



Railway Safety Regulator



**SA 2nd National Dangerous Goods
Awareness day: Webinar: 29 October 2025**
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Introduction

Railway Safety Regulator (RSR)

Established in terms of Section 5 of the Railway Safety Act, 2024 (Act No. 30 of 2024)- (provide for the continued existence of the Railway Safety Regulator)

RSR is mandated

- a) Overseeing safety within the railway transport industry**
- b) Promote improved safety performance in the railway transport industry in order to promote the use of rail as a mode of transportation**
- c) Monitor and enforce compliance in accordance with the Railway Safety Act, 2024.**



Co-operative Governance

The RSR must co-operate with other organs of state in order to:

- Ensure the effective management of safe railway operations;
- Ensure the effective overseeing of safe railway operations;
- Minimise the duplication of such functions and procedures; and
- Promote consistency in the exercise of such functions

Railway Regulatory Tools (DG)

Railway Safety Act, 2024 (Act No. 30 of 2024) (Proclaimed 01 August 2025 with certain section excluded)

- Type of Railway Operators: Network, Station, and Train
- Object of the Act, Functions of the regulator, Safety Permits, Safety Critical Grade and Enforcement etc

Railway Safety Regulations

- Regulations regarding infrastructure or activity affecting safe railway operations
- Railway Safety and Security Regulations
- Regulations regarding the category and type of all Notifiable Railway occurrences
- Penalty Fee Regulations
- National Railway Safety Permit Regulations

Railway Safety Determination

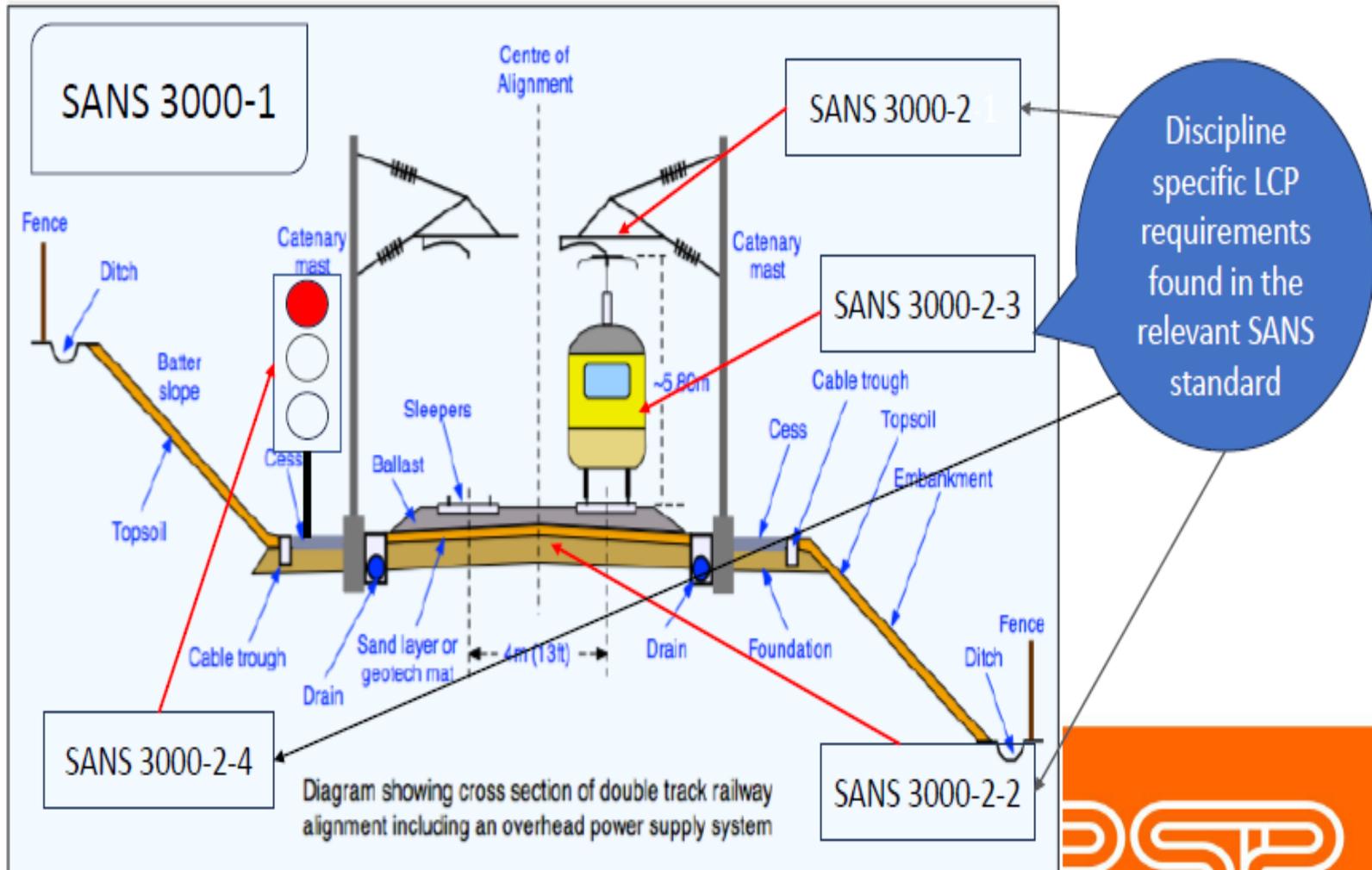
- Safety Management System and Safety Management System Report Determinations
- Safety Permit Fee Determination

Railway Safety Standards

- SABS Standards (SANS3000-1, SANS10228, SANS10405 etc)
- Regulator Standards (Interface Agreement Standard etc)



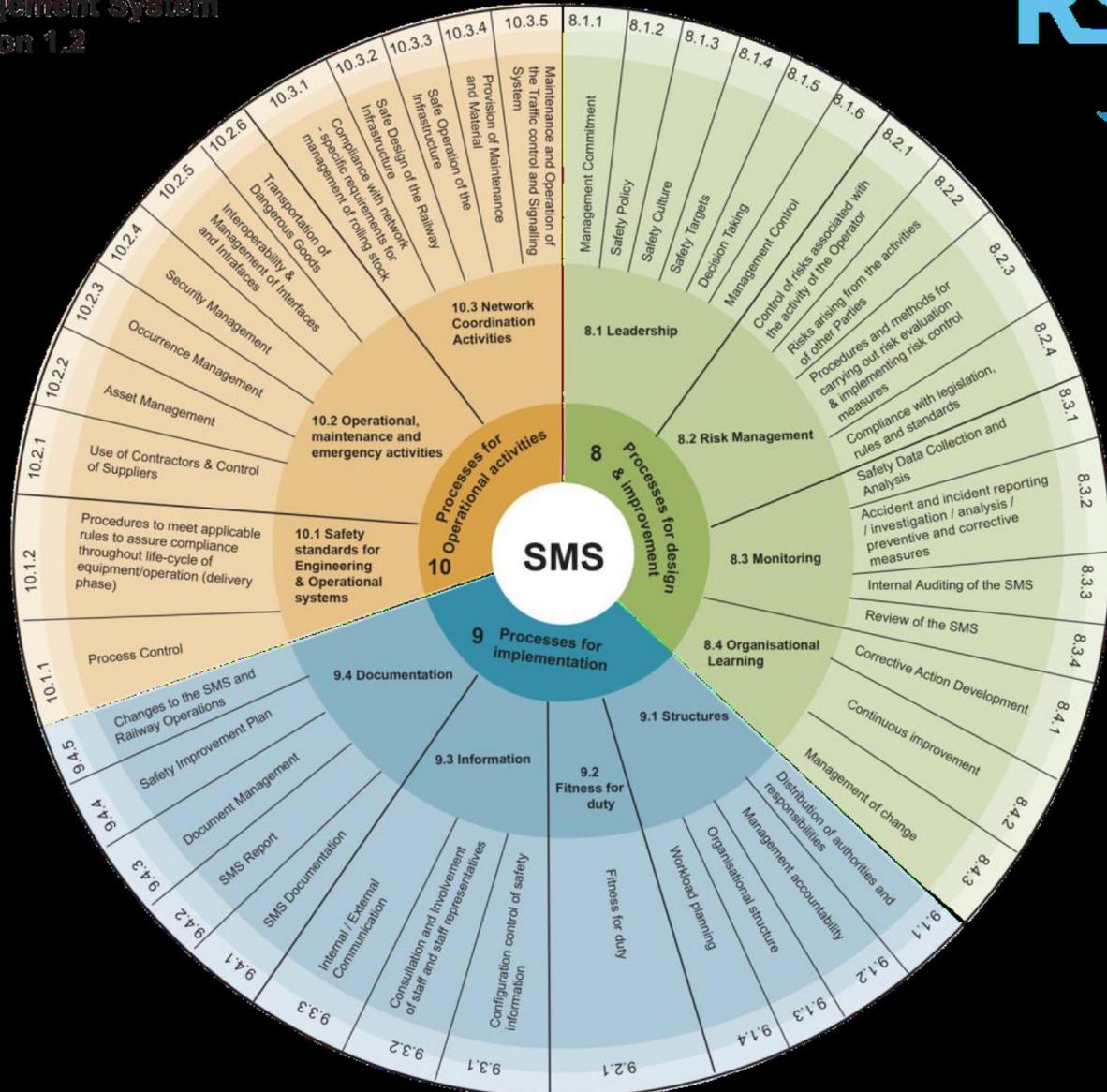
Railway System



Safety Management System: Wheel



The RSR Safety Management System (SMS) Wheel (TM) Version 1.2



SANS10405: Transport of Dangerous Goods by Rail

- Standard specifies the requirements for the safe transport of dangerous goods by rail in terms of:
 - a) Operational requirements;
 - b) Design requirements; and
 - c) Emergency preparedness.
- This includes classification, packaging, documentation, loading, dispatch, placarding, contingency planning and occurrence management, offloading, security issues and training

Responsibilities Consignor, Operator & Consignee

Employees involved with the transport of dangerous goods:

Training : General Awareness Training

- a) identification of the classes of dangerous goods and their related hazards;
- b) identify the marking, labelling, and placarding of dangerous goods;
- c) packaging, handling and equipment;
- d) segregation and compatibility requirements;
- e) documentation; and
- f) emergency response, procedures for accident avoidance and proper use of PPE.

Responsibilities Consignor, Operator & Consignee

Training: Functional specific training: Skill Program:

QCTO-Dangerous Goods Rail Handler: SP-250207: 900282-002-00-00

- a) description and classification of the classes of dangerous goods;
- b) packaging requirements;
- c) labelling and marking requirements;
- d) safe handling procedures;
- e) compatibility and segregation of the consignment on a wagon;
- f) separation and compatibility of wagons transporting dangerous goods;
- g) placarding;



Responsibilities Consignor, Operator & Consignee

Training : Functional specific training(Continued)

- h) rolling stock suitability and service worthiness;
- i) loading and offloading;
- j) occurrence management contingency planning and emergency preparedness;
- k) railway operators interfacing with train operators transporting dangerous goods;
- l) relevant documentation including consignment note and wagon label, vehicle list
- m) wagon and consignment inspections during transit; and
- n) shunting related work.

Documentation

The combined consignment note and wagon label shall contain at least the following information:

- UN No;
- Proper shipping name
- Class
- Packaging group(where assigned)
- Quantity and description of the load
- Details of the consignor, train operator and consignee
- transportation of waste
- the name and address of the consignee
- Declaration

Vehicle List

- Train No.:
- From:
- To:
- Driver's name and Assistant's name(s)
- Departure date/time
- Scheduled arrival date/time
- Wagon No./Container No.
- Destination
- Gross Mass
- Load Date
- UN No.
- Class
- Packaging group
- Product description



Placarding

- Placards shall be a true reflection of the dangerous goods being transported
- Placards shall be clearly visible and legible
- SANS 10232-1
- Appropriate warning label, UN No, Class



Requirements for loading: Processes and procedures

- Undertaken by competent persons wearing appropriate PPE
- Area is safe, barricades are erected and necessary warning signs displayed
- Loading conducted in a safe manner and not placed at risk by other activities
- Dangerous goods are correctly classified, packaged and labelled
- The packaging is not defective, damaged or unsafe;
- The wagons and containers are suitable for their intended purpose, including that they are clean and fit to load; Compatibility requirements are complied with
- Loads are secured and protected
- Correct placards are displayed



Responsibilities Consignor, Operator & Consignee

The following shall apply for damaged, leaking and contaminated packages for **transportation**:

- Dangerous goods shall not be:
 - Offered for transport;
 - Accepted to be transported; or
 - Continued to be transported

If it is **evident** that the package has been leaking or if is suspected that the package is leaking or been damaged. Restrict access and do risk Assessment.



Responsibilities of the Train Operator

- Contingency plans in place in terms of SANS 3000-1
- 24-hour contact no.
- Continuous review any significant changes in:
 - classes
 - quantities
 - routes

Loading and offloading of dangerous goods

Loading and offloading of dangerous goods in rail sidings is not permitted under overhead track equipment on a railway network unless the entire section of railway line, from point set to point set, is de-energized.



Security: processes and procedures

Consignor, consignee, train operator required to comply with the relevant national legislation regarding security issues:

- Personnel are adequately trained to deal with security issues
- Security planning to include:
 - a) Allocation of responsibilities
 - b) Recording of dangerous goods transported;
- Procedures for reporting incidents, threats or breaches of security;
- Procedures for evaluating and testing of security plans;
- Measures to secure relevant information;
- Communication plans; and
- Measures and procedures to prevent and identify losses and theft.

Compliance Monitoring and Enforcement

Compliance monitoring and enforcement

- ✓ **Assessments of submissions made by the operators: Safety Permit Applications (new/renewals) and Technology reviews-change management etc**
- ✓ **Audits**
- ✓ **Inspections**
- ✓ **Investigations**

Non-compliance

- ✓ **Directive (Improvement, prohibitions etc)**
- ✓ **Penalties**
- ✓ **Suspend safety Permit**
- ✓ **Revoke safety Permit**

Railway Stakeholders Participation (Collaboration)

- ✓ **Various Stakeholder Engagement Sessions**
- ✓ **Training (TETA/QCTO)**
- ✓ **DG Awareness sessions**
- ✓ **Various DG committees**



Railway Safety standards- SANS

- **SANS 3000-1:** Railway safety management: Part 1: General
- **SANS 3000-2-1:** Railway safety management: Part 2-1: Requirements for systemic engineering and operational safety standards — Electrical distribution and overhead traction systems
- **SANS 3000-2-2:** Railway safety management: Part 2-2: Requirements for systemic engineering and operational safety standards – Track and associated civil infrastructure and installations
- **SANS 3000-2-2-1:** Railway safety management: Part 2-2-1: Requirements for systemic engineering and operational safety standards – Track and associated civil infrastructure and installations – Level crossings
- **SANS 3000-2-3:** Railway safety management: Part 2-3: Requirements for systemic engineering and operational safety standards - Rolling stock

Railway Safety standards- SANS

- **SANS 3000-2-4:** Railway safety management Part 2-4: Technical requirements for engineering and operational standards - Train authorization and control, and telecommunication
- **SANS 3000-2-5:** Railway safety management Part 2-5: Technical requirements for engineering and operational standards – Operational principles for safe movement on rail
- **SANS 3000-2-6:** Railway safety management Part 2-6: Technical requirements for engineering and operational standards - Interface and intraface management, and interoperability
- **SANS 3000-4:** Railway safety management Part 4: Human factors management
- **SANS 10405:**Transport of Dangerous Goods by rail.



Normative Reference: SANS10405

- Applicable SANS 3000 Standards
- SANS 10089-2, The petroleum industry – Part 2: Electrical and other installations in the distribution and marketing sector.
- SANS 10228, The identification and classification of dangerous goods for transport by road and rail modes.
- **SANS 10229-1, Transport of dangerous goods – Packaging and large packaging for road and rail transport – Part 1: Packaging.**
- **SANS 10229-2, Transport of dangerous goods – Packaging and large packaging for road and rail transport – Part 2: Large packaging.**
- SANS 10231, Transport of dangerous goods – Operational requirements for road vehicles.
- SANS 10232-1, Transport of dangerous goods – Emergency information systems – Part 1: Emergency information system for road transport.
- SANS 10232-3, Transport of dangerous goods – Emergency information systems – Part 3: Emergency response guides.
- **SANS 10233, Transport of dangerous goods– Intermediate bulk containers for road and rail transport.**
- SANS 10263-2, The warehousing of dangerous goods – The storage and handling of gas cylinders.

Railway Safety standards- Cont.:

Regulator Standards

- **RSR 00-2-3-1 – Part 2-3-1:** Requirements for systemic engineering and operational safety standards – Rolling stock – Wheels, axles and bearings.
- **RSR 00-2-7 – Part 2-7:** Requirements for systemic engineering and operational safety standards – Railway Stations.
- **RSR 00-3 – Part 3:** Occurrence Management.
- **RSR 00-4-1 – Part 4-1:** Human factors management – Fatigue management.
- **RSR 02-5-1:** Verbal Safety-Critical Communication
- **RSR 02-6-1:** Interface Agreements

Railway Legislation

www.rsr.org.za – Regulatory Tool



Q&A

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Report an incident by contacting
our 24-hour helpline on

0800 444 888

