

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:

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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).

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.

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.

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.

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;

- (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;

- (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);

- (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);

- (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.

APPENDIX A: RAILWAY OCCURRENCES
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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;

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 <i>member of the public</i> is struck by rolling stock on a running line;
E-b	Occurrence where an <i>employee</i> is struck by rolling stock on a running line;
E-c	Occurrence where a <i>contractor or contractor's</i> employee is struck by rolling stock on a running line;
E-d	Occurrence where a <i>member of the public</i> struck by rolling stock on a line other than a running line;
E-e	Occurrence where an <i>employee</i> is struck by rolling stock on a line other than a running line;
E-f	Occurrence where a <i>contractor or contractor's</i> 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 <i>passenger</i> fell or was pushed from inside a moving or stationary train;
F-b	Occurrence where an <i>employee</i> fell or was pushed from inside a moving or stationary train;
F-c	Occurrence where a <i>contractor or contractor's</i> employee fell or was pushed from inside a moving or stationary train.

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;

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.

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

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.

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;

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;

	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.

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 :

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			

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;				
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				

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 passenger 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;				

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;				

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.				

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)				

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;				

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, 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				

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;				

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		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;				

	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;				

	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.				

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.				

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:						

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			
<u>Name</u>	<u>Designation</u>	<u>Tel / Cell</u>	<u>Time:</u>
➤			
➤			
➤			
➤			
➤			
➤			
25. ROE staff on scene (and their cell numbers):			
<u>Name</u>	<u>Designation</u>	<u>Tel / Cell</u>	<u>Time:</u>
➤			
➤			
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"			
<u>Train</u>	<u>Load</u>	<u>Type</u>	<u>Plan "B"</u>
			<u>Date</u>

➤				
➤				
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

STEP	1	2	3	4	5	6	7
Code	Occurrence type (tick)	Nature thereof (tick)	Train type (tick)	Where (tick)	Who (tick)	Consequences	During
A	Collisions during movement of rolling stock	Collision between rolling stock	Passenger	Running Line	Local Employee	Damage to assets	Averted
B	Deraillments during movement of rolling stock	Deraiment of rolling stock	Dangerous goods	Marshalling yard	International employee	Damage to the environment	Shunting
C	Unauthorized movements	SPAD	General freight	Exchange yard	Public International	Business interruption	Train in motion
D	Level crossings	Rolling stock and road vehicle	Passenger & freight	Siding	Public Local		Train Stationary

[illegible]

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