETY REGULATOR
RAIL SAFETY ON THE RIGHT TRACK

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Edition 2.0

REGULATOR STANDARD

Railway Safety Management

Part 2-7: Technical requirements for systemic engineering and operational standards – Railway stations

RSR 00-2-7:2026
Edition 2.0

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Railway Safety Management

Part 2-7: Technical requirements for systemic engineering and operational standards – Railway stations

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Regulator Standards are updated by amendment or revision. Users of Regulator Standards should ensure that they possess and are using the latest amendments or editions.

This Regulator Standard was developed in accordance with Railway Safety Act, 2024 (Act No. 30 of 2024)

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Edition 2.0

REGULATOR STANDARD
Railway Safety Management

Part 2-7: Technical requirements for systemic engineering and operational standards – Railway stations

NOTE: It is essential that this standards document is read together with the South African National Standards, SANS 3000-1 and SANS 3000-4.

Table of changes

Edition and version number	Date	Scope
1.0	2016.03.17	First published edition
2.0	2026.05.15	Review of this standard in accordance with the Railway Safety Act,2024 (Act No. 30 of 2024)

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Foreword

This Regulator Standard was developed and approved in accordance with the Railway Safety Act,2024 (Act No. 30 of 2024).

This document was approved for publication in xxxx 2026.

This document supersedes RSR 00-2-7:2016 (edition 1).

This document extends and augments the “SANS 3000” series of standards pertaining to railway safety management that are published by the South African Bureau of Standards on behalf of the Railway Safety Regulator and in particular SANS 3000 series of standards.

This document also extends and augments the “RSR 00” series of standards pertaining to railway safety management that are published by the Railway Safety Regulator This document should be read in conjunction with those various standards.

The SANS 3000 series of standards presently consist of the following parts, under the general title of *Railway Safety Management*:

SANS 3000-1: Railway Safety Management: General

SANS 3000-2-1: Requirements for systemic engineering and operational safety standards - Electrical distribution and overhead traction systems

SANS 3000-2-2: Requirements for systemic engineering and operational safety standards - Track and associated civil infrastructure and installations

SANS 3000-2-2-1- Requirements for systemic engineering and operational safety standards- Track and associated civil infrastructure and installations- Level Crossing

SANS 3000-2-3: Requirements for systemic engineering and operational safety standards – Rolling Stock

SANS 3000-2-4: Technical requirements for engineering and operational standards - Train Authorization and control, and telecommunication

SANS 3000-2-5: Technical requirements for engineering and operational standards - Operational principles for safe movement on rail

SANS 3000-2-6: Technical requirements for engineering and operational standards – Interface & Intraface management, and interoperability

SANS 3000-4: Human Factors Management

SANS 10405: Transport of dangerous goods by rail – operational and design requirements and emergency preparedness

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The RSR 00 series of standards presently consists of the following parts, under the general title of *Railway Safety Management:*

"RSR 00-2-3-1: Requirements for systemic engineering and operational safety standards–

Rolling stock – Wheels, axles and bearings,

RSR 003: Occurrence Management,

RSR 00-2-7: Railway Stations (this standard)

RSR 004 -1: Fatigue Management,

"RSR 00-2-5-1: Railway Operations –Verbal Safety-Critical Communication,

RSR 00-2-6-1: Interface Agreements,

Where reference is made to a specific published date, version or edition of a document, then that version of the document shall apply. Where reference is made to a document without specifying a date, version or edition, then it should be assumed that the latest published version shall apply.

Where reference is made in clauses 4.1.3 and 5.1(b) in this document to the “relevant railway safety legislation”, in South Africa this shall mean the “Railway Safety Regulator” in accordance with the *Railway Safety Act,2024 (*Act No. 30 of 2024).and its applicable regulations.

Where reference is made in clauses 1.2,1.3, 3.2.1, 7.1(e), 7.2.33, 7.3.1, 7.3.9, 7.3.11, 7.3.27, 7.3.29, 7.4.10, 7.5.3, 7.5.17, 7.5.19, 7.5.20(f), 7.5.21(i), 7.5.22, 7.5.23, 7.5.24(b), 7.6.1, 7.6.3(a), 7.6.4, 7.6.7, 7.6.10, 7.6.11, 7.5.12, 7.6.12(b), 7.7.12, 7.7.27, 8.2, 8.3(b)(7), 8.3(b)(8), 9.1.2, and 13.1(f) in this document to the “relevant national legislation”, in South Africa this shall mean the Railway Safety Act,2024 (Act No. 30 of 2024), the *Occupational Health and Safety Act* (Act No. 85 of 1993), the *National Building Regulations and Building Standards Act* (Act No.103 of 1977), the *National Environmental Management Act* (Act 107 of 1998) including their respective amendments, regulations and schedules and National Strategic Framework on Universal Design and Access, 2021

Where reference is made in clauses 7.3.11 in this document to the “relevant national legislation”, Equity Act and Promotion of equality and prevention of unfair discrimination Act.

Annexes A and B form an integral part of this document.

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1 Scope

1.1 This standard describes the minimum requirements to be met by railway station operators, and where relevant, by network and train operators and other affected parties to accomplish the required levels of safety and performance for those station operations throughout their life cycle.

1.2 This standard applies to operators as defined in the the relevant national legislation (see *Foreword*).

1.3 This standard amplifies the necessary requirements for the relevant operator's Safety Management Systems (SMS) in compliance with the relevant national legislation (see *Foreword*) and to meet the requirements of SANS 3000-1 and related standards including RSR guidance documents for the various types of safety permit.

1.4 This standard shall be read in conjunction with other applicable national and railway safety standards and regulations (see *Foreword*).

2 Normative references

2.1 The following referenced documents are indispensable for the application of this document. For undated references, the latest edition of the referenced document (including any amendments) shall apply. Information on currently valid national and international standards can be obtained from the SABS Standards Division. Information on currently valid regulator standards can be obtained from the Railway Safety Regulator.

SANS 3000-1: Railway Safety Management: General

SANS 3000-2-1: Requirements for systemic engineering and operational safety standards - Electrical distribution and overhead traction systems:2017

SANS 3000-2-2: Requirements for systemic engineering and operational safety standards - Track and associated civil infrastructure and installations:2016

SANS 3000-2-2-1- Requirements for systemic engineering and operational safety standards- Track and associated civil infrastructure and installations- Level Crossing: 2021

SANS 3000-2-3: Requirements for systemic engineering and operational safety standards – Rolling Stock:2017

SANS 3000-2-4: Technical requirements for engineering and operational standards - Train Authorization and control, and telecommunication: 2013

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SANS 3000-2-5: Technical requirements for engineering and operational standards - Operational principles for safe movement on rail: 2013

SANS 3000-2-6: Technical requirements for engineering and operational standards – Interface & Intraface management, and interoperability: 2013

SANS 3000-4: Human Factors Management: 2011

SANS 10405: Transport of dangerous goods by rail – operational and design requirements and emergency preparedness:2014

SANS 10400: *The application of the National Building Regulations*

SANS 10007/ISO 10007: *Quality management systems – Guidelines for configuration management*.

SANS 10142-1: The wiring of premises — Part 1: Low-voltage installations

SABS 10142: Electrical Installations: Low voltage electrical installations

2.2 The RSR 00 series of standards presently consists of the following parts, under the general title of Railway Safety Management:

RSR 003: Occurrence Management,

RSR 004 -1: Fatigue Management,

RSR 00-2-5-1: Railway Operations –Verbal Safety-Critical Communication,

RSR 00-2-6-1: Interface Agreements,

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3 Definitions and abbreviations

3.1 Definitions

3.1.1 For the purposes of this document, the definitions given in SANS 3000-1 and the following definitions and abbreviations shall apply:

NOTE: In the case of duplicated or differing definitions, the definitions provided in this standard shall prevail.

Approval
written consent by a regulatory body to proceed with a requested activity, without in any way diminishing the applicant's obligation to meet the standard or specified requirements

Ballastless track
track that is supported by a rigid or fixed slab or beams so as to keep its horizontal and vertical alignment constant in relation to any external fixed structure.

Bypass infrastructure
network which is provided to primarily route non-passenger or in-transit trains through or around the station without passing a platform.

Halt
minor stopping place on the rail line.

Island platform
single platform serving two tracks, passing on either side, effectively creating an island which can normally only be accessed by a bridge or subway or by crossing a track.

Manned station
station where operational activities are performed by the station operator’s staff who are located at the station during normal operating hours.

Operational activities
railway operational activities performed by a network, station or train operator or a combination thereof.

Passenger
person, other than the crew or staff, who travels or intends to travel on a commuter, suburban or mainline passenger train and who is within the precinct of a station or train (or both).

Passenger platform height
height of the platform above the closest rail of the adjacent track.

Passenger platform horizontal clearance
distance measured from the edge of the platform to the centre line of the adjacent track.

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"People with disabilities" includes people who have a long-term or recurring physical, mental, intellectual or sensory impairment which, in interaction with various barriers, may substantially limit their prospects of entry into, or advancement in, employment, and 'persons with disabilities' has a corresponding meaning, as defined in the relevant Employment Equity legislation.

"Persons with Reduced Mobility" means individuals who have temporary or permanent limitations in mobility, making it more difficult for them to move around or access certain areas without assistance.

Platform screen doors
platform edge screens or barriers that are normally glazed and form part of a platform edge screen.

Ponding
process of damming-up water or restricting water-flow resulting in the formation of a pond of water.

Side-platform
see single-face platform.

Single-face platform
platform serving only a single track and which can normally be accessed from one side without having to cross the track.

Station
railway facility comprising platforms, buildings and access arrangements where trains stop to load and unload passengers and freight (where applicable), including a railway passenger terminal and a passenger halt and that may include facilities for passenger modal transfer, commercial activities (including freight) or operational activities (or a combination thereof), but excludes those elements running through the station that form part of the network infrastructure and its operation.

NOTE 1: This definition recognizes and amplifies, but does not conflict with, the definition of "station" in the relevant railway safety legislation.

NOTE 2: Stations may consist of ground-level (at grade), sub-surface, or elevated structures or a combination of such structures.

NOTE 3: Commercial activities may include retail facilities and associated public thoroughfares.

NOTE 4: Operational activities may include the processes and procedures associated with the operation of a station.

Station precinct
area encompassing the station, the network infrastructure relating to the station, and all other infrastructure elements, services and facilities affecting or affected by the station operation both within the rail reserve as well as adjacent to it where applicable.

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Station operator
person in control of a station and the management of a station including one or more of the following:

a) the safety and security of a station or part thereof including the proper design, construction, operation, maintenance and integrity of the station;
b) ensuring the interoperability of the station with the relevant train and network operations; or
c) for the facilitating and the directing of the safe movement of the public and passengers in, on or at the station.

Tactile surface
horizontal or vertical surface which is treated and can be tactilely-sensed by visually impaired persons.

Terminal station
station at the end of a line or route.

Through station
station where a train is not normally scheduled to stop.

Unmanned station
station where operational activities are performed from remote, where applicable, and where the station operator's staff are not usually located at the station.

Validation
confirmation that the system, sub-system or component is appropriate for its intended use.

Verification
testing and evaluation of the system, sub-system or component to assure compliance with its specification or other requirements.

Vortex effect
partial vacuum or draught (or both) generated by the swirling mass of air generated by a moving train as it passes through a station.

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3.2 Abbreviations

3.2.1 For the purposes of this document, the abbreviations provided in the relevant safety legislation, SANS 3000-1, RSR 00-3 and the following shall apply:

NOTE: In the case of duplicated or differing abbreviations, the abbreviations provided here shall prevail.

ALARP	as low as reasonably practicable.
CCTV	closed-circuit television.
g	gravity (the acceleration of objects under the influence of the Earth's gravitational field)
MTBF	mean time between failures.
MTTR	mean time to repair.
RAMSS	reliability, availability, maintainability, safety and sustainability.
SIP	Safety Improvement Plan.
SMS	Safety Management System.

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4 General

4.1 Risk management

4.1.1 The operator shall develop or adopt, document, implement and maintain policies and procedures for risk management in accordance with SANS 3000-1 and Safety Management System determination as published by Railway Safety Regulator during each life-cycle phase and which shall include:

a) identification of hazards including those arising from:
   1) station operations;
   2) the railway network as a structure of infrastructure elements running through stations;
   3) the railway layout and condition;
   4) development within and adjoining the railway reserves including structures, changes in land use, lighting and interference;
   5) environmental considerations, including geographic, physical, biological, social, economic and cultural aspects of the environment;
   6) interfaces and interoperability requirements between the relevant operators including, requirements for dangerous goods and abnormal loads;
   7) human resources including a sufficient number of persons with the required certification, and competencies and skills, including communication abilities (see SANS 3000-4); and
   8) evaluation of the hazards identified in (a) (i.e. quantified according to likelihood and severity, resulting in a ranking of risk).

   NOTE 1: Geographical considerations include cuttings and embankments, track gradients and curves, and geological factors.

   NOTE 2: The term “likelihood” is synonymous with “probability”.

b) determination of the accountability for and level of control required to mitigate the risks to acceptable levels (ALARP); and
c) implementation of the controls and monitoring of the effectiveness thereof in accordance with the information obtained from risk assessments with full appreciation of the need to balance safety, costs, benefits and opportunities.

4.1.2 Risk assessments shall be conducted jointly by all the relevant and affected operators including their line managers and employees who undertake or are involved in safety-related work.

4.1.3 The records of all risk assessments shall be retained by the operator for review by the relevant railway safety regulator (see *Foreword*).

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4.2 Prioritizing and funding

4.2.1 The operator shall develop or adopt, document, implement, maintain and apply processes and procedures for the prioritizing and funding of new stations, for the modification and for the decommissioning of existing stations to address the requirements of risk assessments (see clause 4.1) and the SANS 3000 series of standards.

4.3 Life-cycle phases

4.3.1 The operator shall establish, develop or adopt, document and maintain processes and procedures addressing each life-cycle phase for:

a) the provision of new stations;
b) the upgrading or modification of existing stations; or
c) the elimination or decommissioning of existing stations.

4.3.2 The life-cycle phases to be addressed shall comprise the following:

a) concept (see section 6);
b) design (see section 7);
c) execution (see section 8);
d) testing and commissioning (see section 9);
e) railway operations (see section 10);
f) monitoring and maintenance (see section 11);
g) modification (see section 12); and
h) decommissioning or disposal (see section 13).

NOTE: The life-cycle phases that comprise monitoring and maintenance, modification, decommissioning and disposal are an integral part of the operational phase of the life-cycle. However, for clarity each will be dealt with separately.

4.3.3 The operator shall establish, develop or adopt processes and procedures for the validation and verification by competent persons, authorized by the operator (see SANS 3000-4) and agreed to by the parties affected thereby for the relevant life-cycle phases, including:

a) the conceptual design;
b) the detail design;
c) the execution;
d) testing and commissioning;
e) railway operations;
f) monitoring and maintenance;
g) all other life-cycle phases;
h) all systems, subsystems and components;
i) the methodologies and procedures associated with (a) to (f) above; and

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j) the applicable portions of national, regulator, industry and local standards, specifications and related documents that shall, as a minimum, comply with the requirements of this standard.

4.3.4 This shall be done in order to ensure that the appropriate safety requirements are met in accordance with the relevant National and Regulator standards and regulations.

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5 Common essential requirements: all life-cycle phases

5.1 The following common essential requirements for all life-cycle phases of any proposal for a new station or for its systems, subsystems, components, processes or procedures (or a combination thereof), or to modify or decommission an existing station or system, subsystem component, processes or procedures (or combination thereof) shall be addressed before the proposal shall be considered:

a) common essential requirements for all life-cycle phases as outlined in clause 4.3.2 and set out in SANS 3000-1, including:
   1) stakeholder and interested and affected party involvement;
   2) elicitation of information from users, stakeholders and interested and affected parties;
   3) project management practices;
   4) hazard identification and risk assessment;

   NOTE: The degree of confidence in the hazards identified and the risks assessed and mitigated to acceptable levels should increase through each subsequent phase of the life-cycle;

   5) configuration management;
   6) decision-gates for each phase;
   7) validation and verification by recognised competent persons;
   8) refinement of the outcomes for successive phases of the life-cycle;
   9) concepts for execution of all succeeding life-cycle phases;
   10) plans and exit criteria for each next-phase;
   11) satisfaction of the exclusion and exit criteria for each phase of the life-cycle; and
   12) interface and intraface management requirements for interoperability throughout the life-cycle where an interface or intraface (or both) exists or is created (see SANS 3000-2-6); and

b) receipt from the relevant railway safety regulator (see *Foreword*) of a “approval” certificate to proceed to the next phase of the life-cycle, with or without conditions.

5.2 The proposed new station or the modification of an existing station shall be interoperable with current and future railway operations and systems as well as other related systems and subsystems throughout the life-cycle where an interface or intraface (or both) exists or is created anywhere within the station precinct.

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6 Concept

6.1 The concept phase includes the preliminary evaluation of a concept which incorporates risk assessments and evaluation of the safety implications of all affected parties. This also includes evaluation of business imperatives such as time, cost, benefits and performance implications and the generation of preliminary system requirements and alternative feasibility design solutions.

6.2 The concept proposal for a new station or the modification of an existing station (or both) shall take into account the results of the assessment of the common essential requirements (see section 5) and shall include or confirm the following;

a) the identification of new concepts that offer new capabilities, enhanced overall performance, including safety and security or reduced stakeholders' total costs over the life-cycle;
b) an assessment of feasibility concepts and solutions, including enabling systems, subsystems and components over the entire life-cycle to meet safety, security, technical and business objectives;
c) a preliminary estimate of the resources required to ensure the reliability, availability, maintainability, sustainability and safety (RAMSS) of the station over the entire life-cycle as described in section 4.
d) an assessment of the environmental implications to determine the effect of the geographic, physical, biological, social, economic and cultural aspects on the environment;
e) the preparation of stakeholder requirements and preliminary system , sub-system and component requirements including technical specifications for the selected solutions and usable specifications for the envisaged human-system interaction;
f) identification and initial specification of the services needed from enabling systems, sub-systems and components throughout the life-cycle of the system;
g) development of chosen solution or solutions to a 60% budgetary and project execution confidence level;
h) cost-benefit analyses of the solutions over the full project life-cycle; and
i) approval in principle by all stakeholders to proceed to the design phase.
j) Approvals by relevant competent authorities, such as municipalities.

6.3 The following exclusion criteria for any concept proposal for a new station or its systems, subsystems or components (or a combination thereof), or to modify or decommission an existing station, or system, subsystem or component (or combination thereof) shall be resolved before the concept proposal shall be considered:

a) where the physical properties of the network (for example, track curvature, cant and gradient) and geographical considerations may render the construction or modification of a station unsuitable;
b) where the environmental conditions and considerations are not suitable for the construction of a station;

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c) where the provision or modification of the station does not fit in with the systemic design of the line and route; and
d) where a line or route is operated or utilised by more than one operator who will be affected by the proposed station and its systems, subsystems, or components and which is not in accordance with the interoperability interface and intraface management requirements of the relevant parts of the SANS 3000 series with specific emphasis on SANS 3000-2-6.

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7 Design

7.1 Common essential design requirements

7.1.1 The design of a new station or the design of the modification (or both) of an existing station shall take into account the results of the concept phase and include or confirm the following:

a) compliance with the requirements of the SANS 3000 series, with specific emphasis on SANS 3000-2-1, SANS 3000-2-2, SANS 3000-2-5, SANS 3000-2-6, SANS3000-4; RSR 00-2-5-1 and RSR 00-2-6-1.
b) compliance with the requirements of SANS 10400 (National Building Regulations) and SAN10142-1 (Wiring of Premises)
c) an acceptable level of risk in accordance with clause 4.1.1 (risk management) and section 12 (modification);
d) compliance with the systemic design of the railway operation for the affected line or route on which the station is to be built or modified;
e) the integration of the station operation with the relevant network and train operations into a seamless safe working system with the necessary integrity as defined in the relevant national legislation (see *Foreword*);

NOTE: "Integrity" refers to a condition where the individual components of a system and the total system as a whole are unified, consistent and fit for purpose

f) current and future passengers and public movement patterns and volumes (demand analysis and travel pattern) that affect or are affected by the station with regard to the broader land use, spatial and transport planning requirements of the area or region (or both) in which the station is located or is to be located;
g) current and future patterns and volumes of passengers and the public in the station;
h) the current and predicted future mixed rail traffic patterns and volumes where applicable;
i) the current and predicted future modal and intermodal requirements for passengers or freight (or both) in the area or region (or both);
j) unrestricted and safe movement of passengers and public during peak and off-peak hours;
k) unrestricted and safe movement of passengers and public during normal, abnormal and degraded operations (as defined in SANS 3000-2-5) or under emergency conditions;
l) provision for people with disabilities including persons with reduced mobility or with visual or audio impairment;
m) the train and network operating parameters including provision for bi-directional traffic or "wrong road' working (or both);
n) current and probable future train lengths;
o) current and predicted future network capacity and service density;

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p) current and predicted future train speeds;
q) the number of interacting train movements;
r) the speed, mass, acceleration and braking performance of trains;
s) the safety of public and passengers, and personnel and equipment on the platforms;
t) the safety of personnel and equipment on or near the track within the station precinct;
u) the amount of train information required for commercial, operational and technical purposes;
v) communication (as defined in SANS 3000-2-5) with passengers at the station or on the train where relevant including:
    1) the current date and time;
    2) the destination, scheduled and expected time of arrival of the next train;
    3) the stations served by the arriving train;
    4) major connections that require boarding of the train;
    5) the position of a specific coach if passenger seating is assigned or reserved;
    6) where the train will stop along the platform (in the case of trains of differing lengths);
    7) destinations that are served from the station and from which platform;
    8) other ways of finding information; and
    9) information regarding abnormal, or degraded operations, or emergency conditions.
w) communication (as defined in SANS 3000-2-5 and RSR 00-2-5-1) with the train crew, with workers at the track-side and other workers in the station precinct;
x) the provision and positioning of restroom and toilet facilities for the public, passengers and employees;
y) the reliability, availability, maintainability, sustainability and safety (RAMSS) of station equipment and systems to a level defined in the station and railway system specification;
z) environmental impact assessments in terms of the relevant national legislation (see *Foreword*);
aa) the applicable human factors in particular “human factors in design” and the “physical environmental factors” (see SANS 3000-4 and SANS 3000-2-5);
bb) resources and competencies required to operate and maintain the station systems (see SANS 3000-4 and SANS 3000-2-5);
cc) where active protection is provided at vehicle and pedestrian level crossings or access walk-ways, provision of clear and unambiguous warning of the approach of trains in conjunction with the network operator;
dd) adequate arrangements for managing passenger flow at the station;
ee) safety and security of the public, passengers, employees, contractors and service providers and assets in the station precinct; and

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ff) the provision of suitable monitoring equipment such as CCTV equipment in all relevant station areas.

NOTE: Reference to “trains” shall apply to both train and shunting movements where relevant.

7.1.2 Factors to be considered:

a) the number, position and types of stations;
b) whether the station is a through or a terminal station;
c) whether side or island platforms (or both) are required;
d) whether the station is a surface (at grade), a sub-surface or an elevated structure (or a combination thereof);
e) whether the station is to be manned, or unmanned and its hours of operation;
f) commuter or main-line passenger or mixed-train operation (or a combination thereof);
g) bypass infrastructure for freight traffic where applicable;
h) unidirectional or bi-directional traffic (or both);
i) provision for staging trains at the station;
j) resistance to theft and malicious damage that impact on station structure and system;
k) RAMSS;
l) operations; and
m) methodology for verification and independent validation of the design.

7.2 Station design requirements

7.2.1 The operator shall develop or adopt, document, implement and maintain relevant conceptual and detailed specifications, rules, schedules, testing and commissioning documents and procedures necessary to give effect to its requirements in respect of station design.

7.2.2 Where a platform is built adjacent to a running line, and the through speed past the platform exceeds 30 km/h, the platform shall be equipped with suitable measures dependant on the level of risk, including screens, barriers, demarcated areas, tactile surfaces or passenger communication. These measures are intended to mitigate the risks to passengers on the platform from passing trains to acceptable levels.

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7.2.3 Stations shall be constructed on tangent track (straight platforms) and on the level or on a track gradient not steeper than 1 in 800 (0,125% gradient). Minor stations or halts, at which trains do not terminate or reverse, may be built on steeper track gradients or on a curve where suitable arrangements can be made to mitigate the risks to passengers to acceptable levels. The platform-train interface shall at all times provide safe entrance from the platform into the train or exit from the train onto the platform (or both) for all persons including the elderly, children, persons with limited visual ability and persons with limited mobility (also see clause 7.2.22).

7.2.4 The location of buildings, platform canopies and infrastructure elements or other objects on platforms shall not interfere with the sighting of railway signals and information displays.

7.2.5 Platforms shall be long enough to accommodate the longest train scheduled to stop at the station plus an allowance for inaccurate stopping, normally 2 metres (5 metres at main-line stations and terminals). Exceptions for shorter platforms shall only be made provided that risks to passengers shall be mitigated to acceptable levels (see SANS 3000-1).

7.2.6 Where special situations exist, such as Automatic Train Operation (ATO) or platform screen doors, measures for the necessary stopping allowance and platform length shall be determined to ensure the correct functioning of the system and to mitigate risks to passengers to acceptable levels.

7.2.7 The width of platforms shall be adequate for the greatest number of passengers likely to use the platform at any time. Platform buildings or other obstructions shall not cause undue restrictions to the movement of passengers.

7.2.8 Where necessary additional width shall be provided if the platform is to be used by passengers as a route between one part of the station precinct and another. At busy stations, barriers may be required to prevent platforms from becoming overcrowded.

7.2.9 The minimum width of single-face platforms shall be such that there is at least 3000 mm from the platform edge to the nearest building or structure. Island platforms shall not be less than 9000 mm wide.

7.2.10 Where it is not reasonably practicable to maintain a constant width of a single-face platform throughout its length, the platform may be reduced in width at its ends. The full width shall be provided over the centre one-third of the platform length or longer as necessary to include any main access provided that risks to passengers can be mitigated to acceptable levels.

7.2.11 All columns or other obstructions shall be at least 3000 mm clear of the platform edge or shall comply with the provisions of clause 7.2.4 (or both).

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7.2.12 Platforms shall have clear headroom of at least 2300 mm under platform signs and other overhead station infrastructure elements for a width of at least 3000 mm from the platform edge over the platform's whole length. This dimension should be increased where the floor level of any train is high relative to the platform. At distances greater than 3000 mm from the platform edge, the clear headroom to suspended equipment and signs may be reduced to 2200 mm.

7.2.13 Information displays or mirrors provided at the end of the platform to assist the train crew shall be at least 450 mm clear of the dynamic structure gauge and at a sufficient height, or otherwise positioned so as not to restrict the movement of people.

7.2.14 Information displays, way-finding displays or mirrors provided at intermediate locations along the platform shall conform to the requirements of clause 7.2.12.

7.2.15 New platforms on main lines shall only be constructed alongside ballastless track (see Annex A, figure A.1 for the 1065 mm gauge) (Annexure for gauge above 1065 mm)

7.2.16 Existing platforms identified to be upgraded shall be raised in accordance with Annex A, figure A.1 where the track is reconstructed onto a ballastless track.

7.2.17 The ballastless track passenger platform horizontal clearance shall be in accordance with the requirements given in Annex A for the 1065 mm gauge (Annexure for gauge above 1065 mm.

7.2.18 The ballastless track passenger platform height (vertical clearance) shall be in accordance with the requirements given in Annex A for the 1065 mm gauge (Annexure for gauge above 1065 mm.

7.2.19 In the case of the design of platforms in curved track it is essential that provision be made for the so-called "theoretical super-vehicle" to pass through the station with a minimum clearance of 40 mm between the vehicle and the platform edge.

NOTE: For 1065 mm gauge, this "super-vehicle" has an overall length of 21,2 metres, a bogie centre distance of 15 metres and a vehicle width of 3050 mm (see Annex B).

7.2.20 Platforms shall have a clearance of at least 40 mm to the dynamic structure gauge as set out in Annexes A and B. The platform level shall be determined taking into account all rolling-stock that makes use of the platform.

7.2.21 Clearances for gauges other than 1065 mm shall be adapted accordingly to minimize risks to an acceptable level.

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7.2.22 The floor or footboards of passenger rolling stock shall be as close as practicable to the platform. In the case of ballasted track that is not in accordance with clauses 7.2.9 and 7.2.10, the distances between the platform edge and the floor or footboards of the passenger rolling-stock shall not exceed any of the following dimensions: 250 mm vertically, 275 mm horizontally and 350 mm on the diagonal. These dimensions may only be exceeded if the risk so incurred can be mitigated by the operator to an acceptable level. The platform-train interface shall at all times allow safe entrance from the platform into the train, or exit from the train onto the platform for all persons including the elderly, children, people with disabilities (sensory or mobility (or both)).

7.2.23 A 300 mm wide recess shall be formed beneath the platform coping and shall be kept clear of cables and other obstructions so as to provide an emergency refuge.

NOTE: A wider recess may be necessary where there is a platform or other obstruction on both sides of a track.

7.2.24 All single platforms shall slope away from the adjacent track and fitted with an anti-slip surface.

7.2.25 All island platforms shall slope towards the centre and away from both adjacent tracks.

7.2.26 Where access at the end of the platform is required, platforms shall be terminated with ramps at a gradient not steeper than 1 in 8 (12,5%). Platform ramps shall be not less than 2000 mm wide.

7.2.27 Platform edges shall be clearly defined with a strip of a lighter-colour material.

7.2.28 A durable tactile surface shall indicate the approach to the platform edge to visually-impaired people.

7.2.29 All station platforms to which people have access shall be adequately lit for all station operations.

7.2.30 Areas to which passengers and the public have access, including footbridges, subways and passages where there is no natural light shall be adequately lit.

7.2.31 Lighting levels shall be graduated as required for comfort, safety, security and monitoring. Abrupt changes in illumination level shall be avoided.

7.2.32 The level of illumination shall enable the train crew to have an unrestricted view of platforms both on approach and departure, through monitors and mirrors where provided.

7.2.33 Emergency lighting shall be provided in accordance with the relevant national legislation (see *Foreword*).

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7.2.34 The name of the station shall be conspicuously shown at intervals along all platforms and shall be clearly visible and legible to passengers both on the train and on the platform when the station is operation.

7.2.35 Luggage, trolley, barrow or maintenance equipment track crossings shall only be considered for lightly-used stations where the line-speed does not exceed 60 km/h and no alternative arrangements are reasonably practicable. An indication that it is safe to cross shall be provided when the available visual distance gives less than 30 seconds warning of an approaching train travelling at normal speeds. In this case, a suitable red and green signal with a warning notice shall be provided at the crossing. This shall be in accordance with the requirements of SANS 3000-2-2-1.

NOTE: The warning notice could read "Caution – Cross only when the green light is showing" or similar wording. In addition an audible warning should be provided if the crossing may be used by unaccompanied, visually-impaired people.

7.2.36 The rear edge of platforms shall be protected by a fence, wall or similar barrier to a minimum height of 1500 mm above platform height.

7.2.37 Protection shall also be provided at parts of the end of a platform where there is no ramp or other access.

7.2.38 Energy-absorbing buffer stops shall be provided at terminal stations or bay platforms. The buffer stop shall be designed to stop the heaviest train from its determined impact speed without the risk of serious injury to people on the train while avoiding excessive deceleration of other, lighter trains.

7.2.39 Buffer stops shall be compatible with the train design and shall be designed to bring a train to a halt in a controlled manner with a deceleration rate not exceeding 0,15 g (1,47 m/s^2). The likely impact speed shall be determined based on a consideration of track layout, approach speed, any automatic train protection (ATP), visibility and any foreseeable misjudgement.

7.2.40 A permanent red signal or a pair of fixed red lights or reflective markers shall be provided at fixed buffer stops.

7.2.41 Buildings or rooms, including kiosks and ticket collectors' booths, which are normally occupied by staff or the public shall not be positioned within 20 metres of the face of terminal buffer stops or within a line 3000 mm back from the platform edge and shall also be in compliance with the requirements of clause 7.2.11. This provision may be relaxed if the train control and signalling system is designed to guard against buffer impact and the risks are mitigated to acceptable levels.

7.2.42 Where a sub-surface railway terminates at a station, an adequate length of overrun tunnel shall be provided.

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7.2.43 Factors to be considered:

a) the systemic compatibility with the trains;
b) arrangements to control access to platforms;
c) facilities for train crew to observe passengers boarding and alighting from the trains;
d) provision including seating and shelters for people who wait on the platforms;
e) the movement of people on and between platforms particularly where such movement entails the crossing of tracks (see SANS 3000-2-2-1 where applicable);
f) the need to avoid overcrowding and congestion points at platform entrances and exits;
g) the effect of platform edge screen doors on the station and other systems of the railway where applicable;
h) the positioning of vending and refreshment facilities;
i) the positioning of restroom and toilet facilities;
j) arrangements to prevent trespassing from platforms onto unauthorised areas;
k) surface treatment and drainage of platforms to prevent ponding and avoid person tripping and slipping;
l) the need for platforms to be easily cleaned and the avoidance of places where debris can accumulate in order to avoid fire and health hazards;
m) the vortex effects generated by trains that pass through stations;
n) ventilation arrangements during normal, abnormal and emergency situations;
o) in the case of dead-end or terminal tracks at platforms:
    1) overrun and flow control provisions and the type of arresting device (devices) provided;
    2) protection that can be gained from automatic train operation or train stop systems;
    3) the effect on braking performance of the environment and the covering or otherwise of the track; and
    4) the balance of risk between damaging the train and injury to its passengers and damaging the station and injury to the people using the station;
p) the positioning of structural and other critical supports including mast poles, roof supporting columns and bridge supports.

NOTE: Particular attention needs to be paid to vulnerability and special needs of people with disabilities or persons with reduced mobility during derailments or to obstructions (or both)

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7.3 Public areas other than platforms

7.3.1 The public areas of stations shall allow the unrestricted movement of passengers and members of the public. These areas which include passageways and stairways shall be designed, subject to the minimum dimensions given in this standard and in relevant national legislation (see *Foreword*), for the foreseeable peak passenger and public usage with due allowance for operational difficulties in abnormal, degraded or emergency conditions;

7.3.2 Provision shall be made for smooth passenger flow including:
a) the surge of passengers who enter or leave trains;
b) the presence and movement of passengers who carry luggage;
c) children that are accompanied by passengers;
d) passengers that are accompanied by persons; and
e) people with disabilities or persons with reduced mobility (or both).

7.3.3 Changes in the width or direction of passageways which could cause constriction of passenger and public flow routes or congestion shall be avoided.

7.3.4 Temporary or permanent obstructions which could cause constriction of passenger and public flow routes or congestion shall be avoided.

7.3.5 Vehicles and plant shall be separated from the passenger and public areas as far as is reasonably practicable.

7.3.6 Stations shall be durable and easy to inspect, maintain and clean. Where it is intended to clean any part of a station while the station is in use, then adequate provision shall be made to ensure that this does not disrupt the functioning of the station.

7.3.7 All floors, steps, treads and public walkways shall be designed taking into account environmental conditions, contamination and cleaning to minimise the risks of slipping and tripping.

7.3.8 All areas open to the outside environment shall have adequate means for draining water and prevention of ponding.

7.3.9 The headroom in all public and passenger areas of stations shall be in accordance with relevant national legislation (see *Foreword*) but shall not be less than 2300 mm. Where permitted, overhead equipment or signs shall not reduce headroom to below 2200 mm.

7.3.10 Fixed obstructions in public areas including columns, posts, and seats shall be clearly visible and minimize the risks of accidental injuries to the visually impaired.

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7.3.11 Where people with disabilities or persons with reduced mobility are to have access to stations, provision shall comply with universal accessibility requirements and relevant national legislation (see *Foreword*).

7.3.12 The dispersal patterns of passengers and members of the public outside the station shall be considered, as well as assembly points for evacuated staff, passengers and public.

7.3.13 Station forecourts and approaches shall include:
a) safe access to the station for people;
b) safe access to the station for intended road vehicles including special purpose vehicles and emergency services;
c) safe boarding and alighting from road vehicles;
d) segregation of road traffic, pedestrians and trains; and
e) adequate parking with unhindered access to the station.

7.3.14 A designated meeting point for the emergency services shall be identified in a place of safety which shall be readily accessible to the emergency services' vehicles. The meeting point shall be conspicuously marked and have means of communication with the station control room (where applicable).

7.3.15 Plans and layouts of the station shall be available and provided for use by emergency services where required.

7.3.16 All entrance and exit doors and routes shall be clearly designated and have a clear signage. Normal entrances may be suitably marked and designated as emergency exits.

7.3.17 All exits shall be designed to ensure their suitability as a means of escape to allow the station to be evacuated safely.

7.3.18 Escape routes shall discharge to a place of safety capable of being used during any emergency and, where reasonably practicable, outside the station premises. Where required, exit routes shall be protected from the effects of fire and smoke.

7.3.19 Doors shall be avoided in all main passenger and public circulation areas, and passenger and public flow routes.

7.3.20 Doors shall be used where required to control passenger flow and environmental conditions in other areas such as passenger waiting rooms, catering and retail areas.

7.3.21 Doors shall not be provided adjacent to escalators, passenger conveyors and exits from lifts.

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7.3.22 Where doors are provided, due consideration shall be given to:
a) the unrestricted flow of passengers and the public under normal, abnormal, degraded and emergency conditions;
b) bi-directional flow; and
c) the failure modes of power-operated doors;

7.3.23 glass screens and doors shall be suitably marked to ensure visibility to all users including the visually-impaired persons. Where trolleys or mechanical plant are to be used, suitable barriers shall be provided to protect glass screens;

7.3.24 All station premises to which people have access at night shall be adequately lit.

7.3.25 Areas to which passengers and the public have access including footbridges, subways, passages, stairways, steps, ramps and escalators where there is no natural light shall be adequately lit.

7.3.26 Lighting levels shall be graduated as required for comfort, safety, security and monitoring. Abrupt changes in illumination level shall be avoided.

7.3.27 Emergency lighting shall be provided in accordance with the relevant national legislation (see *Foreword*).

7.3.28 The name of the station and way-finding information shall be conspicuously shown and shall be generally visible, legible, or observable to passengers and public in the station at all times.

7.3.29 The means of ventilation shall be capable of maintaining a supply of fresh air and an air temperature in the public areas of the station in accordance with the relevant national legislation (see *Foreword*).

7.3.30 Station ventilation shall, as appropriate, include:
a) means of maintaining a safe environment and escape routes for a sufficient period of time to enable evacuation of the station;
b) means of removing smoke from public and non-public areas once evacuation has been completed; and
c) operation from a central service control room and also locally at the station where required.

7.3.31 Where complex ventilation systems are installed, and computer-aided decision-making as to the most appropriate mode of operation is provided, such systems shall be fail safe and have adequate and reliable fail-safe, fall-back mechanisms (see SANS 3000-2-4).

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7.3.32 Passenger and public-information displays and way-finding displays shall be clearly visible and public address systems shall be clearly audible to all passengers and public. These shall be provided in accordance with the requirements of SANS 3000-2-4.

7.3.33 Information displays shall be located in such a position that passengers who stop to seek information from them, do not restrict the flow of other passengers and public.

7.3.34 Factors to be considered:

a) the movement and location of people within and around a station in normal, abnormal, or degraded operating conditions or emergencies;
b) provisions to control overcrowding;
c) the behaviour of people in enclosed areas;
d) the size and treatment of surfaces of concourses, passageways, ramps, stairs, escalators and platforms;
e) the suitability of escalators, lifts and passenger conveyors for the number of people they are to carry under all conditions;
f) the number, size and spacing of exits;
g) the positioning of facilities including ticket offices, information counters, rest rooms, ablution facilities and retail outlets;
h) the provision of communication equipment and signs;
i) the provision of lighting;
j) the provision of emergency lighting in the event of loss of power supply;
k) main and standby ventilation arrangements;
l) main and standby power supply arrangements;
m) the RAMSS of the station structure, infrastructure and its ability to survive emergency situations;
n) the security of passengers, the public, employees, contractors and service providers at or in the station and the station precinct;
o) special arrangements necessary for sub-surface stations including the additional risks presented by fire and the need to segregate evacuation routes and provide ventilation control systems; and
p) the positioning of structural and other critical supports.

NOTE: Particular attention needs to be paid to the vulnerability of people with disabilities or persons with reduced mobility (or both) during derailments or to obstructions (or both).

7.4 Non-public areas, operational facilities and staging

7.4.1 Non-public areas shall be segregated from public areas and appropriate arrangements shall be made to prevent unauthorised access.

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7.4.2 All major surface (on grade), all sub-surface (including underground) and elevated stations shall be provided with a control room or point from which the activities of the operation of the station can be co-ordinated.

7.4.3 The following facilities shall be included:

a) an emergency procedure system with the relevant plans, documents and procedures;
b) a means of monitoring fire detection systems including audible and visual alarms and means of co-ordinating and controlling all other fire safety features provided for the station;
c) a means of summoning the emergency services;
d) a means of communication between station staff, other parts of the railway system and external agencies, including the emergency services at common meeting points;
e) provision of appropriately-zoned public address equipment;
f) a means of monitoring the operation and controlling of escalators, passenger conveyors, lifts, ticket barriers and other equipment which could influence the free-flow of passengers and the public;
g) a means of selecting and controlling the various ventilation modes; and monitoring mechanism and system such closed-circuit television (CCTV) monitoring of all public places in the station, including emergency exit staircases not normally used; and
h) emergency overhead and traction electrical power disconnection in accordance with the requirements of SANS 3000-2-1.

7.4.4 The station control room or point shall be easily accessible to the emergency services through a protected route from the outside and be located, designed and constructed so that it can continue to function during an emergency. If this cannot be achieved, some duplication of facilities will be required at another point that is easily accessible and is in a safe location.

7.4.5 Where operating conditions permit, more than one station may be supervised from a single station control room, but sufficient facilities shall be provided at all stations to enable an emergency to be effectively and unambiguously managed.

7.4.6 Machine rooms, including escalator inclines and lift shafts shall be adequately lit and include emergency lighting.

7.4.7 An effective means of communication with the control room or control point shall be provided in machine rooms, escalator inclines and lift shafts.

7.4.8 Appropriate fire detection and suppression systems shall be provided in machine rooms, escalator inclines and lift shafts. All fire detection systems shall be linked to the main station fire alarm system.

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7.4.9 An effective means of alerting staff inside a machine room or other operational facility to the activation of a fire alarm or another emergency on the station shall be provided where relevant.

7.4.10 Appropriate safeguards shall be provided to prevent people from coming into contact with the dangerous moving parts of machinery in accordance with national legislation (see *Foreword*).

7.4.11 Factors to be considered:

a) the means of co-ordinating other activities of the railway operation with those within the station so they do not cause additional risks to each other;
b) interfaces and intrafaces with adjacent or connecting railway operations and systems and activities adjacent to the railway;
c) the level and diversity of surveillance, communication and information required to control the activities within the station complex and the relevant competencies required by SANS 3000-4;
d) the means of communication with and the provision of information and instructions to employees, contractors or service providers (or combination thereof);
e) the liaison arrangements at the station for the emergency services;
f) the availability of control facilities during emergency situations;
g) the segregation of the staging, marshalling and maintenance areas from the running lines;
h) the protection of people in these areas from dangers presented by moving trains;
i) the position and condition of any electric traction system, its sectioning and its means and securing of isolation to facilitate maintenance and repairs;
j) protection of the station area from activities adjacent to the railway operation;
k) the need for adequate clearances and walkways;
l) the need for and protection of identifiable crossing places;
m) security of staged trains from malicious damage and theft;
n) segregation of road vehicles in the staging area from trains and people;
o) the arrangements for the control of train movements within, into and from the station area; and
p) the provision of adequate lighting for the safety of operational activities.

7.5 Access facilities and mechanisms

7.5.1 Stairways, steps and ramps shall be of uniform and adequate width to avoid overcrowding, and shall not be obstructed by any transverse barrier. The available width between handrails shall not be reduced in any way by any erection or obstruction. Stairways, steps and ramps shall have anti-slip surfaces.

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7.5.2 Where a stairway or a ramp leads directly towards a platform edge, a safety barrier shall be provided beyond the run-off landing if the distance to the platform edge is less than 5000 mm.

7.5.3 The steps of all stairways shall be of uniform design in accordance with national legislation (see *Foreword*). However, they shall have a rise or vertical portion of between 100 mm and 180 mm, with an optimum rise of 150 mm. The width of the tread or horizontal portion of the step shall be between 280 mm and 350 mm. The optimum tread width is 300 mm. The calculated value of twice the rise height plus the horizontal tread width shall be greater than 550 mm and shall not exceed 700 mm. The optimum value is 600 mm. The edges of all treads shall be conspicuously marked.

7.5.4 Intermediate landings shall be provided between flights of steps in stairways. The maximum number of steps in each flight shall normally not exceed 16. However, in cases of difficulty, a single flight of steps with an overall rise of 3000 mm is acceptable. The length of the top, intermediate and bottom landings shall be at least equal to the width of the widest section of the staircase between handrails.

7.5.5 Stairways and ramps shall be provided with continuous handrails on both sides, fixed at a height of not less than 850 mm and not more than 900 mm, measured vertically above the pitch line. Handrails shall present a round surface between 45 mm and 50 mm in diameter for ease of use.

7.5.6 Handrails shall extend beyond the last step or the end of a ramp, and they shall be suitably terminated, provide clear passage of the hand from end to end and be at least 50 mm clear of any obstruction.

7.5.7 Stairways and ramps shall be at least 1200 mm wide between handrails to accommodate passengers with luggage. Wider stairways and ramps shall have intermediate handrails so that the distance between handrails is not less than 1200 mm and not more than 2400 mm.

7.5.8 Ramps for passenger access shall be constructed at a gradient not steeper than 1 in 20. In case of difficulty however and where ramps are not to be regularly used by passengers and the public, they may be at a slope of 1 in 12 and shall be suitably marked. Ramps shall be provided with landings at intervals of not more than 10 metres. Such landings shall be of a length not less than the width of the ramp.

7.5.9 A change in direction or an offset shall be provided at every second landing for ramps with a gradient not steeper than 1 in 20 and at every landing for ramps steeper than 1 in 20.

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7.5.10 Lifts, escalators, and people conveyors shall be installed so that the ambient environmental conditions of all machinery and controls are maintained within the working limits specified by the manufacturer. If not within a building, they shall be protected against the effects of the environment.

7.5.11 The positioning of lifts, escalators, and people conveyors shall be integrated with passenger flows throughout the station.

7.5.12 The layout of escalators and people conveyors shall be designed to avoid passengers and public being transported into an area already blocked by other passengers and public.

7.5.13 Particular care shall be required where failure of ticket barriers or other devices may cause congestion, or where failure of an onward escalator may cause congestion of an intermediate landing.

7.5.14 Sufficient waiting areas shall be provided at lifts and escalators to avoid obstruction of other passenger flows. There shall be no change of direction of any passageway within 2000 mm of lift doors.

7.5.15 Escalator landings with multiple exits shall be able to accommodate passengers and the public who need to locate direction signs (way-finding) before proceeding.

7.5.16 Under normal circumstances, lift doors and escalator and conveyor landings shall not face a platform edge. Where lifts, escalators and conveyors are required to discharge directly towards a platform edge closer than 5000 mm, barriers shall be provided.

7.5.17 Lifts, escalators and conveyors shall be supplemented by alternative non-mechanical means of entrance to or exit from any part of a station, in compliance with national legislation (see *Foreword*).

7.5.18 Status information, including alarms for lifts, escalators and people conveyors shall be displayed in the appropriate station control room or control point. For escalators and people conveyors this shall comprise indications of the direction of running, whether they are stopped and if an emergency stop device has been operated. For lifts, an indication shall be given of the operation of the passenger alarm button.

7.5.19 All escalators and people conveyors shall comply with the relevant national legislation (see *Foreword*) for the construction and installation of escalators and people conveyors.

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7.5.20 The special requirements specified for public service application apply to all escalators and people conveyors that form part of the passenger and public flow routes. In addition, the following specific options and interpretations shall apply:

a) the angle of inclination shall not exceed 30 degrees for escalators, and 5 degrees for conveyors;

b) the width of tread-ways for escalators and people conveyors shall not be less than 1000 mm. The width for conveyors where passenger trolleys are permitted shall not be less than 1400 mm;

c) where an escalator is installed in a shaft with a curved roof, the overhead clearance at the centre of the nose of the steps shall be at least 2300 mm, but where necessary, a clearance over the ends of the steps of 2200 mm may be permitted. On reconstructed escalators some reduction of these clearances may be permitted provided that the risk is mitigated to acceptable levels (see SANS 3000-1);

d) the horizontal distance between the outer edges of the handrail and an adjacent wall shall be not less than 150 mm. The horizontal clearance shall be maintained up to a height of at least 1700 mm above step level. The emergency stop buttons may be situated within this width, but shall not be within 80 mm of the handrail;

e) all escalators, regardless of the rise, shall be equipped with an auxiliary brake;

f) the emergency stop devices, provided in accordance with relevant national legislation (see *Foreword*), shall only stop the escalator or conveyor to which they refer except when a second escalator or conveyor is directly cascading passengers toward the stationary escalator or conveyor. In this case, the second escalator or conveyor shall also be stopped. It shall be clear to which escalator or conveyor each stop device refers;

g) all equipment necessary to release trapped people or animals shall be provided near to each escalator or people conveyor, or each group of escalators or people conveyors, and shall be easily accessible to station staff;

NOTE: Animals will include domestic pets and guide dogs.

h) where an escalator or conveyor can be used as a means of escape in an emergency, barriers shall be equipped with an emergency push-through facility;

1) whenever an escalator is made unfit for use as a stairway, barriers to prevent access shall be provided;

2) any operational starting or any unplanned stoppage of an escalator or people conveyor shall give an audible alarm;

NOTE: Escalators or passenger conveyers should not be started when occupied unless they are equipped with a soft-start mechanism.

i) escalators and passenger conveyors shall be fitted with effective fire detection or suppression equipment (or both). The equipment shall be in accordance with the relevant national legislation (see *Foreword*);

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j) access shall be provided to the underside of escalators to facilitate maintenance inspection and cleaning;
k) where the stationary escalator is to be used as fixed stairs, access to inspection chambers or equipment rooms shall not block the end of the escalator or obstruct parallel escalators or stairs that are in use; and
l) where alternative routes exist and sufficient capacity for passenger flows is provided or where there is time for maintenance to be undertaken while the station is closed, different arrangements may be acceptable which shall be included in and form part of the operational procedures.

7.5.21 All passenger lifts shall comply with the relevant parts of the relevant national legislation (see *Foreword*) for the construction and installation of lifts and service lifts.

7.5.22 Where lifts are provided for evacuation in the case of fire or to provide access for emergency services, the lifts shall comply with the specific parts of the relevant national legislation (see *Foreword*) for fire precautions in the design, construction and use of buildings. Other lifts shall not be used for evacuation in case of fire.

7.5.23 All passenger lifts shall comply with the relevant national legislation (see *Foreword*) for the safe working on lifts and allow for the emergency release of lift passengers.

7.5.24 The following specific interpretation of the emergency release requirements shall be adopted:
a) each lift shall be provided with an alarm button at such a height that it can be reached by children and people with disabilities and a means of two-way speech communication, both connected to a location which is continuously manned at all times when passengers may be using the lift. These devices shall be powered from a supply that is independent of the main lift supply. Where the lift is provided with dual supplies, this shall be an acceptable alternative; and
b) emergency lighting of a duration as specified in relevant national legislation (see *Foreword*) or of such extended period as may be required to permit complete evacuation shall be provided in all access facilities including lifts, escalators, people conveyers, connecting corridors, subways, and bridges. These access facilities shall be illuminated automatically on failure of the main supply.

7.5.25 Factors to be considered:
a) the capacity of main and alternate access routes and their associated stairways, ramps, lifts and conveyors for passengers and the public during normal, abnormal, degraded and emergency conditions;
b) the capacity of main and alternate access routes and their associated stairways, ramps, lifts and conveyors for emergency services during normal, abnormal, degraded and emergency conditions;
c) the provision of dedicated lifts for emergency services, or operating staff (or both);

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d) the required testing and maintenance requirements for all access equipment, and whether this can be locally or remotely controlled (or both);
e) remote or local control (or both) of access equipment, and the integration thereof into the overall seamless operation of the station and the overall railway operation; and
f) the integration of the access equipment and arrangements into the overall design of the station to ensure a seamless flow of passengers and the public (where applicable) through the station, or from the parking and drop-off areas to the public area or forecourt, to the platforms as appropriate.

7.6 Fire prevention and evacuation

7.6.1 The passenger and public areas of the station and the choice of materials to be used in these areas shall be in accordance with the relevant national legislation (see *Foreword*).

7.6.2 The fire prevention materials shall be such that in the event of a fire, the fire-load and the generation of smoke and toxic gas will be kept to a reasonably practicable minimum.

7.6.3 Passenger and public areas shall be segregated from non-public areas and shall include:
a) arrangements for means of escape from fire at all surface (on grade) stations shall be in accordance with national legislation (see *Foreword*) for certifiable and non-certifiable premises in as far as it is applicable to stations; and
b) smoke or fire doors shall not reduce the widths of exits or otherwise impede means of escape during evacuation. Appropriate means shall be provided where required to prevent the closing of such doors while evacuation is in progress.

NOTE: The sub-division of the public area by devices such as smoke or fire doors, whether normally open or closed, is not normally considered an appropriate method for the control of smoke during evacuation of passengers and the public, but may be appropriate to help in protection of escape routes.

7.6.4 An electrical fire alarm shall be provided which is capable of manual operation by passengers, members of the public, employees, contractors or service providers, and is installed in accordance with the relevant national legislation (see *Foreword*).

7.6.5 Passenger and the public areas of the station shall have an effective system of surveillance and public address. Public address systems shall be protected as far as possible from the effects of fire or other emergencies.

NOTE: Minor surface (on grade) stations may be exempt from this provision where the risks can be mitigated to acceptable levels (see SANS 3000-1).

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7.6.6 Radio or telephone networks (or both) for communication between station control points and staff on the station shall be provided. The network shall be compatible with communications equipment for emergency services where applicable.

7.6.7 Fire and evacuation requirements for retail outlets, if provided, shall be in accordance with the relevant national legislation (see *Foreword*) and SANS 3000-2-6 (Interface and intraface requirements).

7.6.8 The following conditions shall be used for the design of escape capacity from a fire in the station structure:

a) occupancy at the time of evacuation shall be based on peak usage with an allowance for the delay to the scheduled train services in the busiest direction, occupancy shall be based on an appropriate risk analysis.
b) the exit route of the greatest capacity shall be discounted, as it could be blocked by fire;
c) passengers who are waiting to board and those who are expected to alight from the next train from both directions shall be evacuated; and
d) passengers shall be able to clear each platform through the remaining exits and reach a protected route to safety within 10 minutes or within such other specified time determined by the risk to an acceptable level from receiving the instruction to evacuate.

7.6.9 The following conditions shall be used for the design of escape capacity from the station platforms in the event of an emergency:

a) the occupancy at the time of evacuation shall be based on peak usage with allowance for any delays to the scheduled train services in the busiest direction, occupancy shall be based on an appropriate risk analysis;
b) the number of passengers to be evacuated from the station shall be the sum of:
    1) all the occupants as defined in sub-clause (a) above,
    2) plus all the occupants of a crush-loaded train (that must be assumed to be on fire),
    3) plus those passengers normally expected to alight from the next train in another direction or stopping on another line;
c) all exit routes may be counted as available for use but escalators shall be regarded as continuing to run in the same direction as they were before the emergency and thus potentially unusable;
d) the passenger escape arrangements shall assume passengers cannot pass along the platform or through any stationary train to bypass the source of the fire;
e) all the passengers identified in sub-clause (b) above shall, after receiving the instruction to evacuate, be able to reach a protected route to safety within 10 minutes or within such other specified time as determined by the mitigation of the risk to an acceptable level; and

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f) the size of escape routes to meet the objectives shall be based on appropriate data on flow-rates, the source and calculation of which shall be documented.

NOTE: A train is the most likely source of fire that will require evacuation of the greatest number of people through the station. If the fire is elsewhere, it is assumed that the train may be used evacuate those on board.

7.6.10 Station compartmentalisation, fire detection and fire suppression shall be in accordance with the relevant national legislation (see *Foreword*). Smoke from any such fire shall be contained or controlled by ventilation or other suitable means, at least for the duration of any evacuation.

7.6.11 The arrangements for means of escape from fire at all sub-surface stations shall be in accordance with the relevant national legislation (see *Foreword*) for certifiable and non-certifiable premises in as far as it is applicable to stations.

7.6.12 Fire precautions and fire-fighting provisions at all sub-surface stations shall be not less than those required in by relevant national legislation (see *Foreword*) with the following additions:

a) a fire-fighting shaft and, where people with disabilities have access to the station, a means of escape for the people with disabilities shall be provided to all levels of the station. Such a shaft may also be considered as part of the means of escape for passengers;
b) a falling fire-main in accordance with national legislation (see *Foreword*) for fire extinguishing installations and equipment on premises;
c) where a train fire could create a high fire-loading, a suitable system to minimise the intensity and rate of propagation of a train fire, such as a water-drenching system installed above the location of a train at each platform, shall be installed, such installation shall be based on a risk analysis;
d) where a water-drenching system is installed above the location of trains at platforms, the discharge heads shall be operable only on command from the station control room or at platform level. Discharge may be zoned so only the appropriate heads are opened; and
e) the operation of the water-drenching system shall be compatible with and interlocked to the electrical distribution and overhead traction systems (ED and OHTS) where applicable.

7.6.13 Factors to be considered:

a) the time taken to complete evacuation of the station;
b) the protection of evacuation routes;
c) access for emergency services, especially in sub-surface stations;
d) information systems and appropriate signage for evacuation of the station;
e) the zoning of public address systems;

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f) the management and control of all ventilation systems under main, standby and emergency conditions;
g) fire, smoke and fume prevention (including the choice of materials) and control measures commensurate with the fire risk and evacuation arrangements;

NOTE: This factor may not be applicable to halts or similar structures that are not included in measures to minimize the fire-load.

h) the segregation of public areas of stations from non-public areas and high-fire - risk areas;
i) the provision of fire detection and warning systems and fire suppression systems;
j) ventilation and zoning for smoke and fume extraction systems to limit smoke and fumes from a fire spreading to other parts of the station;
k) the vortex effects generated by trains passing through restricted spaces;
l) the provision and identification of initial fire-fighting equipment;
m) facilities and systems for fire-fighters; and their equipment;
n) the location of a suitable pre-agreed common meeting point where station staff will meet with emergency services;
o) the additional risks caused by fire in a sub-surface station and the need to segregate evacuation routes and provide ventilation control systems; and

7.6.14 The non-public areas of stations shall require a warning or communication system.

7.6.15 An effective means shall be provided to alert staff inside plant and machine rooms to the activation of any station fire alarm particularly where an automated fire extinguishing system is installed.

7.7 Additional considerations for elevated or sub-surface stations or other station structures

7.7.1 The passenger and public areas of the station shall be designed for the unrestricted movement of passengers and members of the public. The width of platforms, passageways, stairways, escalators and passenger conveyors shall be designed subject to the minimum widths given in previous clauses for the foreseeable peak passenger usage with due allowance to prevent congestion being caused by extended intervals between trains.

7.7.2 Appropriate congestion control measures which shall apply in the event normal, abnormal, degraded or emergency conditions.

7.7.3 Provision shall be made for people with disabilities, persons with reduced mobility, including those in wheelchairs, such as lifts to all public levels.

7.7.4 Adequate arrangements shall be in place for evacuation in an emergency.

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7.7.5 Access to platforms shall be in accordance with requirements for platforms (see clause 7.2).

7.7.6 The flows of arriving and departing passengers shall be separated as far as is reasonably practicable.

7.7.7 Passengers that move from one part of the station to another shall not be routed along any platforms.

7.7.8 Means to warn passengers and to prevent them from entering either in an emergency or to prevent congestion shall be provided at all entrances and exits to the station.

7.7.9 All rooms, platforms, escalators, lifts and stairways shall have conspicuous and unique identification and route signs (way-finding).

7.7.10 All passenger routes to and from platforms shall be clearly marked.

7.7.11 Retail outlets shall not be located lower than the first ticket hall or concourse level accessible to the public and shall not be sited so as to cause congestion or obstruction of the passenger flows.

7.7.12 Retail outlets shall have a fire detection system and fire-fighting equipment automatically operated by outbreak of fire in that part of the premises in accordance with the relevant national legislation (see *Foreword*).

7.7.13 Subject to the minimum dimensions in clauses 7.2.9 to 7.2.13, platforms shall accommodate all the passengers waiting to board a train with an allowance for a delay to the planned train service in the peak period.

7.7.14 The width of a single-face platform shall not be less than 3000 mm.

7.7.15 The width of an island platform shall not be less than 6000 mm.

NOTE: As an exception, the minimum width from any obstruction of 2000 mm may be permitted near to the extreme ends of the platforms provided that risks can be mitigated to acceptable limits.

7.7.16 The main structure of the station shall provide a headroom of at least 3000 mm over the whole length and width of platforms.

7.7.17 Separate entrances and exits shall be provided and arranged to facilitate even passenger distribution on the platforms and rapid passenger exit with minimum congestion or conflicting flows.

7.7.18 Normal entrances may be signed as emergency exits where appropriate, and counted as such in evacuation calculations.

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7.7.19 At least two alternative escape routes shall be provided from each platform with a travel distance of not more than 90 metres between any two exits.

7.7.20 The length of a platform shall be adequate for the longest train or applicable portion of the train used on the line and include an allowance for the accuracy with which trains can be stopped at the platform.

7.7.21 An additional length beyond the stopping tolerance shall be provided at both ends of the platform to allow access to and from the track while a train is stopped at the platform.

7.7.22 A track adjacent to a platform accessible from the platform side only shall have an emergency pit accessible from either end when a train is in the platform. Otherwise platform edge screen doors shall be provided, or there shall be a clearance of at least 450 mm between the track bed and all under-train equipment over a width of 600 mm.

7.7.23 Platforms shall be straight or, if unavoidable, curved at a radius not less than 1000 metres.

7.7.24 Platform edge screens and doors (where applicable) shall be compatible with the rolling-stock.

7.7.25 Platform screen-doors shall be designed to withstand crowd crush loading and shall be of sufficient height to prevent climbing. All platform edge screens should include means of access and exit from the track and adjacent tunnels.

7.7.26 The station shall be sufficiently illuminated in accordance with clauses 7.2.31 to 7.2.33 when occupied and shall be provided with an adequate illumination system for emergency evacuation fed by either a main and backup power supply or two independent power supplies.

7.7.27 In the case of sub-surface stations emergency lighting shall be in accordance with relevant national legislation (see *Foreword*) for sub-surface structures.

7.7.28 Station ventilation systems shall include the following as appropriate:

a) a means to control smoke from retail premises;
b) a means to accommodate the vortex effects generated by trains passing through restricted spaces; and
c) a smoke extraction system along the length of the platform railway tracks, designed to prevent smoke from a train fire from spreading to the other parts of the station.

7.7.29 Factors to be considered:

a) additional width of platforms adjacent to entrances to and exits from the platform may be required to avoid congestion at these places;

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b) the provision of self-closing doors for escape chambers or passages; and
c) the ease of operation of all station facilities which may need to be operated by unskilled personnel or the public or people with disabilities (or combination of these) under abnormal, degraded or emergency conditions.

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8 Execution (construction)

8.1 The operator shall establish, develop or adopt, document, implement and maintain processes and procedures for the construction of new stations or the modification of existing stations (or both).

8.2 The operator shall ensure that such stations are constructed in accordance with the relevant national legislation (see *Foreword*) and relevant parts of the national standard: Railway Safety Management (SANS 3000 Series), in particular with the aspects of engineering, human factors, interoperability and operations.

8.3 The processes and procedures to be developed or adopted shall include the following:

a) compliance with the approved design, drawings and specifications;
b) work-site management and operation during construction activities, including:
    1) safeguarding of existing railway operations,
    2) safeguarding of the public and passengers and employees from station construction activities,
    3) clear demarcation of construction and functional or operational areas (or both),
    4) safeguarding of construction train operations,
    5) safeguarding of construction personnel,
    6) access control to and protection of the worksite(s),
    7) compliance with construction regulations in the relevant national legislation (see *Foreword*),
    8) environmental management in accordance with the relevant national legislation (see *Foreword*), and
    9) appropriate process management in accordance with SANS 3000-1, and SANS 10007/ISO 10007;
c) any temporary work or phases of construction (stage works) shall comply with the requirements of both section 7 (Design) and section 9 (Testing and commissioning);
d) interface and intraface management requirements for any temporary works or phases of construction (stage works), which shall also comply with the requirements of both section 7 (Design) and section 9 (Testing and commissioning);
e) conclusion of the necessary interface or intraface agreements between the affected parties including construction and construction train safety permits, where required;
f) any new but un-commissioned or non-operational equipment that could cause confusion with the existing station or train operations (or both) or any other activities shall be clearly marked as such prior to and up to its commissioning;

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g) compliance with the interface and intraface management, and interoperability requirements of the approved design, drawings and specifications for interoperability; and
h) risk assessments shall be conducted for all types of occupations (possessions) and other work permissions.

8.4 Any deviation from the approved design during construction shall result in a new risk assessment being conducted and the design revised, verified and validated accordingly.

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9 Testing and commissioning

9.1 General

9.1.1 The operator shall establish, develop or adopt, document, implement and maintain processes and procedures for the testing and commissioning of new or modified stations (or both).

9.1.2 The operator shall ensure that such stations are tested and commissioned in accordance with the relevant national legislation and standards (see *Foreword*), including the relevant parts of the national standard, Railway Safety Management (SANS 3000 series), in particular with the aspects of engineering, human factors, interoperability and operations.

9.1.3 Testing and commissioning procedures shall complement and shall not substitute for quality-control of the design, execution, production and installation of the station and its associated systems, sub-systems and components.

NOTE: Testing and commissioning of railway stations are essential elements in ensuring the "integrity" of the station as a system.

9.2 Requirements for testing and commissioning

9.2.1 Requirements for testing and commissioning shall include:

a) ensuring the appropriate level of competency of the commissioning organization or the individual (or both) for the type of system or installation, based on complexity and risk (see SANS 3000-1 and SANS 3000-4);
b) demonstrating the level of independence of the commissioning organisation or the individual (or both) from the design and execution (construction) organizations or individuals for the type of system or installation, based on complexity and risk;
c) ensuring compatibility of the new or modified systems (or both) with the existing station, infrastructure and rolling stock systems, sub-systems and components;
d) validation and verification of the station design, execution (construction) and functioning;

NOTE 1: "Validation" means confirmation that the system, sub-system or component is appropriate for its intended use.

NOTE 2: "Verification" means testing and evaluation of a system, sub-system or component to assure compliance with its specification or other requirements.

NOTE 3: Verification is a compliance test and does not address the adequacy of the specification.

NOTE 4: Test and measuring equipment should be suitably calibrated and certified.

e) validation and verification shall include:

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1) the conducting of suitable simulations of public and passenger access, capacity and flow under normal, abnormal, degraded and emergency conditions, and
2) the conducting of suitable emergency management services interface and co- coordination exercises and testing of related equipment;

f) the operator and persons participating in such simulations shall conclude the necessary indemnity agreements in terms of the operator's test and commissioning permit;
g) the assurance of safe transition during any commissioning or system change (or both);
h) the handover processes to the relevant operators, including formalized operator training and material for the use and maintenance, where applicable of the new or modified facilities, systems, sub-systems or components (or a combination of these) (see SANS 3000-1 and SANS 3000-4);
i) the provision of all relevant documentation (see SANS 3000-1) including as-built plans, maintenance manuals and operating procedures and the recording in the configuration management system; and
j) conclusion of the necessary interface and intraface agreements between the affected parties where testing and commissioning safety permits are required.

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10 Operation

10.1 The operator shall establish, develop or adopt, document, implement and maintain processes and procedures for the operation of the new or modified stations (or both) which shall include the following:

a) the amendment of the operator's SMS to reflect the changes resulting from the new or modified stations and systems, sub-systems or components (or combination thereof), including the confirmation of risk assessment and amendment thereof where relevant and necessary;
b) the compliance with the train operational principles described in SANS 3000-2-5;
c) the appropriate operational and technical resourcing of the station and its systems in accordance with the approved design and as constructed, tested and commissioned;
d) the education and awareness of users which shall include the affected public, passengers, employees, contractors, and service providers; and
e) the development and implementation of relevant operating and emergency procedures.
f) Management of the interface and intraface in accordance with SANS3000-2-6 and RSR 00-2-6-1 respectively.

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11 Monitoring and maintenance

11.1 General

11.1.1 The appropriate level of competency of the maintenance organization or the individual (or both) and the associated standards and procedures shall be ensured for the type of system or installation, based on complexity and risk.

11.2 Monitoring

11.2.1 The operator shall establish, develop or adopt, document, implement and maintain standards, processes and procedures for the monitoring and assessment, auditing and inspection and the prevention of railway occurrences at stations which shall include the following:

a) structure and system availability and integrity;
b) faults and incidents;
c) structure, system, sub-system and component condition;
d) compliance with and performance against the approved design, applicable railway safety standards and fail-safe principles;
e) maintenance practices and testing procedures;
f) in-service inspections which shall be considered as and when required and at least as specified in the operator's SMS and Safety Improvement Plan (SIP);
g) conditions and events which are likely to result in reduced safety, operating performance or increased risk (or a combination thereof); and
h) railway occurrences.

11.2.2 Factors to be considered:

a) compliance with the train operating principles in accordance with SANS 3000-2-5;
b) generally accepted system availability measurements: "mean time between failures" (MTBF) and "mean time to repair" (MTTR);

NOTE: MTTR comprises the period from the time that a fault appears for the first time until the time when the system, sub-system or component is reintroduced into service.

c) fault and incident reporting system and analysis;
d) effectiveness of maintenance procedures;
e) frequency of scheduled inspections and requirements for special inspections;
f) condition monitoring and analysis;
g) unsafe or ineffective maintenance practices (or both) and testing procedures;
h) determination and mitigation of conditions and events which are likely to result in reduced operating performance and safety;
i) methods of detection and reporting of the onset of sub- standard conditions; and

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j) analysis of the causes and consequences of railway occurrences due to substandard acts or conditions or procedures (or a combination thereof), and where appropriate the implementation of corrective actions.

11.3 Maintenance

11.3.1 The operator shall establish, develop or adopt, document, implement and maintain standards, processes and procedures for maintenance of stations and their associated systems, sub-systems and components and which shall include the following:

a) preventative or corrective maintenance plan (or both) to maintain or restore performance to the approved design or specifications or standards (or a combination thereof);
b) carrying out of preventative or corrective action, including the following:
    1) work site operation and management;
    2) access control and protection of the public, passengers, employees and contractors or service providers;
    3) maintenance or restoration to the approved design or specifications or standards (or a combination thereof);
    4) repair or replacement (or both) of faulty equipment; and
    5) periodic training or re-training of technical and operational personnel.

11.3.2 Factors to be considered include:

a) process management in accordance with SANS 3000-1;
b) procedures for configuration management in accordance with SANS 3000-1 and SANS/ISO 10007;
c) the use and effectiveness of appropriate maintenance practices and procedures;
d) RAMSS philosophy and methodology;
e) processes and procedures for the timely adjustment of equipment to maintain safety and performance and prevent faults;
f) availability of manuals and other related documentation such as those that cover operating, maintenance and repair of the station systems, sub- systems and components;
g) availability of spare parts, resources, facilities, and appropriate certified and calibrated test and repair equipment;
h) management of the risk of subsequent exposure that follows a railway occurrence or system failure (or both) and prior to remedial action being performed; and
i) fault history or shortcomings in performance that may indicate the need for redesign.

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12 Modification

12.1 The operator shall establish, develop or adopt, document, implement and maintain standards, processes and procedures for the modification of existing stations and which shall include the following:

a) the concept, design, execution (construction), testing and commissioning of the modification in accordance with clauses 5 to 11 (inclusive);
b) the effects of the proposed modification on the safety of the public, passengers, employees, contractors or service providers located within the station precinct during the execution (construction), testing and commissioning of the modification to the station and its systems, sub-systems and components; and
c) the communication of changes, modifications and transitional arrangements to all interested and effected parties during the construction, testing and commissioning phases.

12.2 Factors to be considered:

a) process management in accordance with SANS 3000-1;
b) procedures for configuration management in accordance with SANS 3000-1 and SANS/ISO 10007;
c) short comings in existing performance or requirements for increased or improved safety functionality or performance (or combination thereof);
d) fault and incident history;
e) availability of resources, spare parts, facilities and appropriately calibrated and certified test and repair equipment; and
f) recommendations or findings that arise from occurrence investigations following occurrences in the passenger, public, operational and technical areas of the station precinct.
g) process management in accordance with SANS 3000-2-6 and RSR 00-2-6-1.

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13 Decommissioning and disposal

13.1 The operator shall establish, develop or adopt, document, implement and maintain processes and procedures for the decommissioning or disposal of stations and their associated systems, sub-systems, components and, where relevant, the means of preventing inappropriate re-usage thereof. The following shall be included:

a) the identification of persons authorized to decommission, and where relevant remove and dispose of such decommissioned structures, systems, sub-systems and components;
b) appropriate marking of each decommissioned structure, system, sub-system and component for identification purposes for disposal and to avoid operational and technical confusion during decommissioning;
c) ensuring safe operations during decommissioning and where applicable, the demolition or removal of structures, systems, sub-systems and components ensuring safe work site operation and management including access control and protection in accordance of national relevant legislation (see *Foreword*);
d) ensuring that the condition of decommissioned material and equipment is clearly identified and marked either for re-use or to prevent inappropriate re-use;
e) minimization of environmental risks, including health, safety and pollution hazards associated with the demolition or disposal (or both), of decommissioned structures, systems, sub-systems and components, considering both short-term and long-term impact in accordance of national relevant legislation (see *Foreword*);
f) restoration of the environment to the required standards in terms of relevant national legislation (see *Foreword*) following such demolition or disposal (or both);
g) a database of decommissioned stations and their status including whether demolished, moth-balled or re-used; and

NOTE: Moth-balled means suitably preserved for possible future re-use.

h) where a station is to be moth-balled, appropriate steps shall be taken to protect the station from deterioration, theft and malicious damage to property.

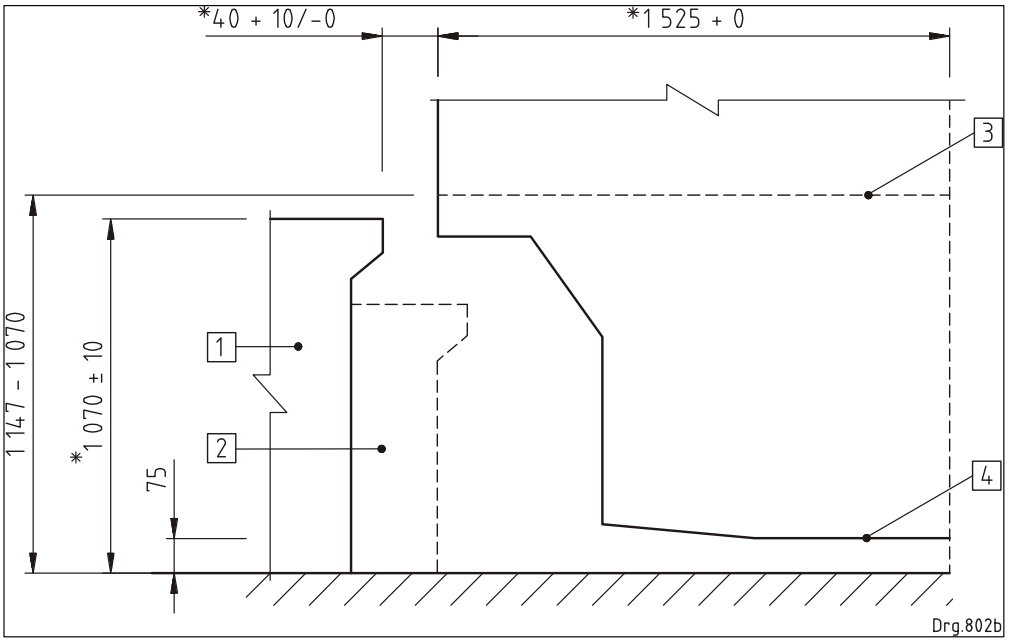
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Annexure A

Normative

A.1 Platform dimensions and clearances

Clearances for ballastless track on 1065 mm gauge.



NOTE 1: All dimensions in millimetres

NOTE 2: Drawing is not to scale.

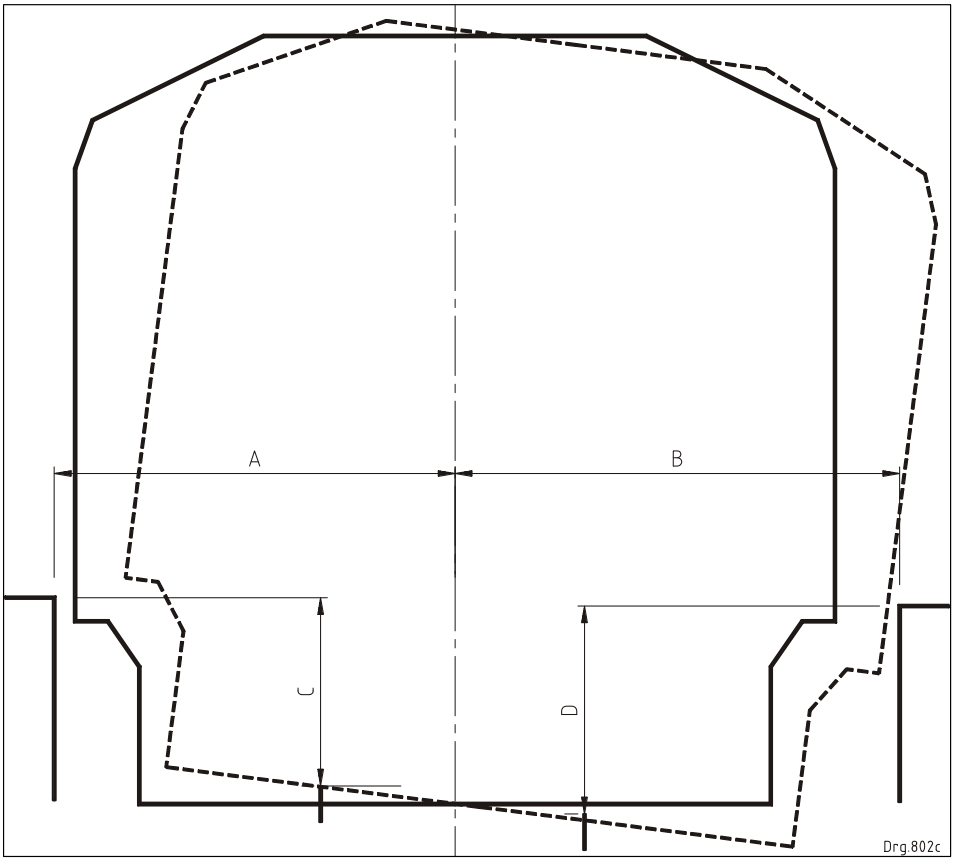
Key:

1 Ballastless track high-level passenger platform
2 Current high-level passenger platform on ballasted track
3 Floor level of commuter coaches
4 Vehicle gauge (see annex B)
* Ballastless track passenger platform dimensions.

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A.2 Platform clearances (rounded-up)

Clearances (rounded-up) for ballastless tangent and curved track 1065 mm gauge.



See table A.3 for dimensions.

Key
A Horizontal clearance on outside of curve
B Horizontal clearance on inside of curve
C Vertical clearance on outside of curve
D Vertical clearance on inside of curve

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A.3 Table of clearances for platforms

For ballastless tangent and curved track on 1065 mm gauge

Curve radius	Cant	A	B	C	D	Zero cant			
r	c					A	B	C	D
metres	mm	mm	mm	mm	mm	mm	mm	mm	mm
90	100	1 770	1 970	1 165	970	1 880	1 880	1 070	1 070
100	100	1 740	1 940	1 165	970	1 850	1 850	1 070	1 070
110	90	1 725	1 905	1 155	980	1 825	1 820	1 070	1 070
120	90	1 705	1 885	1 155	980	1 800	1 800	1 070	1 070
140	80	1 685	1 845	1 145	990	1 770	1 770	1 070	1 070
160	80	1 660	1 820	1 145	990	1 745	1 745	1 070	1 070
180	70	1 650	1 790	1 140	1 000	1 725	1 725	1 070	1 070
200	70	1 635	1 775	1 140	1 000	1 710	1 710	1 070	1 070
220	70	1 620	1 760	1 140	1 000	1 695	1 695	1 070	1 070
240	70	1 610	1 750	1 140	1 000	1 685	1 685	1 070	1 070
270	60	1 610	1 730	1 130	1 015	1 670	1 670	1 070	1 070
300	60	1 600	1 720	1 130	1 015	1 660	1 660	1 070	1 070
350	60	1 585	1 705	1 130	1 015	1 650	1 650	1 070	1 070
400	60	1 580	1 695	1 130	1 015	1 640	1 640	1 070	1 070
450	50	1 580	1 680	1 120	1 025	1 630	1 630	1 070	1 070
500	50	1 575	1 670	1 120	1 025	1 625	1 625	1 070	1 070
550	40	1 575	1 660	1 110	1 035	1 620	1 620	1 070	1 070
600	40	1 575	1 655	1 110	1 035	1 615	1 615	1 070	1 070
700	30	1 575	1 635	1 100	1 045	1 610	1 610	1 070	1 070
800	30	1 575	1 630	1 100	1 045	1 605	1 605	1 070	1 070
850	30	1 575	1 630	1 100	1 045	1 600	1 600	1 070	1 070
900	20	1 575	1 620	1 090	1 055	1 600	1 600	1 070	1 070
1 000	20	1 575	1 615	1 090	1 055	1 595	1 595	1 070	1 070
1 200	10	1 575	1 600	1 080	1 065	1 590	1 590	1 070	1 070
1 500	10	1 575	1 595	1 080	1 065	1 585	1 585	1 070	1 070
1 700	10	1 575	1 595	1 080	1 065	1 585	1 585	1 070	1 070
2 000	10	1 575	1 590	1 080	1 065	1 580	1 580	1 070	1 070
3 000	0	1 575	1 575	1 070	1 070	1 575	1 575	1 070	1 070
Tangent	0	1 565	1 565	1 070	1 070	1 565	1 565	1 070	1 070

NOTE1: Not recommended where shaded grey.

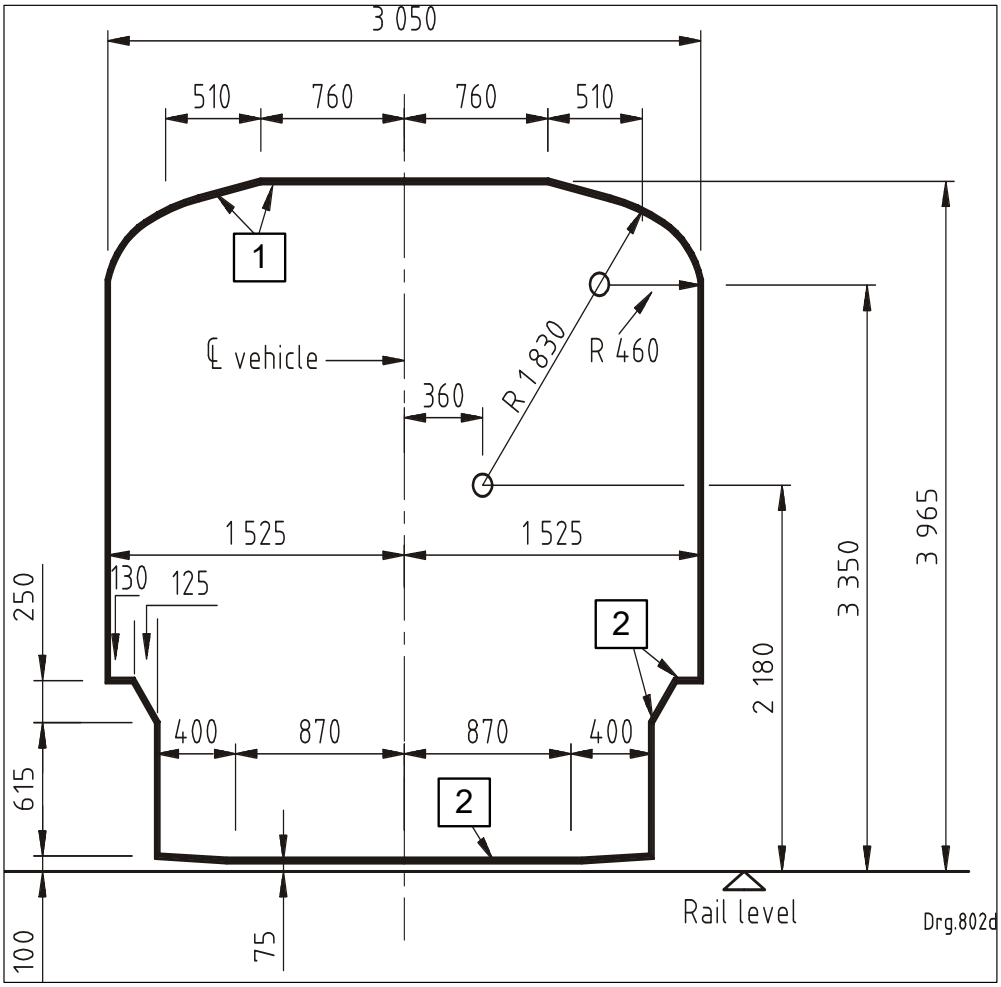
NOTE 2: An engineer is permitted to interpolate for values not found in this table.

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Annexure B

Normative

B.1 Vehicle size gauge for track gauge of 1065 mm



NOTE: All dimensions in millimetres

Key:
1 without load and new tyres, vehicle shall not be higher than this outline
2 with full load and worn tyres, vehicle shall not be lower than this outline

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End of Document

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DEPARTMENT OF JUSTICE AND CONSTITUTIONAL DEVELOPMENT

PROCLAMATION NOTICE 321 OF 2026

PROCLAMATION

by the

PRESIDENT of the REPUBLIC of SOUTH AFRICA

COMMENCEMENT OF THE CONSTITUTION EIGHTEENTH AMENDMENT ACT, 2023 (ACT NO. 3 OF 2023)

Under section 2 of the Constitution Eighteenth Amendment Act, 2023 (Act No. 3 of 2023), I hereby determine the commencement of the Act with immediate effect.

Given under my Hand and the Seal of the Republic of South Africa at ……. on this …….. day of …… Two thousand and twenty-six.

President

By Order of the President-in-Cabinet:

Minister of the Cabinet

KGOELETSO

ka

MOPORESIDENTE wa REPHABOLIKI ya AFORIKA BORWA

TSHIMOLOLO YA *CONSTITUTION EIGHTEENTH AMENDMENT ACT, 2023* (MOLAO 3 WA 2023)

Ka fa tlase ga karolo 2 ya *Constitution Eighteenth Amendment Act, 2023* (Molao 3 wa 2023), ke tlhomamisa fano tshimololo ya Molao ka bonako.

O diragatswa ka fa Tlase ga Mosaeno wa me le Sekano sa Rephaboliki ya Aforika Borwa kwa ……. ka di …….. tsa kgwedi ya ……. mo ngwageng wa ketepedi le masome-a-mabedi-thataro.

Moporesidente

Ka Taelo ya Moporesidente-mo-Kabineteng:

Tona ya Kabinete

GENERAL NOTICES • ALGEMENE KENNISGEWINGS

DEPARTMENT OF HEALTH

NOTICE 3986 OF 2026

IMPOSITION OF LEVIES ON MEDICAL SCHEMES ISSUED IN TERMS OF SECTION 2 OF THE COUNCIL FOR MEDICAL SCHEMES LEVIES ACT (ACT 58 OF 2000)

The Council for Medical Schemes referred to in Section 1 of the Council for Medical Schemes Levies Act, 2000 (Act No. 58 of 2000), after consultation with the Minister of Health, hereby confirms the imposition of levies on medical schemes.

The notice on the imposition of levies in the government gazette dated 10 April 2026 (no. 54417) notified that once approval has been received for the new levy, the Council for Medical Schemes will make adjustment to the levy already levied to schemes. The above gazette imposed a levy of **R51.49** and the new approved levy is **R53.24**. CMS now imposes a levy amount of **R1.75** being an adjustment to the levy published in the above gazette.

By order of the Council for Medical Schemes

Dr T Mabeba

Chairperson: Council for Medical Schemes

18 June 2026

SCHEDULE

Definitions

1. In this notice, unless the context indicates otherwise –

   i. "Council" means the Council for Medical Schemes referred to in the Act;

   ii. "Levy year" means the period from **01 April 2026 to 31 March 2027** and, subject to the provision of this Notice and any amendments, substitution or repeal thereof, such corresponding period in succeeding year in respect of which levies are imposed;

   iii. "Registrar" means the Registrar of Medical Schemes, appointed in terms of Section 18 of the Medical Schemes Levies Act, 1998 (Act No. 131 of 1998);

   iv. "The Act" means the Council for Medical Schemes Levies Act, 2000 (Act No. 58 of 2000).

Imposition

2. In respect of a medical scheme registered in terms of section 20 of the Medical Schemes Act, 1998 (Act No. 131 of 1998), the adjusted levy is an amount of **R1.75** per member per year, which shall be paid together with the second installment of the levies no later than 31 July 2026 of the levy year. Invoices to schemes will be adjusted accordingly for this payment.

3. In respect of the levy year, the number of members referred to in item 2 shall correspond with the latest statistics furnished to the Registrar in terms of or by virtue of the Medical Schemes Act, 1998 (Act No. 131 of 1998) or with the latest certified number of members sent to the Registrar by the medical scheme. If a transfer of members is in process and not finalized on **31 December 2025**, the transferor must pay the levy in respect of the members to be transferred.

Payment/Interest on overdue Levies

4. On amounts of overdue levies, interest will be charged at a rate applicable to a debt owing to the state, as determined by the Minister of Finance in terms of section 80(1) (b) of the Public Finance Management Act.

5. The levies and interest (if any) referred to in this Notice shall be paid by a medical scheme directly in the bank account of the Council, the details of which are:

Bank	:	ABSA
Account Holder	:	Council for Medical Schemes
Branch Name	:	ABSA Corporate Branch
Branch Code	:	517 245
Account Number	:	405 116 3394

6. A deposit advice slip issued by the aforementioned Bank in respect of a deposit contemplated in item 5, received by the Council for Medical Schemes, and bearing the name of the relevant medical scheme, shall serve as *prima facie* proof of payment of a levy.

NATIONAL TREASURY

NOTICE 3987 OF 2026

RATE OF INTEREST ON GOVERNMENT LOANS

It is hereby notified that the Minister of Finance has, in terms of Section 80(1)(a) and (b) of the Public Finance Management Act, 1999 (Act No. 1 of 1999), fixed the Standard Interest Rate applicable, from **1 July 2026** and until further notice, to loans granted by the State out of a Revenue Fund, and /or to all other debts which must be paid into a Revenue Fund, at ten, fifty percent **(10,50%)** per annum.

The above-mentioned Standard Interest Rate is applicable from **1 July 2026** and until further notice, to all drawings of loans from State money, except loans in respect of which other rates of interest are specifically authorised by legislation or the Minister of Finance.

NATIONAL TREASURY

NOTICE 3988 OF 2026

PUBLIC FINANCE MANAGEMENT ACT, 1999: EXEMPTION

I, E Godongwana, the Minister of Finance, hereby in terms of section 92 of the Public Finance Management Act, 1999 (Act No. 1 of 1999), exempt—

(a) national and provincial departments; and

(b) government components which apply the modified cash standard,

from complying with section 40(1)(b) of the said Act for a period of five years, with effect from the date of publication of this notice.

E Godongwana

MINISTER OF FINANCE

DEPARTMENT OF TRADE, INDUSTRY AND COMPETITION

NOTICE 3989 OF 2026

COMPETITION TRIBUNAL
NOTIFICATION OF DECISION TO APPROVE MERGER

The Competition Tribunal gives notice in terms of rules 34(b)(ii) and 35(5)(b)(ii) of the "Rules for the conduct of proceedings in the Competition Tribunal" as published in Government Gazette No. 22025 of 01 February 2001 that it approved the following mergers:

Case No.	Acquiring Firm	Target Firm	Date of Order	Decision
LM021Apr26	Pareto Ltd	ERF 596 Sandown Extension 38	20/05/2026	Approved
LM190Feb26	Zaad Holdings (Pty) Ltd	Gorvenment Employee Pension Fund	20/05/2026	Approved

BOARD NOTICE 944 OF 2026

BEFORE THE DISCIPLINARY TRIBUNAL OF THE ENGINEERING COUNCIL OF SOUTH AFRICA HELD AT JOHANNESBURG ON 26 SEPTEMBER 2024 VIA MS TEAMS

In the matter between:

Engineering Council of South Africa (Complainant)

And

Jan Fanoy
Registration number 830195 (Respondent)

Publication in terms of section 32(5) of the Engineering Profession Act, 46 of 2000 ("The Act") of the finding and sanction imposed by a Disciplinary Tribunal at a disciplinary hearing, into the alleged improper conduct of a registered person.

NATURE OF CONTRAVETION

Guilty of contravention of Rule 3.1(a), Rule 3.1(c) and Rule 4(f) of the Rules of the Code of Conduct for Registered Persons promulgated under Board Notice 41 of 2017, Government Gazette number 40961 of 17 March 2021.

SANCTION

1. The Respondent is fined to pay to the Council an amount of R40 000. 00 (Forty Thousand Rand), payable in 2 equal instalments. The first instalment of R20 000.00 (Twenty Thousand Rand) payable no later than 31 October 2024, and the second instalment of R20 000.00 (Twenty Thousand Rand) payable no later 29 November 2024.

2. The Respondent is reprimanded not to conduct himself in the manner he did in future.

BOARD NOTICE 945 OF 2026

BEFORE THE DISCIPLINARY TRIBUNAL OF THE ENGINEERING COUNCIL OF SOUTH AFRICA HELD AT JOHANNESBURG ON 30 JULY 2024, 3 OCTOBER 2024 AND 12 NOVEMBER 2024 VIA MS TEAMS

In the matter between:

Engineering Council of South Africa (Complainant)

And

Jan Fanoy
Registration number 830195 (Respondent)

Publication in terms of section 32(5) of the Engineering Profession Act, 46 of 2000 ("The Act") of the finding and sanction imposed by a Disciplinary Tribunal at a disciplinary hearing, into the alleged improper conduct of a registered person.

NATURE OF CONTRAVETION

Guilty of contravention of Rule 3.2(J), Rule 4(f) and Rule 4(g) of the Rules of the Code of Conduct for Registered Persons promulgated under Board Notice 41 of 2017, Government Gazette number 40961 of 17 March 2021.

Guilty of contravention of Rule 8.2, Rule 8.3, Rule 8.4(a), Rule 8.4(b), Rule 8.4(c), Rule 8.4(d), Rule 8.4(e), Rule 8.6(a), Rule 8.6(b), Rule 8.6(c), Rule 8.6(d), Rule 8.6(e) of the Overarching Code of Practice for the Performance of Engineering Work promulgated under Board Notice 20 of 2021, Government Gazette number 44333 of 26 March 2021.

SANCTION

1. The Respondent is fined to pay to the Council an amount of R40 000.00 (forty thousand rand) to be paid in 2 (two) monthly instalments of R20 000.00 (twenty thousand rand) the first instalment being due within 30 days of this Ruling / Sanction coming to the attention of the Respondent and the second instalment in the amount of R20 000.00 (twenty thousand rand) 30 days later.

2. The Respondent's registration shall be suspended for a period of 6 (six) months, the suspension commencing on the day which this Ruling/ Sanction comes to the attention of the Respondent. During this suspension period the provisions of Section 26(4) of the EPA will apply and the Respondent will not be prohibited from performing work as defined

in the EPA provided that such work is carried out under the direction, control and supervision of a registered person as defined in the EPA, who is authorised to perform the work and who must assume responsibility for any work conducted during this time.

3. The Respondent is required to complete training courses as directed by ECSA on professional ethics and regulatory compliance.

BOARD NOTICE 946 OF 2026

LEGAL NOTICE: ALLIED HEALTH PROFESSIONS COUNCIL OF SOUTH AFRICA ELECTIONS: CALL FOR NOMINATIONS FOR APPOINTED MEMBERS OF COUNCIL WHO WILL ALSO SERVE ON PROFESSIONAL BOARDS

In terms of the provisions of sub-regulation 4(1) of Regulations No R 127 of 12 February 2001 to the Allied Health Professions Act (63/1982) ("the Act"), notice is hereby given to call for nominations of five (5) persons to be appointed by the Minister of Health to serve on the Allied Health Professions Council of South Africa for the term of office 2026 to 2031. In terms of section 5(1)(b)(ii) and (iii) of the Act, the Minister of Health shall appoint to Council:

- **One person who shall be appointed on account of his/her knowledge of the law; and**
- **Four persons as community representatives, who shall be appointed on account of expertise in the fields of health, education and welfare.**

Nominations of persons received in terms of sub-regulations 4(3) and (4) of the Act shall be in writing, signed by the person making the nomination and shall provide that the nominee declares that he/she is not registered in terms of the Act, is a South African citizen residing within the Republic and is not an unrehabilitated insolvent. The nomination form shall be signed by the nominee indicating his/her acceptance of the nomination and willingness to serve on the Council should he/she be nominated. All nomination shall include a detailed curriculum vitae of the nominee. Nomination forms are available from The Director: Public Entity and Governance, Department of Health, Private Bag X828, Pretoria, 0001, or may be downloaded from http://www.doh.gov.za/docs/forms-f.html. Nomination forms duly completed and signed must be returned to The Director: Public Entity and Governance by email at nominations@Health.gov.za. The closing date for nominations is 13h00 on Friday, 31 July 2026. For further enquiries contact Mr G Tsebe at (012) 395 9753.

BOARD NOTICE 947 OF 2026

LEGAL NOTICE: ALLIED HEALTH PROFESSIONS COUNCIL OF SOUTH AFRICA ELECTIONS: CALL FOR NOMINATIONS FOR ELECTED MEMBERS OF COUNCIL

In terms of the provisions of sub-regulation 2(1) of Regulations No R 127 of 12 February 2001 to the Allied Health Professions Act (63/1982) ("the Act"), notice is hereby given to call for nominations of registered practitioners in the professions contemplated in section 5(1)(a) of the Act, to serve on the Allied Health Professions Council of South Africa for the term of office 2026 to 2031.

Nominations of persons received in terms of sub-regulations 2(2) and (3) of the Act shall:

- **a) be in writing;**
- **b) be signed by the person making the nomination;**
- **c) state which profession the nominee is being nominated to represent on the council;**
- **d) provide for the nominee to declare that he or she complies with section 6(1) of the Act, in that:**
  - **(i) he or she is not an unrehabilitated insolvent;**
  - **(ii) he or she is not disqualified in terms of the Act or the Health Professions Act, 1974 from practising his or her profession; or**
  - **(iii) he or she is a South African citizen who is permanently resident in the Republic;**
- **e) be signed by the nominee as indication of his or her acceptance of the nomination and willingness to serve on the council should he or she be elected thereto; and**
- **f) be accompanied by the nominee's council registration number and a one page summary of his or her curriculum vitae.**

Nomination forms may be downloaded from https://www.ahpcsa.co.za/
Nomination forms duly completed and signed must be returned to The Registrar: The Allied Health Professions Council of South Africa, by email at registrar@ahpcsa.co.za
The closing date for nominations is 13h00 on Friday, 31 July 2026. For further enquiries contact (012) 349 2331.

BOARD NOTICE 948 OF 2026

Tel : +27 12 341 9638
Fax : +27 12 341 5938

Private Bag X08 I Arcadia I 0007
523 Stanza Bopape Street 5th Floor
Provisus Building I Arcadia I 0083

2022-2032 | INTERNATIONAL DECADE OF Indigenous Languages

PanSALB
PAN SOUTH AFRICAN LANGUAGE BOARD

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BOARD NOTICE TO COMPLY WITH THE USE OF OFFICIAL LANGUAGES ACT, PAN SOUTH AFRICAN LANGUAGE BOARD ACT, AND THE CONSTITUTION

BOARD NOTICE

In accordance with section 8(1)(b) of the Pan South African Language Board Act, No. 59 of 1995, PanSALB hereby requests all national departments and their public entities and public enterprises to supply it with any legislative, executive, and/or administrative measures adopted in promoting multilingualism through the implementation of their respective language policies. Each department, entity, and enterprise must make its own submission.

Additionally, in terms of section 9(2) of the Use of Official Languages Act (UOLA), No. 12 of 2012, PanSALB further requests all national departments, national public entities, and national public enterprises to submit an Annual Language Report on the Use of Official Language for the 2025/26 financial year consisting of:
(1) a detailed description of the activities of their language unit,
(2) a detailed description of the implementation of their language policy, and
(3) detailed descriptions of any complaints received and the manner in which those complaints were handled.

The submission of these Annual Language Reports is regulated in terms of the UOLA Regulation 5(1) that requires national organs of state to submit these reports at least three (3) months after the end of the previous financial year.

The PanSALB Act provides that all organs of state shall afford PanSALB as much assistance as is reasonably required for the protection of PanSALB's independence, impartiality, dignity, and effectiveness in the performance of the Board's powers, duties, and functions.

Annual Language Reports must be submitted to PanSALB no later than **30 June 2026**.

The report must be submitted through one of the following means:
By email: *languagepolicy@pansalb.org*
By hand delivery: Attention: Ms Joyce Ngcobo, 5th Floor, 523 Provisus Building, Stanza Bopape Street, Arcadia, Pretoria

The Annual Language Report template is available at this link:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

Kindly note that queries can be directed to the Executive Head of Languages, Mr Julius Jabavu Dantile, on 012 341-9638 or at *ehl@pansalb.org*.

THE CHIEF EXECUTIVE OFFICER
PAN SOUTH AFRICAN LANGUAGE BOARD

RAADSKENNISGEWING 948 VAN 2026

Tel : +27 12 341 9638
Fax : +27 12 341 5938

Private Bag X08 I Arcadia I 0007
523 Stanza Bopape Street 5th Floor
Provisus Building I Arcadia I 0083

2022-2032 | INTERNATIONAL DECADE OF Indigenous Languages

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RAADSKENNISGEWING OP VOLDOENING AAN DIE WET OP DIE GEBRUIK VAN AMPTELIKE TALE; WET OP DIE PAN SUID-AFRIKAANSE TAALRAAD; EN DIE GRONDWET

RAADSKENNISGEWING

In ooreenstemming met Artikel 8(1)(b) van die Wet op die Pan Suid-Afrikaanse Taalraad, Wet Nr. 59 van 1995, versoek PanSAT hiermee alle nasionale departemente en hul openbare entiteite en openbare ondernemings om PanSAT te verskaf met enige wetgewende-, uitvoerende, en/of administratiewe maatreëls ingestel om meertaligheid te bevorder deur die implementering van hul onderskeie taalbeleide. Elke departement, entiteit en openbare onderneming moet sy eie inhandiging doen.

Daarbenewens, in gevolge Artikel 9(2) van die Wet op die Gebruik van Amptelike Tale, Wet Nr. 12 van 2012, versoek PanSAT verder alle nasionale departemente, nasionale openbare entiteite, en nasionale openbare ondernemings om 'n Jaarlikse Taalverslag op die Gebruik van Amptelike Tale vir die 2025/2026 finansiële jaar in te dien, wat die volgende bevat:
(1) 'n omvattende beskrywing van die aktiwiteite van hul taaleenheid,
(2) 'n omvattende beskrywing van die implementering van hul taalbeleid, en
(3) omvattende beskrywings van enige klagtes ontvang en die manier waarop daardie klagtes hanteer is.

Die inhandiging van hierdie Jaarlikse Taalverslae word gereguleer in gevolge die Gebruik van Amptelike Tale Regulasie 5(1) wat vereis dat nasionale staatsorgane hierdie verslae inhandig ten minste drie (3) maande na die einde van die vorige finansiële jaar.

Die PanSAT Wet maak voorsiening dat alle staatsorgane PanSAT so veel as moontlik bystand bied as wat redelik vereis word vir die beskerming van PanSAT se onafhanklikheid, onpartydigheid, waardigheid en effektiwiteit in die uitvoer van die Raad se magte, pligte en funksies.

Jaarlikse Taalverslae moet by PanSAT ingehandig word nie later as **30 Junie 2026** nie.

Die verslag moet deur middel van die volgende mediums ingehandig word:
Per e-pos: *languagepolicy@pansalb.org*
Per handaflewering: Aandag: Me. Joyce Ngcobo, 5de Vloer, 523 Provisus Gebou, Stanza Bopape Straat, Arcadia, Pretoria

Die Jaarlikse Taalverslag templaat is by die volgende skakel beskikbaar:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

Neem kennis dat navrae aan die Uitvoerende Hoof van Tale, Mnr. Julius Jabavu Dantile gerig kan word, by 012 341-9638 of by *ehl@pansalb.org*.

DIE HOOF-UITVOERENDE BEAMPTE
PAN SUID-AFRIKAANSE TAALRAAD

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Fax : +27 12 341 5938

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KITSISO YA BOTO YA GO INAAKANYA LE MOLAOPHETHISI WA TIRISO YA DIPUO TSA SEMMUSO, MOLAOPHETHISI WA BOTO YA DIPUOTSOTLHE YA AFORIKABORWA, LE MOLAOTHEO

KITSISO YA BOTO

Go ya ka karolo 8(1)(b) ya Molaophethisi wa Boto ya Dipuotsotlhe ya Aforikaborwa, No. 59 wa 1995, PanSALB e kopa mafapha otlhe a bosetšhaba le ditheo tsa puso, le dikgwebo tsa puso go romela pegelo mabapi le dikgato dingwe le dingwe tsa peomolao, tsa sekhuduthamaga, le/kgotsa tsa tsamaiso tse di tsentsweng tirisong go tsweletsa bopuontsi ka dipholisi tsa tsona. Lefapha lengwe le lengwe, setheo le kgwebo di tshwanetse go romela dipegelo tsa tsone.

Mo godimo ga moo, go ya ka karolo 9(2) ya Molaophethisi wa Tiriso ya Dipuo tsa Semmuso (UOLA), No. 12 wa 2012, PanSALB e tswelela go kopa mafapha otlhe a bosetšhaba, ditheo tsa bosetšhaba tsa puso, le dikgwebo tsa bosetšhaba tsa puso go romela Pegelo ya Tiriso ya Puo ya Ngwaga-le-ngwaga, ya Ngwaga wa 2025/26 e e tsenyeleditseng dintlha tse di latelang:
(1) tlhaloso ka botlalo mabapi le ditiro tsa yuniti ya puo,
(2) tlhaloso ka botlalo mabapi le tiragatso ya pholisi ya puo, le
(3) ditlhaloso ka botlalo mabapi le dingongorego dingwe le dingwe tse di amogetsweng, le mokgwa o di arabetsweng ka ona.

Thomelo ya Dipegelo tseno tsa Ngwaga-le-ngwaga tsa Puo e laolwa go ya ka Molawana wa UOLA 5(1), o ka ona go tlhokegang gore ditheo tsa bosetšhaba tsa puso di romele dipegelo tseno bonnye dikgwedi di le tharo (3) morago ga bokhutlo jwa ngwaga wa matlole o o fetileng.

Molaophethisi wa PanSALB o na le maikarabelo a go tlhomamisa gore ditheo tsotlhe tsa puso di thusa PanSALB ka fa go tlhokegang ka teng go sireletsa boikemedi jwa PanSALB, go se gobelele ga yona, serodumo sa yona, le manontlhotlho a yona mo tiragatsong ya dithata, maikarabelo le ditiro tsa yona jaaka Boto.

Dipegelo tsa Puo tsa Ngwaga-le-ngwaga di tshwanetse go romelwa kwa PanSALB pele/ka la **30 Seetebosigo 2026**.

Pegelo e tshwanetse go romelwa ka nngwe ya ditsela tse di latelang:
Ka imeile: *languagepolicy@pansalb.org*
Ka letsogo: Mototiwa: Mme Joyce Ngcobo, 5th Floor, 523 Provisus Building, Stanza Bopape street, Arcadia, Pretoria

Serulaganyetso sa Pegelo ya Ngwaga-le-ngwaga ya Puo se teng mo segokaganying (link) e:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

Tsweetswee ela tlhoko gore dipotso di ka lebisiwa kwa go Tlhogo ya Khuduthamaga ya Dipuo, Rre Julius Jabavu Dantile, mo nomoreng ya 012 341-9638 kgotsa mo imeileng ya *ehl@pansalb.org*.

MOTLHANKEDIPHETHISIMOGOLO
BOTO YA DIPUOTSOTLHE YA AFORIKABORWA

"Setšhaba se le sengwe, sa dipuo tse dintsi"

www.pansalb.org

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XITIVISO XA HUVO XA KU LANDZELELA NAWU WA KU TIRHISA TINDZIMI TA XIMFUMO, NAWU WA HUVO YO ANGARHELA YA TINDZIMI TA AFRIKA-DZONGA, NA VUMBIWA

XITIVISO XA HUVO

Hi ku landza xiyenge 8(1)(b) xa Nawu wa Huvo yo Angarhela ya Tindzimi ta Afrika-Dzonga, wa 59 wa 1995, HATAD yi koxa tindzawulo hinkwato ta rixaka na swisimekiwa swa tona ku yi vikela matirhelo ma xinawu, ximfumo na/kumbe mafambiselo lama ti ma tekeke ku tlakusa vutindziminyingi hi ku hetisisa tipholisi ta tona ta ririmi. Ndzawulo yin'wana na yin'wana na xisimekiwa xin'wana na xin'wana swi fanele ku heleketa swiviko swa xona.

Ku engetela, hi ku landza xiyenge 9(2) xa Nawu wa ku Tirhisa Tindzimi ta Ximfumo (OULA), Nomboro ya 12 wa 2012, HATAD yi tlhela yi koxa tindzawulo ta rixaka na swisimekiwa swa tona ku yi nyika Swiviko swa Ririmi swa Lembe swa ku Tirhisa Tindzimi ta Ximfumo swa lembeximali 2025/26 leswi nga ta katsa:

(1) nhlamuselo yo enta ya migingiriko ya yuniti ya yona ya ririmi,
(2) nhlamuselo yo enta ya mahetisiselo ya pholisi ya yona ya ririmi, na
(3) tinhlamuselo to enta ta swivilelo swin'wana na swin'wana swa ririmi leswi ti swi amukeleke na ndlela leyi swi ahluriweke ha yona.

Ku heleketiwa ka Swiviko leswi swa Ririmi swa Lembe swi lawuriwa hi ku landza xinawana xa OULA Xinawana 5(1) lexi koxaka swiyenge swa mfumo swa rixaka ku heleketa swiviko endzhaku ka tin'wheti tinharhu (3) emakumu ka lembeximali.

Nawu wa HATAD wu boxa leswaku swisimekiwa hinkwaswo swa mfumo swi ta nyika HATAD mpfuno lowu lavekaka ku sirhelela vutiyimeri, nkamboyamelotlhelo, xindzhuti na matirhelombuyelo eka matimba na mitirho ya Huvo.

swa Ririmi swa Lembe swi fanele ku heleketiwa eka HATAD ku nga si hundza siku ra **30 Khotavuxika 2026**.

Xiviko xi fanele ku heleketiwa hi tindlela leti landzelaka:
Hi imeyili: *languagepolicy@pansalb.org*
Hi voko: Eka: Mnn Joyce Ngcobo, 5th Floor, 523 Provisus Building, Stanza Bopape Street, Arcadia, Pretoria

Thempuleti ya Xiviko xa Ririmi xa Lembe ya kumeka eka linki leyi:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

Tiva leswaku swivutiso swi nga yisiwa eka Nhloko ya Vufambisi bya Tindzimi, Ttn Julius Jabavu Dantile, eka 012 341-9638 kumbe eka *ehl@pansalb.org*.

MURHANGERINKULU
HUVO YO ANGARHELA YA TINDZIMI TA AFRIKA-DZONGA

"Rixaka rin'we, tindzimi tinyingi"

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NḐIVHADZO YA BODO YA MAGA A U TEVHEDZA MULAYO WA U SHUMISWA HA NYAMBO DZA TSHIOFISI, MULAYO WA BODO NYANGAREDZI YA NYAMBO YA AFRIKA TSHIPEMBE, NDAYOTEWA

NḐIVHADZO YA BODO

Uya nga tshiteńwa tsha vhumalo (8)(1)(b) tsha Mulayo wa vhu 59 wa ṅwaha wa 1995 wa Bodo Nyangaredzi ya Nyambo ya Afrika Tshipembe (PanSALB), PanSALB i khou humbela mihasho yoṱhe ya lushaka na zwiimiswa zwayo zwa muvhuso na khamphani dza muvhuso u i ṋetshedzwe mulayo muṅwe na muṅwe, zwa mbekanyamaitele na maga o dzhiwaho kha u alusa vhukonanyambonnzhi u ya nga kha u sikwa ha mbekanyamaitele dza nyambo dzavho. Muhasho muṅwe na muṅwe, tshiimiswa, na khamphani zwi ḓo tea u ita nḓisedzo yazwo.

Zwińwe hafhu, u ya nga tshiteńwa tsha vhuṱahe 9(2) tsha Mulayo wa 12 wa ṅwaha wa 2012 wa u Shumiswa ha Nyambo dza Tshiofisi (UOLA), PanSALB i dovha ya ita khumbelo kha muhasho yoṱhe ya lushaka, zwiimiswa zwa muvhuso na khamphani dza muvhuso u rumela Muvhigo wa Luambo wa Ṅwaha nga ha u Shumiswa ha Nyambo dza Tshiofisi kha ṅwaha wa muvhalelano wa 2025/26 u katelaho:
(1) ṱhalutshedzo yo dodombedzwaho nga ha mishumo ya khethekanyo ya luambo,
(2) ṱhalutshedzo yo dodombedzwaho nga u sikwa ha mbekanyamaitele ya luambo lwavho, na
(3) ṱhalutshedzo yo dodombedzwaho nga ha mbilahelo dziṅwe na dziṅwe dzo ṱanganedzwaho na nga nḓila ye idzo mbilahelo dza tandululwa ngayo.

U rumelwa ha Mivhigo ya Luambo ya Ṅwaha yo rwelwa ṱari u ya nga Mulayo wa UOLA Tshiteńwa 5(1) ine ya ri zwiimiswa zwa lushaka zwa muvhuso zwi rumele mivhigo iyi nga murahu ha miṅwedzi miraru musi ṅwaha wo fhiraho wa muvhalelano u sa athu fhela.

Mulayo wa PANSALB u laedza zwauri zwiimiswa zwoṱhe zwa muvhuso zwi ḓo tea u ṋetshedza thuso yo teaho nga hune zwa ṱoḓea u itela u tsireledza vhudilangi ha PanSALB, u sa dzhia sia, tshirunzi na u shuma nga nḓila kwayo kha u shuma ha maanḓa a Bodo na mishumo yayo.

Mivhigo ya Luambo ya Ṅwaha i tea u rumelwa kha PanSALB hu sa athu fhira ḓuvha ḽa vhu **30 Fulwi 2026**.

Muvhigo u tea u rumelwa nga nḓila dzi tevhelaho:
Nga imeiḽi: *languagepolicy@pansalb.org*
Nga tshanḓa: Ho livhiswa kha: Vho Joyce Ngcobo, 5th Floor, 523 Provisus Building, Stanza Bopape Street, Arcadia, Pretoria
Nḓila ine vha nga ṅwala ngayo Muvhigo wa Luambo wa Ṅwaha i kha ḽinki iyi:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

Vha khou humbelwa u ri vha dzhiele nzhele u ri mbudziso dzi nga livhiswa kha Muofisi Muhulwane wa Nyambo, Vho Julius Jabavu Dantile, kha 012 341-9638 kana kha *ehl@pansalb.org*.

MUOFISI MULANGI MUHULWANE
BODO NYANGAREDZI YA NYAMBO YA AFURIKA TSHIPEMBE

"Lushaka luthihi, nnzhi"

www.pansalb.org

Tel : +27 12 341 9638
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ISAZISO SEBHODI SOKUTHOBELA UMTHETHO WOKUSETYENZISWA KWEELWIMI EZISEMTHETHWENI, UMTHETHO WEBHODI YEELWMI YOMZANTSI AFRIKA, KUNYE NOMGAQOSISEKO

ISAZISO SEBHODI

Ngokwecandelo 8(1)(b) loMthetho iPan South African Language Board Act, onguNombolo 59 wowe1995, iPanSALB ngokwenjenje icela onke amasebe karhulumente wesizwe namaqumrhu awo kunye namashishini awo ukuba anike iinkcukacha ngawo nawaphi na amanyathelo owisomthetho, olawulo, kunye/okanye olawulo enziweyo ukukhuthaza ukusetyenziswa kweelwimi ezininzi ngokwemigaqonkqubo yeelwimi yawo. Isebe ngalinye, iqumrhu, kunye neshishini kufuneka lenze isingeniso salo.

Ukongeza, ngokwecandelo 9(2) loMthetho iUse of Official Languages Act (UOLA), uNombolo 12 wama2012, iPanSALB icela onke amasebe karhulumente wesizwe, amaqumrhu karhulumente esizwe, namashishini karhulumente esizwe ukuba angenise iNgxelo ngokuSetyenziswa koLwimi yoNyaka kunyakamali wama2025/26 equka:
(1) inkcazelo eneenkcukacha zemisebenzi yeyunithi yolwimi,
(2) inkcazelo eneenkcukacha zokuphunyezwa komgaqonkqubo weelwimi, kunye
(3) nenkcazelo eneenkcukacha zazo naziphi na izikhalazo ngokusetyenziswa kweelwim ezifunyenweyo kunye nendlela eziye zasingathwa ngayo ezo zikhalazo.

Isingeniso sezi Ngxelo zeeLwimi zoNyaka kulawulwa ngokoMmiselo iUOLA 5(1) ofuna ukuba amaqumrhu karhulumente angenise ezi ngxelo ubuncinane kwiinyanga ezintathu (3) emva kokuphela konyakamali odlulileyo.
UMthetho iPanSALB Act umisela ukuba onke amaziko karhulumente ancedise iPanSALB kangangoko kufanelekileyo ukukhusela ukuzimela, ukungakhethi cala, isidima, kunye nokufeza umsebenzi wayo ngokwamagunya nemisebenzi yeBhodi.

IiNgxelo zeeLwimi zonyaka mazingeniswe kwiPanSALB ungadlulanga umhla wama**30 Silimela 2026**.

Ingxelo mayingeniswe ngenye yezi ndlela zilandelayo:

Ngeimeyile: *languagepolicy@pansalb.org*
Ngokuziswa ngesandla: Ingqalelo: UNksz Joyce Ngcobo, kuMgangatho we5, 523 kwiSakhiwo iProvisus , kwiSitalato iStanza Bopape, Arcadia, ePitoli
Ithempulethi yengxelo yolwimi yonyaka iyafumaneka kule linki:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

Kucelwa uqaphele ukuba imibuzo ingabhekiswa kwiNtloko yezeeLwimi, uMnu. Julius Jabavu Dantile, kule nombolo 012 341-9638 okanye apha *ehl@pansalb.org*.

IGOSA ELIYINTLOKO
IBHODI YEELWIMI YOMZANTSI AFRIKA

This gazette is also available free online at **www.gpwonline.co.za**

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ISAZISO SEBHODI

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Ukongeza, ngokwecandelo 9(2) loMthetho iUse of Official Languages Act (UOLA), uNombolo 12 wama2012, iPanSALB icela onke amasebe karhulumente wesizwe, amaqumrhu karhulumente esizwe, namashishini karhulumente esizwe ukuba angenise iNgxelo ngokuSetyenziswa koLwimi yoNyaka kunyakamali wama2025/26 equka:
(1) inkcazelo eneenkcukacha zemisebenzi yeyunithi yolwimi,
(2) inkcazelo eneenkcukacha zokuphunyezwa komgaqonkqubo weelwimi, kunye
(3) nenkcazelo eneenkcukacha zazo naziphi na izikhalazo ngokusetyenziswa kweelwim ezifunyenweyo kunye nendlela eziye zasingathwa ngayo ezo zikhalazo.

Isingeniso sezi Ngxelo zeeLwimi zoNyaka kulawulwa ngokoMmiselo iUOLA 5(1) ofuna ukuba amaqumrhu karhulumente angenise ezi ngxelo ubuncinane kwiinyanga ezintathu (3) emva kokuphela konyakamali odlulileyo.
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IiNgxelo zeeLwimi zonyaka mazingeniswe kwiPanSALB ungadlulanga umhla wama**30 Silimela 2026**.

Ingxelo mayingeniswe ngenye yezi ndlela zilandelayo:

Ngeimeyile: *languagepolicy@pansalb.org*
Ngokuziswa ngesandla: Ingqalelo: UNksz Joyce Ngcobo, kuMgangatho we5, 523 kwiSakhiwo iProvisus , kwiSitalato iStanza Bopape, Arcadia, ePitoli
Ithempulethi yengxelo yolwimi yonyaka iyafumaneka kule linki:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

Kucelwa uqaphele ukuba imibuzo ingabhekiswa kwiNtloko yezeeLwimi, uMnu. Julius Jabavu Dantile, kule nombolo 012 341-9638 okanye apha *ehl@pansalb.org*.

IGOSA ELIYINTLOKO
IBHODI YEELWIMI YOMZANTSI AFRIKA

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2022-2032 | INTERNATIONAL DECADE OF Indigenous Languages

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GOWAGU DI !NANS DI ǂAN‡ANS !ÂS, PAN SAID AFRIKAB GOWAGU !NANA !ÂS TSÎ !HŪ‡HANUB

SÎSENGU !NANS ǂAN‡ANS

!Âs 8(1)(b) Pan Said Afrikab Gowagu !Nans di !Âs, 59 di 1995, PanSALBs ge Hoaraga haoan!nâ-aixa ǂhanub departemendi tsî ǂhanub sîsen !khaidi ai ǂgan-amsensa sa dī î I ǂhanumās di llgaragu tsî sîsen llkasib di !âde mā. Nēs ge hoan!nâ-aixa gowaga omkhâis ams ai ra ǂgaikhâihe. Mâ departements hoas ge llîs di ǂhaweba nî sî. tsrequests all n

!Arorase, !âs 9(2) Hoan!nâ-aixa gowaga sîsenus dis (UOLA), No. 12 of 2012, PanSALBs dis ge ǂganamsensa ra dī hoaraga hoan!nâ-aixa departemendi tsî ǂhanub sîsen !khaidi ai î di kurikorobe a xoamaisa !nuriga 2025/2026 llî marisi kurib diba sî
(1) Sîsenxasigu tsî sîsen !âdi gowagu !nandi di ga.
(2) !Oasa mîmâis gowagu sîsengu di ǂhanub dis, tsî
(3) !Omsigu hō!âhera gu u tsî sîsenxasib llnâ !omsigu ge oe-amhe lgaus digu.

Nē sîǂgas hoan!nâ-aixa !nurib dis ge UOLAs xa ra ko!gâhe !âs 5(1) disa xu ǂganamsens hîa ra dīhes ge hoan!nâ-aixa ǂhanub sîsen !khaidi nî nē !nona !nuriga kurikorobe sîǂgā !khaisa.

PanSALBs di sîsen !âs ge aiǂhomisa dī hâ hoan!nâ-aixa ǂhanub sîsen !khaidi nî PNSALBsa hui!nâ !khaisa !ereams hîa ǂhanub sîsen !khaidi ai a māsa xui-ao îs PanSALBsa !norasase llîs di sîsenga dī.

Kurikorobes di gowagu !nurigu ge PanSALBsa !oa **30s Gamalaeb 2026s** dis ai!â nî sîhe.

!Nurib ge nē a māsa lgaugu di lguib !nâ nî sîhe:
imails: *languagepolicy@pansalb.org*
Aitsama si mālâs: !Gao!gâs: !Gss Joyce Ngcobo, 5llî ǂgawab 23llî Provisus Omi, Stanza Bopape !ganni , Arcadias, Pretorias !nâ

Kurikorobes di !nurib di xoa-ai !âs ge nē linki ai a hōsa:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

ǂAnsa ūhâ re dî!gâdi ams ai Gowagu di danab !Gsb Julius Dantileba saora !gôas ai llkhamire 012 341-9638 tamas ka io nēba imailsa xoare *ehl@pansalb.org*.

ǂGAEǂGUIRA lHONKHOEB
PAN SAID AFRIKAB GOWAGU !NANS

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TSEBISO YA LEKGOTLA YA HO IKOBELA MOLAO WA TSHEBEDISO YA DIPUO TSA SEMMUSO LEKGOTLA LA DIPUO TSOHLE TSA AFRIKA BORWA, LE MOLAOTHEO

TSEBISO YA LEKGOTLA

Ho latela karolo ya 8(1)(b) ya Molao wa Lekgotla la Dipuo Tsohle tsa Afrika Borwa, Nomoro ya 59 ya 1995, PanSALB mona e etsa kopo ho mafapha a mmuso a naha, mekgatlo ya setjhaba, le dikgwebo tsa setjhaba hore e fuwe mehato efe kapa efe ya molao, phethahatso, le ′kapa ya tsamaiso e ananetsweng ya ho phahamisa botemengata ka ho phethahatsa maano a yona a puo. Lefapha, mokgatlo, le kgwebo ya setjhaba ka nngwe e tlameha ho etsa thomelo ya yona.

Ho feta moo, ho ya ka karolo ya 9(2) ya Molao wa Tshebediso ya Dipuo tsa Semmuso (UOLA), Nomoro ya 12 ya 2012, PanSALB e boetse e etsa kopo ho mafapha a mmuso a naha, mekgatlo ya setjhaba, le dikgwebo tsa setjhaba tsa naha ho romela Tlaleho ya Puo ya Selemo le Selemo e mabapi le Tshebediso ya Dipuo tsa Semmuso ya selemo sa ditjhelete sa 2025/26 mme e kenyelletse:
(1) tlhaloso e nang le dintlha tsa diketsahalo tsa yuniti ya yona ya puo,
(2) tlhaloso e nang le dintlha tsa ho phathahatsa leano la yona la puo, le
(3) ditlhaloso tse nang le dintlha tsa ditletlebo dife kapa dife le tsela eo ho ileng ha sebetsanwa le ditletlebo tseo ka yona.

Thomelo ya Ditlaleho tsena tsa Puo tsa Selemo le Selemo e laolwa ho ya ka Molawana wa UOLA 5(1) o laelang hore makala a naha a mmuso a romele ditlaleho tsena bonyane dikgwedi tse (3) kamora mafelo a selemo sa ditjhelete se sa tswa feta.

Molao wa PanSALB o bolela hore makala ohle a mmuso a lokela ho thusa PanSALB ka moo ho kgonehang ka teng bakeng sa boikemelo ba PanSALB, ho hloka leeme, seriti, le tshebetso e ntle ya Boto ha e phethahatsa matla le mesebetsi ya yona.

Ditlaleho tsa Selemo le Selemo tsa Puo di tlameha ho romelwa ho PanSALB pele ho **30 Phupjane 2026**.

Tlaleho e tlameha ho romelwa ka e meng ya mekgwa ena e latelang:
Ka imeili: *languagepolicy@pansalb.org*
E tliswe ka seqo: Tlhokomediso: Mof. Joyce Ngcobo, 5th Floor, 523 Provisus Building, Stanza Bopape Street, Arcadia, Pretoria

Thempleiti ya Tlaleho ya Selemo le Selemo ya Puo e fumaneha linking ena:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

Ka kopo ela hloko hore dipotso di ka lebiswa ho Hlooho ya Phethahatso: Dipuo, Ntate Julius Jabavu Dantile, ho 012 341-9638 kapa ho *ehl@pansalb.org*.

MOHLANKA YA KA SEHLOOHONG WA PHETHAHATSO
LEKGOTLA LA DIPUO TSOHLE TSA AFRIKA BORWA

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TSEBIŠO YA BOTO YA GO OBAMELA MOLAO WA TŠHOMIŠO YA MELEME A SEMMUŠO, MOLAO WA BOTO YA MALEME A AFRIKA BORWA, LE MOLAOTHEO

TSEBIŠO YA BOTO

Go ya ka karolo ya 8(1)(b) ya Molao wa Boto ya Maleme a Afrika Borwa, wa bo 59 wa 1995, Boto ya Maleme a Afrika Borwa (PanSALB) e kgopela dikgoro ka moka tša bosetšhaba le ditheo tša tšona tša setšhaba le dikgwebo tša setšhaba go e aba magato afe goba afe a molao, khuduthamaga, le/goba a taolo ao a amogetšwego go tšwetša pele polelo ya maleme a mantši ka phethagatšo ya melawana ya maleme a bona ka go latelana. Kgoro ye nngwe le ye nngwe, setheo, le kgwebo di swanetše go itirela tlhagišo ya tšona.

Go tlaleletša, go ya ka karolo ya 9(2) ya Molao wa Tšhomišo ya Maleme a Semmušo (UOLA), wa bo 12 wa 2012, Boto ya Maleme a Afrika Borwa (PanSALB) e kgopela gape dikgoro ka moka tša bosetšhaba, ditheo tša setšhaba tša bosetšhaba, le dikgwebo tša setšhaba tša bosetšhaba go romela Pego ya Polelo ya Ngwaga le Ngwaga ka ga Tšhomišo ya Polelo ya Semmušo ya ngwaga wa ditšhelete wa 2025/26 yeo e bopilwego ka:

(1) tlhalošo ye e tletšego ya mediro ya yuniti ya bona ya polelo
(2) tlhalošo ye e tletšego ya phethagatšo ya pholisi ya bona ya polelo, le
(3) ditlhalošo tše di tletšego tša dingongorego dife goba dife tšeo di amogetšwego le mokgwa wo dingongorego tšeo di bego di swerwe ka gona.

Thomelo ya dipego tše tša polelo tša ngwaga ka ngwaga e laolwa go ya ka molawana wa UOLA wa bo 5(1) wo o nyakago gore dikgoro tša mmušo tša bosetšhaba di romele dipego tše, dikgwedi tše tharo (3) ka morago ga mafelelo a ngwaga wa ditšhelete wo o fetilego.

Molao wa Boto ya Maleme a Afrika Borwa (PanSALB) o laetša gore dikgoro ka moka tša mmušo di tla kgona go fa Boto ya Maleme a Afrika Borwa thušo ye ntši ka mo go nyakegago bakeng sa tšhireletšo ya boipušo bja Boto ya Maleme a Afrika Borwa, go se tšee lehlakore, seriti, le go šoma gabotse mo phethagatšong ya maatla, le mešomo ya Boto.

Dipego tša Polelo tša Ngwaga ka Ngwaga di swanetše go romelwa go Boto ya Maleme a Afrika Borwa (PanSALB) e sego ka morago ga la ***30 Phupu 2026***.

Pego e swanetše go romelwa ka ye nngwe ya mekgwa ye e latelago:
Ka imeile: *languagepolicy@pansalb.org*
Ka go tliša ka seatla: Tlhokomelo: Mohumagadi. Joyce Ngcobo, 5th Floor, 523 Provisus Building, Stanza Bopape Street, Arcadia, Pretoria

Thempoleite ya Pego ya Polelo ya Ngwaga ka Ngwaga e hwetšagala mo linking ye:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

Hlokomela ka botho gore dipotšišo di ka lebišwa go Hlogophethiši ya Maleme, Mna. Julius Jabavu Dantile, go 012 341-9638 goba *ehl@pansalb.org*.

MOHLANKEDIPHETHIŠI YO MOGOLO WA
BOTO YA MALEME A AFRIKA BORWA

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ISAZISO SEBHODI SOKUVUMELA UKUSETSHENZISWA KOMTHETHO WEZILIMI EZISEMTHETHWENI, UMTHETHO WEBHODI LAZO ZONKE IZILIMI ENINGIZIMU AFRIKA KANYE NOMTHETHOSISEKELO

SAZISO SEBHODI

Ngokwesigatshana sesi-8(1)(b) soMthetho weBhodi Lazo Zonke Izilimi eNingizimu Afrika, esingunombolo 59 kowe- 1995, i-PanSALB icela yonke iminyango kazwelonke nezinkaphani zikahulumeni yawo namabhizinisi kahulumeni ukuba kunikezwe isishayamthetho, isigungu esilawulayo kanye/ noma imithetho eqoshiwe elandelwayo ekuthuthukisweni kobuliminingi ngokuthi kusetshenziswe inqubomigomo yolimi lwazo. UMnyango ngamunye, inkampani kanye nebhizinisi kumele ngakunye kulethe izethulo zakho.

Ukwengeza ngokwesigatshana sesi- 9(2) sokuSetshenziswa koMthetho weZilimi eziseMthethweni (UOLA), esiyinamba ye-12 kowezi-2012, i-PanSALB iyacela futhi yonke iminyango kazwelonke, izinkaphani zikahulumeni kazwelonke kanye namabhizinisi kahulumeni kazwelonke ukuba alethe uMbiko weZilimi woNyaka ngokuSetshenziswa kweZilimi ziseMthethweni yonyaka wezimali wezi-2025/2026 onalokhu okulandelayo:

(1) Incazelo ephelele yemisebenzi yengxenye yolimi,
(2) Incazelo ephelele yokusetshenziswa kwenqubomomo yolimi lwabo kanye
(3) Nezincazelo eziphelele zanoma iziphi izikhalo ezibe khona kanye nendlela lezo zikhalo eziphathwe ngayo.

Ukulethwa kwale Mibiko yeZilimi Yonyaka iphethwe ukulawula kwe-UOLA kwesi-5(1) okudinga iminyango kahulumeni kazwelonke ukuba ilethe le mibiko okungenani ezinyangeni ezintathu (3) ngemuva kokuphela konyaka wezimali owedlule.

UMthetho ka-PanSALB uthi yonke iminyango kahulumeni iyoba namandla okunikezela ku-PanSALB njengoba kudingeka usizo lokuvikeleka kokuzimela kukaPanSALB, ukungachemi, isithunzi kanye nezingakusebenza lamandla, izibopho, nemisebenzi yeBhodi eliphumelelayo.

IMibiko YeZilimi Yonyaka kumele ithunyelwe ku-PanSALB engashayi umhla zingama-**30 kuNhlangulana / kuJuni 2026**.

Umbiko kumele uthunyelwe nganoma iyiphi indlela kulezi ezilandelayo:
Nge-imeyli: *languagepolicy@pansalb.org*
Ngokuyiletha: Ubhekiswe ku-: Nksz. Joyce Ngcobo, 5th Floor, 523 Provisus Building, Stanza Bopape Street, Arcadia, Pretoria

IThemplethi YoMbiko WeZilimi Yonyaka ikhona nakule linki:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

Uyaziswa ukuthi imibuzo ungayibhekisa kuMphathi Omkhulu WeZilimi uMnu. Julius Jabavu Dantile, kule namba:012 341-9638 noma kule imeyli: *ehl@pansalb.org*.

UMPHATHI OMKHULU WABAPHATHI
BEBHODI LEZILIMI ZONKE ENINGIZIMU AFRIKA

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ISAZISO SEBHODI SOKUTHOBELA UMTHETHO WOKUSETJENZISWA KWAMALIMI ASEMTHETHWENI, UMTHETHO WEBHODI YAMALIMI WESEWULA AFRIKA, NOMTHETHOSISEKELO

SAZISO SEBHODI

Ngokuya kwesigaba 8(1)(b) somThetho weBhodi yamaLimi weSewula Afrika, umthetho 59 ka-1995, i-PanSALB ibawa yoke iminyango karhulumende wenarha neenkhungo zayo namabhizinisi wombuso bona iyinikele nanyana ngimuphi umthetho namkha/nanyana amagadango athethweko ekuthuthukiseni ubuliminengi ngokusebenzisa imithethomgomo yamalimi. Umnyango ngamunye, ihlangano ngayinye, nebhizinisi ngayinye kufuze ithumele umbiko wayo.

Ukungezelela kilokho, ngokuya kwesigaba 9(2) somThetho wokuSetjenziswa kwamaLimi asemThethweni, umThetho 12 ka-2012, i-PanSALB godu ibawa yoke iminyango karhulumende wenarha, iinkhungo zakarhulumende wenarha kanye namabhizinisi wombuso bona alethe umBiko weLimi womNyaka mayelana nokuSetjenziswa kwamaLimi asemThethweni womnyaka weemali ka-2025/26 ofaka hlangana:

(1) ihlathululo ezeleko yemisebenzi yeziko lamalimi,
(2) ihlathululo ezeleko yokusetjenziswa kwemigomo yelimi, kanye
(3) neenhlathululo ezizeleko zananyana ngiziphi iinghonghoyilo ezamukelweko nendlela iinghonghoyilwezo ezirarululwe ngayo.

Ukwethulwa kwalemiBiko yeLimi yomNyaka kulawulwa ngokomThetjhwana we-UOLA 5(1) ofuna bona zoke iinhlangano zombuso zithumele imibiko le ubuncani bakhona iinyanga ezintathu (3) ngemva kokuphela komnyaka weemali odlulileko.

UmThetho we-PanSALB uthi zoke iinhlangano zombuso zizakunikela i-PanSALB isizo elifaneleko ukwenzela bona kuvikelwe ukuzijamela kwe-PanSALB, ukungathathi kwayo ihlangothi, isithunzi sayo, kanye nokusebenza ngepumelelo ekusebenziseni amandla nekwenzeni imisebenzi enikelwe iBho

ImiBiko yeLimi yomNyaka kufanele ithunyelwe ku-PanSALB kungakadluli amalanga ama-**30 kuMgwengweni 2026**.

Umbiko kufanele uthunyelwe ngenye yeendlela ezilandeleko:

Ngeposomoya: *languagepolicy@pansalb.org*
Ngokuzisela mathupha: Iya ku: Ksz. Joyce Ngcobo, 5th Floor, 523 Provisus Building, Stanza Bopape Street, Arcadia, Pretoria

I-template yomBiko weLimi womNyaka itholakala ku-Link le:
https://forms.office.com/r/gaV8X26ZmV?origin=lprLink

Yelela bona imibuzo ingaqaliswa kuMphathi omKhulu wamaLimi, uNom. Julius Jabavu Dantile, ku 012 341-9638 namkha ku *ehl@pansalb.org*.

ISIPHATHISWA ESIKHULU
IBHODO YAMALIMI ESEWULA AFRIKA

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BOARD NOTICE 949 OF 2026

NURSING ACT, 2005 (Act No. 33 OF 2005)

NURSING EDUCATION AND TRAINING STANDARDS

The Minister of Health herewith intends to set the Education and Training Standards in the Schedule, in terms of Section 3(d) of the Nursing Act, 2005 (Act No. 33 of 2005).

Interested persons are invited to submit any substantiated comments or representations on the proposed Education and Training Standards, to the Director-General of Health, Private Bag X828, Pretoria, 0001, ***mihloti.mushwana@health.gov.za*** (for the attention of the Director: Public Entities Governance), within three (3) months of publication of this Notice.

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SCHEDULE

NURSING EDUCATION AND TRAINING STANDARDS

1. PREAMBLE

The South African Nursing Council (SANC), under the Nursing Act (Act No. 33 of 2005), regulates and advances the profession to protect the public. SANC sets minimum education and training standards to ensure Nursing Education Institutions produce competent, ethical, and professional practitioners. These standards safeguard students from poor-quality programmes and uphold confidence in nursing qualifications. Regular review ensures responsiveness to evolving health priorities, innovations, and societal expectations.

Nurses are leaders at the forefront in healthcare, advocating for policy reform, guiding interdisciplinary teams, and promoting health equity. South Africa's health system is shaped by demographic shifts, technology, and emerging threats, with the quadruple burden of disease intensifying pressure on the workforce. Communities are empowered by digital health tools yet vulnerable to misinformation, requiring nurses to promote health literacy and public trust contributing to the goals of Universal Health Coverage (UHC) and National Health Insurance (NHI). Increasing legal scrutiny highlights the importance of accountability, risk management, and professional standards in nursing practice.

Nursing education is being transformed as NEIs integrate into the Higher Education Qualifications Sub-Framework (HEQSF). Recognition of Prior Learning (RPL) broadens access and articulation, necessitating transparent and fair admission and assessment processes. Online and blended learning models accelerated by the COVID-19 pandemic call for greater flexibility in curricula and clinical training. Digital innovations, including Artificial Intelligence and data analytics, demand new nursing competencies and ethical awareness. Environmental health threats and climate change require nurses to contribute to sustainability and disaster preparedness. Global workforce challenges highlight the need for safe staffing, fair remuneration, and mental health support.

2. DEFINITIONS

"Admission Requirements" the minimum cognitive and non-cognitive criteria (e.g. academic records, reasoning skills, communication traits) that a Nursing Education Institution (NEI) uses to evaluate applicants for entry into its programmes.

"Assessment" a systematic and continuous process of collecting, interpreting, and using data to evaluate learner performance, inform instructional decisions, improve teaching and learning outcomes, and determine achievement of intended competencies or outcomes. It involves both formative (ongoing), flexible and summative (final) methods and is integral to quality assurance in education and training.

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"Clinical Education and Training" supervised, planned practice-based learning experiences across diverse clinical and simulated settings where theory is applied and competencies developed.

"Competency" the integration of knowledge, clinical skills, professional values, judgement, and attitudes required for safe and effective nursing practice, assessed within a competency-based education framework.

"Continuous Quality Improvement" a structured, cyclical, and data-driven process aimed at enhancing systems, processes, and outcomes through ongoing assessment, reflection, and action. It involves the systematic identification of problems, implementation of changes based on evidence, monitoring of outcomes, and refinement of interventions to foster excellence in practice, particularly within healthcare and education systems.

"Certification" a formal process by which a recognized authority or professional body validates and attests that an individual has met predetermined and standardized criteria of competence, knowledge, and skill in a specific field. It is typically granted following a process of assessment (e.g., examination or evaluation of qualifications) and serves as an external validation of professional readiness, often used for regulatory, employment, or advancement purposes.

"Criterion (Criteria: plural)" a criterion is a clearly defined standard, rule, or principle by which something is judged, evaluated, or measured. In the context of education and assessment, criteria serve as benchmarks for determining the quality, achievement, or performance of a learner, process, or outcome when multiple standards are used, they are referred to as **criteria**.

"Domains" refer to broad, conceptual categories or areas of competence within a field. These typically include cognitive (knowledge), affective (attitudes/values), and psychomotor (skills) dimensions, and are often used to structure curricula, assessments, and learning outcomes.

"Education and Training Standards" mean a set of registered/recorded statements/accreditation requirements/criteria of desired education and training outcomes to measure quality and are consistent with current professional knowledge.

"Governance" the system of institutional structures, policies, and decision-making mechanisms through which an NEI is directed and accountable for educational outcomes Organisation for Economic Co-operation and Development.

"Graduate Attributes" the distinctive, transferable skills, knowledge, values, and attitudes that students are expected to develop by the time of graduation to function effectively in professional, societal, and global contexts.

"Impairment" refers to a loss or abnormality of physiological, psychological, or anatomical structure or function. It can affect a person's ability to perform specific tasks or roles and may be temporary or permanent, congenital or acquired. In healthcare and education, impairment

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is recognized as a component of disability but is distinct from activity limitation and participation restriction.

"Institutional Information" verified details about an NEI's legal status, physical location, programme offerings, and governance structure used for accreditation and transparency.

"Interprofessional Education" interprofessional education (IPE) is a collaborative learning approach in which students from two or more health professions learn with, from, and about each other to improve collaboration and the quality of care. It prepares future healthcare professionals to work effectively as members of interdisciplinary teams by fostering mutual respect, shared decision-making, and coordinated service delivery.

"Licensure" a legal process through which a government or regulatory authority grants individuals' formal permission to practice a profession after verifying that they have met established qualifications, such as education, training, and examination requirements. It is a critical mechanism for ensuring public safety, professional accountability, and compliance with national or regional standards of practice.

"Nursing Education and Training Standards" refer to the nationally or internationally established criteria, policies, and benchmarks that guide the design, implementation, quality assurance, and evaluation of nursing education programmes. These standards ensure that nursing graduates acquire the necessary knowledge, skills, attitudes, and professional competencies required for safe, ethical, and evidence-based practice. They encompass curriculum frameworks, educator qualifications, clinical placement requirements, assessment strategies, and institutional governance structures.

"Programme Design" a coherent structure of modules and learning outcomes that defines how a qualification is delivered, ensuring alignment with level descriptors, credit requirements, and national qualification frameworks.

"Quality of Nursing Education" refers to the degree to which nursing programmes produce competent, ethical, and responsive graduates through relevant curricula, skilled educators, robust clinical practice, and continuous quality assurance mechanisms. It is measured by outcomes such as graduate competence, employability, public safety, and alignment with national health priorities and international standards.

"Recruitment" refers to the process of identifying, attracting, and enrolling individuals with the aptitude and motivation to succeed in nursing programmes. It also aims to improve access, equity, and diversity, especially in underserved communities, and to address workforce needs in alignment with national human resource strategies.

"Registration" refers to the formal admission of students into recognised programmes at accredited institutions, and their eventual listing in official registries as qualified professionals

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upon completion. This process supports academic integrity, legal accountability, and recognition of qualifications within national and global health systems.

"Regulatory Body" the legally mandated authority responsible for governing nursing education, registration, and professional practice standards.

"Resources" the human, material, technical, and financial inputs necessary to enable effective delivery and sustainability of nursing programmes.

"Simulation-based Learning" the use of realistic clinical scenarios in a controlled environment to build student competence under guided supervision.

"**Standards**" are authoritative statements that define the responsibilities and expectations for which Nursing Education Institutions (NEIs) are accountable. These statements articulate the minimum requirements for the design, delivery, assessment, and evaluation of nursing programmes. They are used by the profession to judge and evaluate the quality of nursing education and training, safeguard students from substandard programmes, and ensure that graduates are competent, ethical, and able to provide safe, effective, and professional care.

"Supporting Evidence" refers to verifiable data, documentation, research findings, and expert consensus that substantiate the quality, credibility, and integrity of nursing education programmes, clinical training, and institutional processes. It serves as a factual basis to demonstrate compliance with standards, achievement of learning outcomes, and effectiveness of teaching and support systems.

"Vision" a strategic, forward-looking statement that defines the long-term aspirations of an institution or programme. In nursing education, it reflects the desired future state of producing competent, ethical, and responsive practitioners aligned with national health priorities and global trends.

"Work-Integrated Learning (WIL)" refers to an educational approach that intentionally integrates academic learning with practical workplace experience within a curriculum. It allows students to apply theoretical knowledge in real-world settings to develop relevant professional competencies, enhance employability, and transition effectively into their chosen careers. WIL includes Clinical Practice Learning (CPL), Learning for Role Taking (LRT) and Simulations (SIM) that are formally assessed and aligned with programme outcomes.

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3. ACRONYMS

Acronym	Description
MOA	Memorandum of Agreement
NEI	Nursing Education Institution
SLA	Service Level Agreement
WIL	Work Integrated Learning
SANC	South African Nursing Council

4. SCOPE AND APPLICATION

Education and Training Standards are applicable for use in all Nursing Education Institutions and health establishments in South Africa.

5. PURPOSE OF THE EDUCATION AND TRAINING STANDARDS

The purpose is to:

regulate nursing education and training by outlining the minimum required standards for programmes and institutions, thereby ensuring the preparation of competent, ethical, and professional nurse practitioners, safeguarding students from poor-quality programmes, and promoting public confidence in nursing qualifications; and

protect, advocate and promote the dignity of the public.

6. BACKGROUND

The South African Nursing Council (SANC), established under the Nursing Act, 2005 (Act No. 33 of 2005), is mandated to protect the public through the regulation and advancement of nursing education, training, and practice. In response to evolving national health and education priorities, SANC initiated the development and review of Nursing Education and Training Standards to ensure quality, consistency, and alignment with the National Qualifications Framework (NQF).

The first formal standards for legacy programmes were promulgated in 2015. As the higher education sector transformed under the Higher Education Qualifications Sub-Framework (HEQSF), new programme standards were developed in 2021.These new standards were informed by national policy frameworks and global benchmarking.

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Between March 2021 and June 2022, a systematic and participatory process was undertaken:

- A literature review was conducted, drawing from both developed (e.g., UK, Australia, USA) and developing countries (notably Kenya).
- SANC's Provider Affairs staff were engaged in drafting and reviewing sections of the literature and preamble.
- Consultations occurred in two phases:
  - **Narrow consultation** with individual nursing education experts was conducted.
  - **Broader stakeholder engagement** with representatives from Life Healthcare, Netcare, Mediclinic, FUNDISA, CPASSA, PHEPSA, and SAHMS.
- A virtual expert review session was held via MS Teams; whereby consolidated feedback was received from expert in the nursing field.
- A key submission dated 19 August 2022 captured consolidated comments from both public and private sector stakeholders. The finalised standards document was completed under SANC's internal processes.

Piloting of the Nursing Education and Training Standards began thereafter, with the pilot report scheduled for release at the end of the 2022/2023 financial year. Unfortunately, Covid 19 destabilised processes.

Given the shifting landscape - including the quadruple burden of disease, digital health advancements, and strengthened Recognition of Prior Learning (RPL) policies - SANC's Education Committee (EDCO) commissioned a comprehensive review of the 2015 standards in March 2025.

A focused review team, comprising the 17th Council EDCO members and a Senior Manager, conducted a detailed analysis, updating domains, refining criteria, and integrating modern educational strategies such as simulation and work-integrated learning. These draft revisions were presented at an internal workshop held on 16–17 July 2025, attended by Council leadership, senior managers, and professional advisors. Feedback from this session informed the final version of this document.

The updated standards, now streamlined for clarity and measurability, was tabled for EDCO's recommendation at its 14–15 August 2025 meeting. Continuous review and refinement remain essential to ensuring that nursing graduates are ethically grounded, clinically competent, and responsive to South Africa's complex healthcare needs. The finalised and updated standards document is tabled for ordinary EDCO meeting of the 20-21 November 2025.

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7. OBJECTIVES OF THE NURSING EDUCATUIN AND TRAINING STANDARDS

The objectives are to:

- Ensure quality and consistency in nursing and midwifery education across all accredited institutions.
- Promote the development of competent and ethical practitioners who meet the regulatory, professional, and societal health needs.
- Establish clear criteria for the accreditation, monitoring, and evaluation of nursing education institutions (NEIs) and programmes.
- Guide curriculum development and implementation in line with national health priorities, professional competencies, and global best practices.
- Support the integration of theory and practice through structured work-integrated learning.
- Enhance accountability in teaching, learning, and assessment processes.
- Facilitate lifelong learning and continuing professional development pathways for nurses and midwives

8. OBJECTS OF COUNCIL

The objects of the Council as stipulated in the Nursing Act, 2005 (Act No.33 of 2005) are to:

- Serve and protect the public in matters involving health services generally, and nursing services in particular.
- Perform its functions in the best interests of the public and in accordance with National Health policy as determined by the Minister of Health.
- Promote the provision of nursing services that comply with universal norms and values to the inhabitants of the Republic.
- Establish, improve and control conditions, standards and quality of nursing education and training within the ambit of this Act and any other applicable laws.
- Maintain professional conduct and practice standards for practitioners within the ambit of any applicable law.
- Promote and maintain liaison and communication with all stakeholders regarding nursing standards, and in particular the standards of nursing education and training and professional conduct and practice both in and outside the Republic of South Africa.
- Advise the Minister of Health on the amendment or adaptation of the Nursing Act regarding matters pertaining to nursing.
- Be transparent and accountable to the public in achieving its objectives and in performing its functions.

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- Uphold and maintain professional and ethical standards within nursing; and
- Promote the strategic objectives of the Council.

9. LEGISLATIVE FRAMEWORK

The following legislative framework was consulted in the development of these standards:

- **Constitution of the Republic of South Africa Act (Act No. 108 of 1996), The**
- **Council on Higher Education. (2021).** The Higher Education Qualifications Sub-Framework (Revised 2021). CHE.
- **Council on Higher Education. (2023).** Programme Accreditation Manual. CHE.
- **Department of Health. (2020).** National Digital Health Strategy for South Africa 2019–2024. National Department of Health.
- **Department of Health. (2020).** National Strategic Plan for Nurse Education, Training and Practice 2020–2025. National Department of Health.
- **Department of Health. (2021).** Human Resources for Health Strategy: 2030. National Department of Health.
- **Department of Health RSA (undated).** Guidelines for Clinical Education and Training Platforms in Nursing Education in South Africa.
- **Department of Higher Education and Training.** (2025). Policy for the recognition of South African higher education institutional types determined in terms of section 3 of the Higher Education Act, 1997 (Act No. 101 of 1997) (Government Notice No. 6741, 17 October 2025). Government Gazette
- Education and training guidelines for Higher Certificate (NQF Level 5).
- Education and training guidelines for Diploma in Nursing (NQF Level 6).
- Education and training guidelines for Advanced Diploma in Midwifery (NQF Level 7).
- Education and training guidelines for Bachelor of Nursing (NQF Level 8).
- Education and training guidelines for Postgraduate Diploma programmes (NQF Level 8).
- Higher Education Act (Act No. 101 of 1997).
- Higher Education Amendment Act (Act No. 39 of 2008).
- Higher Education Amendment Act (Act No. 9 of 2016).

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- National Gazette, No. R.36797 of 30 August 2013.
- National Qualifications Framework (Act No. 67 of 2008).
- Notice Relating to the Creation of Categories of Practitioners in terms of section 31(2) of the Nursing Act (Government Notice No. R.368 of 15 May 2014).
- Nursing Act 2005 (Act No. 33 of 2005).
- Recognition of Prior Learning (RPL); Coordination Policy Notice No. 381, and National Gazette No 39876, 31 March 2016.
- Regulations relating to the approval of and minimum Requirements for the education and Training of a learner Leading to Registration in the category Auxiliary Nurse (Government Notice No. R.169 of 8 March 2013).
- Regulations relating to the approval of and minimum Requirements for the education and Training of a learner Leading to Registration in the category Staff Nurse (Government Notice No. R.171 of 8 March 2013).
- Regulations relating to the Approval of and the Minimum Requirements for the Education and Training of a Learner leading to Registration in the Categories Professional Nurse and Midwife (Government Notice No. R.174 of 8 March 2013).
- Regulations relating to the approval of and the minimum requirements for Education and Training of a student leading to registration in the Category Midwife (Government Notice No. 1497 of 22 November 2019).
- Regulations Relating to the Approval of and the Minimum Requirements for the Education and Training of a Student Leading to Registration as a Nurse Specialist or Midwife Specialist (Government notice No. 635 of 5 June 2020).
- Regulations Relating to the Accreditation of Institutions as Nursing Education Institutions (Government Notice No. R.173 of 08 March 2013).
- **Republic of South Africa. (2019).** National Health Insurance Bill [B11–2019]. Government Printer.
- **South African Qualifications Authority. (2023).** RPL Coordination Policy: Implementing Recognition of Prior Learning. SAQA.
- **World Health Organization. (2021).** Global Strategic Directions for Nursing and Midwifery 2021–2025.

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10. GUIDING PRINCIPLES

The South African Nursing Council (SANC) ensures that accreditation, monitoring, and evaluation of Nursing Education Institutions (NEIs) are standards-based, evidence-informed, and peer-reviewed. Nursing education and training standards are guided by SANC's core values of caring, advocacy, professionalism, excellence, collaboration, and accountability, with added emphasis on quality, innovation, coherence, and consistency. SANC's vision is to lead in nursing and midwifery education, training, and practice, ensuring quality care and public protection. Its mission is to regulate education and practice in the public interest, producing competent, ethical, and accountable practitioners. These standards provide NEIs with a framework to design, deliver, assess, and evaluate programmes that safeguard students and promote public confidence in nursing qualifications

- **Caring:** Nursing education and training standards must promote commitment to compassionate, person-centred education and practice that honours the dignity, culture, and unique needs of students and patients, guiding curriculum design and assessment to foster empathy and therapeutic engagement.

- **Advocacy**: The active support for student and patient rights within educational and clinical settings, ensuring equitable access, informed decision-making, and the protection of vulnerable populations through curriculum and policy.

- **Professionalism:** The demonstration of ethical conduct, integrity, and accountability in teaching, learning, and practice environments, underpinned by adherence to regulatory frameworks and continuing professional development.

- **Excellence:** The pursuit of high-quality nursing education through evidence-informed pedagogy, continuous curriculum improvement, and rigorous evaluation to produce practice-ready graduates.

- **Collaboration:** The nursing education and training standards must foster structured interprofessional and intra-institutional partnerships in teaching, research, and clinical training to optimize learning outcomes and foster a team-based approach to healthcare delivery.

- **Accountability:** Accountability involves transparent responsibility for decisions and actions in self, education and practice, ensuring compliance with standards, ethical stewardship of resources, and responsiveness to stakeholder feedback.

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- **Quality:** Nursing education and training standards must promote systematic use of data-driven quality assurance processes aligned with accreditation criteria: to monitor, evaluate, and enhance all aspects of nursing education and training.

- **Innovation:** The integration and evaluation of novel teaching methodologies, technologies, and simulation modalities to advance nursing competencies and adapt to evolving healthcare challenges.

- Coherence: Alignment and logical progression of curriculum domains, learning outcomes, and assessment strategies to ensure an integrated, seamless educational experience.

- **Consistency:** Uniform application of standards, criteria, and policies across all Nursing Education Institutions to guarantee equitable educational quality and graduate competence.

11. STANDARDS FOR NURSING AND EDUCATION

The nursing education and training standards are expressed as follows (Social Work England: 2020):

- A domain.
- A broad statement of the standard.
- A set of quality criteria related to the standard statement; and
- Examples of what sources can be used to gather evidence to evaluate how well a standard is being met.

12. ARRANGEMENT OF THE STANDARDS

The standards are arranged according to the domains, standards, criteria, and evidence used for evaluating the quality, effectiveness, and compliance of education and training programmes with regulatory requirements. The standards consist of the following ten (10) domains:

- Graduate Attributes
- Programme Design
- Recruitment, Selection, Admission Requirements
- Human Resources
- Infrastructure and Financial resources (Physical and Technical)

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- Educational Governance
- Student-centred Services
- Teaching, Learning and Assessment
- Work integrated Learning and Support
- Continuous Quality Improvement

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TABLE 1: NURSING EDUCATION AND TRAINING STANDARDS

DOMAIN	STANDARDS	CRITERIA	EVIDENCE
1. GRADUATE ATTRIBUTES The distinctive, transferable skills, knowledge, values, and attitudes that students are expected to develop by the time of graduation to function effectively in professional, societal, and global contexts.	1.1 Graduates must demonstrate professionalism, ethical and legal practice.	**2.** Graduates must achieve prescribed competencies for registration at the relevant local and global level.	• Established competencies • Nursing practice standards • Scope of practice regulations
		3. Graduates must successfully complete the SANC licensure examination to obtain professional registration.	Licensure Examination Framework Licensure examination results
		4. Graduates must maintain valid registration along with current licensure.	Annual practicing certificates
		5. Graduates must demonstrate honesty with integrity while upholding ethical principles	Code of Ethics for reference Confidential/progress reports from lecturers and Nursing Managers from clinical areas.
		6. Graduates must be accountable for the quality of their self-development and practice, including the outcomes of their decision-making	Certificates of attendance or competency Skills development plan

DOMAIN	STANDARDS	CRITERIA	EVIDENCE
			Client and nursing records Continuing Professional Development (CPD) Portfolio of evidence
		7. Graduates must build trust while maintaining confidence with clients, patients and communities.	Client/patient satisfaction surveys
		8. Graduates must employ self-reflection alongside feedback to sustain relevance while preserving competency.	Client/patient satisfaction survey Graduate surveys Reflective journals Portfolio of evidence
		9. Must apply advocacy to promote safety while ensuring ethical practice in healthcare.	Risk register Client/patient satisfaction survey Audit reports
		10. The graduate must demonstrate critical thinking skills, apply problem-solving abilities, show intercultural competence, and communicate effectively.	Exit level outcomes Assessments Graduate surveys Client/patient satisfaction surveys

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
2. PROGRAMME DESIGN A coherent structure of modules and learning outcomes that defines how a qualification is delivered, ensuring alignment with level descriptors, credit requirements, and national qualification frameworks	2.1. Nursing education programmes must be designed and evaluated in alignment with nursing and national legislative frameworks.	**2.1.1.** The programme must ensure graduates achieve approved competencies aligned with the expected exit level outcomes.	**SANC Documents on the website:** Exit level Outcomes Level descriptors Scopes of practice Nursing education and training standards Nursing practice standards **NEI Documents** Curriculum documents Programme and module structure Module structure
		2.1.2. The programme should prepare graduates for the licensure examination to facilitate registration in the relevant nursing category	Licensure examination results Licensure examination framework
		2.1.3. Programme must offer a broad knowledge base across the lifespan and population groups.	Curriculum documents Programme structure Module descriptors.
		2.1.4. The programme must integrate knowledge of national, regional, Universal Health Coverage as well as global health priorities	Teaching, learning and assessment strategy Linkages with ICN, WHO, UHC, CHE, NDOH, SANC)

DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		while remaining relevant to the contemporary health and social care agenda.	Nursing education and training Standards
		2.1.5. The programme must reflect contemporary practice in nursing, while responding to emerging trends through research, evidence-based approaches and technology.	In-service education schedule on contemporary issues in nursing education Programme/module review document (minutes of meeting of review) Accreditation/Re-accreditation certificate for programme and NEI
		2.1.6. The programme must comply with country strategic plan, applicable practice standards as well as the code of ethics competencies	Curriculum document Strategic plan Nursing education and Training standards of practice Competency framework
		2.1.7. Programme outcomes must align with nursing practice standards.	Nursing practice standards Curriculum document Scopes of practice
		2.1.8. Programme Policies must promote patient safety, well-being and safety of students, and nurse educators.	Health and safety policies Risk register Safety guidelines
		2.1.9. Programme must promote development of research and	Exit level and specific outcomes Assessment criteria

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		evidence-based practice principles.	Reports of relevant and latest evidence-based practice integration into nursing programmes
		2.1.10. Programme must reflect current best practice in education and clinical care	HEQSF aligned programmes Benchmarking and exchange programmes reports Relevant Policies and Guidelines (ICN, WHO, CHE, NDoH, SANC, DHET)
		2.1.11. Programme Learning outcomes must include intra-and inter professional practice principles.	Exit level and Specific outcomes Programme/Module structure Timetable (s) Reports on intra and interprofessional education in programme (s)
		2.1.12. The training programme must allow articulation and progression across programmes, including specialisation or advanced practice.	Assessment and moderation policy Curriculum document Rules of progression
		2.1.13. Programme must provide structured, progressive integration of theory and work-integrated learning.	Curriculum document Education and training guidelines

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		2.1.14. Programme documentation must promote students' exposure to theory, relevant clinical learning experiences	Programme structure Master Educational Plan Clinical placement plan Brochure/prospectus
3. RECRUITMENT, SELECTION, ADMISSION Transparent and equitable policies and processes used to attract, evaluate, and enrol prospective students in alignment with institutional capacity and regulatory admission criteria	Students must receive clear guidance on recruitment, selection, admission, and registration processes,	**3.1.1.** Recruitment processes must provide prospective students with accurate, timely, and adequate information	Recruitment and selection policy Prospectus Advertisement of programmes
		3.1.2. Selection Processes must be fair, equitable and transparent, with full disclosure of admission and inherent programme requirements.	Admission and selection policy Admission and selection committee Brochure Prospectus
		3.1.3. Admission requirements must align with the programme's academic complexity.	NQF Level descriptors Exit Level outcomes Programme structure Programme admission criteria
		3.1.4. Proposed Number of Student intake must align with institutional capacity and programme outcomes to ensure quality education.	Recruitment, selection, and admission policies. SANC accreditation letters Enrolment plan
		3.1.5. Recruitment processes must provide for students' registration	Student registration certificates

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		with SANC within three (3) months of enrolment for a nursing programme.	
		3.1.6. Programme marketing information provided to prospective students must be relevant, timely and accessible	Brochure Prospectus Orientation programme
		3.1.7. Student recruitment and admission procedures aligned with institutional policies must be accessible to students and public	Procedures on: a) Student records, b) Appeal process c) Disciplinary process d) Promotions /progression e) Certification f) Student support g) Student monitoring Any other relevant policy Reference to policies in study guides or available on institutional student learning management system
		3.1.8. Candidates must be informed of and have access to the appeals process.	Study guides Orientation programme Student Learning System Acknowledgement signature sheet

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		3.1.9. Recruitment practices must promote equity and diversity principles.	Recruitment policy Admissions and selection policy Evidence of equal access to selection and admission to programme (s)
4. HUMAN RESOURCES The availability and appropriate deployment of qualified academic, clinical, and administrative staff to ensure the effective delivery and management of academic and professional training programmes	4.1. The nursing education institution must have qualified academic and support staff with relevant expertise, sustained through continuous development.	**4.1.1** Programme must be led by appropriately qualified and experienced academic leader to drive expected programme outcomes.	Staff selection criteria Human resource profile Curriculum vitae of academic staff
		4.1.2 Lectures must hold a qualification higher than the programme they facilitate.	Human resource profile Curriculum vitae
		4.1.3 Lecturers must hold relevant qualification in nursing education and be registered as assessors and moderators.	Curriculum vitae SANC online system (e-register) File of staff Annual Practice Certificates (APCs)
		4.1.4 Lecturers facilitating specialist programme must hold relevant speciality qualifications.	Curriculum vitae File of APCs File or (eRegister/eAPC)
		4.1.5 The academic staff should have adequate experience in teaching, clinical practice, and research.	Job descriptions Curriculum vitae Performance Management and Development System (PMDS)

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
			Induction programme Skills development policy Skills development plan Research publication list
		4.1.6 Clinical facilitators and preceptors must have appropriate clinical experience for their assigned roles.	Clinical staff profile Curriculum vitae Job descriptions
		4.1.7 Lecturers must be supported for continuing professional development in teaching and practice.	Induction programme Staff development programme Mentorship programme PMDS or equivalent Resource allocation for staff Recognition of excellence Awards
		4.1.8 There must be evidence of functional performance management and development system.	PMDS or equivalent Files or electronic records of completed PMDS records
		4.1.9 Part time and/or adjunct lectures must receive induction, orientation, mentorship and support in their academic role	Job descriptions Contracts of employment Skills development Induction programme Mentorship programme

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		4.1.10 Support staff must hold the relevant qualifications aligned with their assigned duties.	Job descriptions Curriculum vitae Contract of employment
5. INFRASTRUCTURE AND FINANCIAL RESOURCES (PHYSICAL AND TECHNICAL) The infrastructure, digital tools, equipment, and funding necessary to support teaching, learning, research, and administrative functions within an education and training environment	5.1. The Nursing Education Institution must ensure that adequate resources are available to support the delivery of quality nursing education.	**5.1.1.** The NEI should have approved budget	Resource management policy Budget Allocation Letter Finance Management Meeting Minutes
		5.1.2. Financial resources must support ongoing operations and the sustainability of the programme.	Audited financial statements (where appropriate) Annual budget allocation Evidence of periodic review of budget
		5.1.3. There must be adequate sized classrooms and halls for the student population, meet ergonomic furniture and environmental standard for academic activities.	Self-Assessment tool Asset register Audit visit
		5.1.4. Classroom seating arrangements must maintain 1,5 m spacing between desks and comply with	Audit visit report

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		regulatory and occupational health and safety requirements.	
		5.1.5. Well – coordinated, accessible simulation facilities must support Work-Integrated Learning (WIL)	WIL policy Simulation Laboratory Procedures or guidelines Appointment and attendance record Audit visit report
		5.1.6. Effective ICT systems must support academic and student activities and programme outcomes.	Self-assessment tool Audit visit report
		5.1.7. Library facilities (physical and/ or online) must be accessible, relevant and updated to staff and students.	Library Policy List of library resources
		5.1.8. Ergonomic and well-equipped office space with internet access must be provided to staff.	Audit visit report
		5.1.9. Secure storage must be available for assessment material and confidential documents.	Self-Assessment tool Audit visit report
		5.1.10. The building must be Compliant with health and safety regulations (OHS Act 85 of 1993) must be ensured.	Audit visit report Building Occupancy Certificate

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		5.1.11. Teaching materials must be available and aligned to learning outcomes.	Policy on library access Policy Curriculum document
		5.1.12. Access to multimedia tools (printing, scanning, AV recording, etc.) must be ensured.	Library policy Audit visit report
		5.1.13. Classrooms must be equipped with audio-visual tools for ICT-enabled teaching.	Audit visit report
		5.1.14. The NEI must have broadband internet and wireless access capability.	Audit visit report ICT report
		5.1.15. Updated software tools must be available to support ICT–enabled learning.	Self-assessment tool Audit visit report ICT Policy and Report
6. EDUCATIONAL GOVERNANCE Institutional frameworks, leadership structures, and decision-making processes that promote academic integrity,	6.1. Effective governance systems must ensure compliance with legal, regulatory, professional,	**6.1.1.** NEI's and programmes must be accredited by SANC and CHE and registered with DHET and SAQA.	Accreditation and Registration certificates
		6.1.2. The head of the NEI must be a registered nurse with qualifications in both nursing education and management.	Curriculum vitae Human resource profile SANC online system (eRegister)

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
accountability, and strategic oversight of educational quality	and educational requirements through clearly defined responsibilities and accountabilities.	**6.1.3.** The NEI must have an approved governance structure and organogram outlining functions and reporting lines.	Organogram or Governance structure Committees and Terms of reference
		6.1.4. NEI must have appropriate departments according to programme levels	Departmental Organogram Human resources allocation list
		6.1.5. Governance must be guided by formal statutes, rules and regulations enabling effective institutional management.	Statutes Institutional Rules Terms of reference
		6.1.6. The NEI must have current strategic plan and support education and training policies.	Current Strategic plan Education and Training policies
		6.1.7. There must be an elected Student Representative Council	Constitution of the SRC
		6.1.8 Student representation must be included in advisory and decision–making structures.	Student Representative Body Relevant terms of reference
		6.1.9 The NEI must maintain partnership with local, regional, and international academic and professional bodies.	Meetings Minutes MOAs Evidence of exchange programmes (where relevant)

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		6.1.10 Stakeholder engagement processes must be in place to inform programme design and review.	Stakeholder Engagement Policy Stakeholder Meeting Minutes Correspondence Records
		6.1.11 Risk management mechanisms must ensure institutional safety and operational continuity.	Risk Management policy Risk register Control access Fire Safety Systems Alarm systems Disaster preparedness Records
7. STUDENT CENTRE SERVICES Holistic support systems focused on student success, including academic advising, mental health services, career counselling, financial aid, and inclusive learning environments.	The NEI must provide student services that are student-centred, culturally responsive, and readily	**7.1.1.** Programme information provided to students must be relevant, timely and accessible	Brochure Prospectus Orientation programme Study guides
		7.1.2. Reviewed, updated student programme policies aligned with institutional policies must be readily available and accessible to students and public	Policies on: h) Student records, i) Appeal process j) Disciplinary process k) Promotions /progression l) Certification m) Student support n) Student monitoring

DOMAIN	STANDARDS	CRITERIA	EVIDENCE
	accessible to all students		Any other relevant policy Reference to policies in study guides or available on the institutional Student learning management system
		7.1.3. Students must be informed of and have access to the grievance and appeals process	Study guides Orientation programme Student Learning System Acknowledgement signature sheet Grievance and Appeal policy
		7.1.4. Students must be informed of and have access to student support services	Orientation programmes Study guides Student Learning system Student Support Services Package
		7.1.5 Processes must include management of potential students with impairments, in compliance with legal and ethical requirements.	Student support services records Student Counselling Department documentations Nursing Act (Act no. 33 of 2005, Section 51) R.619 of 5 August 2013 (Impairment Regulation)
		7.1.6 Student experiences must reflect the observance and promotion of equity, diversity principle	Recruitment policy Admissions and selection policy Attendance registers to counselling

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
			Moderation policy Evidence of equal access to support
		7.1.7 Student learning experiences across all teaching, learning environments must be monitored, evaluated to provide informed support	Organisational Structure Student support policy Academic monitoring and Evaluation Student counselling services Academic support officer Clinical Placement Schedule
		7.1.8 Adequate student support resources in line with approved student lecturer ratio must be available	Student support policy Orientation programme Records Education and training guidelines
		7.1.9 Student support services must be evaluated for effectiveness in meeting the student needs.	Programme evaluation Module evaluation Student and graduate satisfaction surveys Student feedback reports
		7.1.10 Student records must be securely maintained in hard or electronic format, confidentially, in line with relevant regulatory structures (SANC, CHE, DHET	Record Management policy Certification policy Audit visit report Password protected data management and storage system Safe storage system

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
8. TEACHING, LEARNING AND ASSESSMENT Integrated strategies and methodologies that enable students to acquire knowledge, develop competencies, and demonstrate achievement through valid and reliable assessment mechanisms.	8.1. Teaching, learning, and assessment must align with the NEI's philosophy, mission, curriculum, standards, competencies, ethics, national health priorities, programme outcomes, and SANC requirements. Assessment must follow principles that enable students to demonstrate achievement of programme outcomes	**8.1.1** Teaching, learning and assessment strategies must align with the NEIs philosophy, mission, curriculum framework competencies, level descriptors and exit-level outcomes.	Curriculum document Teaching and learning strategy Teaching and learning policy Programme structure
		8.1.2 Teaching, learning and assessment methods must be appropriate to the design, use of instructional and learning technology.	Programme structure Study guides Lesson plans
		8.1.3 Teaching, learning and assessments must demonstrate a reasonable balance between theory, experiential learning work integrated learning in terms of credit weighting, distribution and timing or sequencing of learning outcomes and processes	Programme structure Master Educational plan Placement plan Timetable Module structure Teaching and learning guidelines Assessment guidelines
		8.1.4 Active student participation must be promoted in line with the curriculum design.	Teaching and learning strategy Choice of curriculum approach Teaching methods
		8.1.5 Diverse teaching, learning and assessment principles and approaches must be applied as	Programme structure Lesson plans Assessment plans

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		outlined in the programme design to facilitate achievement of expected outcomes.	
		8.1.6 The programme must demonstrate a logical sequence and timing of learning outcomes and processes.	Programme design Master Educational plan Placement plan Timetable
		8.1.7 Student safety during the learning experience must be monitored and ensured.	Safety and security Policy Incident reports Student indemnity
		8.1.8 Information and Communication Technology (ICT) must be available to support teaching, learning, assessment processes.	ICT infrastructure Audit visit report ICT support records
		8.1.9 Programme learning outcomes must align with assessment strategies.	Curriculum document
		8.1.10 Programme module learning outcomes and associated assessment criteria must be clearly aligned with SANC-determined practice standards.	Curriculum document Reference to practice standards Reference to Scopes of practice

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		8.1.11 Assessment complexity must increase in line with the relevant programme level descriptors.	Curriculum document Cognitive index of assessments Reference to level descriptors
		8.1.12 The programme must provide students with opportunities for re-assessment and assessment deferment.	Teaching and learning policy Assessment policy
		8.1.13 Integrity of theoretical and clinical assessments must be ensured.	Teaching and learning policy Assessment and moderation policy Invigilation policy Confidentiality declaration by staff handling exams
		8.1.14 Assessments must enhance learning, inform student progression.	Assessment and moderation policy Continuous or formative assessments Progression policy/rules
		8.1.15 The programme must provide ongoing feedback to support student development.	Teaching and learning policy Assessment and moderation policy Examination policy
		8.1.16 The programme must ensure balanced weighting in the assessment of theory, WIL as determined by SANC guidelines.	Curriculum document

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		8.1.17 Assessment outcomes must be recorded and stored.	Assessment and moderation policy Curriculum document Student record policy Student Learning management system Student register Student assessment records Moderation records
		8.1.18 There must be mechanism to assess students in relation to their clinical learning experience and WIL.	Clinical records with NEI Clinical facilitator to be responsible to NEI Work distribution plan Assessment plan Moderation Policy
		8.1.19 Assessment must evaluate competence against legislated exit level outcomes before programme completion.	Assessment plan Moderation Policy

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
9 WORK INTEGRATED LEARNING AND SUPPORT An educational approach that combines academic learning with practical, real-world experiences in professional settings, supported through structured mentorship and reflection.	9.1 The programme must provide structured clinical learning opportunities aligned with theoretical instruction. 9.2 Student support is compulsory in both academic and clinical settings supported through accompaniment by qualified specialists and clinical educators. 9.3 A Clinical Education and Training Unit	**9.1.1** Clinical learning must take place in an approved clinical facility, providing structured clinical learning opportunities with appropriate guidance and accompaniment, in accordance with the learning outcomes and the students' levels. **9.1.2** Formal contracts must exist between the Nursing Education Institution (NEI) and clinical learning facilities	Provincial letter of support Situational analysis of the facility Service Level Agreements (SLAs) or Memoranda of Agreement (MOAs) with clinical facilities Allocated clinical facilitators Master Educational Plan Clinical placement plan Clinical accompaniment plan Clinical accompaniment record Structured clinical guidance plan to enhance correlation theory to practice. Programme structure Procedure manual Teaching and learning policy Moderation Policy Weekly allocation lists Supervision schedule

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
	(CETU), led by a CETU Manager, and/or a professional nurse with an additional nursing education qualification who must oversee the coordination and quality of clinical learning in line with CETU guidelines.	**9.1.3** There must be mechanisms to ensure safety of healthcare users, students, lecturers, clinical facilitators during learning experiences.	Updated situational analysis MOAs and SLE's Student indemnity Occupational Health and safety policies. Scope of Practice Wil Policy Infection prevention and control (IPC) protocols. Occupational Health and Safety (OHS) policies for both classroom and clinical settings Emergency response and evacuation plans Student and staff indemnity cover documents Emergency drill attendance Registers Human resource for clinical accompaniment Planned clinical placement Clinical accompaniment plan Clinical accompaniment record Risk register

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		9.1.4 All programmes must ensure balanced credits for theory and work-integrated learning, incorporate early simulated learning for clinical preparation, and include role-taking at the end to support transition to professional registration.	Programme design Module Descriptor Master Educational Plan Clinical placement plan Clinical placement record Timetable Structured clinical guidance document Clinical accompanist and student register Clinical practice progress Education and training guidelines/Programmes guidelines Students' clinical placement report Skills lab policy Simulation plan Student booking record (Simulation) Student simulation practice record with clinical facilitator's comments Evidence of simulation attendance Simulation evaluation tools Role-taking book Student individual hour form (Time sheet)
		9.1.5 There must be an established Clinical accompaniment system.	

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
			Individual student report written by Professional nurse.
		9.1.6 There must be Student supervision system aligning with student learning needs, stages of learning.	Clinical accompaniment plan Clinical accompaniment record Specific clinical learning outcomes Audit visit report Teaching and learning Policy Clinical accompaniment register Clinical Accompanist register Teaching workload norms (where available) Clinical Student feedback report
		9.1.7 Lecturer to student ratios must comply with SANC education and training guidelines.	Human resources profile Situational analysis Nursing education and training guidelines

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		9.1.8 Clinical Education and Training Unit (CETU) must be incorporated and led by a specialised Clinical Education Coordinator, responsible for: Ensuring alignment between academic curricula and clinical practice. Coordinating placement logistics, preceptor training, and inter-site communication. Maintaining quality assurance through regular site audits, stakeholder feedback, and outcome tracking	WIL policy Human resources for clinical accompaniment Planned clinical placement Clinical accompaniment plan Clinical accompaniment record Risk register Placement meetings minutes Collaboration meeting minutes between NEI and clinical facility (Stakeholder meeting evidence) CPD annual programme, monthly schedules and Portfolio of Evidence
		9.1.9 There must be appropriate systems, processes, resources for WIL.	MOA or SLE between NEI and clinical facility

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		9.1.10 There must be a designated person to ensure safe, effective coordination of clinical learning and compulsory clinical accompaniment.	Allocated or contracted clinical facilitator/s WIL policy Structured clinical guidance Clinical accompaniment plan Clinical accompanist register Student clinical evaluation form CETU structure with designated coordinator Clinical rotation master schedule Clinical resource allocation plan
		9.1.11 Students must be orientated on opportunities available within all clinical learning environments.	WIL policy Orientation programme Procedure manuals Student support service charter Clinical facility orientation checklist Clinical accompanist register Clinical learning information booklet
		9.1.12 Students must be empowered to proactively take responsibility for their learning.	Programme document Study material Timetable Master educational Plan Clinical placement plan

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
			Laboratory policy Documented clinical learning support services Self-directed learning policy Learning contracts
		9.1.13 There must be a system to promote students learning from a range of relevant specialities in clinical learning environments.	Documented clinical learning support services Portfolio of Evidence Reflective journal Learning contract Interdisciplinary exposure schedule Interprofessional learning report
		9.1.14 There must be systems to support diverse individual student needs.	Programme design Student support policy Student support services Teaching and learning strategies Disability support policy or referral system

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		9.1.15 Student experiences across all teaching, learning environments must be monitored, evaluated to provide informed support.	Programme document Academic Monitoring and evaluation policy Student support policy Clinical placement schedule Progression rules Throughput rates Completion/graduation rates Student feedback forms Clinical evaluation reports Student counselling service.
		9.1.16 Sufficient coordination, continuity of support and supervision must ensure safe, effective student learning experiences.	Scheduled meetings between NEI and clinical facility Minutes of meetings between NEI and clinical facility Clinical accompaniment reports Attendance registers of clinical facilitators Communication logs Supervision coordination chart
		9.1.17 A nominated person must actively support students and	Preceptor list Clinical facilitator allocation Contact list of support personnel

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		address concerns in each practice setting.	Student feedback on support availability Student clinical evaluation form/report Student progress report Student clinical evaluation forms
		9.1.18 Staff involved in supervision must support learning aligned with respective scopes of practice to enable students to meet competencies, programme outcomes.	Clinical facilitator/preceptor orientation records CPD programmes and POE Preceptorship course certificate (where applicable) Facilitator training reports File of relevant regulations for reference In-service training plan and programmes
		9.1.19 Clinical facilitators and preceptors must provide ongoing support, supervision, feedback on student conduct, progress towards competencies and skills.	Clinical accompaniment record Student progress report Student POE Clinical workbook Weekly feedback sheets Skills observation checklist Collaboration meeting minutes
		9.1.20 Clinical facilitators/preceptors must have current knowledge and experience of the areas they support and supervise.	Inservice/staff development record PMDS or equivalent Curriculum vitae Skills development plan

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
			Current registration with SANC CPD programme, plan and POE
		9.1.21 Clinical facilitators must have opportunities to collaborate with clinical and academic staff to share observations on student conduct, proficiency, achievement.	Departmental meeting minutes Regular student progress reports Joint academic-clinical forums Clinical review meetings Stakeholder/collaboration meetings minutes Student placement meetings minutes
		9.1.22 Clinical facilitators must receive ongoing support to prepare, reflect, develop for effective supervision, contribution to student learning, assessment.	WIL policy Orientation plan and programme for clinical facilitators CPD record and POE Skills development plan In-service education programme Facilitator mentorship programme
		9.1.23 Clinical facilitators must be competent in facilitating clinical competencies, programme outcomes students are expected to achieve.	Audit visit report Record of simulation Student clinical accompaniment record Facilitator competency assessment form Peer evaluation report.

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
10 CONTINUOUS QUALITY IMPROVEMENT An ongoing, systematic process of using evidence-based evaluation and feedback to enhance the effectiveness, efficiency, and relevance of educational programmes and institutional operations.	10.1. The-Nursing Education Institutions (NEI's) must establish and maintain formal, systematic, and evidence – based processes to monitor and improve the quality of nursing education programmes continuously.	**10.1** Continuous and periodic evidence-based reviews to guide revision of programme components.	Student, graduate and employer surveys and reports Programme evaluation Reports Review Records
		10.2 Programme reviews must be data-driven and informed by multiple data sources.	Surveys and Reports Programme evaluation reports Evidence of reviews of the programmes based on evaluation Quality improvement policy Continuous improvement cycle reports Licensure examination results Institutional/Media review reports
		10.3 There is structured performance evaluation of academic staff.	PMDS Reports Programme evaluations Peer reviews
		10.4 There must be a system to promote participation of academic staff in quality improvement activities.	Quality management policy Skills development policy & plan CPD Records Quality committee and Terms of reference
		10.5 There must be evidence of annual self-assessment in line with accreditation standards.	Self-assessment Reports Audit visit reports

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DOMAIN	STANDARDS	CRITERIA	EVIDENCE
		10.6 The NEI must be compliant with accreditation mechanisms as per SANC requirements.	Accreditation certificates Implementation letters Re-accreditation reports/certificates
		10.7 The programme must demonstrate satisfactory student throughput and completion rates.	Assessment Records Reports of throughput and completion rates Graduation record/programme Completion records

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DR. A MOTSOALEDI, MP

MINISTER OF HEALTH

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BOARD NOTICE 950 OF 2026

Nursing Act, 2005 (Act No. 33 of 2005)

NOTICE REGARDING FEES PAYABLE TO THE COUNCIL IN TERMS OF THE REGULATIONS REGARDING FEES AND FINES PAYABLE TO THE SOUTH AFRICAN NURSING COUNCIL

DEFINITION

1. In this notice, **"the regulations"** means the Regulations Regarding Fees and Fines Payable to the South African Nursing Council published by Government Notice No. R. 170 of 8 March 2013.

ANNUAL FEES

2. The amounts of the annual fee referred to in 2(1) (c) of the regulations have been determined by the Council as shown in the table below.

3. These amounts apply to annual fees in respect of the annual fee year 1 January 2027 to 31 December 2027, which may be paid from 1 July 2026, and which must be received by Council before or on 31 December 2026 (final date to receive payment).

4. These annual fee amounts will apply to all subsequent annual fee years until such time that the fees are amended by a notice in the *Gazette*.

5. The 25% discount applies to practitioners who are or will be 60 to 64 years of age on 1 January 2027.

6. The 50% discount applies to practitioners who are or will be 65 years of age or older on 1 January 2027.

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Category of Registration	Annual Fee Amounts (including VAT)		
	Full Amount	25% Discount (*)	50% Discount (**)
Professional Nurse Midwife Registered Nurse Registered Midwife	R920-00	R700-00	R470-00
Staff Nurse Auxiliary Midwife Enrolled Nurse Enrolled Midwife	R550-00	R410-00	R280-00
Auxiliary Nurse Enrolled Nursing Auxiliary	R390-00	R300-00	R190-00

(*) To qualify for the 25% discount, a practitioner must be 60 to 64 years of age on 1 January 2027.

(**) To qualify for the 50% discount, a practitioner must be 65 years of age or older on 1 January 2027.

N.B. To qualify for the discount amounts, a practitioner may be required to submit a certified copy of his/her identity document in order to confirm his/her age. Also note that the amounts charged are rounded to the nearest R10.00

RESTORATION FEES

7. The amounts of the restoration fees referred to in 2(1) (y) and (z) of the regulations have been determined by the Council as shown in the table below.

8. These restoration fee amounts will apply from 1 January 2027.

9. The reduced restoration fee only applies to:

a) those practitioners who were removed from the register at their own request; or

b) practitioners who are or will be 60 years of age or older on 1 January 2027.

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Category of Registration	Reduced (*) Restoration Fees (including VAT)	Regular Restoration Fees (including VAT)
Professional Nurse Midwife Registered Nurse Registered Midwife	R190-00	R2 750-00
Staff Nurse Auxiliary Midwife Enrolled Nurse Enrolled Midwife	R190-00	R1 640-00
Auxiliary Nurse Enrolled Nursing Auxiliary	R190-00	R1 170-00
Retired Nurses	R190-00	R190-00

(*) To qualify for the reduced restoration fee, a practitioner must have been removed from the register at his/her own request or must be 60 years or older on 1 January 2027.

FEES AND FINES PAYABLE BY INSTITUTIONS

Accreditation

Accreditation Fees (Nursing Education Institution) –section 2(1) (a)

	Payable Rate 1	Payable Rate 2	Payable Rate 3	Payable Rate 4
Learner Enrolment (number of learners)	1-50	51-75	76-100	>100
	R9 540-00	R19 130-00	R28 680-00	R35 850-00

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Re-accreditation Fees (Nursing Education Institution)

Payable	Application Fees-Re-accreditation
R 31 380-00	R 7 840-00

Accreditation Fees (Nursing Education Programme)-section 2(1) (b)

	Payable Rate 1	Payable Rate 2	Payable Rate 3
Number of Programmes	1-2	3-6	>6
	R19 050-00	R28 580-00	R38 100-00

Application for Nursing Programmes/Revised Curriculum Evaluation – section 2(1) (i)

Payable			
One-year	Three-year	Four-year	Post registration /Post/ Basic Graduate Diploma
R1 800-00	R5 720-00	R14 300-00	R9 530-00

Audit Visit Fee (Clinical Facility) – section 2(1)(j)

Payable Rate 1	Payable Rate 2	Payable Rate 3
1	2-4	>4
R9 530-00	R19 050-00	R28 580-00

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Audit Visit Fee (Nursing Education Institution) – section 2(1)(j)

Payable Rate 1	Payable Rate 2	Payable Rate 3
1	2-4	>4
R9 530-00	R19 050-00	R28 580-00

Focus Visit Fee (Clinical Facility) – section 2(1)(o)

Payable Rate 1	Payable Rate 2	Payable Rate 3
1	2-4	>4
R9 530-00	R19 050-00	R28 580-00

Focus Visit Fee (Nursing Education Institution) – section 2(1)(p)

Payable Rate 1	Payable Rate 2	Payable Rate 3
1	2-4	>4
R9 530-00	R19 050-00	R28 580-00

Description	Amount Payable
Annual Nursing Education Institution Fee – section 2(1)(d)	R19 050-00
Application Fee (Clinical Facility) – section 2(1)(e)	R4 770-00
Application Fee (Nursing Education Institution) – section 2(1)(h)	R4 770-00
Application Fee (Nursing Education Programme) – section 2(1)(i)	R4 770-00

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Imposed Fines

Late registration of learners (Payable by NEIs)

Per Learner (across the board)	R 1 160.00

Retrospective registration of learner nurses and learner midwives	**Payable Rate 1**	**Payable Rate 2**	**Payable Rate 3**
Number of learners	1-5	6-10	11 and above
	R1 320-00	R2 630.00	R5 250 -00

Excess intake of accredited number of learners per intake	**Payable Rate 1**	**Payable Rate 2**	**Payable Rate 3**
Number of learners	1-5	6-10	11 and above
	R1 320-00	R2 630.00	R5 250-00

OTHER FINES

OFFENCE	FINE
NEIs commencing programmes prior to full accreditation	R5 250-00
Placement of learners at unapproved clinical facilities	R5 250-00
Increase of learners per intake prior to approval	R5 250.00
Failure of NEIs inform Council regarding change of management	R5 250.00
NEIs commencing with the offering of a fully accredited programme before submission of prior to commencement information	R5 250.00

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PRELIMINARY INVESTIGATING COMMITTEE (MINOR OFFENCES SCHEDULE)

FEES AND FINES FOR MINOR OFFENCES IN TERMS OF SECTION 47 *(c)* OF THE NURSING ACT,2005 (ACT NO. 33 OF 2005)

Minor offence is defined as an act or omission resulting in a near miss which at the discretion of the Preliminary Investigating Committee does not warrant a formal inquiry (*Regulations relating to the institution and conduct of Inquiries into Alleged Unprofessional conduct of Persons Registered in terms of the Act)*

(Each case will be based on its own merits and nurses involved will be charged individually based on their relationship with the healthcare user or the offence committed).

OFFENCE	MINIMUM FINE	MAXIMUM FINE
PROCEDURAL (SCOPE OF PRACTICE OR POLICY OR STANDARDS)		
Failure to monitor or properly and assess the patient's condition (including mother and baby)	R1 000-00	R20 000-00
Failure to keep clear records and accurate	R1 000-00	R10 000-00
Failure to control drugs, supplies or equipment	R5 000-00	R20 000-00
Failure to create a safe environment by ensuring adequate staffing and equipment	R10 000-00	R20 000-00
Poor staff delegation and failing to exercise appropriate supervision over junior personnel	R10 000-00	R15 000-00
Failure to identify the healthcare user (patient) including mother and baby	R2 500-00	R10 000-00
Medication error	R5 000-00	R20 000-00
Practicing beyond the scope of practice	R5 000-00	R15 000-00
Failure to notify the doctor about the change in condition or refer the patient for further assistance	R5 000-00	R10 000-00
Failure to give appropriate advice to a healthcare user	R5 000-00	R10 000-00
Violation of the SANC legislation and related policies	R5 000-00	R10 000-00
Failure to provide emergency care and treatment	R5 000-00	R10 000-00

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UNETHICAL AND UNPROFESSIONAL CONDUCT		
Violating the Code of Ethics		
Failure to advocate for the patient	R5 000-00	R10 000-00
Failing to safeguard the patient's dignity and right to privacy	R5 000-00	R10 000-00
Falsifying or altering of patient records or nursing progress records	R5 000-00	R20 000-00
Violating the confidentiality by disclosing to third parties not involved in the care of the patient (including on social networking platforms or media	R5 000-00	R20 000-00
Misrepresentation	R5 000-00	R20 000-00
Impeding a healthcare user from OBTAINING A SECOND OPINION	R5 000-00	R20 000-00
Unprofessional Conduct		
Stealing from a patient	R5 000-00	R20 000-00
Drug theft in the ward	R10 000-00	R25 000-00
Physical and mental abuse or assault of healthcare users	R5 000-00	R20 000-00
Employing any person who is not registered in terms of the Nursing Act to perform nursing duties	R5 000-00	R20 000-00
Bringing the name of the profession into disrepute (through criminal acts) and other actions beyond the jurisdiction of the Nursing Act. (Fraud, theft, sexual offences etc. and the person was found guilty in a court of law)	R5 000-00	R20 000-00

Any of the above offences may be coupled with in-service training where incompetence is identified.

Look into aggravating or mitigation factors including healthcare establishment (resources) and management.

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OTHER FEES

Section of the regulations	Description	Amount (including VAT)
2(1)(f)	Application fee (foreign additional qualification): - SADC countries - Other countries	 R 1 810-00 R 1 810-00
2(1)(g)	Application fee (foreign basic qualification): - SADC countries - Other countries	 R 1 810-00 R 2 690-00
2(1)(k)	Certificate of Status Fee	R 2 880-00
2(1)(l)	Duplicate Certificate Fee	R 570-00
2(1)(m)	Examination Fee (per paper)	R 570-00
2(1)(n)	Extract Fee	R 130-00
	Late Registration penalty per applicant	R 1 160-00
2(1)(q)	Late Entry Fee (exams)	R 1 340-00
2(1)(r)	Licence Fee (private practice) (pending promulgation of regulations)	Pending
2(1)(s)	Registration Fee (additional qualification)	R 570-00
2(1)(t)	Registration Fee (assessors, moderators and verifiers)	R 300-00
2(1)(u)	Annual Registration Fee (learner)	R 370-00
2(1)(v)	Registration Fee (practitioner)/category	R 980-00
2(1)(w)	Registration Fee (section 56 registration) (pending promulgation of regulations)	Pending
2(1)(x)	Remarking Fee (exam paper)	R 1 280-00
2(1)(aa)	Transcript of Training Fee	R 2 880.00
2(1)(bb)	Verification Fee	R 2 880-00

Fees Payable by Institutions and Other Fees will be applicable from 1 January 2027.

PROF NG MTSHALI
REGISTRAR AND CEO
SOUTH AFRICAN NURSING COUNCIL
DATE: 18/06/2026

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