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GOVERNMENT NOTICES • GOEWERMENTSKENNISGEWINGS

DEPARTMENT OF TRANSPORT

NO. 7763 **31 July 2026**

RAILWAY SAFETY ACT, 2024 (ACT NO. 30 OF 2024)

RAILWAY SAFETY STANDARDS DEVELOPMENT REGULATIONS, 2026

The Minister of Transport in terms of section 36 of the Railway Safety Act, 2024 (Act No. 30 of 2024) intends to make the regulations as indicated in the Schedule.

Interested persons are invited to submit written comments to the Director-General, Department of Transport, within 30 days after the date of publication of this notice, for the attention of:

Director-General: Transport
ATT: Ms. Moloko Machaka
Department of Transport
Private Bag X193
PRETORIA
0001

E-mail: machakam@dot.gov.za
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SCHEDULE

Definitions

1. In these Regulations, any word or expression to which a meaning has been assigned in the Act shall have the meaning so assigned and, unless the context otherwise indicates-

"**accept**" means to recognise an existing standard, or part of a standard, as suitable for application to safe railway operations or for proposal under section 36 of the Act;

"**adapt**" means to modify an existing standard, or parts thereof, for application to the railway environment or to specific technical, operational, interface, intraface, route or local conditions while retaining its safety objective;

"**adopt**" means to accept an existing standard, without substantive amendment, for use in safe railway operations or for proposal under section 36 of the Act;

"**develop**" means to prepare a new standard, or a substantive amendment to an existing standard, through a documented technical and consultative process in terms of these Regulations and section 36 of the Act;

"**Industry association**" means a railway industry association contemplated in section 7(2)(a) of the Act;

"**interface**" means an area, point or location, either physical or organizational, where two or more operators' activities meet and where the activities have the potential to affect one another;

"**intraface**" means an area, point or location, either physical or organizational, where the activities or assets of two or more functional disciplines within a railway operator meet, and where the activities or assets interact or have potential to affect one another;

"**local standard**" means a standard developed, adopted or accepted by the

relevant operator in accordance with these Regulations to meet specific local, geographical route, operational, and interface or interface requirements;

"**local standards committee**" means the relevant operators committee established in terms of regulation 7(2) of these Regulations;

"**national standard**" means a South African National Standard approved and issued by the South African Bureau of Standards in terms of the Standards Act, 2008 (Act No. 8 of 2008);

"**review**" means the systematic evaluation of a standard to determine its continued suitability, adequacy, effectiveness, applicability to the railway environment, consistency with prescribed railway safety standards and other legislation, and whether it should be retained, amended, adapted, replaced or withdrawn;

"**regulator standard**" means a standard developed, adopted or accepted by the board in accordance with these Regulations to meet the general technical and operational safety requirements of operators;

"**railway safety standards**" means railway standards as defined in the Act;

"**standard**" means a document, compiled by a recognized body, that provides for common and repeated use, rules, guidelines or characteristics for activities or their results, aimed at the achievement of the optimum degree of order in a given context and includes vocabularies, methods, specifications, codes of practice, guides and recommendations;

"**technical committee**" means a committee established by the Regulator in terms of these Regulations to assist with the development, review, adoption or acceptance of standards for proposal to the Minister as railway safety standards under section 36 of the Act;

"**the Act**" means the Railway Safety Act, 2024 (Act No. 30 of 2024);

"**withdraw**" means to revoke the application of a railway safety standard, or part of a railway safety standard, prescribed under section 36(1) of the Act,

by notice in the Gazette, and "withdrawal" has a corresponding meaning.

Application

2. These Regulations shall apply to the Regulator and operators involved in the development and review of standards for publication by the Minister.

Factors to be considered in development, adoption or acceptance of standards

3. (1) The Regulator, or operator in proposing any standard for safe railway operations to the Minister, must -

(a) consider and take into account the practicality of the standard's application and its affordability.

(b) ensure that an assessment is conducted as to the suitability of existing international or other standards that may be adopted or accepted for the required purpose;

(c) take into account general technical and operational safety requirements of railway operators;

(d) take into account the objections of affected operators in order to harmonise operators at interfaces;

(e) take into account possible risks involved should a standard not be developed;

(f) ensure that the introduction of proposed new standards will be staggered and reasonably spaced in order to allow for the structured absorption of its content into safety management systems;

(g) ensure that the standard developed, adopted or accepted is based on consolidated results of science, technology, engineering and experience with the view to promote optimum safety; and

(h) in the case of the standard proposed by the operators, the operators are to consider whether the standard proposed will be a national or local standard.

(2) Any standard published by the Minister may become effective upon publication in the Government Gazette thereof, subject to any

transitional or implementation requirements as may be contained therein.

Procedure for development, review, adoption or acceptance of standards or existing standards as regulatory Standards

4. (1) The procedure to be followed by the Regulator for:

(a) the proposal to the Minister for the development of regulator standards;

(b) the proposal to the Minister for acceptance of existing standards as railway safety standards; and

(c) the amendment or review of existing regulator standards;

is as set out in subregulation (2)

(2) *(a)* The Regulator must establish a technical committee which will assist in the development, review, adoption or acceptance of regulatory standards.

(b) The technical committee contemplated in paragraph (a) may comprise representatives of relevant parties, such as the representatives of the Regulator, organs of state, industry associations, Academia, commuter organisations, non-governmental organisations, organised labour—and operators.

(c) The Regulator may, where deemed necessary, appoint working groups comprising of experts in the field relevant to the standards for the purpose of developing or reviewing the standard under consideration.

(d) The technical committee must conduct a review of the proposed standard and make recommendations to the Regulator.

Procedure for adoption or acceptance of national standards

5. (1) The procedure to be followed by the Regulator for the proposal for the adoption or acceptance of national standards is as set out in subregulation (2).

(2) *(a)* A technical committee, as contemplated in regulation 4(2)(a) and

(b), must review and consider the relevant national standard for adoption or acceptance by the Minister.

(b) The technical committee must after consideration of the national standard, submit its recommendations on the national standard to the Regulator, to undertake the processes contemplated in section 36 (3) of the Act.

(c) The accepted and adopted national standards must be published in the Government Gazette in order to enable compliance with section 36 (1) of the Act.

Procedure for withdrawal of railway safety standards

6 .(1) The Regulator or an operator may propose to the Minister, the withdrawal in whole or in part, of a railway safety standard prescribed in terms of section 36(1) of the Act.

(2) A proposal for the withdrawal contemplated in subregulation (1) must include:

(a) a full description of the railway safety standard concerned, including the title, Gazette reference and the date of publication;

(b) the reasons for the proposed withdrawal, including whether the railway safety standard:

(i) has become obsolete;

(ii) has been superseded;

(iii) is no longer suitable for the railway environment;

(iv) conflicts with another prescribed railway safety standard or legislation;

(v) creates an unintended safety risk; or

(vi) is no longer reasonably practicable;

(c) a technical motivation and safety risk assessment dealing with the effect of the proposed withdrawal on safe railway operations;

(d) an assessment of the effect of the proposed withdrawal on interoperability, interfaces, intrafaces, safety management systems, safety permit conditions, exemptions, deviations and existing compliance obligations;

(e) whether a replacement railway safety standard, amendment, adaptation, transitional measure or interim requirement is required;

(f) the proposed effective date of withdrawal and any proposed transitional arrangements.

(3) Prior to proposing the withdrawal of any railway safety standards, the Regulator must:

(a) by notice in the Gazette, cause the proposal contemplated in subregulation 2, to be published for public comment, together with an explanatory memorandum in respect thereof;

(b) consult with the Department, the Minister responsible for trade and industry, any relevant organ of state and other key stakeholders directly affected by the proposed withdrawal; and

(c) consider any submissions received.

Repeal of Regulations

8. The Railway Safety Standards Development Regulations, 2022, are hereby repealed.

Short title

9. These Regulations are called the Railway Safety Standards Development Regulations, 2026 and published for comments.

DEPARTMENT OF TRANSPORT

NO. 7764 **31 July 2026**

RAILWAY SAFETY ACT, 2024 (ACT NO. 30 OF 2024)

THE NATIONAL RAILWAY SAFETY PERMIT REGULATIONS, 2026

The Minister of Transport in terms of section 30(1) of the Railway Safety Act, 2024 (Act No. 30 of 2024) intends to make the regulations as indicated in the Schedule.

Interested persons are invited to submit written comments to the Director-General, Department of Transport, within 30 days after the date of publication of this notice, for the attention of:

Director-General: Transport
ATT: Ms. Moloko Machaka
Department of Transport
Private Bag X193
PRETORIA
0001

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Tel: (012) 309 3676

SCHEDULE

Definitions

1. In these regulations any word or expression to which a meaning has been assigned in the Act has the meaning so assigned and, unless the context otherwise indicates:

"**Annual tonnes**" the total sum of the mass of dangerous or general goods loaded onto a locomotive by a train operator in the preceding financial year and transported along the portion of a rail network for which the train operator has a permit to traverse;

"**Applicant**" means a person who applies for a safety permit in terms of these Regulations, and includes an existing Operator that either applies for a renewal or a different category or type of a safety permit;

"**Construction Train Safety Permit**" means a safety permit issued to operators who are not in possession of a Safety Permit, but who are accountable and responsible for the operation of construction trains, which include material and ballast trains, for the construction of new railway infrastructure;

"**None-Rail Related Revenue**" generated by Operators who depend on or use rail for their operations but derive revenue from other activities;

"**Operator**" means a Railway Operator as defined in the Act;

"**Rail-related Revenue**" means the gross inflow of cash arising from rail operating activities of an operator;

"**Regulator**" means the Railway Safety Regulator established in terms of section 5 of the Act;

"**Temporary safety Permit**" means a safety permit issued only to currently active railway operators for operations not covered by an existing safety permit as an interim arrangement, pending the application and issuing of the relevant safety permit issued in terms of this Act and Regulations;

"**Test and Commissioning Safety Permit**" means a safety permit issued to an operator not in possession of a safety permit, but who is accountable and responsible for the operation of trains in order to test and commission new or upgraded rolling stock and new or upgraded railway infrastructure elements, including the impact thereof on existing rolling stock and infrastructure elements; and

"**the Act**" means the Railway Safety Act, 2024 (Act No.30 of 2024).

Purpose

2. These Regulations seek to regulate the manner in which applications for safety permits should be made, the types of safety permits to be applied for and by whom such applications must be made.

Application

3. These Regulations apply to:

(a) an operator undertaking railway operations as contemplated in section 1 of the Act; and

(b) any other type of railway operation designated by the Minister in the Gazette.

Types of permits

4. (1) The types of safety permits that may be applied for in terms of section 30(1) of the Act are as follows:

(a) Temporary Safety Permits;

(b) Safety Permit;

(c) Construction Train Safety Permit; and

(d) Test and Commissioning Safety Permit.

(2) The Regulator may from time to time indicate other or review the types of

safety permits that must be applied for in terms of these Regulations.

Application for safety permits

5. (1) All applications for safety permits must be lodged either electronically using the National Information and Monitoring System or in hard copy formats delivered to the Regulator or any system determined by the Regulator and referenced in the permit application guide.

(2) No other forms of application for a safety permit, other than the one contemplated in this Regulation will be allowed unless the Regulator has specifically directed other alternative manner of lodging an application.

Processing of the safety permit application

6. (1) All applications made to the Regulator will be processed and assessed on the basis of the information provided by the Applicant in its application form.

(2) Notwithstanding the provisions of regulation 6(1), in processing the application, the Regulator may:

(a) request additional information;

(b) require the Applicant to comply with any outstanding requirement imposed by the Act or the Regulator;

(c) accept the information provided by the Applicant;

(d) advise the Applicant that a different category as designated by the Minister or fee as determined by the Minister should apply to an Applicant instead of the category or fee information provided by the Applicant in its application; and

(e) consider any objections raised by any person against the application by an Applicant.

Payment for safety permits application

7. (1) All applications for safety permits or amendments of safety permits must be accompanied by a non-refundable application fee determined by the Minister.

(2) No applications will be processed without the Regulator being in receipt of proof that such an application fee has been paid.

(3) Once the Regulator has issued an invoice to the Applicant based on the safety permit fee, variables submitted through the National Information and Monitoring System, the Applicant must pay such a fee within 30 days of being issued with an invoice.

(4) All payments made in terms of these Regulations must be made by way of an electronic transfer into the designated bank account of the Regulator as advised by the Regulator from time to time.

Issuance of safety permits

8. (1) A submission of an application for a safety permit or the processing thereof by the Regulator or payment of any fee in terms of these Regulations must not entitle the Applicant to conduct any railway operations without a valid safety permit being issued by the Regulator.

(2) The Regulator will issue a safety permit to an Operator once all the requirements of the Act, read with these Regulations have been complied with.

(3) A safety permit will only be issued to persons contemplated in Regulation 4 and the Regulator will issue a permit per applicant.

(4) In issuing a safety permit the Regulator may impose conditions contemplated in section 31 of the Act.

(5) An operator issued with a safety permit for a specific category not conduct rail operations of a different category unless it has been issued with a safety permit for such a different category.

Duration of safety permits

9. (1) A safety permit issued in terms of Regulation 8 is valid for a period determined by the Regulator as envisaged by the Act.

(2) Notwithstanding the period of validity of a safety permit, an Operator is obliged to pay the annual safety fee as determined by the Minister from time to time.

Repeal of Laws

10. The Safety Permit Fee Regulations, 2015 as published in Government Gazette No.549 of 2015 are hereby repealed.

Short title

11. These Regulations are called National Railway Safety Permit Regulations 2026 and are published for comments.

DEPARTMENT OF TRANSPORT

NO. 7765 **31 July 2026**

RAILWAY SAFETY ACT, 2024 (ACT NO.30 OF 2024)

REGULATIONS REGARDING RAILWAY OCCURRENCES TO BE REPORTED TO THE RAILWAY SAFETY REGULATOR, 2026

The Minister of Transport in terms of section 49 (1) of the Railway Safety Act, 2024 (Act No. 30 of 2024) intends to make the regulations as indicated in the Schedule.

Interested persons are invited to submit written comments to the Director-General, Department of Transport, within 30 days after the date of publication of this notice, for the attention of:

Director-General: Transport

ATT: Ms. Moloko Machaka

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SCHEDULE

Part A: GENERAL PROVISIONS

Definitions

1. In these Regulations, any word or expression to which a meaning has been assigned in the Act has the meaning so assigned and, unless the context otherwise indicates -

"**Chief Executive Officer**" means the chief executive officer of the Railway Safety Regulator;

"**emergency**" means a sudden, urgent, usually unexpected occurrence or event requiring immediate action;

"**leading indicators**" means a measurable precursor to major events such as an accident which is an indication that leads, or comes before the actual event itself while lagging indicators are the opposite;

"operator" means an operator as is defined in the Act;

"**railway occurrence**" means railway occurrence as defined in the Act, inclusive of both operational occurrences and security-related incidents;

"**safety-related work**" means functions and activities that have a direct or indirect impact on safe railway operations, including the certification of systems, subsystems or components for introduction as new or modified technologies for a network, train or station operation (or a combination thereof), or the maintenance of systems, subsystems or components which constitute a network, train or station operation (or a combination thereof), including the direct supervision of persons undertaking these functions and activities; and

"**the Act**" means the Railway Safety Act, 2024 (Act No. 30 of 2024).

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Purpose

2. The purpose of these Regulations is to ensure that notifiable railway occurrences are adequately managed within the operator's Safety Management System and include-

(a) determine what constitutes a railway occurrence for the purposes of the Act;

(b) the reporting of notifiable railway occurrences to the Regulator, within the manner required in the Regulations;

(c) management of all notifiable railway occurrences;

(d) the provision of all the information required by the Regulator as per these Regulations; and

(e) the management of the scene of a notifiable railway occurrence and the preservation of evidence where reasonably practicable.

Scope

3. (1) These Regulations outline what constitute the mandatory railway occurrences to be reported to the Regulator in accordance with these Regulations.

(2) These Regulations are intended to be read in conjunction with the SANS 3000 series of standards as well as the Railway Safety Regulator standards.

(3) An operator must put into place systems and procedures for the reporting of railway occurrences.

(4) railway occurrences that happen on, or in relation to the operator's railway premises or railway operations, must be reported by the operator to the Regulator in the form, format and within the specified time frames as set out in these Regulations.

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Part B: MANDATORY RAILWAY OCCURRENCES

General

4. (1) All railway accidents or incidents listed in Appendix A, are determined to be railway occurrences for the purposes of the Act

(2) The railway occurrences in subregulation (1) are classified as follows:

(a) Operational railway occurrences;

(b) security-related railway incidents;

(c) railway occurrences related to the transportation of dangerous goods;

(d) crowd related railway occurrences; and

(e) industrial action related railway occurrences.

Operational Railway Occurrences

5. Operational railway occurrences must be recorded and reported to the Regulator in the categories A to O as per Appendix A (Table 1). These railway occurrences must reflect the number of railway occurrences and not the consequences thereof, which are to be reported as indicated in regulation 8.

Security-related Railway Incidents

6. Security-related railway incidents must be reported to the Regulator in the categories 1 to 10 as per Appendix A (Table 2). These reports must reflect the total number of incidents.

Precursors or Leading Indicators

7. In addition to the reporting of railway occurrences as required in Table 1, the precursors or leading indicators of railway occurrences must be reported in the categories and sub-categories as required in Appendix A (Table 3) and reported in the quarterly reports as required in regulation 14.

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Fatalities and Injuries

8. (1) The operator must report fatalities and injuries resulting from railway occurrences that are recorded in the categories and sub-categories as per Table 1, Table 2 and Table 4, in accordance with the requirements of regulations 11, 12 and 13 and in accordance with the relevant national occupational health and safety legislation.

(2) In addition to those fatalities and injuries resulting from railway occurrences that are recorded in accordance with subregulation (1), the operator must report all fatalities and injuries to personnel performing safety-critical and safety-related work, including contractors and sub-contractors, which occurred during the normal execution of their duties, including slips, trips, falls from height, electric shocks and service road accidents on the operator's premises.

Part C: RAILWAY OCCURRENCE REPORTING

General

9. (1) Operators must ensure that procedures for reporting of railway occurrences are established, developed or adopted, implemented and maintained in compliance with these Regulations.

(2) In the event of more than one operator being involved in a railway occurrence, all affected operators must report the railway occurrence to the Regulator in accordance with the reporting timelines provided for within these Regulations.

(3) Operator must further track railway occurrences in order to assist them in assessing their own safety performances. These include incidents that could serve as leading indicators that could be used to identify shortcomings in procedures or products, or that could be used to identify specific problem areas.

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Immediate telephonic notification

10. (1) Railway occurrences (see categories A to O and 1 to 10 as provided in Tables 1 and 2) that result in injuries or fatalities to people, or significant damage to property and the environment must be reported telephonically by the operator to the Regulator within 15 minutes from the time the operator becomes aware of the occurrence.

(2) These occurrences include extensive damage to rolling stock and infrastructure, threats to nearby communities, including the environmental impact resulting from a release or spillage of dangerous goods, major train disruptions that affect normal train operations as a result of unforeseen circumstances or any other railway occurrence that may affect or threaten the safety of railway operations and passengers.

Immediate written notification

11. (1) Railway occurrences (see categories A to O as provided in Table 1) that have been notified in terms of regulation 10 must be confirmed in writing to the Regulator within 12 hours from the time of an occurrence.

(2) The written notification must provide at least the following information, which may be supplemented with any other additional information relevant to the railway occurrence:

(a) The operator safety permit number;

(b) the name of the operator;

(c) the physical address of the operator;

(d) the date of reporting the occurrence;

(e) the date of the occurrence;

(f) the time of the occurrence;

(g) the location of the occurrence;

(h) the province of the occurrence;

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(i) a short description of the occurrence;

(j) details of dangerous goods involved, including details of the consignor, the quantity spilled, the shipping name, the United Nations (UN) number and also damage to property, assets and the environment;

(k) the name and contact details of the reporting person;

(l) the contact details of the Railway Incident Commander; and

(m) the number of injured passengers and fatalities at the time of reporting.

Daily Occurrence Reports

12. (1) Daily reports of all the railway occurrences (Tables 1, 2 and 4) that occurred in the prevailing period 00h00 to 23h59 must be submitted to the Regulator by 11h00 on the following day, except for weekends or holidays in which case the reports must be provided by 11h00 on the next working day.

(2) These reports must include fatalities and injuries that emanate from the occurrence.

(3) The daily reports must include the immediate reportable occurrences as described in regulation 10(1).

(4) The daily reports must provide at least the following information:

(a) The safety permit number;

(b) the name of the operator;

(c) the name of the reporting person;

(d) the physical address of the operator;

(e) the date of reporting the occurrence;

(f) the date of the occurrence;

(g) the time of the occurrence;

(h) the location of the occurrence;

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(i) the province of the occurrence;

(j) a short description of the occurrence;

(k) the railway occurrence category and sub-category;

(l) the operator's occurrence reference number;

(m) details of dangerous goods involved, including details of the consignor, the quantity spilled, the shipping name, the UN number and also damage to property, assets and the environment; and

(n) the names of the persons contacted.

Ad Hoc Reports

13. In addition to the information to be provided in terms of regulations 10, 11 and 12, the Regulator may request further information, such as-

(a) the exact location of the occurrence (the kilometre point or mast pole(s) number(s) or GPS co-ordinates with the applicable Datum Reference system);

(b) the train number(s) involved;

(c) the type of train (passenger, freight, tourism, or mixed trains, inspection trolleys and on-track maintenance machinery);

(d) the type of braking system (vacuum or air brake);

(e) the gradient at the point of occurrence;

(f) the type of power (3 kV dc, or 25 kV ac, or 50 kV ac,) or non-electrified;

(g) the classification of the line (light rail, heavy rail (N1, N2, N3 or S1), or monorail);

(h) the motive power (locomotives, whether electric multiple units or diesel multiple units);

(i) the name of the network operator (if different from that of the train operator);

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(j) the name of the station operator (if different from that of the train operator);

(k) the content of the load of the freight train (if applicable);

(l) the names of train personnel involved;

(m) the weather conditions at the time of the occurrence;

(n) a description of the immediate natural and built environment;

(o) the method of train authorisation;

(p) normal or abnormal train working;

(q) the possible cause of the incident; and

(r) the number of injuries and fatalities.

Part D: ADDITIONAL RAILWAY OCCURRENCE INFORMATION TO BE SUBMITTED

Quarterly Reports

14. (1) Quarterly reports must be submitted not later than the end of the month following the quarter under review. The quarters must consist of the following cycle:

(a) April to June;

(b) July to September;

(c) October to December; and

(d) January to March.

(2) In addition to the railway occurrence recording, notification and reporting required in regulations 10, 11 and 12, operators must submit quarterly reports on operational railway occurrences and security-related incidents to the Railway Safety Regulator. The quarterly reports must comprise a summary of the following:

(a) The railway occurrences in accordance with the sub-categories listed in categories A to O as described in regulation 5 and Appendix A (Table 1);

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(b) security-related railway occurrences in accordance with the sub-categories listed in the categories 1 to 10 as described in regulation 6 and Appendix A (Table 2);

(c) the precursors and leading indicators as described in regulation 7 and Appendix A (Table 3); and

(d) fatalities and injuries as described in regulation 8 and Appendix A (Table 4).

(3) Quarterly reports must also provide the following management information:

(a) Explanations of significant changes in trends in each category and sub-category;

(b) recommendations that are proposed and accepted to address the trends in paragraph (a);

(c) actions taken to address any adverse trends;

(d) actions that lead to favourable results and lessons learned; and

(e) traffic information, in order to normalize occurrence trends.

Offences and Penalties

15. An operator who fails to comply with any provision of these Regulations commits an offence and is, on conviction, liable to pay a fine or penalty determined by the Minister in terms of the Penalty Fees Regulations made under section 57(2) of the Act.

Repeal

16. The Regulations Regarding the Category and Type of All Notifiable Railway Occurrences, 2022 are hereby Repealed.

Short Title

16. These regulations are called Regulations on Railway Occurrences, 2026 and are published for comments.

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APPENDIX A: RAILWAY OCCURRENCES

Table 1: Operational Occurrences	
Category	**Category Type and Description**
Category A	**Collisions During Movement of Rolling Stock**
A-a	Collision between rolling stock on a running line;
A-b	Collision of rolling stock with an obstruction on a running line (including road vehicles that collide with rolling stock);
A-c	Collision of rolling stock with a stop block on a running line;
A-d	Collision between rolling stock other than on a running line;
A-e	Collision of rolling stock with an obstruction other than on a running line; and
A-f	Collision of rolling stock with a stop block other than on a running line.
Category B	**Derailments During Movement of Rolling Stock**
B-a	Derailment of rolling stock on a running line;
B-b	Derailment of rolling stock on a line other than a running line;
B-c	Derailment during tippler activities.
Category C	**Unauthorized Movements (Rolling Stock Movements Exceeding the Limit of Authority in Respect of Position)**
C-a	Signal passed at danger (SPAD) on a running line;
C-b	Signal passed at danger (SPAD) on any other line;
C-c	Authority (Verbal or written) exceeded on a running line; and
C-d	Authority (Verbal or written) exceeded on any other line.
Category D	**Level Crossing Occurrences**
D-a	Collision between rolling stock and a road vehicle(s) (including motor vehicles, bicycle or animal-drawn vehicles) at a recognized level crossing on a running line;

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D-b	Collision between rolling stock and a road vehicle(s) (including motor-powered, bicycle or animal-drawn vehicles) on any line other than a running line (including yards, sidings and private sidings) at a recognized level crossing;
D-c	Persons struck by rolling stock at an approved pedestrian level crossing on a running line;
D-d	Persons struck by rolling stock at an approved pedestrian level crossing on a line other than a running line;
D-e	Persons struck by rolling stock at an approved road level crossing on a running line;
D-f	Persons struck by rolling stock at an approved road level crossing on a line other than a running line.
Category E	**Persons Struck During Movement of Rolling Stock**
E-a	Occurrence where a ***member of the public*** is struck by rolling stock on a running line;
E-b	Occurrence where an ***employee*** is struck by rolling stock on a running line;
E-c	Occurrence where a ***contractor or contractor's*** employee is struck by rolling stock on a running line;
E-d	Occurrence where a ***member of the public*** struck by rolling stock on a line other than a running line;
E-e	Occurrence where an ***employee*** is struck by rolling stock on a line other than a running line;
E-f	Occurrence where a ***contractor or contractor's*** employee is struck by rolling stock on a line other than a running line.
Category F	**People Related Occurrences: Trains Outside Station Platform Areas (In Section) or freight loading, offloading or staging areas.**
F-a	Occurrence where a ***passenge***r fell or was pushed from inside a moving or stationary train;
F-b	Occurrence where an ***employee*** fell or was pushed from inside a moving or stationary train;
F-c	Occurrence where a ***contractor*** or contractor's employee fell or was pushed from inside a moving or stationary train.

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F-d	Occurrence where a contractor or employee is injured/killed while performing work on a staged train.
Category G	**Passenger Related Occurrences: Travelling Outside Designated Passenger Area**
G-a	These occurrences cover the number of occurrences as a result of passengers travelling outside the designated passenger area of the train.
Category H	**People Related Occurrences: Station Platform-Train Interchange**
H-a	Occurrence where a passenger fell between the train and the platform whilst entraining/detraining a stationary or moving train;
H-b	Occurrence where a passenger fell on the platform whilst entraining/detraining a stationary or moving train;
H-c	Occurrence where an employee fell between the train and the platform whilst entraining/detraining a stationary or moving train;
H-d	Occurrence where an employee fell on the platform whilst entraining/detraining a stationary or moving train;
H-e	Occurrence where a contractor or contractor's employee fell between the train and the platform whilst detraining a stationary or moving train;
H-f	Occurrence where a contractor or contractor's employee fell on the platform whilst entraining/detraining a stationary or moving train.
Category I	**People Related Occurrences at Stations (This Category Includes All Injuries at Stations, Including Those Resulting from Slips, Trips and Falls at Public Area of Stations, Station Concourse or Revenue Area of The Station. (The Scope Includes Overhead Pedestrian Bridges, Subways, Stairs, Travellators, Escalators, Elevators, Turnstiles, and Electric Sliding Doors).**
I-a	Occurrence resulting in injuries and/or fatalities to members of the public in the public area of the station;
I-b	Occurrence resulting in injuries and/or fatalities to passengers in the passenger area of the station;
I-c	Occurrence resulting in injuries and/or fatalities to an employee in the public area of the station;

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I-d	Occurrence resulting in injuries and/or fatalities to an employee in the passenger area of the station;
I-e	Occurrence resulting in injuries and/or fatalities to a contractor or contractor's employee in the public area of the station;
I-f	Occurrence resulting in injuries and/or fatalities to a contractor or contractor's employee in the passenger area of the station.
Category J	**Electric Shock Occurrences**
J-a	Electrical shock to a member of the public on the network infrastructure;
J-b	Electrical shock to an employee on the network infrastructure;
J-c	Electrical shock to a contractor or contractor's employee on the network infrastructure;
J-d	Electrical shock to the member of the public whilst on or in rolling stock;
J-e	Electrical shock to an employee whilst positioned on or part of rolling stock;
J-f	Electrical shock to a contractor or contractor's employee whilst positioned on or part of rolling stock;
J-g	Electrical shock to a member of the public whilst on unauthorised part of the network infrastructure;
J-h	Electrical shock to passengers whilst on or in rolling stock.
Category K	**Spillage, Leakage or Release of Dangerous Goods**
K-a	Spillage of dangerous goods (solids and liquids) en-route;
K-b	Leakage of dangerous goods (solids and liquids) en-route;
K-c	Release of dangerous goods (gases) en route;
K-d	Spillage or Leakage of dangerous (solids and liquids) whilst staged;
K-e	Leakage of dangerous (solids and liquids) whilst staged;
K-f	Release of dangerous goods (gases) whilst staged;
K-g	Spillage of dangerous goods (solids and liquids) during shunting operations;
K-h	Leakage of dangerous goods (solids and liquids) during shunting operations;
K-i	Release of dangerous goods (gases) during shunting operations.

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Category L	**Fires and Explosions and natural phenomena that damage Railway Infrastructure**
L-a	Fires on a fixed operational asset impacting on operational safety;
L-b	General freight fires;
L-c	Technical fault rolling stock fires;
L-d	Veld fires that threaten operational safety;
L e	Dangerous goods fires;
L-f	Explosions of dangerous goods.
L-g	Washaways, flooding, and natural phenomena that cause railway infrastructure damage.
Category M	**Procedural Irregularities (And Near Misses)**
M-a	Averted collisions on running line;
M-b	Averted derailments on running line;
M-c	Averted collisions on any line other than a running line;
M-d	Averted derailments on any line other than a running line;
M-e	Hard Coupling;
M-f	Points run through;
M-g	Wrong train authorisation issued.
M-h	Signal passed at danger (SPAD) due to operational irregularity/Technical fault
Category N	**Pantograph Hook-Up's**
N-a	Pantograph Hook-up.
Category O	**On-Board Passenger Related Occurrences**
O-a	Slips, trips or fall on-board a train;
O-b	Passengers injured on-board due to falling foreign objects while on-board;
O-c	Fatality due to natural causes on-board train.

Table 2: Security-related Incidents	
Category	**Category Type and Description**
Category 1	**Theft of Assets Impacting on Operational Safety**

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1-a	Theft of rolling stock components in section
1-b	Theft of rolling stock components in yards and sidings;
1-c	Theft of civil infrastructure components in section;
1-d	Theft of civil infrastructure components in yards and sidings;
1-e	Theft of overhead traction equipment in section;
1-f	Theft of overhead traction equipment in yards and sidings;
1-g	Theft of train authorisation, control and telecommunication systems and equipment in section;
1-h	Theft of train authorisation, control, and telecommunication systems and equipment in yards and sidings;
1-i	Theft of ancillary equipment, including public address (PA) systems, information boards and closed-circuit television (CCTV);
1-j	Theft of freight, including dangerous goods in section; and
1-k	Theft of freight, including dangerous goods in yards and sidings.
Category 2	**Malicious Damage (Vandalism) of Assets Impacting on Operational Safety**
2-a	Malicious damage (vandalism) of rolling stock components in section;
2-b	Malicious damage (vandalism) of rolling stock components in yards and sidings;
2-c	Malicious damage (vandalism) of civil infrastructure components in section;
2-d	Malicious damage (vandalism) of civil infrastructure components in yards and sidings;
2-e	Malicious damage (vandalism) of overhead traction system equipment in section;
2-f	Malicious damage (vandalism) of overhead traction equipment in yards and sidings;
2-g	Malicious damage (vandalism) of train authorisation and control, and telecommunication systems and equipment in section;
2-h	Malicious damage (vandalism) of train authorisation and control, and telecommunication systems and equipment in yards and sidings; and
2-i	Malicious damage (vandalism) of ancillary equipment including, Public Address systems, information boards and CCTV.

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Category 3	**Threats of Operational Safety**
3-a	A bomb threat to network;
3-b	A bomb threat to station;
3-c	A bomb threat to rolling stock;
3-d	Threats due to electrical power outages;
3-e	Threats other than bomb and power outage threats.
Category 4	**Unauthorised Control of Trains**
4-a	Unauthorised person taking control of passenger trains;
4-b	Unauthorised person taking control of freight trains;
4-c	Unauthorised person taking control of other rolling stock.
Category 5	**Crowd-Related Incidents**
5-a	Crowd related incidents and includes stampede action.
Category 6	**Industrial Action**
6-a	Industrial action that causes a threat to safe railway operations.
Category 7	**Personal Safety on Trains**
7-a	Murder;
7-b	Attempted murder;
7-c	Rape;
7-d	Aggravated rape;
7-e	Assault;
7-f	Indecent assault;
7-g	Sexual assault;
7-h	Aggravated sexual assault;
7-i	Aggravated robbery;
7-j	Robbery;
7-k	Theft;
7-l	Bomb explosions.
Category 8	**Personal Safety on Stations**
8-a	Murder;

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8-b	Attempted murder;
8-c	Rape;
8-d	Aggravated rape;
8-e	Assault;
8-f	Indecent assault;
8-g	Sexual assault;
8-h	Aggravated sexual assault;
8-i	Aggravated robbery;
8-j	Common robbery;
8-k	Theft;
8-l	Bomb explosions.
Category 9	**Personal Safety Outside Station Platform Area (In Section Between Stations, Including Yards, Sidings and Depots)**
9-a	Murder;
9-b	Attempted murder;
9-c	Rape;
9-d	Aggravated rape;
9-e	Assault;
9-f	Indecent assault;
9-g	Sexual assault;
9-h	Aggravated sexual assault;
9-i	Aggravated robbery;
9-j	Common robbery;
9-k	Theft;
9-l	Bomb explosions.
Category 10	**Human Bodies Found Within the Railway Reserve**
10-a	A body of a dead person found within the railway reserve;
10-b	A body of dead person found on the railway line.

Table 3: Quarterly Reportable Precursors and Leading Indicators per occurrence category	
Category:	**Category Description**

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1. Track and Civil Infrastructure related	The category of track and civil infrastructure failures, including deviation from the standard or rule covers the following: a) rail breaks; b) kick-outs; c) track geometry, including slacks, twists and cants (super elevations); d) gauge widening; e) wash away; f) defective points and crossings; g) structural failure (bridges, culverts, tunnels and overhead traction equipment; h) cuttings or embankment failure; i) rock fall; j) sinkholes; k) level crossing warning system failures; l) lack of track-side indicators; and m) structure clearances.
2. Signalling Failures	The category of signalling failures covers the following: a) signal equipment defects; b) electromagnetic interference.
3. Operational Train Working Irregularities	The category of operational irregularities covers the following deviations from the standard/rule/norm: a) loading profile irregularities; b) exceedance of speed limits; d) shunting irregularities; e) uncontrolled movement of rolling stock (runaway rolling stock); f) authorizing of conflicting train movements; g) illegal occupation (trespassing and illegal crossing); h) train overshooting platform; i) inadequate protection of work area; and k) disregard of track-side indicators and hand signals.
4. Rolling Stock Related	The category of rolling stock failures and deviation from the standard covers the following: a) broken axle;

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	b) braking system failure; c) coupler failure; d) wheel profile including a sharp wheel flange; e) hot axle boxes; f) defective couplers; g) cracked wheels; h) loose tyres; i) defective handbrakes; j) defective steps; and k) defective train doors.
5. Station Related	Deviations at Stations from standards include the following: a) unavailability or malfunctioning (or both) of Public Address systems and CCTV; b) unscheduled changes to platform working; c) safety-related complaints; d) failure of Automatic Fare Collection; e) failure of access control; and f) failure of lifts or escalators.
6. Externalities	The category of externalities covers the following: a) power outages; b) adverse weather conditions; and c) non-compliance with signage.
7. Wrong Side Failures	Wrong Side equipment failure of safety critical equipment include the following: a) Wrong side signal failure; and b) Wrong side door failure.

Table 4: Fatalities and Injuries

Category	Category Description
Members of the Public	The number of members of the public: a) fatally injured; b) seriously injured; and c) that suffered minor injuries must be recorded and reported as specified in section 6.2.

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Employees	The number of employees a) fatally injured; b) seriously injured; and c) that suffered minor injuries, must be recorded and reported as specified in section 6.2.
Contractors and Subcontractors	The number of contractor or contractor employees a) fatally injured; b) seriously injured; and c) that suffered minor injuries, must be recorded and reported as specified in section 6.2.
Passengers	The number of passengers a) fatally injured; b) seriously injured; and c) that suffered minor injuries, must be recorded and reported as specified in section 6.2.

APPENDIX B: QUARTERLY REPORTING TEMPLATE

QUARTERLY REPORTING

(TO BE COMPLETED BY RAILWAY OPERATORS)

REPORTING PERIOD: QUARTER NUMBER: 1

OPERATOR DETAILS

NAME OF OPERATOR :

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PERMIT NUMBER :

CONTACT PERSON :

CONTACT TELEPHONE NUMBER :

E-MAIL ADDRESS :

OPERATOR'S OPERATIONAL SITE ADDRESS

PHYSICAL ADDRESS: **POSTAL ADDRESS:**

_____ _____

_____ _____

_____ _____

CODE_____ **CODE**_____

PROVINCE: _____

OPERATOR HEAD OFFICE ADDRESS

PHYSICAL ADDRESS: **POSTAL ADDRESS:**

_____ _____

_____ _____

_____ _____

_____ _____

CODE _____ **CODE** _____

PROVINCE: _____

Table 1: Operational Occurrences		**Month**	**Month**	**Month**	**TOTAL**
Category	**Category Type**	**Number of Occurrences**			

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Category A	**Collisions During Movement of Rolling Stock**				
A-a	Collision between rolling stock on a running line;				
A-b	Collision of rolling stock with an obstruction on a running line (including road vehicles that collide with rolling stock);				
A-c	Collision of rolling stock with a stop block on a running line;				
A-d	Collision between rolling stock other than on a running line;				
A-e	Collision of rolling stock with an obstruction other than on a running line; and				
A-f	Collision of rolling stock with a stop block other than on a running line.				
Category B	**Derailments During Movement of Rolling Stock**				
B-a	Derailment of rolling stock on a running line;				
B-b	Derailment of rolling stock on a line other than a running line;				
B-c	Derailment during tippler activities.				
Category C	**Unauthorized Movements (Rolling Stock Movements Exceeding the Limit of Authority in Respect of Position)**				
C-a	Signal passed at danger (SPAD) on a running line;				
C-b	Signal passed at danger (SPAD) on any other line;				

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C-c	Authority (Verbal or written) exceeded on a running line;				
C-d	Authority (Verbal or written) exceeded on any other line.				
Category D	**Level Crossing Occurrences**				
D-a	Collision between rolling stock and a road vehicle(s) (including motor vehicles, bicycle or animal-drawn vehicles) at a recognized level crossing on a running line;				
D-b	Collision between rolling stock and a road vehicle(s) (including motor-powered, bicycle or animal-drawn vehicles) on any line other than a running line (including yards, sidings and private sidings) at a recognized level crossing.				
Category E	**Persons Struck During Movement of Rolling Stock**				
E-a	Occurrence where a ***member of the public*** is struck by rolling stock on a running line;				
E-b	Occurrence where an ***employee*** is struck by rolling stock on a running line;				
E-c	Occurrence where a ***contractor or contractor's*** employee is struck by rolling stock on a running line;				
E-d	Occurrence where a ***member of the public*** is struck by rolling stock on a line other than a running line				

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E-e	Occurrence where an ***employee*** is struck by rolling stock on a line other than a running line;				
E-f	Occurrence where a ***contractor or contractor's*** employee is struck by rolling stock on a line other than a running line.				
Category F	**People Related Occurrences: Trains Outside Station Platform Areas (In Section)**				
F-a	Occurrence where a ***passenge***r fell or was pushed from inside a moving or stationary train;				
F-b	Occurrence where an ***employee*** fell or was pushed from inside a moving or stationary train;				
F-c	Occurrence where a ***contractor*** or contractor's employee fell or was pushed from inside a moving or stationary train.				
Category G	**Passenger Related Occurrences: Travelling Outside Designated Passenger Area**				
G-a	These occurrences cover the number of occurrences as a result of passengers travelling outside the designated passenger area of the train.				
Category H	**People Related Occurrences: Station Platform-Train Interchange**				
H-a	Occurrence where a passenger fell between the train and the platform whilst entraining/detraining a stationary or moving train;				

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H-b	Occurrence where a passenger fell on the platform whilst entraining/detraining a stationary or moving train;				
H-c	Occurrence where an employee fell between the train and the platform whilst entraining/detraining a stationary or moving train;				
H-d	Occurrence where an employee fell on the platform whilst entraining/detraining a stationary or moving train;				
H-e	Occurrence where a contractor or contractor's employee fell between the train and the platform whilst detraining a stationary or moving train;				
H-f	Occurrence where a contractor or contractor's employee fell on the platform whilst entraining/detraining a stationary or moving train.				
Category I	**People Related Occurrences at Stations (This Category Includes All Injuries at Stations, Including Those Resulting from Slips, Trips and Falls at Public Area of Stations, Station Concourse or Revenue Area of The Station. (The Scope Includes Overhead Pedestrian Bridges, Subways, Stairs, Travellators, Escalators, Elevators, Turnstiles, and Electric Sliding Doors).**				
I-a	Occurrence resulting in injuries and fatalities to members of the public in the public area of the station;				
I-b	Occurrence resulting in injuries and fatalities to passengers in the passenger area of the station;				

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I-c	Occurrence resulting in injuries and fatalities to an employee in the public area of the station;				
I-d	Occurrence resulting in injuries and fatalities to an employee in the passenger area of the station;				
I-e	Occurrence resulting in injuries and fatalities to a contractor or contractor's employee in the public area of the station;				
I-f	Occurrence resulting in injuries and fatalities to a contractor or contractor's employee in the passenger area of the station.				
Category J	**Electric Shock Occurrences**				
J-a	Electrical shock to a member of the public on the network infrastructure;				
J-b	Electrical shock to an employee on the network infrastructure;				
J-c	Electrical shock to a contractor or contractor's employee on the network infrastructure;				
J-d	Electrical shock to the member of the public including passengers whilst on or in rolling stock;				
J-e	Electrical shock to an employee whilst positioned on or part of rolling stock;				
J-f	Electrical shock to a contractor or contractor's employee whilst positioned on or part of rolling stock;				
J-g	Electrical shock to a member of the public whilst on unauthorised part of the network infrastructure.				

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Category K	**Spillage, Leakage or Release of Dangerous Goods**				
K-a	Spillage or leakage of dangerous goods (solids and liquids) en route;				
K-b	Release of dangerous goods (gases) en route;				
K-c	Spillage or Leakage of dangerous (solids and liquids) whilst staged;				
K-d	Release of dangerous goods (gases) whilst staged;				
K-e	Spillage or Leakage of dangerous goods (solids and liquids) during shunting operations;				
K-f	Release of dangerous goods (gases) during shunting operations.				
Category L	**Fires and Explosions**				
L-a	Fires on a fixed operational asset impacting on operational safety;				
L-b	General freight fires;				
L-c	Technical fault rolling stock fires;				
L-d	Veld fires that threaten operational safety;				
L e	Dangerous goods fires;				
L-f	Dangerous goods explosions.				
Category M	**Procedural Irregularities (And Near Misses)**				

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M-a	Averted collisions and derailments on running line; and				
M-b	Averted collisions and derailments on any line other than a running line.				
M-c	Hard Coupling.				
M-d	Points run through.				
M-e	Wrong train authorisation issued.				
Category N	**Pantograph Hook-Up's**				
N-a	Pantograph Hook-up.				
Category O	**Passenger Related Occurrences: On-Board**				
O-a	Slips, trips or fall on-board a train;				
O-b	Passengers injured on-board due to falling foreign objects while on-board;				
O-c	Death due to natural causes on-board train.				

Table 2: Security-related Occurrences		**Month**	**Month**	**Month**	**TOTAL**
Category	**Category Type**	**Number of Occurrences**			
Category 1	**Theft of Assets Impacting on Operational Safety**				
1-a	Theft of rolling stock components in section;				
1-b	Theft of rolling stock components in yards and sidings;				

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1-c	Theft of civil infrastructure components in section;				
1-d	Theft of civil infrastructure components in yards and sidings;				
1-e	Theft of overhead traction equipment in section;				
1-f	Theft of overhead traction equipment in yards and sidings;				
1-g	Theft of train authorisation, control and telecommunication systems and equipment in section;				
1-h	Theft of train authorisation, control, and telecommunication systems and equipment in yards and sidings;				
1-i	Theft of ancillary equipment, including public address (PA) systems, information boards and closed-circuit television (CCTV);				
1-j	Theft of freight, including dangerous goods in section; and				
1-k	Theft of freight, including dangerous goods in yards and sidings.				
Category 2	**Malicious Damage (Vandalism) of Assets Impacting on Operational Safety**				
2-a	Malicious damage (vandalism) of rolling stock components in section;				
2-b	Malicious damage (vandalism) of rolling stock components in yards and sidings;				
2-c	Malicious damage (vandalism) of civil infrastructure components in section;				
2-d	Malicious damage (vandalism) of civil infrastructure components in yards and sidings;				
2-e	Malicious damage (vandalism) of overhead traction system equipment in section;				
2-f	Malicious damage (vandalism) of overhead traction equipment in yards and sidings;				

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2-g	Malicious damage (vandalism) of train authorisation and control, and telecommunication systems and equipment in section;				
2-h	Malicious damage (vandalism) of train authorisation and control, and telecommunication systems and equipment in yards and sidings; and				
2-i	Malicious damage (vandalism) of ancillary equipment including, PA systems, information boards and CCTV.				
Category 3	**Threats of Operational Safety**				
3-a	A bomb threat to network;				
3-b	A bomb threat to station;				
3-c	A bomb threat to rolling stock;				
3-d	Threats due to electrical power outages;				
3-e	Threats other than bomb and power outage threats.				
Category 4	**Unauthorised Control of Trains**				
4-a	Unauthorised person taking control of passenger trains;				
4-b	Unauthorised person taking control of freight trains;				
4-c	Unauthorised person taking control of other rolling stock.				
Category 5	**Crowd-Related Incidents**				
5-a	Crowd related incidents and includes stampede action.				
Category 6	**Industrial Action**				

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6-a	Industrial action that causes a threat to safe railway operations.				
Category 7	**Personal Safety on Trains**				
7-a	Murder;				
7-b	Attempted murder;				
7-c	Rape;				
7-d	Aggravated rape;				
7-e	Assault;				
7-f	Indecent assault;				
7-g	Sexual assault;				
7-h	Aggravated sexual assault;				
7-i	Aggravated robbery;				
7-j	Common robbery;				
7-k	Theft;				
7-l	Bomb explosions.				
Category 8	**Personal Safety on Stations**				
8-a	Murder;				
8-b	Attempted murder;				
8-c	Rape;				
8-d	Aggravated rape;				

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8-e	Assault;				
8-f	Indecent assault;				
8-g	Sexual assault;				
8-h	aggravated sexual assault;				
8-i	Aggravated robbery;				
8-j	Common robbery;				
8-k	Theft;				
8-l	Bomb explosions.				
Category 9	**Personal Safety Outside Station Platform Area (In Section Between Stations, Including Yards, Sidings and Depots)**				
9-a	Murder;				
9-b	Attempted murder;				
9-c	Rape;				
9-d	Aggravated rape;				
9-e	Assault;				
9-f	Indecent assault;				
9-g	Sexual assault;				
9-h	Aggravated sexual assault;				
9-i	Aggravated robbery;				
9-j	Common robbery;				
9-k	Theft;				
9-l	Bomb explosions.				

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Category 10	**Human Bodies Found Within the Railway Reserve**				
10-a	A body of a dead person found within the railway reserve;				
10-b	A body of dead person found on the railway line.				

Table 3: Quarterly Reportable Precursors and Leading Indicators per occurrence category		**Month**	**Month**	**Month**	**TOTAL**
Category	**Category Type**	**Number of Occurrences**			
1. Track and Civil Infrastructure related	The category of track and civil infrastructure failures, including deviation from the standard or rule covers the following: a) rail breaks; b) kick-outs; c) track geometry, including slacks, twists and cants (super elevations); d) gauge widening; e) wash away; f) defective points and crossings; g) structural failure (bridges, culverts, tunnels and overhead traction equipment; h) cuttings or embankment failure; i) rock fall; j) sinkholes; k) level crossing warning system failures;				

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	l) lack of track-side indicators; and m) structure clearances.				
2. Signalling Failures	The category of signalling failures covers the following: a) signal equipment defects; and b) electromagnetic interference.				
3. Operational Train Working Irregularities	The category of operational irregularities covers the following deviations from the standard/rule/norm: a) loading profile irregularities; b) exceedance of speed limits; d) shunting irregularities; e) uncontrolled movement of rolling stock (runaway rolling stock); f) authorizing of conflicting train movements; g) illegal occupation (trespassing and illegal crossing); h) train overshooting platform; i) inadequate protection of work area; and k) disregard of track-side indicators and hand signals.				
4. Rolling Stock Related	The category of rolling stock failures and deviation from the standard covers the following: a) broken axle; b) braking system failure; c) coupler failure; d) wheel profile including a sharp wheel flange; e) hot axle boxes; f) defective couplers; g) cracked wheels; h) loose tyres; i) defective handbrakes; j) defective steps; and k) defective train doors.				
5. Station Related	Deviations at Stations from standards include the following: a) unavailability or malfunctioning (or both) of PA systems and CCTV;				

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	b) unscheduled changes to platform working; c) safety-related complaints; d) failure of Automatic Fare Collection; e) failure of access control; and f) failure of lifts or escalators.				
6. Externalities	The category of externalities covers the following: a) power outages; b) adverse weather conditions; and c) non-compliance with signage.				
7. Wrong Side Failures	Wrong Side equipment failure of safety critical equipment include the following: a) Wrong side signal failure; and b) Wrong side door failure.				

Table 3: Total Number of Injuries		**Month**	**Month**	**Month**	**TOTAL**
Category	**Category Type**	**Number of Occurrences**			
Members of the Public	The number of members of the public seriously injured;				
Employees	The number of employees which are seriously injured;				
Contractors and Subcontractors	The number of contractor or contractor employees That are seriously injured;				
Passengers	The number of passengers that are seriously injured.				

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Table 4: Total Number of Fatalities		**Month**	**Month**	**Month**	**TOTAL**
Category	**Category Type**	**Number of Occurrences**			
Members of the Public	The number of members of the public fatally injured;				
Employees	The number of employees fatally injured;				
Contractors and Subcontractors	The number of contractor(s) or contractor employees fatally injured;				
Passengers	The number of passengers that fatally injured.				

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APPENDIX C: 12 HOUR REPORTING TEMPLATE

12 HOUR OCCURRENCE REPORT

1. Train No:						
2. Date & Time:						
3. NOC Notified:						
4. Place / Section						
5. Single/Double line:						
6. Method of Trains working						
7. Type of Train						
8. Vacuum / Airbrake train						
9. Train Crew:						
a. Driver:				**Pension No:**		
b. Assistant:				**Pension No:**		
Stationed at:						
10. Load:						
11. Locomotive Numbers:						
12. Numbers of locomotives directly involved in occurrence:						
13. Wagons directly involved in occurrence:						
14. Contents of load directly involved in occurrence:						
15. Disposal of load directly involved in occurrence:						
16. Bearing type:						
17. Weather conditions:						

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18. Description of terrain / surroundings:	
19. Spillages (Environmental Impact):	
20. Cause of the occurrence:	
21. Damage to Infra / Rolling stock:	
22. Injuries / Deaths:	
23. Third parties / Private property involved:	

24. Persons / Authorities Informed

Name	***Designation***	***Tel / Cell***	***Time:***
➢			
➢			
➢			
➢			
➢			
➢			

25. ROE staff on scene (and their cell numbers):

Name	*Designation*	*Tel / Cell*	*Time:*
➢			
➢			

26. Reaction time of emergency teams to scene:	
27. Expected time of re-opening the line:	

28. Trains affected, their loads and Plan "B's"

Train	*Load*	*Type*	*Plan "B"*	*Date*

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➢				
➢				
29. Trains Cancelled:				
30. Wagon Re-railed:				
31. Line Re-opened (date & Time):				
32. General Information:				

Compiled by:

Title:

Date:

Contact number:

Email address:

CALL 0800 444 888 REPORT TO THE RSR WITHIN 12 HOURS OR
EMAIL: ASSURANCE@RSR.ORG.ZA

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APPENDIX D: IMMEDIATE REPORTING TEMPLATE

IMMEDIATE REPORTING TO THE RAILWAY SAFETY REGULATOR ON OCCURRENCE(S)
(CATEGORY A-O) IN TERMS OF THE REQUIREMENT OF ACT No. 16 of 2002

SAFETY PERMIT NUMBER: **PHYSICAL ADDRESS:**

NAME OF OPERATOR:

DATE **POSTAL CODE:**

DATE	TIME	PLACE	PROVINCE	SHORT DESCRIPTION OF OCCURRENCE (NATURE OF OCCURRENCE, e.g. DERAILMENT/ COLLISION/ SPAD/HOTBOX/ETC.)

STEP	1		2								3		4		5	NUMBER		6		7	
Code	Occurrence type (tick)	TICK	Nature thereof (tick)							TICK	Train type (tick)	TICK	Where (tick)	TICK	Who (tick)	INJURIES	FATAL	Consequences	TICK	During	TICK
A	Collisions during movement of rolling stock		Collision between rolling stock		Collision with an Obstruction		Collision with a stop block				Passenger		Running Line		Local Employee			Damage to assets		Averted	
B	Derailments during movement of rolling stock		Derailment of rolling stock								Dangerous goods		Marshalling yard		International employee			Damage to the environment		Shunting	
C	Unauthorized movements		SPAD		Physical token		Verbal authority		Written authority		General freight		Exchange yard		Public International			Business interruption		Train in motion	
D	Level crossings		Rolling stock and road vehicle		A person						Passenger & freight		Siding		Public Local					Train Stationary	

E	Persons Struck During Movement of Rolling Stock		Member of public struck		Employee struck		Contractor or contractor's employee				Container only		Station		Contractor or contractor's employee					Tippler activities	
F	People Related Occurrences: people injured from inside a moving or stationary train		Person fell or pushed		Employee fell or pushed		Contractor or contractor's employee				Ore only		Other line								
G	People struck outside designated area										Coal only		Port								
H	People Related Occurrences: Station Platform-Train Interchange		Passenger fell between train & platform		Employee fell between train & platform		Contractor or contractor's employee fell between train & platform						Terminal								
I	People and station infrastructure		Defects on infrastructure		People injured								Recognized pedestrian crossing								
J	Electric shock		Network infrastructure		Positioned on rolling stock		Station area						Recognized road level crossing								

K	Spillage, Leakage or Release of Dangerous Goods		Spillage or leakage		Missing		Theft		Explosion															
L	Fires and Explosions		Fixed assets		Freight		Rolling stock		Veld fires															
M	Procedural Irregularities (And Near Misses)		Averted collisions and derailments on running line		Averted collisions and derailments on any line other than a running line.		Points run through		Wrong train authorisation issued															
N	Pantograph Hook-Up's																							
O	Passenger Related Occurrences: On-Board		Slips, trips or fall on-board a train		Passengers injured on-board due to falling foreign objects while on-board		Death due to natural causes on-board train																	

IMMEDIATELY CALL 0800 444 888 OR EMAIL TO assurance@rsr.org.za

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DEPARTMENT OF TRANSPORT

NO. 7766 **31 July 2026**

RAILWAY SAFETY ACT, 2024 (ACT N0.30 OF 2024)

PENALTY FEE REGULATIONS 2026

The Minister of Transport in terms of section 67(1) of the Railway Safety Act, 2024 (Act No. 30 of 2024) intends to make the regulations as indicated in the Schedule.

Interested persons are invited to submit written comments to the Director-General, Department of Transport, within 30 days after the date of publication of this notice, for the attention of:

Director-General: Transport

ATT: Ms. Moloko Machaka

Department of Transport

Private Bag X193

PRETORIA

0001

E-mail: machakam@dot.gov.za

Tel: (012) 309 3676

SCHEDULE

Definitions

1. In these regulations any word or expression to which a meaning has been assigned in the Act has the meaning so assigned to it and, unless the context otherwise indicates -

"**contravention**" means failure to adhere to or comply with the Act;

"**compliance notice**" means a notice contemplated in regulation 4A;

"**contravention notice**" means a contravention notice contemplated in regulation 5;

"**penalty**" means a penalty imposed by the Regulator in accordance with these Regulations; and

"**the Act**" means the Railway Safety Act, 2024 (Act No. 30 of 2024).

Purpose

2. The purpose of these Regulations is to-

(a) promote, improve and achieve sustained compliance with the Act so that incidents where penalties are imposed will be reduced over a period of time; and

(b) promote safe railway operations.

Application of Regulations

3. These Regulations apply to an operator as defined in section 1 of the Act.

Factors considered by the Regulator in imposing a penalty

4. (1) The Regulator may impose a penalty in accordance with Table **A** on an operator who contravenes the provisions of the Act as described in Table A.

(2) In the imposition of a penalty, the Regulator may consider various factors, including but not limited to the following-

(a) proportionality in relation to the contravention or a series of contraventions giving rise to that penalty;

(b) gravity of the contravention including-

(i) nature and seriousness of the contravention;

(ii) possible effect of the contravention on safe railway operations and the environment; and

(iii) damage, danger and loss caused to the environment and the public;

(c) previous contraventions.

Compliance notice

4A. (1) The Regulator must, prior to the imposition of fine in terms of regulation 4(1), issue a compliance notice, to an operator who has failed to comply with any provision of the Act, including any railway safety standard or condition of a safety permit.

(2) A compliance notice contemplated in regulation 4(1) must specify the:

(a) the name and address of the operator;

(b) full details of the act or omission giving rise to the compliance notice;

(c) steps required of the operator to rectify the non-compliance identified;

(d) period within which the operator is required to remedy the non-compliance or dispute such contravention in writing; and

(e) Regulator's intention to impose a fine in the event of a failure to remedy the non-compliance in the manner and period specified.

(3) The period contemplated in regulation 4A(2)(d) must be decided upon by the Regulator, on an ad hoc basis, with regard being had to the:

(a) nature of the non-compliance;

(b) kind of steps required to rectify the non-compliance; and

(c) risks associated with the continued non-compliance;

Contravention notice

5. (1) Subject to the provisions of regulation 4A, the Regulator must issue a contravention notice and impose a fine in terms of regulation 4(1), on an operator who has failed to comply with any provision of the Act, including any railway safety standard or condition of a safety permit.

(2) The contravention notice contemplated in regulation 5(1) must specify the:

(a) full details of the contravention giving rise to the notice and fine imposed;

(b) date and details of the compliance notice issued in terms of regulation 4A;

(c) amount of the penalty fee imposed;

(d) manner in which the penalty fee is to be paid; and

(e) period within which the operator is required to make payment.

Payment of Penalty by operator

6. If an operator who has been served with a contravention notice in writing-

(a) admits to a contravention of the Act; and

(b) agrees to abide by the decision of the Regulator, that operator must pay to the Regulator the amount of the penalty and in the manner specified in the contravention notice.

Publication of contravention notice

7. (1) The Regulator may, despite the imposition of a penalty in accordance with regulation 4(1), publish a contravention notice in the *Gazette* or in the manner to be determined by the Regulator.

(2) In the event the Regulator publishes a contravention notice, the Regulator must be guided by factors contained in regulation 4(2).

Recovery of penalty

8. Where an operator is liable to a penalty under regulation 4(1), the Regulator may in writing demand payment from the operator of the amount due.

Appeal

9. Where an operator is aggrieved by the decision of the Regulator in relation to the imposition of a penalty, the operator may appeal in terms of the appeal mechanism provided for in sections 54, 55 and 56.

Annual review of schedule of contraventions and penalties

10. The Minister may annually review the contraventions and the amounts of penalties in Schedule A and publish the revised Schedule and penalties in the *Gazette.*

Repeal

11. These Regulations repeal the Penalty Fee Regulations, 2011.

Short title and commencement

12. These Regulations are called the Penalty Fee Regulations, 2026 and are published for comments.

Schedule A: Contraventions

CATEGORY 1: Contraventions that impact or potentially impact on operational safety: Maximum Penalty: R 5 000 000	**CATEGORY 2: Contraventions that impact on Regulator's ability to administer t h e Act: Maximum Penalty: R 1 000 000**
(a) Operating without a valid safety permit.	(a) Failure to notify and report a railway occurrence and security incidents to the detail and within the timeframes specified in **SANS** 3000-1
(b) Failure to comply with conditions of a safety permit.	(b) Failure to conduct an investigation into a railway occurrence and to produce a report containing recommendations and findings within agreed timeframes.
(c) Failure to comply with a directive issued by a railway safety inspector.	(c) Failure to provide the Regulator with any information requested within the specified timeframes.
(d) Hindering a railway safety inspector in the exercise of his powers or performance of his or her duties.	(d) Failure to inform the Regulator of significant changes impacting on the operator's Safety Management System.
(e) Non-compliance proven in a board of enquiry or occurrence investigation.	(e) Failure to inform the Regulator of life cycle interventions such as significant new works or the introduction of new technologies.
(f) Failure to comply with any provision of the standards declared by the operator	(f) Failure to submit an Annual Safety Improvement Plan (ASIP) to the Regulator by the deadline specified.

in his Safety Management System Report.	
(g) Failure to comply, subject to category 2 (i) of this Schedule with regulations made in terms of the Act.	
(h) Failure to comply with agreed safety interventions arising from occurrence investigations, inspections, audits and annual safety improvement plans.	(h)Failure to provide information on time and in the format as requested by the Regulator.
	(i) Failure to comply with any other provision of the Act, the Regulations and the standards that inhibit or prevent the Regulator's ability to perform its mandate.

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